



SOUTHERN TRAILS

ISSUE 341 September 2007



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Closing date for inclusion of articles in the next issue of SOUTHERN TRAILS is September 14th.

**Next Meeting Tuesday 11th September
at 7:30pm Deakin Sports Club
A workshop discussion to shape the future of Talooge**

New trips and events added this month

<u>29 Sep - 1 Oct</u>	<u>Trailer Trip to Mystery Bay</u>
<u>12 - 14 Oct</u>	<u>The Extreme Winch Challenge</u>

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

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

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

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

All magazine correspondence should be directed to the Publications Coordinator.

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

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

SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB INC.



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

at 7.30pm on the second Tuesday of each month.

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

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

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

Publications

Website

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

Southern Trails is the ST4WD Club monthly Magazine.

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

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

Talooge Park

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

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

Code of Ethics

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

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

Training

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

The current courses are:

Mandatory Courses

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

Supplementary Courses

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

Training for Driver Training Instructors

Trainee Instructor,

Assistant Instructor,
Instructor, and
Chief Instructor

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

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



PRESIDENT'S PONDERINGS

Peter Fenwick



Well it has been a very busy month since I last wrote this column. The travellers are back from the geographic centre of Australia with some fine tales and great photos to share. If only I'd been able to get away with them. 60L/100k from the petrols and 40L/100k from the diesels meant there was some very powdery sand and some serious tussock crossing going on.

Our Publications Coordinator is back from his trip to the Simpson Desert via the Hay River and gearing up for another excellent publication. Many thanks to Peter H and Michael P who produced excellent magazines in John's absence. The only problem was the efficiency? of the mailing house.

Your committee has been deliberating on the issue of family memberships and entitlements. Due consideration has been given to insurance and the definition of children for the purpose of determining what exactly a family membership constitutes. Family, we have determined, means immediate family and dependent children under 21 living at home. This means that if your 45 year old offspring moves back home, takes a fancy to your 4Wding activities and wants to join the club as part of your family membership; it is not on. S/he will just have to join as a full member but can, with your permission, nominate your vehicle as their 4WD until s/he can purchase one for him/her self. This is a fair outcome for all as it ensures offspring can stand on their own two feet, be trained fully as individuals and participate in club activities as full members.

If you attended the August meeting you will know we are looking at the options for further developing Talooge Park because I threw up a number of options and suggestions for consideration. What

do you members think are the main things we should do to develop Talooge Park? Three excellent and detailed submissions have been received but we want more input from you as to your thoughts on development. Yes we are a 4WD club and yes we want a place to bush camp, train to improve our driving skills, escape from suburbia and even do some bush walking, bird watching and environmental rehabilitation/preservation. To explore these issues and options we will be running a special session at the September meeting to canvas your opinions. See the notice elsewhere in the newsletter and bring all your suggestions and opinions to have your say.

The recent course for prospective trip leaders has generated two new trips in this issue of the magazine. Can you identify them? Would you like to run a trip yourself? If so, see Richard.

On Saturday 18 August I arose at 5.30am (really against my religion as any who have been on a trip with me know) and drove to Prospect in west Sydney for the quarterly meeting of 4WDNSW&ACT. Afterwards I drove home arriving at 5.45pm. It was worth it. I obtained a new brochure about the association and accessing the soon to be revamped (more user friendly) website. I'll have copies for you at the September meeting. The Association wants to hold an executive meeting in Canberra later this year. The President also intends to meet with local representatives of ACT Parks, NSWNP&WS and NSW State Forest to stress the importance of working together to improve understanding and access for 4Wding. The intention is to also progress the formation of a local regional 4WD Council to further

our cooperative aims with these bodies.

The benefits of the Association's endorsed insurer were discussed. See article in this newsletter.

4WDNSW&ACT has one stalwart representative in the 20 member NSW National Parks Advisory Council which meets quarterly. Patrick Sutcliffe also serves on each of the three subcommittees which meet monthly. Those committees are; *Plans of Management*; *Reservation and Conservation Planning* and *Research and Vehicle Access Policy*. Patrick does a great job as a lone voice for 4Wding and really needs our support. We can provide this by ensuring we comment on every draft plan released and by giving good representation of 4Wding every time we access a State Forest or National Park. Patrick assures me that most NSWNP staff are supportive of affiliated 4WD clubs accessing State Forests and National Parks. We should report any adverse reactions to him.

Work on the *4WD Spectacular and Outdoor Recreation Show* to be held at Queanbeyan in February 2008 is progressing well. Our representatives, Rosemary, Jenny and Wendy ably supported by Marge are ensuring that ST4WDC views are represented and that we pull our weight. The ACT 4WDC has management of the test track for 2008 and the track-facing display tent. Our turn is again in 2010. I attended the 16 August meeting and was impressed with the spirit of cooperation and progress made. It should be an excellent show.

Don't forget the Willowglen Challenge and the extreme winch challenge Chris Nash spoke about at the August meeting. I look forward to talking with you or seeing you at the next meeting, at

Talooge Park or on the track as
we are going places.

Peter Fenwick

President

Club Librarian

Kerry Blakston has taken on the job of Club Librarian. She is assembling a collection of the Club's maps and other reference material for use by members.

She would also like to draw up a listing of such material which members would be willing to lend for trip planning or similar purposes.

Please email Kerry (kerry@st4wdc.org) if you would like to contribute, or to make use of this material.



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TALOOGIE Topics

Jim Raleigh



Latest News

Well the drama of the snow and floods at Talooge has passed leaving us with not only a reminder of the potential hazard of such events but a lot of clearing up of fallen trees to be tackled. By the time you read this we should be back to normal after a short notice working bee to clear the hundreds of fallen trees and branches from the driver training tracks. Many thanks to all those who participated which permitted the Driver Training Course to be conducted unhindered.

Last month I outlined the two possible escape routes in the event that the Strike-a-Light River is impassable. Further to that information I have now been in contact with the owner of the property through which the Calabash Fire Trail passes and whilst he is willing to allow us to use it in an **absolute emergency** he does not wish to see any routine use without his prior consent. Please re-

spect this request and do not use Calabash Fire Trail except in a serious emergency.

The alternative exit to the west is able to be used but is potentially confusing to those who have never used it. There are many intersections and it is quite easy to become hopelessly lost. A route map will be displayed at Talooge and I have sought the concurrence of the property owner to allow us to install reflective arrows at key points to assist those unfamiliar.

As indicated last month, in most cases, clearly the most prudent option is to leave before the river becomes impassable.

Join the discussion at the Monthly General Meeting on Tuesday 11 September (See advertisement separately in this issue). Please come and have your say on what you would like or not like to see happening by way of development at Talooge. Even if you have no specific ideas or views of your own, lend your support to the good suggestions, raise objections to the not so good ones.

Use of Talooge

Whilst it is understandable that the use of Talooge has been minimal during the colder winter months, these will soon be passing. Now is the time to start planning to spend some time there enjoying **your** property. Aside from just relaxing away from the cares of home, there are lots of opportunities for extensive bush walks, heaps of firewood for campfires, and lots of fresh mountain air.

Talooge Development

Calendar of Events

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

From	To	Activity	Contact	On
6-Sep-07	7-Sep-07	AFP Training Course	Jim Raleigh	0413 612 305
8-Sep-07	9-Sep-07	"Safe One" Basic Driver Training	Peter Reynolds	6251 1258 (H) 0428 623 458
22-Sep-07	23-Sep-07	Envirofund Working Bee	Graeme Kruse	6292 3073 (H)
1-Dec-07	2-Dec-07	Christmas Party	Richard Brand	0418 568 358

The origin of the name Talooge

The name Talooge is an acronym for **To Always Look Over Our Great Environment** and I am pleased to advise that we now have the name of the young girl who suggested it. She is Jessica Azzato (now 12 years old), daughter of Robert and Penelope Azzato.

EVENTS AND TRIPS

Richard Brand



Keeping us on Track

Timing is Everything

The magazine publication schedule continues to baffle us. Last month I was so focused on getting this report written by my Friday deadline that I completely forgot to submit the Trip Calendar – at least until I remembered on Sunday evening. So I hastily e-mailed it hoping all would be well. The email was not read until Tuesday so you can imagine my surprise when my magazine was delivered by Australia Post just two days later, with the trip changes included, almost two weeks before the monthly meeting. Amazing work!

OziExplorer Workshop

There were so many wanting to attend, we just had to schedule the second workshop so by the time you read this we will have trained over twenty members in how to lead trips, and around 20 in how to easily plan, execute and record route directions using GPS systems.

Believe me, when it is working well, global positioning takes a lot of stress out of leading trips. I now know exactly where I am, and where I've been, and often I even know what direction I've got to go in. Still can't convince the troops, though.

So, with spring around the corner and summer not far away, now is the time to submit your trip suggestions.

Trip Changes

In addition to their four-wheel drive activities, Dennis and Mar-

garet Collins are avid skiers. Unfortunately Dennis Collins ruptured his archilles tendon and will be in a cast for 8 weeks, and will not be allowed to lead his Outback NSW and Coongie Lake trip, starting out on 22nd September. However, the trip will still go ahead, with Graham Traynor and David Whight taking over the trip leadership.

Also, the one day MacIntyre's Hut and Flea Creek trip has been moved from Saturday 15 September to Sunday 16 September and will now be lead by Greg Taylor.

New Events and Trips

Greg Taylor is also leading another trailer trip to Mystery Bay on the long weekend starting 29 September. The last time this trip was run, it was so popular we had to run two separate convoys. Of course, you do not have to take a trailer – and the weather on the coast should be warming nicely.

Events which could not make it into the magazine publishing cycle included Alan Jones' working bee at Talooze Park on Saturday 25 August. Bear in mind that this was Marj and Alan's 38th Wedding Anniversary! To celebrate, they linked the working bee to an exploration of Cowra Creek and Mount Dowling the following day.

Both these activities were announced at the August general meeting, and emailed to those who are on the early trip notification list. If you want to be included on this email list, just send a request to trips@st4wdc.org.

Chris Nash is hosting an Extreme Winch Challenge on his

property The Rock Farm on the weekend of Saturday 13 October. This is a great chance to be a passive spectator watching the amazing abilities of special purpose vehicles conquering extreme conditions.

You can also take a more active role, by volunteering to assist in one of many ways, including marshalling, ferrying spectators and parking control.

Doreen McEncroe is organizing catering for the event, and she will welcome all forms of assistance with profits coming back to this club. Please give her your support.

Visual Aids

It is great that almost all verbal trip reports have heaps of digital photos to give us an idea what participants actually experienced.

To avoid the flurry of activity at half-time when we try to sort out whose digital photos we need to load from which device, please try to email me your presentation beforehand.

It is a little more effort, but I find that Microsoft Powerpoint is a very flexible vehicle for organizing photo slides.

There is a bulk import facility for photos which is a little hard to find. Open up a new Powerpoint presentation, then follow the menu items Insert -> Picture -> New Photo Album. You can then select photos from any folder – if you want to select all the photos, click the first photo and then hold the shift key down and click the last one.

There are several advantages in using Powerpoint. Firstly when

you save the Powerpoint presentation, it is only one file – much easier for me to manage when there are lots of reports! Secondly, it is very easy to reorder your slides to fit your talk. Thirdly, you can hide slides from view, while keeping them in the presentation so you can tailor your show for different audiences. Fourthly, you can control the timing of slide changes to match your talk, while you are wandering around, by using the radio mouse. This way, the photos reinforce what you are saying rather than becoming a distraction.

Of course, if you want to get flash, you can add text slides and fancy transition effects (and even movies).

My laptop runs Powerpoint 2003 so if you are on a later version, please make sure you save your presentation in a compatible format.

If this is too hard, and your photos are too big to email, we can arrange to meet well before the meeting starts and nut out the details.

I've previously mentioned the benefits of emailing me waypoints or routes suitable for OziExplorer a couple of days ahead of the meeting, so we can project the maps and the track. Good for forthcoming trips as well!

Talooge Park Workshop

The September meeting will include a facilitated session to elucidate and rank developments you would like at Talooge Park. The session is being run for us by a leading management consultant on a pro bono basis. I expect it will surprise us all by being huge fun as well as highly informative. Try to be there.

Richard Brand
(acting) Events and Trips Coordinator



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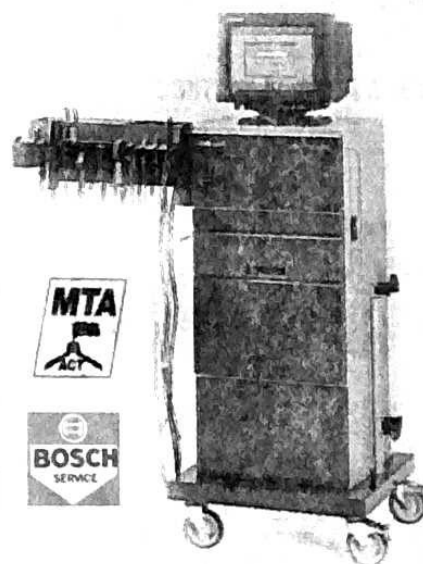
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Talooge Park

Contribute to
the development of Talooge
at the **Monthly General Meeting** on
Tuesday 11 September.

In place of the usual guest speaker we will be conducting a facilitated workshop to identify and prioritise further developments of your Club property

Talooge Park.

The facilitator will be

David Leaney

David is Executive Director of Clear Lead, is a Bachelor of Engineering, a Master of Science (Aeronautics), a Master of Business Administration, a Fellow of the Australian Institute of Management and a Certified Management Consultant. Despite this, he has the misfortune of being Richard Brand's boss.

David will be delving into his kitbag of techniques to ensure ***democratic participation.***

Ideas will be generated, weighted and prioritized on the night, based solely on input from each club member present.

If you feel you would like to make a suggestion outside the workshop, please forward your ideas to Talooge@st4wdc.org.au before 10 September. If desired, anonymity will be guaranteed.

PUBLICATIONS

John Wiseman



Well we're back in town and have taken up the Southern Trails reins again. Our thanks to Peter Henderson and Michael Patrick who assembled the last two issues of our magazine and got them to the printer.

There's a pretty tight schedule for preparation and printing - we aim to have the magazine delivered to members mail boxes 1 week prior to the monthly meeting, after allowing 1 week for printing, addressing and packaging. Trouble is we have no control over the printing and mailing process and sometimes the mailing house may decide to sit on its hands for an extra week or so. This has happened in the past and happened again while we were away so that magazines were delivered to members after the monthly meeting. We are looking at alternatives for printing and mailing, but there aren't many local options and we would prefer to continue supporting local businesses.

The last couple of months Val and I, in company with Kevin and Megan Dawes, have been in the Simpson Desert, initially providing support for an Australian Geographic expedition to the Hay River area (north Simpson in the SE of the Northern Territory). A very interesting trip with many contrasts with the excellent Club trip to that area led by David and Helen Sutton last year. We were frequently reminded of the planning effort that must have been put in by David and Helen to ensure that everything went smoothly, with good contingency planning to avoid any unpleasant surprises. In sharp contrast, our excursion this year was seriously lacking in project management. This had been contracted to a commercial operation whose main expertise lay in food catering under remote conditions.

The expedition was intended to have 3 bases from which to survey the fauna and flora in this very remote area. One central base was to be at

Batton Hill camp, a well established camp with good facilities, the second near Lake Caroline about 60 km south, and the third at Mt Barrington, about 50 km to the south east. Neither of the latter had any potable water or established facilities. Our responsibilities related to the management of these two camps and provision of radio communication between them all. Communication was particularly important because of the remoteness of the area, the fact that people unfamiliar with desert travel and associated safety issues were ranging long distances from the camps over difficult terrain, and concern over possible medical or other emergencies. On arrival we found that, not only had no sites been selected for the remote camps, but no-one had actually visited them for months. The tracks to the Mt Barrington area were impassable due to washouts and new tracks would have to be explored across the dunes.

Kevin and Megan led a convoy of about a dozen scientists and support staff from the base camp to the Lake Caroline area to set up the first of the remote camps. This is rough, remote country, strictly 4WD and not somewhere to travel alone.

This was when the wheels started

to fall off in spectacular fashion, and the benefits of our Club training became very clear. It was when one member of the party lost control of his manual gear shift vehicle and engaged some gum trees in a duel that it was learned that this driver had never driven a manual vehicle before and had no 4WD experience! (It turned out that others too had similar limitations.) With chainsaw, winch and finally a snatch, Kevin freed the vehicle which had impaled itself on the stump of one of the trees it had destroyed. Megan then drove the damaged vehicle and its shaken driver. Much time was lost in the recovery, so that camp was finally set up in the dark at an unexplored location in spinifex. (For those who haven't experienced spinifex at close quarters - it is a very harsh grass, maybe half a metre high, with densely packed spiny needle-like leaves which are very uncomfortable to the touch and painful and slow to heal when the spines enter the skin and break off. The stuff is also highly inflammable and occurs in closely spaced clumps up to a few metres in diameter. Probably used as a lawn grass in hell!) Then came the communications issues. UHF radio has a range of maybe 8-10 km tops in this sort of country, no good for communicating with the other bases. HF radio, is good for less than perhaps 20 km, but relies on refraction in the upper atmosphere to achieve distances of thousands of km. Depending on frequency, it has a dead zone between about 20 km and



A camp among the spinifex.....

300 km, beyond which refraction and reflection come into play to provide satisfactory if erratic communication. Although our HF radios provided good communication with the national 4WD (VKS737) and Flying Doctor networks, we had virtually no communication between the three bases since they fell in the dead zone. Satellite phones proved useless due to the recent demise of a number of satellites. These issues, which could have been handled with forethought and planning, came close to crippling the expedition.

Accompanied by an experienced local, Val and I spent a day trying to blaze a fresh trail to "our" proposed campsite at Mt Barrington. It's a reflection on the remoteness of this area that Val was almost certainly the first woman to drive a vehicle there, and probably the first non-Aboriginal woman to even see that country. After half a day on the dunes we had, with winching and snatching, covered half the required distance, and it was quite clear that most of the drivers would never get there. The proposed camp was abandoned and with a couple of hours reconnoitering an easily accessible one with suitable topography and satisfactory communication was adopted.

Apart from the minimalist planning which led us into so many avoidable obstacles, it was a great 2 weeks spent with interesting and enthusiastic people.

Details of the expedition and its results are expected to be published in Australian Geographic early next year.

When the expedition wound up we headed towards Alice Springs to re-provision. Kevin and Megan's 9 year old granddaughter, Stephanie, flew in from Canberra to join us for the following weeks. (Being of grandparent age ourselves it was good to be reminded that young people still have energy and enthusiasm at the end of a day's traveling, when we can barely make it as far as the fridge!)

We set off south east on the Old Andado track for Dalhousie Springs, a jumping off point for travelling to Birdsville over the Simpson Desert. En route we were discussing (on the UHF radio, and fortunately in the politest terms) the likelihood of meeting up with this year's Sutton-led group whom we knew were somewhere not far away. It was indeed a pleasure to hear familiar voices interjecting on the UHF. The two groups spent an enjoyable night together at Old Andado homestead before the serious adventurers headed north and we went south.

We had a leisurely crossing of the Simpson to Birdsville, travelling most of the tracks, then

parted company with the Dawes and Stephanie and headed south through Innamincka to spend a few recuperative days at Coongie Lake. This is a very special destination that is highly recommended. (Sorry - the forthcoming Club trip is over-full.) Then south via the bore track through horizon-to-horizon wildflowers covering the brightest red dunes we've ever seen. Tipoooburra, Broken Hill then a dash home by the shortest route to escape the cold.

So why am I telling you all this? Several reasons. To share the contrast between our chaotic recent experiences and the well planned Club trip of last year. To illustrate how valuable our Club training is at building competence that can be called on when the going gets tough. To explain our absence which led to others shouldering responsibility for preparing Southern Trails, and point to the success of the new team approach which has made this possible. And lastly, but by no means least, at the time of writing we needed something to print so we could have a magazine this month! **Please pound your keyboard and send in articles of interest.**

John Wiseman



To avoid shovel work in spinifex, never bog both vehicles at the same time!

ARB

Advertisement

Arb 5939 ALocker_FP_SthTrails.pdf

"SAFE ONE" BASIC 4WD VEHICLE OPERATION COURSE

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

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

Purpose:

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

Meeting Time/Place:

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

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

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

ONLY ONE DRIVER PER VEHICLE PER COURSE ALLOWED

WHAT TO BRING

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

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

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

PLEASE DO NOT BRING PETS OR FIREARMS.

ACT Off Road Advert

act_offroad_a5_v1-1.pdf

(Yes—realize it's portrait A5—their artwork—please centre on A4 page)

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 member/driver who is considered not to have the necessary level of skill in 4WD driving.

- *GRADE 1:** very easy with little, if any 4wd driving 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 travelling 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. You should advise the trip leader of your level of skill, and vehicle equipment when signing up for such a trip. New members must have attended the 'Safe-One' Basic Vehicle Operation Course before attending a Club trip above the Grade 1 level, unless you have satisfied the club's Education Coordinator that you have the necessary experience.

TRIP PLANNING

If you are planning a Trip or Social Event for the Club contact the Club Trips Co-ordinator 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. 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

Most club members have a UHF radio fitted to their vehicle, which allows convoy procedure to be carried out. The Club standard is UHF radio. The Club uses Channel 14 as the standard channel for trips.

FIREARMS & PETS

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

TRIPS AND EVENTS



8 - 23 Sep History, Wine & Animals

(2007-041)

Trip Leader: Kerry Blakston and Barry Woodyatt
Email: blakston@westnet.com.au
Phone: 6254 6695
Vehicles: 6
Grade: 2
Start: 8:15 AM
Departure: National Dinosaur Museum, Barton Highway
Fuel: Full tank
Requirements: Basic Recovery gear, UHF radio, good tyres, plenty of water
Gas stove for meal cooking as some camp sites in the National Parks do not allow open/fireplace cooking. No pets
Description: Destinations – Hay – Mungo NP – Little Desert NP – Grampians NP – Ballarat – Rutherglen – Weddin Mountains NP – Dubbo – Hill End Historic Site. We will be meeting up with the Milton-Ulladulla NP walking group at Mungo NP. There will be a 3 night stay to see the ancient history of this magic place. Some 4WD driving through the other National Parks. Australian history at Sovereign Hill – Ballarat. Wine tours in Rutherglen. Animals at the Dubbo Zoo. Big 4 camping at Hay, Ballarat & Dubbo. Campsite camping in the National Parks. This trip will be 2 weeks at a fairly leisurely pace, enjoying Australia's beautiful landscape and some of Australia's best wine
Comments: Vehicle Fees will apply in the National Parks

8 - 9 Sep "Safe One" Basic Driver Training at Talooge Park

(2007-038)

Trip Leader: Peter Reynolds
Phone: 6251 1258 (h); 0428 623 458 (m)
Description: This is the Club's official and accredited basic driver education course

11 Sep Monthly Club Meeting

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



WORKSHOP - THE FUTURE DEVELOPMENT OF TALOOGE

TRIPS AND EVENTS



15 Sep MacIntyre's Hut and Flea Creek Day trip

(2007-042)

Note - Changed from Saturday to Sunday, and new Trip Leader

Trip Leader: Greg Taylor
Email: taylors1@netspeed.com.au
Phone: 6241 3547 (h); 0401 710 071 (m)
Vehicles: 8
Grade: 2
Start: 8:15 AM
Departure: Uriarra Homestead
Fuel: Full tank
Requirements: Basic driver training well maintained vehicle, good tyres, water for the day, morning tea and lunch
Description: A great trip through some of the main trails of the Brindabellas, taking in breathtaking scenery. Taking in a number of small creek crossings and the powerline Trail before running along Webbs Ridge Track and down Waterfall Track to McIntyres Hut for lunch. Depending on time and weather, continue on past California Flats to Doctors Flat Road and Home via Uriarra Crossing or Uriarra T Section.

16 Sep "Safe One" Basic Driver Training Course Follow-up Day

(2007-040)

Description: This is day three of the basic driver education course starting on the 8th and 9th September 2007 and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above.

21 Sep Bell Shakespeare's "The Government Inspector" by Nikolai Gogol

(2007-059)

Trip Leader: Catherine Panich
Email: capan@homemail.com.au
Phone: 6281 5175 (h)
Departure: The Playhouse - Civic
Requirements: Suitable for children 15 years and over. Cost: \$50 each for a group of 8+
Description: The plot of The Government Inspector hinges on a case of mistaken identity when a lowly impoverished young civil servant from Saint Petersburg is mistaken by the members of a small provincial town for a high-ranking government inspector. The play ridicules the extensive bureaucracy of the Russian government under the tsar as a thoroughly corrupt system. Universal themes of human corruption and the folly of self-deception are explored through this drama of Russian life. A dazzling blend of farcical situations, Gogol's masterpiece has lost none of its bite.

22 - 23 Sep Envirofund Working Bee 5 – Spring Planting

(2007-062)

Trip Leader: Graeme Kruse

TRIPS AND EVENTS



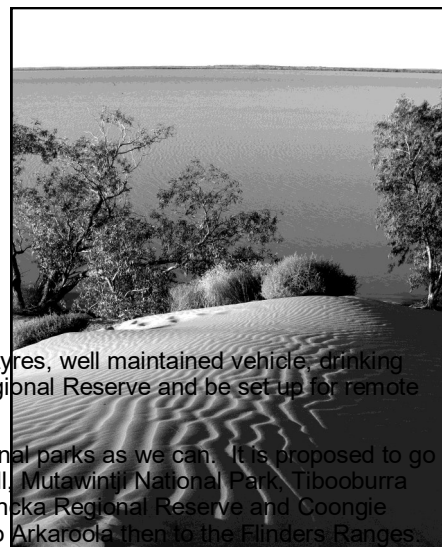
Email: gkruse@bigpond.com
 Phone: 6292 3073 (h)
 Trip Leader: Don Wiltshire
 Email: donwiltshire@homemail.com.au
 Phone: 6161 1880 (h); 0408 649 732 (m)
 Vehicles: Unlimited
 Grade: 1
 Start: 9:00 AM
 Departure: Bredbo – on the road to Jerangle, 100m off the Monaro Hwy
 Water: Sufficient for own needs – drinking, cooking and washing
 Requirements: Gardening gloves, gardening trowel, kneepads if you have them and warm clothing in case it is cold/windy. Also, enthusiasm, good cheer, food, water, camping equipment and the very important stuff for 'happy hour'
 Description: This is the fifth working bee that contributes towards the Club's component of the Federal Government Envirofund grant. The objective is to plant out approximately 1200 native grass seedlings (Kangaroo Grass). These seedlings will complement the direct seeding – all of which is to combat and in the long term overcome the Serrated Tussock. Even if you can spare only one day your contribution will be most welcome

22 Sep - 14 Oct Outback NSW and Coongie Lake

(2007-043)

Note: Changed trip leaders due to skiing accident
 Trip Leader: Graham Traynor
 Email: vk1gt@optusnet.com.au
 Trip Leader: David Whight
 Phone: 6231 5347 (h)
 Vehicles: 6
 Grade: 2
 Start: 8:00 AM
 Departure: Barton Highway at Hall near the NSW border
 Fuel: Along the way as required
 Maps: HEMA Central Australia
 HEMA Outback New South Wales

Requirements: Basic Driver Training, basic recovery gear, UHF radio, good tyres, well maintained vehicle, drinking water, Desert Parks Pass for access into the Innamincka Regional Reserve and be set up for remote area camping.
 Description: We are planning this trip to be casual and visit as many national parks as we can. It is proposed to go via Mungo National Park, Kinchega National Park, Broken Hill, Mutawintji National Park, Tibooburra and the Stuart National Park, Innamincka and then to Innamincka Regional Reserve and Coongie Lake. From here we plan to drive down the Strzelcki Track to Arkaroola then to the Flinders Ranges. Coongie Lakes are famous for their spectacular scenery and bird life and should be worth a visit after the floods in Queensland earlier this year. Mutawintji Historic Site has some of the best aboriginal paintings, stencils and engravings in the area, which require a separate tour to be booked, and Mungo is a must for all visitors. In addition we will stop over at Broken Hill to explore the sights and restock before heading north to Coongie Lakes.



TRIPS AND EVENTS



29 - 30 Sep Willow Glen 4x4 Challenge

(2007-044)

Trip Leader: Peter Reynolds
Phone: 6251 1258 (h); 0428 623 458 (m)
Vehicles: 6: 4 competitors, 1 reserve, 1 team leader. Unlimited supporters
Grade: 2
Start: 8:15 AM
Fuel: Full tank
Requirements: Good truck, excellent tyres, twin lockers and suspension lift an advantage
Description: This is the best inter-Club competition weekend in the calendar. What's more, Southern Tablelands has won outright for the last two 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

29 Sep - 1 Oct Trailer Trip to Mystery Bay

(2007-066)

Trip Leader: Greg Taylor
Email: taylors1@netspeed.com.au
Phone: 6241 3547 (h); 0401 710 071 (m)
Vehicles: 8
Grade: 2
Start: 8:30 AM
Departure: Williamsdale
Fuel: Full tank at start
Maps: Badga, Belowra, Cadgee, Centra Tilba, Jerangle, Narooma, Snowball, Wandella, Winston
Requirements: Basic Driver Training, basic recovery gear, UHF radio, good tyres, well maintained vehicle, drinking water. Happy hour supplies, and pot luck dinner on Saturday night.
Description: Mystery Bay is one of the most beautiful spots on the South Coast, just a few kilometers from Narooma. We stay two nights in a Council-operated, primitive camping area for a small daily charge. The camp area is huge, shaded by trees and close to beaches and fishing spots. Pets under control are allowed. A nearby lagoon is ideal for canoes. The trip is suitable for off-road camping trailers. If the wheels and tyres on your trailer match those on your truck, it is an off-road trailer. Of course, vehicles without trailers are also welcome. The trip down will be largely off-road with an interesting river crossing. We will camp for two nights at Mystery Bay, allowing ample opportunities for side trips and exploration, or just relaxation. If you forget happy hour supplies, Narooma is just a few minutes away.

12 - 14 Oct The Extreme Winch Challenge

(2007-067)

Trip Leader: Chris Nash
Phone: 6230 2227 (h); 0438 418 001 (m)
Departure: The Rock Farm. About 15-km south of Bredbo, turn right past the Numeralla River at the Dromore Produce sign



TRIPS AND EVENTS



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

12 - 14 Oct Catering for the Challenge (2007-068)

Trip Leader: Doreen McEncroe
Email: plod_mcencroe@bigpond.com
Phone: 6241 8188 (h);
Departure: The Rock Farm. About 15-km south of Bredbo, turn right past the Numeralla River at the Dromore Produce sign
Description: Our incredibly hard-working Doreen McEncroe has volunteered to provide catering for The Extreme Winch Challenge. She is looking for volunteers to assist, with proceeds returning to this club.

13 - 14 Oct Mount Dowling and Cowra Creek (2007-046)

Trip Leader: Alan and Marj Jones
Phone: 6284 3456
Vehicles: 8
Grade: 2
Start: 8:15 AM
Departure: Williamsdale
Fuel: Full tank
Requirements: Basic driver training well maintained vehicle, good tyres, water for the day, morning tea and lunch
Description: Mount Dowling is the biggest mountain visible from Strike-A-Light Fire Trail as you come out of Talooge Park. Cowra Creek is a huge gold mining area about an hour away from Talooge Park. It has massive tailings dams, workings and even abandoned rail skips. The local hobby seems to be looping telephone handsets over overhead wires.

27 - 28 Oct Water Crossing and Sand Driving Course (2007-047)

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 .

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

Trip Leader: Peter Reynolds
Phone: 6251 1258 (h); 0428 623 458 (m)
Vehicles: 8
Grade: 2

TRIPS AND EVENTS



Departure: tba
Fuel: Full tank
Requirements: Basic driver training well maintained vehicle, good tyres, water for the day, morning tea and lunch

4 Nov Family Fun at Weston Park

(2007-060)

Trip Leader: Vivian Henderson
Email: 52vivian@emailme.com.au
Phone: 0407 969 057 (m)
Start: 11:00 AM
Departure: Weston Park
Requirements: Drinks, food, blankets, chairs, crockery, cutlery (disposable of course), games.
The kids, partner, husband, wife, girlfriend, boyfriend, mother, father, grandparents, aunts, uncles, nephews, nieces, friends, enemies, colleagues, stragglers and anyone else who fancies a fun day
Description: Do you like the thought of lazing around on a lovely warm spring day, glass of wine (men read beer) in hand, watching the kids play cricket or football, sharing a BBQ with friends and no washing up? Games for the kids (big and little) will be organised – football, cricket, bocce \ Frisbees or take a ride on the miniature railway. A side trip to the Yarralumla nursery could be arranged, if enough interest is expressed, for the gardeners in the club. The exact location will be evident from the very long stick with a pair of pink bloomers blowing in the breeze tied to the top (only kidding!). A map of Weston Park, with our chosen spot marked, will be available at the October meeting or via email, fax or snail mail.

17 Nov Postman's Track Ramble Day Trip

(2007-050)

Trip Leader: Rick and Wendy Holland
Phone: 6292 6537; 0412 335 962 (m)
Vehicles: 8
Grade: 2
Start: 8:15 AM
Departure: Williamsdale
Fuel: Full tank
Requirements: Basic driver training well maintained vehicle, good tyres, water for the day, morning tea and lunch

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

(2007-061)

Trip Leader: Catherine Panich
Email: capan@homemail.com.au
Phone: 6281 5175 (h)
Departure: The Courtyard Studio, Canberra Theatre
Requirements: Suitable for children 15 years and over. Cost: \$27.00

TRIPS AND EVENTS



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

Comments: Bookings and money to Catherine by 19 October

1 - 2 Dec Christmas Party at Talooge

(2007-052)

Trip Leader: Richard Brand

Email: trips@st4wdc.org

Phone: 0418 568 358 (m)

Vehicles: Unlimited

Grade: 1

Start: 8:30 AM

Departure: Williamsdale

Fuel: Full tank

Requirements: UHF radio, happy hour provisions, pot luck main course, lunches and breakfast. Also a secret wrapped present for each child you are bringing, plus an inventive wrapped grown-up present valued under \$15. Table decorations

Description: Two packed days of fun for children and adults alike. Kids games will be followed by games for kids-at-heart. Santa will visit, there will be the Gift Grab, kid's movies then the communal dinner following happy hour. Guess the wine, best table decoration, club-provided desserts and camp-fire camaraderie take us through to the "Morning-after Funkana". Bigger and better than ever, this will test your driving skills, patience, trust and communication abilities as never before. Not to be missed.

9 - 10 Feb 4WD Spectacular and Camping Show

(2008-001)

Venue: Queanbeyan Showground

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



TRIPS AND EVENTS



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Geosurveys Hill Trip Report

14th July—12th August 2007



Participants

Dave & Helen Sutton	Troopy
Peter & Debbie Reynolds	60 Series
Rod Brewer & Sammi	60 Series
Rick & Wendy Holland	Pajero
Thommo & Julie Buttriss	80 Series
Jim & Jane Raleigh	100 Series
Bruce & Jennie Collins	Patrol
Peter & Gwen Henderson	Patrol
Peter Butterfield	Patrol



A trip leaders preamble

As advertised, this was to be the mother of all trips and it certainly lived up to its expectations. This was the hardest trip that we have led, both in planning and the day to day psychology of the trip. The remoteness, minute by minute navigation, situational awareness, fuel and water usage and punctures were daily life, coupled with the constant quandary of “the what if factor”. This trip is not for the faint hearted for either trip leader or participants. We have done cross-country trips before, but even we were surprised at how rough this crossing was, testing the mind, suspensions and fuel figures. As an indication of the conditions encountered, there were times when the diesels approached 1 km to the litre!. But we had luck on our side, our fuel usage was lower than others who had done it before, we got less punctures, we had only minor me-

chanical problems. We found some easy shotlines to traverse that were not on the map so therefore were able to get out of the desert two days ahead of schedule. The only down side to the trip; we had a medical problem occur to the trip leader whereby we had to reach a major teaching hospital in a reasonable amount of time.

Overall a great trip and looking forward to doing more into the future.

Problems

Blown motor before the trip started
Blown ECU chip at the end of the trip
22 side wall punctures- repaired with plugs, 2 sidewall rebuilds in the desert.
Broken rear panhard rod – welded and replaced back onto vehicle
Loose roof rack
Shorted out relay for 2nd battery – replaced with spare
A punctured mag wheel from a rock
Broken snatch strap
Broken front sway bar bracket – removed
Blocked radiators from seed & fluf
Snapped tendon to finger – bush repair with tape – major repair in Canberra

The Trip

The six vehicles that had not already gone ahead (Peter & Debbie, Rick & Wendy) or were to catch us up (Bruce & Jenny), gathered on a crisp and foggy morning at Hall for a 0715 start. A pleasant surprise was to be farewelled by Craig (who had accompanied Peter B on the Hay River trip last year). An uneventful but very cold transit to Wagga ensued until Rod began experiencing overheating problems with his



vehicle. Although he continued for part of the way to Narrandera, he eventually decided to return to Canberra with what was subsequently found to be a cracked cylinder head. We eventually reached the Robinvale Riverside Caravan Park for our first stop from which we were driven to the Euston Club (recommended) for a very nice dinner.

At 0800 next morning just as we were about to leave, Bruce & Jenny, arrived but remained behind to have breakfast, having spent the night at Hay. Most of us enjoyed the pies from the Morgan bakery for lunch down by the river watching the ferry cross. The further transit through Burra & Spalding was enjoyable because of the vivid green and lush crops obviously enjoying recent rains in SA.

At Crystal Brook we turned north to Port Augusta where Desert Parks Passes were obtained by those in need. All vehicles were topped up with fuel, we filled the many jerry cans, purchased fresh fruit and vegetables, and headed for the Big 4 Caravan Park where we enjoyed take-away pizza. Late that night Rod and Sammi caught up with us after having installed a replacement engine (with some help from his brother Michael) and a long drive with few stops.

After a good rest and now fully stocked, the 'advance party' of 3 vehicles (Jim & Jane, Rick & Wendy, Thommo & Julie) set off at 0800 to permit time for a visit to Woomera. The others followed after completing some additional chores and shopping. Both the outdoor and indoor (visitors centre) exhibits at Woomera were enjoyed before calling the 'stragglers' on HF to find they had been delayed a little more than anticipated. As a result, the 'advance party' decided to continue at a slow pace towards our objective of Coober Pedy. The changing countryside was notable with the increasing presence of salt bush. We reached Coober Pedy around 1700 to find the

Reynolds, with the 'stragglers' quite close behind. All vehicles were finally together for the first time. A most kind minibus driver drove us to the nearby hotel where we enjoyed another excellent meal (except for Bruce & Jenny whose order was 'lost') before walking back under a beautiful clear starry sky.

A planned early departure next morning was delayed by a sleepy trip leader. The five vehicles eventually got away at 0830 to visit the Breakaways en-route

for our use. Most of the stragglers arrived at around 1800 having passed the site of a single vehicle fatal accident around 70km south for which the RFDS aircraft had landed across from the roadhouse. An excellent dinner was enjoyed at the Roadhouse that night and this time nobody missed out.

The next day was a lay day for final rearranging and checking of vehicles. The last two stragglers (Rod & PB) arrived around lunch time in readiness for the 'real' trip briefing from Dave. We were all

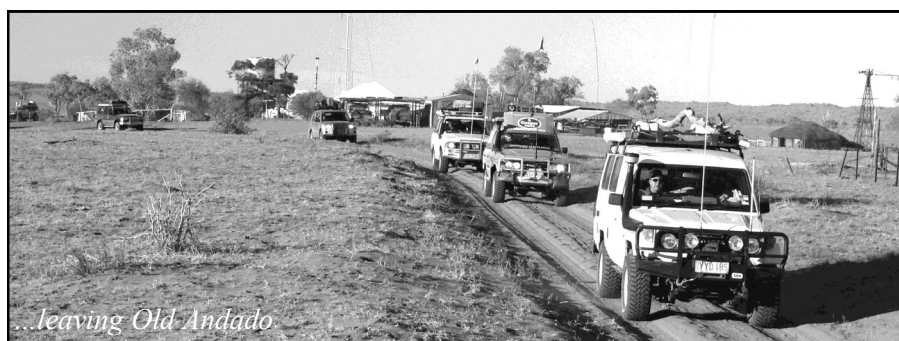


to Kulgera, leaving the other four to further explore the sights of Coober Pedy. The Breakaways, about 32 kms out of CP consist of colourful hills reputed to have broken away from the Stuart Ranges and are probably best known for having featured in the Mad Max movies.

A pleasant lunch was enjoyed at Marla in much warmer weather than we had experienced to date and on the watered green grass. On arrival in Kulgera, the much needed washing machine was found to be unserviceable however the ladies offered to assist the young housekeeper (Alan) by folding lots of washed sheets and towels in exchange for making the house laundry available

anxiously looking forward to the experience and after completing the chores, some filled the day with a game of golf on the Kulgera Golf Course (9 holes on sand).

A very brisk morning departure on Thursday 19 July saw the full convoy of nine vehicles assembled for the first time heading for Finke at 0830. All, except Suttons and Buttriss', detoured to visit the Lamberts Centre before arriving at Finke around midday for a final top-up of fuel. The day's objective was Old Andado and the road was in quite good condition. Bruce & Jenny found they had broken the rear panhard rod. It was lashed into position with Rod's help for a cautious continuation to Old Andado. On



arrival, with the concurrence of Molly Clark (to whom Dave spoke on the phone) the facilities available in the shed (generator and welder) were used to effect a more permanent repair. Molly also asked us to take her old 60 series Toyota for a bit of a drive. Pete Reynolds and Rod jumped at the opportunity.



Having lit the donkey boiler for hot water we were soon to be surprised by the arrival of John & Val Wiseman and Kevin & Megan Dawes who were transiting home from their expedition with Australian Geographic in the Hay River area. With 8 of the 12 participants present it almost amounted to a reunion of the Hay River trip from last year.

Another cold morning was tempered by the warm water still in the donkey boiler and we continued along the Santa Teresa Track before turning off to North Bore and the Mac Clarke Acacia peuce Reserve. This Reserve was created by Mac Clark (husband of Molly) to protect the Acacia peuce, Australia's rarest tree. Although there are quite a few in the reserve, we were amused to note the Parks investigation into how to protect the trees from lightning strikes.

Returning to North Bore we continued on station tracks through quite picturesque country heading for Madigan's Camp 1. After many wild flowers and a friendly Dingo, and despite a missed turnoff we located Camp 1 adjacent to a sand dune. We continued into very flat open country to find Camp 2 for lunch before car-

rying on to 'The Twins' nearby.

We were now becoming dependant upon the GPS although some signs of a track were intermittently identified as we headed into sand dune country. The first large sand dune was a challenge for some and a reminder of the need for lower tyre pressures. We had our first sidewall puncture and David snapped a tendon in his finger whilst trying to get some Snappy Gum firewood onto his roof rack. The day ended camped on a clay pan among lots of vegetation providing ample privacy.

On Saturday 21st July we left camp at 0945 after a very cold (-4.5°C) overnight temperature. The going became much harder and slower over 97 sand dunes for the day. Although some dunes took several attempts we were fortunate in having only two recoveries and one puncture. In all 48kms were travelled, the first 36 of which took around 6.5 hours before reaching the Colson Track which greatly accelerated progress. Some clearing of Spinifex was necessary to find a tent site in a relatively exposed area adjacent the Colson Track and fuel consumption figures (15-18 litres for the day) were compared around a lovely campfire before a tired group retired relatively early.

After yet another very cold (-4°C) night we initially headed off at 0920 down the Colson Track before turning East into the unknown towards Geosurveys Hill. The day was most notable for the slow progress (25km total)

and the significant number of punctures (11) some of which were found only on arrival at camp at 1600 (slow leaks).

Monday 23rd July we broke camp at 0915 on a slightly warmer but still cold morning. Over mostly easy dunes and with only one puncture to slow us down we came upon the Geosurveys Base Camp A at around 1015. Apart from a labelled star picket surrounded by some rubbish, the site was marked by 2 dozen well preserved (in the dry desert air) empty 44 gallon (200 litre) drums. The base camp had been used in the 1960's for some of the oil surveys being undertaken in the Simpson.

Continuing on we came upon many fresh camel tracks including those of a baby. Finally we established camp at around 1600 in the shelter of a very red sand dune surrounded by burnt out Spinifex humps. Good progress had been made covering over 30kms. A celebratory game of bowls was played on the top of the sand dune using Paddy Melons. Around 2100 there was considerable disturbance from what sounded like camels fighting, however it was well removed from our immediate vicinity by at least 2 sand dunes.

Tuesday 24th July provided a mild morning – our first. As usual the ladies proceeded ahead with the trusty hand held radio as there were no tracks to follow. The dunes today were challenging and we saw some amazing live sand. Approaches were difficult and loose, necessitating a number of crossing points to get all vehicles



over. The loose Spinifex seeds made many of us grateful for our shade-cloth 'skirts' draped over the front of the vehicle. Even then regular checking for seed accumulation was necessary. Morning tea was enjoyed among one of the few groves of trees which were alive with small birds.

Shortly after morning tea, we topped a dune for our first sighting of Geosurveys Hill about 3.5km distant and exactly where our navigator (David) had predicted. After a few more dunes and a short climb to the top we found from the visitor's book that we were the first visitors since 3 groups visited in the winter of 2006.

Back to driving we began to head south towards the Geographic Centre of the Simpson. Initially we followed the top of the sand dunes to facilitate a more comfortable ride however care had to be taken due to the loose edges in many places. We camped for the night on the top of a dune in clear sand where it was a pleasure to be able to walk around barefoot.

After camp was set up the boys played with tyres (1 side wall rebuild) and the girls gathered together and shaved their legs! A highly successful day with only 1 puncture, 58 sand hills and 30kms travelled.



Wednesday 25th after a warmer morning saw us underway just after 0900 following the girls. We followed the tops of dunes and made good time. A herd of camels was sighted at around the same time as the shot line we had been looking for. We followed this shot line to the east but it was

just as rough as the surrounding countryside. After lunch on quite a hot day we found another shot line which we followed for a while. After a short stop, Bruce's car would not re-start which was assumed to be vapour lock when it burst into life after 20 minutes of cooling. On the way again before turning south following sand dunes until we found the geographic centre of



the Simpson at around 1530.

When you combine surveying and GPS inaccuracies to the questionable nature of what is actually the 'Geographic Centre of the Simpson', it is not surprising that there are a number of markers placed by various individuals where they believe the centre to be - albeit these are within a few hundred metres of

each other. The original marker, an open Jerry can containing the visitor's book was placed by the CFA 4WD Club from Victoria in 1993. A further expedition by the same club in 1995 installed the quite distinctive tower topped by a shiny metal globe.

The usual entries were made in the visitor's book before settling in to a nearby camp site to enjoy a lovely sunset and a taste of Wendy's Wonderful Chocolate Pudding. In all an excellent day with no punctures and 45 kms travelled.

Thursday 26th and Jim awoke to a flat tyre but no sign of any hole could be found and it stayed up on inflation. We soon picked up an excellent shot line heading south and were able to blow out the exhausts by getting our speed up as high as 35kph to cover over 30km by morning tea. Some relatively fresh tyre tracks were spotted, our first for nearly a week so there was much speculation as to what they could be.

Finally turning off the good track we headed east looking for another shot line only to encounter much rougher ground, so much so that the Pajero was grounded at one point with all four wheels spinning furiously. There was no relief from the rough ground and the temperature climbed into the 40's on the ground. On the other hand, a small Gidgee grove was found for the camp site that night and after dinner a spotlight walk was lead by Peter R but with little success. An excellent coverage of 60kms for the day, rounded off with some fantastic massages administered by Sammi as relief for the aches and pains of hanging on over the rough terrain.

Friday 27th we left early at 0800 to endeavour to make it to the French Line. We were unsure how much more rough track remained. As it happened, after some more rough terrain made bearable by the spectacularly large flocks of budgerigars, we soon encountered a very large Gidgee grove extending several kms. A very smooth track could be picked through this as long as one avoided the constant Gypsum outcrops. After a little more rough sand we found the Thomas Oil Well and nearby

bores at lunch time. A small stone dropped down the two bore casings confirmed the presence of water but at considerable depth. While stopped here, Thommo had to remove his front sway bar after finding a broken bracket.

Continuing on we soon reached the Mirranponga Pongunna Lake system. We made excellent progress for over 11 kms following the edges of this extensive dry salt lake before crossing the border into SA and finding the French Line. This point effectively marked our successful exit from the totally off road portion of the expedition. A celebratory drink was enjoyed.



A quick assessment of fuel states – they were better than had been anticipated noting consumption on some days reached as high as 60 ltrs/100km – resulted in a decision to continue west on the French Line before turning to the south on the Knolls Track looking for a suitable site for a 2 night camp.

Saturday 28th Peter and Deb and Peter B decided that it was more convenient for them to exit the desert via Birdsville and they made their departure. For the remainder it was a most enjoyable rest day during which many enjoyed a cooked breakfast, an excellent pizza cooked by Gwen for morning tea, scones with jam and cream, made by Jen and Julie and an assortment of roast dinners. Sammi set up a salon and many of the ladies enjoyed massages. Some spent their time chasing slow leaks in tyres and generally checking vehicles after a week of

very tough going. Most spent considerable time trying to avoid the many sharp burrs littered around the site. A few clouds appeared but the day was as hot as we had encountered for the entire trip.

Sunday 29th we awoke to some very light rain before continuing south on the Knolls track finding the going very much easier than the previous few days. We continued past the junction with the WAA line until we reached the Rig Road and morning tea at Poolowanna Oil Well, just beyond the Poolowanna Airstrip.

Turning more to the East towards the Warburton Track junction a good excuse to stop for lunch was Dave's announcement that his radiator was overheating. With thoughts inevitably turning to Rob's experiences early in the trip, the worst was feared. Fortunately, despite a further stop shortly afterwards it was eventually found to be simply an accumulation of fluffy vegetation blocking the airflow through the radiator.

Although we were on a well established track (Rig Road) it was most noticeable that not only

ing in a number of snatches including a broken snatch strap – an excellent lesson in tyre pressures noting that some had become complacent and had raised pressures once we got onto these firmer tracks.

Continuing South on the Warburton Track we were now clear of significant sand and eventually encountered our first waterhole since leaving the station dams on the day after Finke. The desolation of the landscape through this area was striking and it was clearly apparent that it would rapidly become impassable after only a small amount of rain. Evidence of the reasons for its recent closure was apparent in many places with deep wheel ruts left by previous travellers.

With no suitable places to stop we decided to continue to Warburton Crossing which we reached at around 1730 with just enough time to set up camp before the daylight faded. At least we were in a very pleasant spot with grass and nearby running water, both quite welcome after such a long period of dry sand.

We were awoken on Monday 30th to the tunes of the Willy Wagtails before Hendo repaired his tyre that went down overnight and we headed on towards the Birdsville Track and Mungerannie. The Birdsville Track was found to be in excellent condition, firm and



was the colour of the sand getting much lighter, but it was drier and particularly loose and mobile on the top of the increasingly bigger dunes approaching the Warburton Track junction. On the very last dune some difficulty was encountered result-

smooth, a pleasant change from past days. We fuelled up with much discussion as to how much was required to fill up. Attention soon turned to the wonderful hot water pool – our first soak in 12 days, before an excellent lunch was enjoyed by all at the

Mungerannie Roadhouse.

We continued south with the aim of reaching Marree for the night. Unfortunately Rick and Wendy experienced the sudden deflation of a tyre, with no evidence of a hole to be found. On removal of the wheel, it was found that a hole had been punched through the alloy rim by a rock caught between the rim and the brake callipers! A brief stop at Claytons Bore before we reached Marree and a most enjoyable Pub dinner before dispersing next morning to make our own ways home.

On reflection:

Following the initial starting problem encountered by Bruce and Jenny 6 days earlier, difficulty was also experienced on 2 or 3 subsequent occasions although the vehicle eventually started. On the first day out of Marree however it totally refused to start at Farina and had to be trailered to Copley before being trucked to Port August to have the burnt out ECU Chip replaced. The entire group gave thanks that this problem had not arisen whilst deep in the desert but it highlights the vulnerability of what we all assume to be normally reliable vehicles.

One of the most difficult aspects of planning a trip such as this is inevitably the amount of fuel required. Thanks to the excellent planning advice from Dave, we managed to reach our destination with a little more than the expected amount in reserve. This was despite the fact that consumption on some of the more difficult days exceeded 60 litres/100kms

for some vehicles, much higher than anyone expected. Fortunately this was balanced by days where fuel consumption was significantly less than expected.

The trip was an outstanding success due to careful planning and



Salt lake

preparation. It goes down as a once-in-a-lifetime opportunity which could never be attempted without company and lots of available experience. Special thanks go to David and Helen not only for their combined efforts in the desert, but their wisdom and advice in preparing for the trip.



Christmas in July

Laurel Hill 14/15 July 2007



Trish Crossley & Brian Brodie

Alan /Marj Jones (Leaders)
David /Sue Whiteside
Owen /Bronwyn Jensen
Carl /Alex Cameron
Barry Woodyatt/Kerry Blakston

Brian Brody/Patricia Crossly
Mark Pritchard/Kim Chalker
Rosemary Orr
Catherine Panich
Bev Blakston

Now is the time to mark in your diaries that this is a must-do trip for 2008.

This year 17 participants in 9 vehicles enjoyed a weekend that had all the best of Christmas goodies; good food, good company, good fun. And it was a colourful trip with the white of a huge frost and sparkling snow to rich reds and greens of Christmas in decorations and outfits. In fact, a stunning variety of colour was a stand-out feature of this weekend. We also had tests of our memories and general knowledge, our creativity, and our observation skills, which made up for the lack of need to test our driving skills.

DAY ONE

Arriving at Uriarra Homestead in brilliant sunshine on a frosty Canberra July morning, our trip leaders greeted us by asking us to choose one card each from a pack of playing cards. All was soon revealed when I found my choice of the king of hearts gave me the honour of writing this report. The top black card produced the verbal reporter.

There was more to come. We were each introduced to a little yellow person with big sunny smiles, who were coming to join the fun. They had arrived without their party clothes so

we had to dress them for Christmas dinner, using whatever we could scavenge. Turn on the creative thinking folks, it is only about ten hours to dinner! Marg and Alan also gave us paper for a quiz, and to keep notes on any interesting sights that we might be asked to report on in an observation skills test.

We did actually head off up



Brindabella Road well before morning tea time. We noted as we passed by that a certain track off Blue Range Road that is remembered in awe club members who undertook basic training in February 2007, was now closed off.

Marg's ability to keep us occupied while the drivin' was easy started showing now as each vehicle's occupants introduced themselves and gave a little of their life history.

This revealed that we were quite a multicultural lot, born in various parts of Australia, England, Scotland, Wales and France.

Then followed lots of interesting radio chat and observation of the changing landscape; healthy regrowth on bushfire affected trees, deep gullies, and spectacular glimpses of mountain ranges, with touches of snow here and there. We were soon at our morning tea stop at the Goodradigbee River in the beautiful Brindabella Valley. We shared delicious baked goods and a welcome hot cuppa before heading off along

Brindabella Road across the ranges to Tumut.

The road conditions continued to be good, with a little care needed when visibility dropped due to patches of dense fog or low cloud. The differences in the landscape were notable as we drove

through still-burnt pine forest areas and well recovering native forest, then descended into the very green Tumut Valley. We had plenty of time in Tumut, to look around the township, and have lunch.

Leaving Tumut, we followed the Snowy Mountains Highway for a short distance, before turning onto the Batlow/Tumbarumba Road for the final run to Laurel Hill. We were

soon driving past the scenic apple orchards for which the area is renown, though of course the trees were bare branched

Arriving at Laurel Hill in the early afternoon, we were allocated two lodges and chose our rooms. Each lodge had a large kitchen area with table, chairs, supplies of tea, coffee, sugar, milk, mugs etc. – and a heater! Sleeping accommodation was in separate rooms running off a long corridor at the back. The sleeping bags, doonas, and jumpers being unpacked showed everyone had come prepared for a cold night!

Having settled in, some went to play a game of volleyball, some to stretch while others started their bendy person dressing.

We then met in the communal dining hall for the first of the scrumptious food provided by our hosts, a delicious afternoon tea followed by a display Black Wolf clothing and camping equipment, and a demonstration of a mapping software product. Then back for more

bendy dressing, and a chance to network with other members of our lodge, before Happy Hour and festivities.

What festivities they were. Some of the ladies had decorated the dining hall, and how splendid it looked with red and green streamers and balloons, and appropriate table decorations. A side table held a huge bowl of shiny red and green apples, complete with a crown of red reindeer antlers. Onto this table we placed our creatively garbed array of bendy persons. Best of all, were the outfits of the dinner participants, from matching outfits with red and green hats and trousers to the most wondrous of hats. Shiny green hats, hats in the shape of a Christmas tree, Santa with a beard and glasses, a Christmas pudding complete with holly, flashing lights hats, etc. Touches of white, and sparkling gold and silver completed the scene.

Dinner made us want to bring the chefs home; a delicious, traditional and very filling three course Christmas dinner of soup, turkey and beef with

hot vegetables, then plum puddings, custard, jellies, cream, and bottomless tea and coffee. Most of us also enjoyed a glass or two of our favourite beverages, the only required byo item.

Our hosts judged the bendy persons, the winners being a wonderful Mary and Joseph dressed from the first aid kit (Barry and Kerry creations). Well done to all, there were some great outfits created.

So to the evening's activities. We played games that varied from hilarious to hysterical and tested our individual abilities to work collaboratively as part of a team – although some of our dexterity was definitely lowered by laughing so much at times. The evening rounded off with the answers to the quiz and the test of our observation skills, noting some unusual sights such as a rest area named "Cow and Calf". Congratulations to all games winners, and a huge well done and thanks to Marg and Alan for such entertaining quizzes and games.

DAY TWO

A picturesque sight took keen photographers out into the pre-breakfast cold next morning. Grass, trees and vehicles were covered in a frost so thick it looked like a blanket of snow. The huge breakfast of cereals and fruit, bacon, eggs and hash browns, and toast with home made jams gave



us warmth and energy to pack up, say a big thank you and farewell to our hosts, take a couple of “family photos” (see photo P7150158) and hit the road. Another full day was ahead of us.

We headed towards Paddy’s River Falls, on our way to the Elliott Way and

Cabramurra. The falls are well worth a look, with layers of cascades down the mountain side, good viewing areas and walking tracks, and a picnic area with toilets and ample parking.

As we entered Kosciusko National Park and climbed to Cabramurra, the anticipation grew as we saw bigger patches of snow. The mountain and deep river valley scenery with some huge old native trees also is incredible here making one realise just our old our land is.

Coming into Cabramurra revealed a winter wonderland. Frost on top of the snow spar-

kled like thousands of diamonds. From the lookout in Australia’s highest town, mountain after mountain range stretches out. The tiny township is a remarkable feature, with its sloping roofs to combat snow and wind. . .

Leaving Cabramurra, we

So into Tharwa, our last stop and debrief. Alan and Marg thanked everyone for their participation, and we all gave them a huge vote of thanks. Everyone agreed it had been a fantastic weekend.



joined the Alpine Way to Kandarra, then on to meet the Snowy Mountains Hwy where we turned right towards Adaminaby. There was still a lot of snow and a lot of families were out playing in it. Adaminaby was our lunch break stop, before our final run home. We headed towards Cooma on the Snowy Mountains Hwy, and turned left a short way out of Adaminaby onto Boboyan Road and headed towards the Namadgi National Park. The scenery became more familiar to Canberra residents, less green and much less lush, but still enough green to be a welcome sight after the drought. As we got further into Namadgi and climbed closer to the hills, it was obvious that recent rain and snow had left the road surface somewhat deteriorated, but still pretty good.



CRISS-CROSS AUSTRALIA 2006 : Part Two

29 May – 24 September 2006

Participants

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

TANAMI TRACK

The first convoy left Alice Springs with an easy run along the Tanami Track to Tilmouth Well for morning tea. Impressive place with a good gallery. We saw lots of wedge tail eagles including one that was not prepared to leave his road kill even with the convoy passing.

Onto Endgame - an interesting indigenous community. We all spent more time in the art gallery. Early afternoon the country changed from medium height shrubs to flat plains dominated by termite mounds. The day got reasonably warm as we headed north west and into the tropics - all of 18 degrees Celsius according to Shamus's car thermometer. Set up bush camp about 60 km short of Rabbit Flat.

Breakfast over, we set off bound for Balgo Hills, around 400km away, traveling at 80-90kph. Continuing on the Tanami Track, we passed the Granites Gold Mine and airstrip: the 1 km stretch of road between the two opposing entrances treated to render it dust free! Once again the vegetation was ever changing, but soon it became apparent that Holly Grevillea does rather well here. Vast stretches of bright red flowering shrubs with sharp grey leaves,

interspersed with bright acacias. Even the grasses are lush green, further evidence of recent rain. Then past the Tanami Goldrush mine; a patch of road works, evidence of recent cool fire and more endless red dusty road.

Midday Central Time and we arrived at the NT/WA border pronounced to be INM off, according to WGS84. Not many



places along this road for a convoy of 8 vehicles to pull off for lunch. Balgo Hills was soon reached. This is an alcohol free indigenous community, which is also proudly free of petrol sniffing problems. While those requiring fuel queued, several of our group visited the art centre. Fuel was \$2.00 per litre. Information re roads round Lake Gregory was sketchy, so we proceeded to Mulan Indigenous Community to get more up to date information. Roads around

Lake Gregory are still trapping travelers, so we were advised to proceed to Handover Campsite, on the eastern shore of Lake Gregory, which is still overflowing from March rains. Cresting a gentle rise we were faced with sparkling blue water as far as the eye could see. There were also many magnificent brumbies galloping through the grasslands as we approached Handover

Campsite. The shoreline was grassed and there were many young white barked trees. Swans swam on the lake, as we rushed for cameras to capture the sunset.

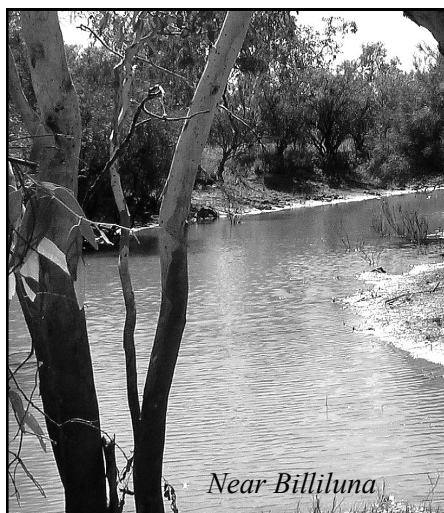
The permits that were issued to us to visit Lake Gregory advised us to stop at Balgo to pay our camping fees and get directions. This information is incorrect. It is the Administrator at Mulan that accepts payments and has the information regarding road conditions and where to camp. Camping fees were \$30 per vehicle per night. The campsites have no facilities and wood needs to be taken in for campfires.

Handover site is the spot where

"In August 2001 the judgement which recognises Native Title of these lands held by the Tjiurakalan Traditional Owners (T.Os). Three weeks later the T.Os declared Lake Gregory and Billiluna Station Pastoral leases the "PARUKU INDIGENOUS PROTECTED AREA".

The dawn was warm for a change, and early. Some wispy cirrus cloud provided a golden sunrise. We checked the mud map to check our way out back to Mulan and across to Billiluna. We found a loop road that took us near Lake Gregory but no nearer than last night's camp. Some brumbies looked us over on the loop before heading into the scrub. Lake Gregory area is indeed a pleasant area and really needs more time to explore the whole of the lake area. Our plan was to drive around the lake but due to a very wet season this was not possible. Information on road conditions is imperative - we found the locals willing to pass on the information.

On arriving at Mulan we checked into the store to confirm our track out to Billiluna. The track selected took us across the northern end of Lake Gregory system where the water had subsided some time ago but there was plenty of evidence of the troubles that previous travelers had encountered before the track dried out. We continued along the track with a few wash outs, sand patches and holes. A dingo was sighted but soon disappeared into the grassland vegeta-



Near Billiluna

tion. We reached the Canning Stock Route and turned right for Billiluna. Some were intending to refuel there, but when we arrived at 1210 the pumps were not due to open until 1300. The decision was quickly made to push on to Wolfe Creek Meteorite Crater and refuel from drums where required. A few kilometres short of Wolfe Crater we encountered some roadworks. The road into the crater was fairly corrugated in sections and when we arrived most stopped for lunch. The short walk to the rim of the crater revealed a depression that was largely filled in back to the level of the surrounding plain. It must have made one helluva bang when it landed 300,000 year ago.

We left for Halls Creek and for the next 10klms of the Tanami we were back onto the roadworks which made for slow progress due to 40kph limit. At the end of the roadwork we were complimented for our behaviour in the work section by one of the workers who came up on Ch 14 with words like "A lot of other users of the road could follow your example".

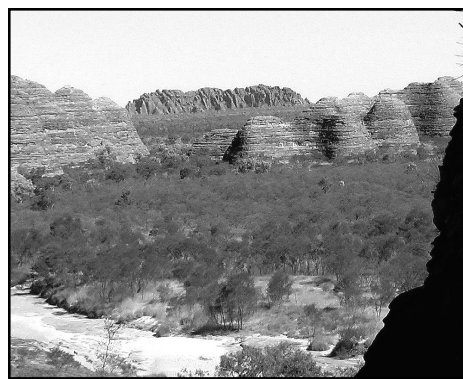
Many Brahman and Drought Busters cattle were seen along this section of the track. The rest of the run along the Tanami Track was a nightmare for dust and driving straight into the setting sun caused many kilometres of crawling and stopping for dust to clear as the wind had died away completely. Overall the Tanami Track was in very good condition and is being significantly improved with all the road works from Billiluna to Halls Creek. But once again if wet this road would also be unpredictable.

BUNGLE BUNGLES

We left Halls Creek on Friday 16 June and made our way down the highway to the Bungle Bungles - gathering firewood as we went. Turning off the highway onto the track into the Bungle

Bungles we learned that we could not take wood into the national park, so we off loaded the wood at the first creek crossing with the intention of reloading it on our way out. It took 2 hours of dusty road and 19 creek crossings to reach the Visitors Centre. The campsite host suggested that we use two group sites in the Kurrajong Campsite.

Three whole days had been allowed for exploring the Purnululu



Bungle-Bungles New Lookout

National Park (Bungle Bungles) - this amount of time allowed everyone to see the magnificent sites with time to relax and enjoy it.

ORD RIVER

Thirteen of us were at the gate at 9.00am to catch the bus to do the Ord River and Lake Argyll tour. The tour started off at Lilly Pond, which leads into Lake Kununurra and then into the Ord River up to the dam wall. We viewed the spillway creek mouth, the Carlton and Ord River Gorges, Ord Hydro Station and Lake Argyll and the main Ord Dam Wall. We saw prolific bird life, fresh water crocodiles and other native wildlife and learned all about the local area. We had an early lunch at a bush camp on the side of the Ord. On arrival at the Dam Wall we were picked up in an old school bus and shown the dam wall and lookouts and the Durak Homestead and grounds. Then onto the boat for a cruise on Lake Argyll - water for as far as the eye could see. We saw rock wallabies, crocodiles, bird life and catfish feed-

ing frenzy and the amazing spitting archer fish. We had a swim, drinks and nibbles as we watched a magic sunset over Lake Argyll.

GIBB RIVER ROAD

Sunday 25 June saw us leaving Kununurra making our way to the Gibb River Road. A bit over an hour saw us onto the El Questro Wilderness Park when we came upon a 4WD with a flat tyre and the owner struggling with a hi-lift jack. Our good Samaritan leaders offered them the use of the Duck's trolley jack. In dusty 30 degree conditions they were very grateful, and the tyre change only took 15 minutes.

A foreign vehicle slipped into the convoy on the Zebedee Springs Road. Well foreign to us - it turned out to be none other than John and Andrea Kjar, from ST4WD Club. What a small world!!! Well the Zebedee Springs are an oasis in the wilderness if ever there was one. Only available to travelers between 6.00 am and 12.00 noon and exclusive to El Questro people after that. Crystal clear springs seeping through the rocks at a constant 32 degrees all year around.

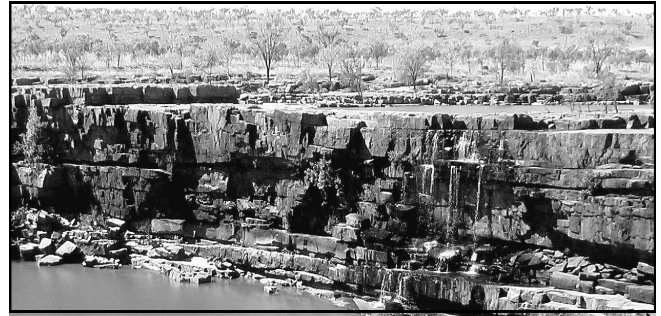
To travel on El Questro Station a permit is required and can be obtained from the El Questro office in Kununurra. A quick bite of lunch and back on the trail to Emma Gorge. Thommo & Julie, Ros & Jim, Brian & Jenny braved the 1.6 km to the far reaches of the Gorge. The reward at the end was the most magnificent water fall and large pool of fresh water. Just what was needed after the hot walk in. Well what can I say ... the water was invigorating, total opposite of the relaxing Zebedee Springs just enjoyed. But, none

the less we all braved the elements and had a dip. The force of the water leaves its mark on some of the rocks and some spectacular ripple rocks adorn the gorge.

At 3.30 pm we departed looking for a bush camp on the western side of the Pentecost River. About 1 km before the Pentecost BJ gets a flat tyre on a 6 week old Cooper - not impressed. Duck has the trolley jack and Charlie (Jackeroo) are there to help. Diesel and Seamus continued on to the Pentecost waiting to perform the photo shoots with everyone coming across the river with the sun setting on the Cockburn Range. Two jabirus are flying and land on a island half way across the river. They take off and perform together for about 5 minutes over the crossing and then fly off down stream. By the time the tyre gets changed it is getting a bit late and the sun had set. It was decided to find a camping spot along the Pentecost instead of going onto Home Valley another 9 km along the Gibb River Road.

The Karunji Track runs alongside the Pentecost on the eastern side. Thommo went in about 200 metres and thought it looked good - 6 vehicles and two trailers will fit nicely. The convoy went in about 600 metres and BJ got bogged, then Duck got bogged and later on, Seamus got bogged.

Valley Station to check out access to Bindoola Falls. Great photo opportunity across to the Cockburn Range from Gibb River Road about 2 km west of Home Valley Station. Had a bit of difficulty finding the track into Bindoola Falls - Diesel eventually found it and we were all rewarded with a magnificent set of falls. Travelled onto Ellenbrae Station for lunch. . It is a large "1 million



Bindoola Falls, Gibb River Road

acre" property that has not had a cattle muster for over 9 years. ST4WD Club members, Marcia and Brian Withall, are currently the caretakers and they ensured a warm welcome

The Gibb River Road was very tame - even where there were corrugations, they were not really bad. Graders were busy and sections were like a main highway. The Kalumburu Road up to Drysdale River Station was also in good condition. Camping at Drysdale cost \$22 per night. Depart Drysdale Station bound for Mitchell Plateau. Back into the dust so we were well separated. The road was not too bad, corrugated but quite good in places. We stopped to gather firewood and photograph the now almost massed carpet of wildflowers. From time to time we passed stands of Livistona Palms and screw palms (Pandanus). There were also areas of burn off, some quiet hot, so we had to take care around fallen trees.

MITCHELL FALLS

We soon turned onto Mitchell Falls Road with the interesting sign "Unmaintained Road - Roads graded once annually early in the



Waukaringa Ruins

Left camp at about 9.00 am and following a police "escort" we crossed the Pentecost River without incident. We made a short stop at the Home

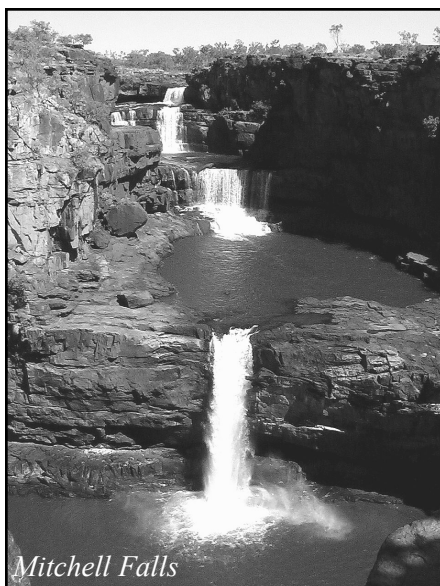
dry season". Our first river crossing of the day was King Edward River, quite deep. However, we all made it across safely. Then we stood by as a young German crossed. He had previously had trouble on the way in. We stopped for morning tea and looked at some Aboriginal Rock Art believed to be up to 40 thousand years old. Another stop and we located the Bradshaw Collection with distinctive Wandjini Heads about 1,000 years old.

We continued through many more crossings with various depths and the road was at times good, bad and shocking. About 50 km from the campground Seamus had a blow out on the trailer and on inspection found the other right hand spring had fractured. At this point Diesel rejoined our convoy so we were able to send three vehicles ahead, while Neil, Jim and Thommo set about changing the wheel and repositioned bolts on the spring shackles so that the bolts would not damage the tyre again. Sandra acted as flag marshal taking a chair to a bend in the road to flag down following vehicles, while Jackaroo was parked ahead of the convoy with hazard lights on to protect all on the narrow dusty road. Seamus, once fixed, continued into camp on the remaining two leaf springs, where the spare he carried was fitted with the aid of Thommo, Plod and Duck.

We then all set up camp, had happy hour and dinner and listened to the dingoes howling in the surrounding bush. Doreen spotted one in camp so we made sure everything was secured in the tents and vehicles. This is a good, if basic bush camp, about 3 km from Mitchell Falls. There are several mowed areas for camping with fire pits constructed and WA style toilet blocks. There is abundant noisy bird life.

We rose to a beautiful day. The plan was for a walk to the falls. Brian and Jenny walked both ways as did Jim, Ros, Thommo,

Julie and Plod. Doreen, Duck, Neil and Sandra walked in and decided to get the helicopter taxi out. We were so delighted that we had opted for the taxi as some of the rocky areas of the walking track were difficult for the not so young, with knee, leg and ankle weaknesses. The walking trail took us via Little Merten's Falls which some found had aboriginal paintings, then via Tropical Woodlands, Spinifex Plateau, Monsoon Vine Thicket area and Merten's Gorge where we walked across the top of the falls area. At this point a lady ahead of us was descending onto the falls rock area when a rock gave way under her foot and she fell down onto her head. She had injuries to her head, legs and arms and



fortunately a helicopter from the cruise ship "True North" off loaded tourists and brought her into the campsite helicopter base for further help.

A further aboriginal rock painting area was in this area and some of the walkers looked at them on the way back. At this point a sign indicated 500 metres to the falls. This was way off. Due to the amount of water we felt that it was a further 800 or more. Boy, we were glad to see the water and cool off in the crossing area. The water was cold, refreshing and wonderful.

We finally clambered over the last hot rocks to see the most wonderful view of the Falls. Lots of photos were taken and light snacks were necessary to restore energy. We sat for ages looking at the falls and taking in the beauty of the rocks and water. The helicopter trip out was wonderful and the view from above is not to be missed. When we arrived back at the camp site we then flopped down exhausted in the cool of the tree. We did not move until sunset except for cool drinks, tea, lunch and a foot soak in cool water.

The other bold walkers joined us at different stages just as weary. Around 4.30 we had radio contact with Pal and by 5.00 pm they had joined us at camp. We were all glad to see them but unfortunately, they again had problems with their vehicle. An axle trailing arm had broken causing the air bag suspension on that side to fail. Tomorrow the guys will try to do some bush repairs and weld the problem. Fortunately, Andrew our neighbour has been co-opted to do some of the work, as he is a boiler maker and welder from Fremantle.

Bush repairs were the first order of day to repair Pal's rear end positioning trailing arm tube on the driver's side. To enable welding to take place, two batteries (deep cycle in this case) were connected in series to provide 24 volts. One lead of a jumper cable was used to connect the negative terminal of battery one to the positive terminal of battery two. A second jumper cable was connected from the negative terminal of battery two to the tube to be welded and the positive terminal of battery one to a steel welding rod. The rod selected was 2.5 mm which allowed a good welding arc to be made. The broken tube was butt jointed, cleaned and welded using short arc bursts to stop a major build up of slag. A chisel was used to continually remove any slag that developed. To ensure the joint held, a short length of steel bar was welded across the top of the joint.

Brian and Jenny left to make their way to Kalumburu via Theda Station as Brian's brother in law's father had built the old Theda Station. Brian is trying to get information on the old station. Thommo, Julie and Duck left for Kalumburu and Honeymoon Bay. They will meet up with Brian and Jenny.

The rest of us left after Helen and George had flown in and out of Mitchell Falls. We stopped at the Bradshaw Aboriginal Paintings for lunch to allow Helen and George to see the paintings. At this stage Jim and Ros advised that another spring had broken on



Crossing the King Edward Riv-

their trailer. It was decided to drive slowly to nurse Jim's trailer into Drysdale Station.

We crossed King Edward River - Plod tried his new blind. Jackaroo and Pal went ahead and got firewood for the camp fire. We drove between 19 and 25 km per hour averaging about 25 km per hour for the 99 km to Drysdale. We arrived very tired. Our idea for a hamburger for dinner was squashed when we found that they were not made after 3.00 pm so we cooked dinner and went to bed.

KALUMBURU

The splinter group, Diesel, Duck and BJ had stayed the night at Honeymoon Bay. In the morning the group went to Kalumburu to do a little shopping and to meet the local priest Father Anscar who had agreed to open the museum especially for them after the funeral he was to conduct at

9.00am.

When they arrived they were informed that the funeral had been postponed till 12 noon as the body failed to materialise at the appointed time. Apparently the congregation had prayed for about an hour until the priest had exhausted all prayer options and decided on the postponement.

The tour of the museum was a real highlight. Father Anscar has an excellent collection which includes relics of WWII, aboriginal artefacts, paintings, rocks and pieces from all over the world. He is trying to demonstrate to the local community how their culture relates to cultures all over the world. His infectious laugh coupled with his enthusiasm made the hour we spent with him most enjoyable. The group headed back to Drysdale River Station in the afternoon, stopping at Carsans River and briefly at Theda Station (not open to the public, but BJ had been pursuing some family connections to the station).

It was quite expensive to enter and camp at Kalumburu. As well as the permit (free) you had to pay \$40 fee to access the reserve (valid for seven days) and then \$12 per person to camp at Honeymoon Bay. The campsite was very basic, but right on the beachfront. Good for fishing apparently.

MT BARNETT STATION - MANNING FALLS

Although we did not have far to go today (about 176 km) everyone was up and ready early. Those that needed fuel only put in the minimum amount needed to get to Mt Barnett because it was \$2.05 per litre and supposedly cheaper at our destination. It was, but only by 6 cents. Apparently peak season here, which was obvious given the crowds in the store, pumps, river and campsite. We were lucky to find a nice group of campsites together. The facilities at Mt

Barnett Station store are good with hot take away food and a lovely hostess who proudly explained the campsite and tracks to Manning Falls.

The campsite is a further 7 km from the roadhouse and is situated along a beautiful clean and deep swimming hole. The facilities at the campsite are new and clean and although only cold showers they are just right for the hot weather. The water is pumped up from the river.

Some were up early so they could do the walk to Manning Falls in the cool of the day. There was cloud cover when we got up and that stayed with us all day. Even for the ones staying in camp it was very pleasant.

Jim, Ros, Julie, Thommo, Helen, George, Brian and Jenny did the walk to the gorge and water falls. All were impressed with the falls, the water was cold but they all had a swim. Some even swam under the waterfalls. They returned to camp at different times. Some took the short cut across the river - to do so white foam boxes were supplied to float shoes, cameras etc across. Camping at Manning Gorge \$12.50 per person per night. Fuel \$1.94 per litre.

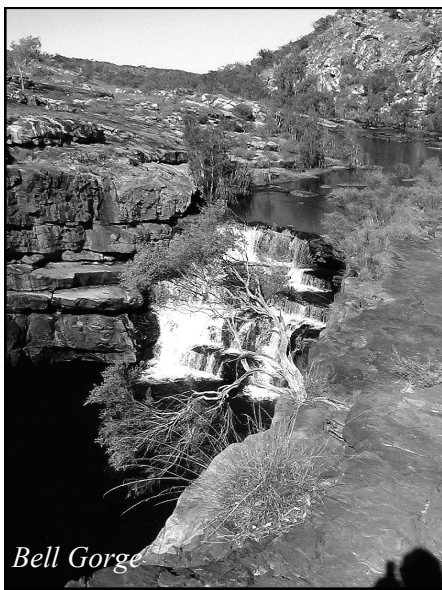
GALVIN GORGE - SILENT GROVE

From Barnett Station Roadhouse we drove 14 kms along the Gibb River Road to Galvin Gorge. This is still part of the Barnett Station but no camping is allowed. It is a 1 km walk in and out on an easy grade and is a fabulous spot for a swim with two tiers of falls. There are beautiful reflections in the water and lovely water lilies. When we left the Galvin Gorge car park we found there was a lookout at the top of Phillip Range only 500 metres away.

We passed by the Imintji Store and arrived at Silent Grove. We set up camp at Silent Grove campsite as the Bells Creek camping area has places for ten camps

only - they're a bit exclusive and its first in best dressed - but if you can manage to get one of these sites they are on the edge of the creek and have plenty of shade - something that is lacking at Silent Grove.

Left Silent Grove and traveled the further 10 km to the Bell Gorge car park and then the 20min walk down to the first swimming hole. The walking track is fairly rocky to start with and requires good walking shoes. Good views of the falls can be found on the left side of the gorge or it takes another 20mins or so of walking and climbing down to reach the popular swimming holes below the falls. A refreshing swim was had by all - a water monitor emerged from the rocks to have a bit of a sun bake and keep an eye on eve-



ryone.

On returning to the Silent Grove campground we were quite astonished at the number of travelers who had come into camp since we'd left for a swim. Camping fees at Silent Grove \$9 per person per night. Facilities include cold showers and flushing toilets - no power.

WINJANA GORGE - TUNNEL CREEK

Another early start saw us leav-

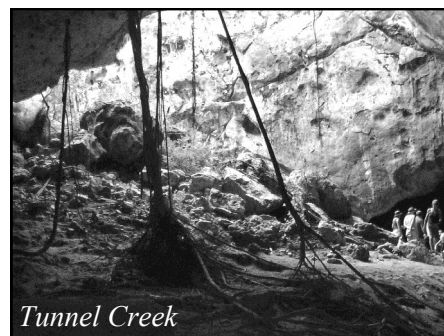
ing the Silent Grove campsite to retrace the 19 km drive back to the Gibb River Road which was in excellent condition. At 10.00 we stopped at the gate to Napier Downs station for morning tea.

This stop enabled us to take photos of Queen Victoria's head, an interesting rock formation and for the boab lovers, more boabs. We were soon back on the road again for the relatively short drive to Windjana Gorge.

The gorge is a picturesque, narrow canyon cut by the Lennard River through the Napier Range, which was once a coral barrier reef. The gorge is about 3.5km long and up to 100mtr deep. It has near vertical walls for most of its length. Water occurs as isolated pools in the main channel. Dozens of fresh water crocodiles could be seen basking in the sun on the sandy banks of some of the pools. The walk was an easy one and members of our group could choose how far they wished to walk into the gorge. We spent an enjoyable couple of hours here before reassembling after lunch and getting back on the road headed for Tunnel Creek about 30km away. It was Jandamarra's (the Bunada aboriginal who waged war against the white invaders) hideout in the late 1800s. Tunnel Creek is a remarkable natural tunnel more than 750m long. The tunnel contains permanent water holes of fresh water that we waded through on our passage through the tunnel. The roof has collapsed near the centre. Walking through the tunnel was a fun experience. Once inside the tunnel the walk was relatively easy but it was a bit of a rock hop to get in. We wore shoes suitable for wading and took a good torch that enabled us to see the stalactites, stalagmites and other features of the tunnel. Aboriginal art was found near the northern end of the tunnel by several of the group who took the opportunity to have a swim before returning.

GEIKIE GORGE - FITZROY CROSSING

Arrived at Crossing Inn campsite in the dark - the campsite is in behind locked gates - like a compound. We were not quite sure



what we were getting into. In the morning we were able to view the park in daylight. We were suitably impressed. The sites were all grassed with plenty of shade. The amenities were a bit rough but we still had a nice hot shower. The fees were \$17 unpowered and \$21.50 powered site.

There are a few different tours of Geikie Gorge that can be done. Julie, Thommo and Duck did the three hour tour where they were told about the aboriginal culture - bush food and also went to the lookout so that they could see Geikie Gorge from above. There were only the three of them on the boat so they had the undivided attention of the guide.

Brian, Jenny, Ros and Jim did the 1 hour CALM tour and really enjoyed what they saw. Ros and Jim went to the art gallery and Ros said for the first time she was really tempted. She was told that a couple of the artists drink at the Crossing Inn. So during the afternoon they went and spoke to them - Ros was thrilled.

Ros said - When in the art gallery the proprietor told us about an old artist "Butcher" who could be found in the afternoons at the Crossing Inn. Sure enough on our return, there he was, long white hair - flowing beard. He told us he no longer painted, but according to the gallery proprietor he is a "national living treasure". Later

he was joined by Churchill Williams, a man of renown as the barramundi fisherman to watch - he'll get a bag and no-one gets anything. They were two very charming and interesting old men, highly respected in the town. Quite the highlight of our day - Fitzroy Crossing is a lovely community.

DERBY - HORIZONTAL WATERFALLS.

Arrived at Kimberley Entrance Caravan Park - 9 campsites had been booked in November 2005 ensuring that we could all camp together. The camp manager arranged that some of our campsites were very large so that 2 vehicles could camp and therefore reduce the cost to \$18 per night on powered sites. The manager also arranged for his 2 barbecues to be brought to our campsites so that we could have a formal dinner. The service here was superb.

We had arrived in Derby during the Boab Festival - so there was a lot going on in Derby. One of the local communities, Mowaryuim, was holding its annual festival and we were assured that it was worth a visit so several of us set forth independently. The art was really fantastic - much of it depicting the guiding spirit figures, the Wandjina, while others had what seemed a Javanese influence, similar to the Indonesian stick puppets. There were also several carved boab nuts, entrants in a competition. The evening entertainment took the form of a 'concert' the highlights of which were dancers from Torres Strait Islands and One Arm Point - Bardi, both telling warfaring stories in dance. The community children opened proceedings with their "learning" dance. What fun to be a Mowanjuin child, able to play in the dust and not get into trouble. After much pushing and shoving the children, some not much more than toddlers, they indulged in a stomping, kicking of dust and shouting. Some talented local teens also sang and played guitars, but accompaniment to the

dancing was older men singing and playing clap sticks and boomerangs.

Nine of us were picked up the next morning for the Horizontal Waterfalls tour. We were taken to the airport and flown out to King Sound by seaplane - approx 30mins.

Flying over this remote coastline was unreal. We saw mud flats and salt pans and many creeks and islands. Truly different. We were picked up by a fast boat and had to sit on step through seats - just like riding a horse. We went through the waterfalls - which were fairly flat at this stage and taken to Dugong Bay where we re-



Remote coastline, King Sound

fuelled. We passed pearl farms and saw some spectacular rock formations. We then returned to the mother ship and had a cuppa and watched the lemon shark being fed. We were supposed to have lunch but that had not been taken off the plane and therefore ended up in Broome.

From the mother boat we went on the speedboat through the gaps that make the horizontal waterfalls. One gap is 18 metres wide the other 9 metres. The waters are very turbulent and you can actually see that from one bay to another there is a height difference. We went through these waterfalls a few times. We were shown Cyclone Bay where boats shelter when a cyclone is heading in. We flew back to Derby and had our for-

gotten lunch in the terminal - a little late but very welcomed.

If going on a tour of the Horizontal Waterfalls, ensure you know exactly what the tour covers. Our day tour Kimberley Seaplanes cost \$375 and included pick up at campsite, flight to and from waterfalls, lunch, tour around the waterfalls and many trips over the falls. Another tour for \$340 included plane trip to and from, one trip over the waterfalls and only a short time in the area.

CAPE LEVEQUE

Derby to Cape Leveque on the back road. Turned left off the Broome Highway where Colourstone building is - no signs but we followed the Tourist Information

Centre mud map. Lots of creek crossings and the track is just that a "track" - an ungazetted road, traveling through pastoral properties. The map advises 4 wheel drives only, no towing and conditions change without notice. The track for us was very good probably a

grade 2 at most. This is a much better way to go to Cape Leveque. After turning right onto the main track (Broome to Cape Leveque) we encountered corrugations. We had heard rumours regarding the bad conditions on this track - but with lowered tyre pressure we thought the going was quite alright.

We were booked into Kooljaman and when booking in November 2005 I could only book 6 campsites when I require 7 - so I booked a dome tent \$60 per night. Camping cost \$16 per night per person. Lovely spots to stay in cabins on stilts and shelters on beach. Lighthouse towers over us all. Cape Leveque has clean beaches, good fishing etc but the really interesting areas are out from Cape Leveque/Kooljaman. A trip to Bardi - One Arm Point -

was well worth it - we paid our \$5 each and were given mud map of the town. We drove out to the beaches - the tide was in and the water around the mangroves was pristine. The view from Round Rock was superb. Looking out over sparkling blue green sea to hundreds of tiny islands. We then went to the hatchery and spoke to a young lady who informed us that the hatchery had been there for 14 years. The idea is to breed fish and then put them back onto the reef for the future. They are trying to breed barramundi and also the Cocas shells as they polish these and make jewellery from them. They are also exported overseas.

On the way back to Kooljaman we stopped at another campsite that had no-one using the main campsite - the campsite was green and shaded - the facilities very clean. Cost here was \$10 per night per person. The campsite is right beside a nice swimming beach and good fishing spot - and a lot less commercial. If I go again to Cape Leveque I will be staying there.

Travel plan is to go to Broome via Lombadina, Middle Lagoon and Beagle Bay. We proceeded to Lombadina and waited at the bakery for the bread to be cooked. Lombadina is a lovely community - very clean, friendly and with interesting buildings to visit. We then went onto Middle Lagoon minus Reject who waited at the main road as he had visited previously. The weather continued to decline and lunch at Middle Lagoon was had between rain and wind and sheltering in the car. After having a quick explore of the campground the convoy departed. The rain had made the usual dusty road into a muddy sometimes slippery one. Beagle Bay was the next stop visited by some of the group as others had been there before. The church at Beagle Bay with its inlaid mother of pearl is really worth a look. The main road from Cape Leveque to Broome was nothing like the horror stories that we had heard.

To go into communities a fee ranging from \$5 to \$10 per vehicle has to be paid. Even to go into Middle Lagoon, basically a camping ground, the fee was \$8.00.

Next Month: Marble Bar to Kalgoorlie



Cape Leveque Sunset

Insurance NEWS



Officially TCIS has been appointed as the sole provider of all Insurance matters on behalf of the ANFWDC. No other insurance Company/ broker has been appointed to provide insurance needs to members of the Australian National Four Wheel Drive Council (ANFWDC) and its affiliates. The following common questions and answers may serve to inform members of affiliated clubs.

Q 1 Why deal with a broker and not direct with an established Insurance company?

A 1 A broker is by law required to assist and work for the insured person. An insurance Company works for itself, its shareholders and their profits. It makes good sense to work with a broker who knows the Insurance laws and can ensure members rights with insurance companies.

Q 2 Why TCIS?

A 2 TCIS was only one of two submissions received by the ANFWDC committee for con-sideration. TCIS was the only broker. TCIS has a vast amount of experience in supporting the ANFWDC and 4 wheel drive members over many years. TCIS has stood by our members in the trying times of the HIH collapse. TCIS made a good presentation and submission which the council saw as offering the best coverage for members.

Q 3 Who gets the commission on each policy?

A 3 A commission is paid by TCIS to the ANFWDC and is then distributed back to the State Associations, in some states a proportion is passed on to the members actual clubs. So in fact it is filtering throughout the organisation to the benefit of our members. In NSW and the ACT this commission goes towards running the state association.

Q 4 Why not have our insurance through one major insurance company.?

A4 TCIS has secured a panel of 5 major insurance companies all of which are registered in Australia. This ensures that if one single insurance company changes their policy then our mem-bership's National Council insurance scheme is protected.

Q 5 So what's the benefit to me the member of dealing with TCIS?

A 5 It also means that we have strong competition between insurance companies and TCIS as the broker is able to source the best possible product for each member. This arrangement also provides member clubs with public liability insurance at competitive rates. Public Liability insurance covers various club activities such as displays and shows.

Q 6 All insurance companies are the same, aren't they?

A 6 Well yes they are, they are all in business to make money. However some insurance companies operating in Australia are not registered in Australia but in the UK, USA or less controlled markets such as Bermuda and therefore if you have a complaint or grievance against them then you would need to lodge that complaint or grievance with that country and the Australian Authorities would have no actual control over these companies.

Q 7 Does the national insurance scheme and TCIS offer more than just vehicle insurance.

A 7 Yes—a full list is available on the website: www.tcis.com.au

Q8 Am I obliged to use TCIS for my vehicle insurance?

A 8 No, no member is obliged to use TCIS but your club is obliged to inform its members of the official insurer.

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Price for the pair is \$2000.00

Contact Peter Reynolds 0428623458

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

Jackets	\$70.00
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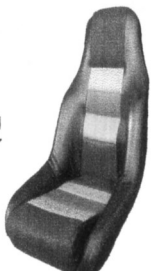


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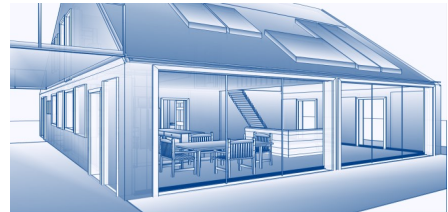
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NEW MEMBER APPLICATION

SOUTHERN TABLELANDS 4WD CLUB INC.

PO BOX 661 FYSHWICK ACT 2609



First year membership \$330. Ongoing Years \$100

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

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

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

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

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

Member 1: (Preferred first name, last name)

Member 2: (Preferred first name, last name)

.....

Address:

Suburb: State: Postcode:

E-mail:

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

Vehicle Make: Model: Registration No.

(Optional) Personal Details: Member 1
(Occupation)

Member 2

.....

(Relevant skills/additional info.)

.....

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

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

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

Form & fees received: Fees forwarded to Treasurer:

Membership database updated: Membership package despatched:

Membership Card: Receipt Number:

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

Other comments: