



# SOUTHERN TRAILS

June 2016

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## President's Post

Jim Anderson

Tickets to the club's 40th anniversary function in early November will be available for purchase from Lynne Donaldson (Membership Secretary) at the general meeting on Tuesday 14 June. Get in early and get your tickets to celebrate this significant club milestone - details are available in "Lynn's Latest" in this newsletter.

Also at the June meeting, members of the 2016 4WD Spectacular Committee will present to the club a cheque for \$17,500. This is ST4WDC's share of proceeds from the spectacular after all accounts are paid and around \$35,000 donated to various community organisation's. The spectacular is a significant fund raiser for the club and is only made possible because of the fantastic efforts of the many volunteers from the three host clubs. On behalf of the committee, thank you to everyone involved in putting on such a successful and popular show.

Speaking of the spectacular, a "Gathering of the Clans", event to host the ACT 4WD Club and the Land Rover Club ACT was scheduled for the weekend 4 and 5 June. The event was planned to enable members from the clubs involved in delivering the show to relax and socialise at the property. Unfortunately due to the forecast high rainfalls in the area the event needed to be cancelled.

Not only would it have been very unpleasant trying to camp and socialise but the impact of the number of vehicles driving on the tracks (many of which are used for driver training) and the creek crossings would have caused damage and of course been potentially dangerous. Some of our club members did visit the property to check creek levels etc and undertake some small tasks etc. During the

period from early Saturday morning until we left at 10:30 Sunday morning, 40mm was recorded on the rain gauge. However the rain was much needed throughout the region and great to see the water tanks full.

May was another busy month at the property with a muster, camp oven cooking and photography courses in addition to a Veg Out at Talooge event all on the weekend of the 14th and 15th. At times it may have been hard to work out who was involved in what activity but a lot of property tasks were undertaken, the scones from the camp oven cooking class were a bonus for everyone and the usual gatherings around the campfire were very enjoyable.

With the onset of the colder months things tend to slow down a little but it is still a great time to visit the property and there are trips on the club calendar. Hope to see you at the next general meeting on Tuesday 14 June where our guest speaker from NRMA will talk about roadside services.



## Lynne's Latest

Another month has passed, where is the year going. Winter is definitely here and a lot of people start to hibernate with the cold weather or else the lucky ones holiday somewhere warm. Safe travels to those that are holidaying away.

Winter is a great time to do one day trips and also to put the beanie on and head for the snow. Rob and I have our names down on Glen Watts trip in July "Mount Clear in the snow" hopefully we will have good photo opportunities.

If you could all remember to make the visitors/new members feel welcome. Go up to them and say hi.

If you do not have a round State Association sticker or 2016 date sticker please come and see me at the meeting.

### **We have had 3 new members join in the last month:**

Maree Sainsbury – Jeep Wrangler

John and Kristine Pearsall – Nissan Patrol

David Lunquist – BT50

### **Below are the numbers for Memberships:**

Ordinary – 225

Life – 9

Associate – 2

Partners – 181

Family – 7

**Total memberships – 424**

It will be a busy year with the **40<sup>th</sup> Anniversary** of the Club. If you

know of any old members that you are still in touch with, please tell them to email or give me a call so that I can put them on the mailing list to invite.

Please put your name up on the website so that we can get an indication of numbers.

We are also after any old photos for the night. Scott Cumming has kindly agreed to organise the slide show for the evening, if you could contact him by phone 0490 000 913 or email [property@st4wdc.com.au](mailto:property@st4wdc.com.au) if you have anything for him – it would be muchly appreciated.

Looking forward to catching up with you either at a meeting or on a trip.

If you have any membership queries at all, please contact me.

## **Club Guest Speakers**

### **14-June-2016 - NRMA - Richard Kimber**

Topics are:

1. What or where roadside assistance is (or is not) available
2. situation or incidences that have they have seen that are 4x4 related
3. what the different levels of NRMA membership provide e.g. Accommodation etc

### **12-July-2016 - Battery Factory - Mark from the Phillip store**

Topics are:

1. Lithium Batteries in the automotive industry
2. Battery types and Chargers
3. Things to avoid

## **Tantangara; 24 – 26 April 2016**

Saturday dawned clear and sunny and generally glorious as any sunny Saturday morning does when there is a long weekend in the offing. Having packed the night before so all that remained was to unplug the camper and drive away, I thought it would be an easy start. Glen had even generously slipped the scheduled meeting from 8.30 to 9.00am. But I woke up with a wicked sinus headache and what should have taken half an hour to get ready took over an hour and several doses of the good drugs (Sudafed and Nurofen).

We made the rendezvous (Uriarra homestead) at the scheduled 9.00am, even though at 1 minute to we were being called on the CB to check where we were. Last to arrive dammit, so fully expecting responsibility for the trip report. But the headache sob-story meant that that burden was not heaped upon us and we were free to relax. Until the trip order was given, and as punishment for being last we were nominated Charlie. Nice treat for someone with a sinus headache – stick them in the dust.....

But by now the drugs were working and it wasn't too bad. Up over Brindabella road and onto Tumut road, before turning off on a powerline track to 'take a shortcut'. Amazing these shortcuts.... knocked about 20km off the journey, but possibly added ½ an hour due to the ruts and ridges and the number of camper trailers on the trip. It was a short fun stretch of track and everyone got through, mostly unscathed, and a short stop was made to have morning tea and collect firewood.

Having been on a few club trips and knowing that the evenings were going to be cold, careful planning for the firewood was required; "Do

you think that's enough?" Me: "No." "Do you think that's enough now?" Me: "No" "The chainsaw is out of fuel, do you think that's enough now?" Looking back down the convoy and noticing a couple of trucks canting over nicely under the timber on top a decision was made. Me: "Maybe a bit more...."

The drive continued down Barnetts Road with the occasional obligatory photo stop, and to make adjustments to the cargo – no matter how well tied down when first loaded, the wood just keeps moving around and needing tightening. It's too precious a commodity to loose. Onward and upwards along Barnetts road, onto Boundary road, Broken Cart Fire Trail, and eventually Long Plain road before a stop at Cooinbil Hut for lunch and a quick look around. It was at this point that the local NPWS Ranger spotted the gathering and came in to check what was going on. Once he realised that we were with a club, on a sanctioned trip, and that Tumut office had been informed all was good so after a short chat we continued on.

Further along Long Plain Road, onto Port Phillip Fire trail and finally onto Dam Fire Trail to the campsite. A quick investigation and then the convoy spread out to set up camp, and the firewood was dumped in a pile next to the designated fire pit. Thunderboxes were set up, holes dug, and ensuites erected ready for a 2 night stay. Talk about glamping.

Some headed off to fish, others started the fire (and it was a great fire), and general relaxing commenced. After watching a spectacular sunset, some of the more knowledgeable in the group shared their wisdom and I learnt 3 important pieces of information:

1. Wild horses (locally known as Brumbies) travel in prides
2. There are no fish in Tantangarra dam, and
3. The sun rises in the west – "over there so it will shine this way in

the morning and help dry out the tents” (having just watched it set over there....)

People slowly drifted off to bed until there was only a few left at the fire, and then as usual it became a question of “one more log or bed?” While pondering this unanswerable, there was a cry from near the water “I caught a fish” – seems that some of the more knowledgeable just aren’t.....

I think there were about 19 more logs because I didn’t get to bed until about 1.30am.

Sunday dawned misty but cleared fairly quickly and the group was left to generally do what they wanted – there was nothing planned, so everyone did their own thing. Some fished, some went for a hike, some went for a drive, some snoozed, and some hiked and fished. Turns out there are fish in the dam, but they are way too smart for the likes of us to catch. Although there was one brave little bugger that took a lure bigger than itself.

The afternoon came and with it the obligatory happy hour and more general relaxing. Thomas whipped out his knife and a stick and commenced to whittle. “What ya making there Thomas?” “A smaller stick” “Shavings” “Kindling” “A mess” Just too many damn smart-alecs in this club. Turns out he is just making a smaller stick though.

Happy hour over, dinner done, fire blazing, stars gazed at, full moon shining, water glistening, general gibbering, ‘one that got away’ stories.... I guess you get the picture. And then the 19 can’t make my mind up logs on the fire before finally heading to bed.

Monday dawned misty again, but by 9.30 it was burned off, by 10 the tents were dry, and by 11 everyone was packed up and ready to move off. Back northward along the dam edge before crossing the top end

on Port Phillip Fire trail and stopping at Currango Homestead for a quick look. On to Pocket Saddle road which runs down the ridge to the east of Tantangarra dam with spectacular views across the water and the hills, before dropping down to cross the Murrumbidgee just downstream of the dam wall.

Lunchtime arrived so we stopped at one of the horse camps (fortunately no horses and too cold for flies) to have a quick lunch and air-up. Only a short stop and then on to the Snow Mountains Highway and into Adaminaby. At this point, the convoy broke up – some electing to head straight home, some electing to continue on the blacktop through Cooma, and some hunting for ice-creams. A smaller group came back to Canberra over Boboyan Road which has been recently graded and was probably smoother than parts of the Monaro Highway, arriving back in Tharwa by about 3pm.

This was definitely one of the less challenging trips, and not what I would normally expect from Glen (since he likes getting me stuck on or in things), but it was a great recharge. Nothing strenuous, nothing rushed, warm sunny days (don't think Glen can take credit for that?) and good company. Put me down for this one again next year.

Andy and Bron

The weekend was blessed with great weather and a scenic and entertaining route to the dam through one of the most beautiful forests we've seen. The entertainment was a short 20 metre stretch up a fire trail that demonstrated how easy it is to go from grade 2 to grade 3. All you need is some previous wet weather to churned up the track, and then add camper trailers. Not a problem for our experienced trippers, though! Glen's secret wood collection spot was

another highlight, a great place for a break and get to know your trip buddies, and some of the best campfire wood around.

The campsite at the dam had fantastic views of the lake and surrounds, beautiful morning mist, and was a great place to wet a line, even if the fish weren't tempted to take most bait, except for our trip leader, who managed to get a few productive nibbles..... With great company around the fire at night, it all made for a very relaxing weekend. One thing I did learn, though - if you don't like the limelight, don't start cooking during happy hour!

Juli and Thomas



# Night Drive through the Brindies

16th April 2016

Peter Henderson

Attendees:

Lynne, Rob, Gemma and Dan Donaldson Landcruiser 100 (trip leaders)

Brenden Taylor Nissan Patrol

Victoria Jewett Toyota Hilux

Michael and Chris Pratt FJ Cruiser

Craig and Mandy Nelson Prado

Neil and Jennifer Ellison Nissan Patrol

Peter and Gwen Henderson Landcruiser 80

Stephen O'Connor Mazda BT50

Jon Case Mitsubishi Challenger

Kathy, Derek, Maddie and Daniel Pajero

Things certainly look different in the bush in the dark! You need to concentrate harder, the lighting is obviously different – in some ways better, as it is easier to pick contours in the track ahead. And it gets interesting too when it's raining while it is very easy to miss critical turns as they look different in the dark

But, we did make it to the top of Mt Coree, and we did make it to McIntyre's Hut via a couple of turn arounds (more on those later). All in the dark and the rain.

The meeting place was Uriarra Homestead at 4.00pm, the plan being

to go to Mt Coree for the sunset. Getting there was no problem, but the sunset hid behind the clouds and it was cold up there at 1400 meters! We successfully turned the limited space into a carpark for 10 hefty four wheel drives. No mishaps though and we stayed up there for a while before the cold and clouds got the better of us.

So, off to McIntyres – will we or won't we? There was apparently 100% chance of rain (more like a certainty when you consider the percentage). Down from Mt Coree, along Two Sticks – in the dust. About as bad as driving in heavy fog – the conditions were quite still, so the dust from the car in front lingered a while. Things improved once it started to rain – no more dust yay! And vastly improved visibility.

Continued along Two Sticks, but the Powerline Track looked different in the dark, so we initially didn't go down that way. But, after about 10 minutes further along Two Sticks, the request came from Rob and Lynne to backtrack and indeed go down Powerline. Seems like the first time they looked at Powerline, they took the straight down track, rather than the civilized trail. Things look different in the dark! McIntyres and dinner beckoned, so time to get moving.

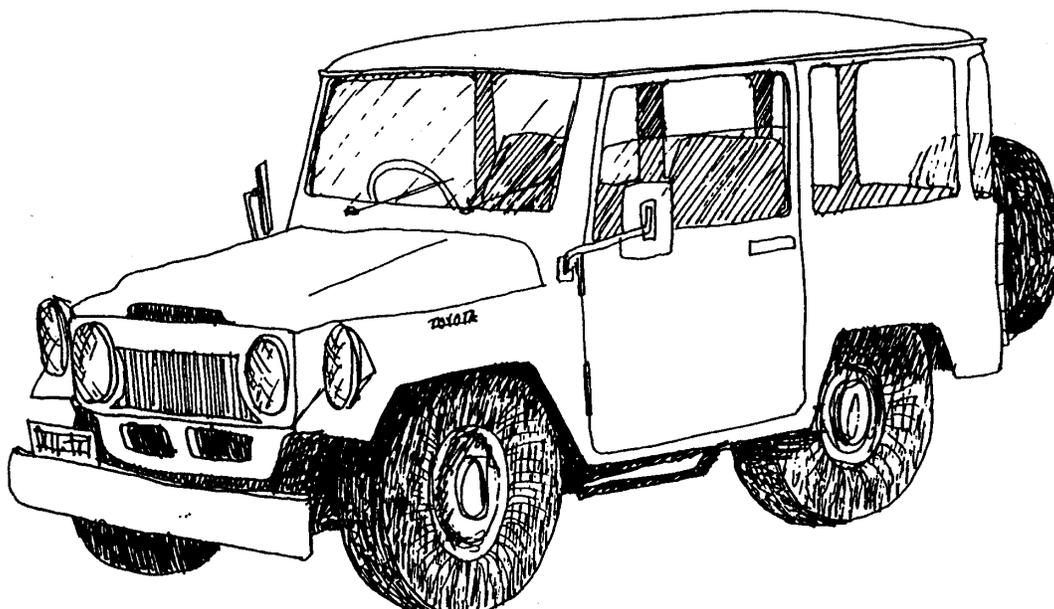
Good to see that the track down to McIntyres is starting to get a bit gnarly, bit more interesting. Also quite a few of the steeper parts of the track had a bit of bull dust on them, so a traction issue if it rained.

Objective achieved – McIntyres for dinner. But wait – it's now starting to rain quite heavily. And we started thinking about the bull dusty sections, and what rain would do to those steep bits. Off we went, with barely a pause to get breath. Up the hill, through the sticky bits. It was a good decision, as it continued to rain reasonably heavily for the next hour

Dinner was had (in the rain) on Waterfall Track on a nice flat bit. Much huddling under awnings, fueled ourselves up, and let's head home. Victoria recommended Dingi Ridge Track to get back to Two Sticks, and then down past Blue Range Hut to the black top.

That worked well, bit slippery on the clay bits, but everyone made it safely. Forestry tracks are very confusing, and we proved the old adage that the longest distance between two points is not a straight line, but East West Road led back to the black top, and once we found that – home and hosed! Home by about 11.00pm, safe and sound, tired and happy!

Many thanks to Lynn and Rob for their tireless enthusiasm and good humor, and especially for organising and leading a great trip to McIntyres in the dark.



# Trips Register

Start Date	End Date	Activity	Type	Leader
18-Jun-16	19-Jun-16	OziExplorer Nav X	Training	Michael Patrick
16-Jul-16	17-Jul-16	Talooge Park Muster	Muster	Scott Cumming
18-Jul-16	20-Jul-16	Coastal fishing at South Durras	Grade 1	Chris Nicholls
30-Jul-16	30-Jul-16	Mount Clear in the Snow	Grade 3	Glen Watts
13-Aug-16	14-Aug-16	It could be cold at Bendethera Caves	Grade 3	Michael Patrick
17-Aug-16	17-Aug-16	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
20-Aug-16	21-Aug-16	Talooge Park Muster	Muster	Scott Cumming
27-Aug-16	11-Sep-16	Mungo, Menindee, Murray and more...	Grade 2	Alex & Andrea Szabo
8-Sep-16	11-Sep-16	Safe One Basic Driver Training at Talooge Park	Training	Peter Butterfield
17-Sep-16	18-Sep-16	Talooge Park Muster	Muster	Scott Cumming
24-Sep-16	26-Sep-16	Towards Batemans Bay	Grade 2	Alex & Andrea Szabo
24-Sep-16	25-Sep-16	Explore The Tracks of Abercrombie River National	Grade 2	Michael Patrick
1-Oct-16	3-Oct-16	Bush Skills Weekend	Event	Michael Patrick
5-Oct-16	5-Oct-16	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
14-Oct-16	16-Oct-16	SES Landsearch Exercise (Talooge Closed)	Trip	Marj Jones
20-Oct-16	23-Oct-16	Safe One Basic Driver Training at Talooge Park	Training	Peter Butterfield
29-Oct-16	30-Oct-16	Talooge Park Muster	Muster	Scott Cumming
5-Nov-16	5-Nov-16	40th Anniversary Celebration	Event	Lynne Donaldson
11-Nov-16	13-Nov-16	Safe One Basic Driver Training at Talooge Park	Training	Peter Butterfield
12-Nov-16	20-Nov-16	Victorian High Country Ramble	Grade 3	Michael Patrick
19-Nov-16	19-Nov-16	Safe One Basic Driver Training Course Follow-up Day	Training	Peter Butterfield
26-Nov-16	27-Nov-16	ST4WDC Christmas Party at Talooge	Event	Rob Donaldson
10-Dec-16	11-Dec-16	Talooge Park Muster	Muster	Scott Cumming
29-Jan-17	29-Jan-17	Backyard Explorer and Blue Waterholes	Grade 2	Alex & Andrea Szabo
11-Mar-17	13-Mar-17	Stockton Beach	Grade 2	Robert Azzito
18-Mar-17	26-Mar-17	Search for the missing huts of the Vic High Country	Grade 3	Michael Patrick



# Talooge Le Trek: ST4WDC Basic Training

Bernard Morris

Linguists may today wonder why the word 'car' is not in 'cathartic'. For beginners undertaking basic training with the ST4WDC, the car is possibly a great vehicle for purging emotions through fear! But this was not really the case at all for those participants in the recent basic 4WD training course at Talooge.

Nine new Club members willingly volunteered themselves and their vehicles to the Club's very well, and somewhat artfully, orchestrated beyond basic - and amazing - driver and vehicle training at Talooge. Talooge Le Trek - a play on post-impressionist French artist Toulouse-Lautrec, not that I know anything about that, it was just a little rhyming that relates to the artful way the band of Club trainers made it all happen with skill, poise, generosity and good humor. Artists and their would-be apprentices.

The three days of relatively intense training was not learning alone, it was nigh on astonishing. Not being used to ample welcoming and generosity, I was quite overwhelmed. For instance, why would anyone volunteer to sit with me for hours teaching how to straddle, 9 & 3, 'no touch clutch', pick lines, select gears, key-brake – and all with consistent generosity and humor in the giving of their time and expertise. What planet is this? One could never pay for this level of generosity of spirit anywhere. I was quite agog.

In this sense, the training was a positive change cathartic experience. Even my old friend 'Proud Mary' (80 Series) swapped the driving wheels from rear wheel drive on the way to Talooge to front wheel drive for the trip home, seemingly symbolizing a revived positivity for life given humanity is not only alive and well, but expanding both in

height and width, like Talooge's very landscapes. Mixed with abundant learning about 4WDs and four-wheel driving, was a personally awakening experience. Thanks indeed therefore to all the trainers, organizers and many other supporting volunteers – and to the willing co-trainees too who were themselves an entirely lovely group of people.

The many hours of driving along winding trails was accompanied by a display and explanation of essential equipment to take on trips; a winching demonstration; and a paddock full of snatch strapping (which must have looked quite bizarre from the buzzing drone). Plus a very comprehensive series of talks by consummate professionals with mountains of experience – I took 14 pages of essential must-know notes on basic 4WD principles, vehicle attributes, angles, 4WD systems, differentials and locks, momentum and gear selection, tyres (traction, pressures, plys and load ratings), fundamental skills and checklists, key-braking, bush comms (radios, phones and aerials), and GPS... Glad I had plenty of spare pages and a backup pen!

The days were punctuated by a few events that randomly entered the fray - these tested the trainees, further demonstrated the skills of the trainers and added to the educative experience.

Amongst the scheduled training and unscheduled events, there appeared to be so many trainers too – all consistently competent, good-humored and committed. Some stayed for the full course, others came and went – like clockwork.

There was a wee incident at the Back Door when Steve and his dedicated trainer decided to park the Isuzu at an ungainly and close to tipping point angle on a side slope. But no problem – trainers came from everywhere in an instant, straps suddenly appeared and Pelican magically descended to add weight to the front mudguard and provide

some instant stability, while Peter B. orchestrated the team through an extremely competent and safe retrieval. Agog again. Or was that still? Meanwhile Steve and his trusty trainer appeared to have merely parked the vehicle for a brief chat – cool, composed. What was all the fuss? Chat over, straps off and up through the remainder of the Back Door they went, unscathed.

Just having a brief chat in the sun at the Back Door.



On Day 2, Vlad's Prado unfortunately blew a tyre, but again the trainers organised, sorted things in their fashion, and he was underway again quickly and efficiently. This meant however he could not participate in Day 3 due to being without a spare tyre, but he soldiered on as a passenger nonetheless. On the morning of Day 3, the diligent Kel noticed one of his Triton's tyres was down slightly on pressure, and again a swarm of willing expertise descended and

through the knowledgeable application of screwdrivers, a section of stick was extracted from the bead. Also on Day 3, the Lasseter's Track 'rock ledge' became quite resolute in not accepting passing travelers, so while a few vehicles got through, a sensible call was made to redirect things – but not before Ross' Max Trax had acquired an experienced patina. Then near the end of Day 3, my 80 Series decided it liked Talooge too much and atop Lasseter's it sprang a diff oil leak through the rear axle. Pelican, Peter and Rob and a host of other talents descended with tools, rags, wire and willingness, and with advice following a call to Monaro Off-road, things again happened promptly and competently. By this time, I seemed to be spinning a little, something weirdly and positively cathartic was certainly going on. People getting dirty in the dust, helping, sorting, professional, smiling, helpful. This is some weird planet! Later, back at the campground, Pelican artfully reset the temporary repair made to the 80 Series with a piece of corflute, and home I was able to go, essentially in front wheel drive. Not a seep nor a drop of oil!

Pelican astounded me as a young, generous and competent man (who even offered Rhonda and I the use of his warm water shower that he'd set up at his camp nearby). I must also note Tara too, who struck me as an amazing young woman imbued with the same ideology of sharing and generosity of spirit, and clearly also a very competent 4WDer. I am always impressed by older folk sharing in the way demonstrated at the training weekend, but I am really inspired by young people who stand up, lead and give so generously. Well done Pelican and Tara I say! Indeed, well done to all the trainers and the many other supporting volunteers, and to the willing trainees. I was a tad sorry to not bid a better farewell to you all at the end of Day 3 – it was latish I guess and I must admit some preoccupation with getting 'Proud Mary' home.

I should say that while the days were busy, the nights included fabulous fireside companionship and revelry. Unfortunately I was unwell with sinusitis and unable to make the most of the shenanigans. I remember on one night that there were several rounds of Happy Birthday sung for Tara. Emanating from the enthusiastic crowd around the fire circle, the sing-song floating lightly up through the campground...

I hope to get back to Talooge with all four wheels driving ('Proud Mary' is already repaired) and test the skills and knowledge acquired, properly hang out around a fire, and re-try Lasseter's in second gear low – are you ready Rob or Tara? It's worth a try don't you reckon?

BTW, in terms of the all-in-one three day approach to the (not so basic and unbelievably good) Basic Training, I'd say, like others amongst the trainees, yahoo! It works very well. Yes, it is a tad intensive, but the third day brings the first two days together and on country that was starting to get familiar. It is an ambitious undertaking for all involved, but from what I could see, if any Club can do this consistently well, I'd reckon the ST4WDC can. And if the three day format makes the lives of the trainers and other vollies a little easier, go for it. Still agog! Thanks for a great weekend.

# CLUB CLOTHING

## Shirts

**Polo** (cotton/polyester lightweight) \$38:00

**Chambery** (long sleeve) \$45:00

## Tops

**Jackets** \$95:00

**Hoodies** \$45:00

**Rugby Tops** \$50:00

## Headwear

**Baseball Caps** \$15:00

**Bucket Hats** \$15:00

**Beanies** \$20:00

## Badges

**Name Badges** \$10:00

**\*\*SPECIAL**

## **Opportunity for ST4WDC Members.**

Alan and Marj Jones are off to sunny Queensland again this winter, volunteering their time with Bush Heritage Australia (BHA).

They will be caretaking a 590 hectare property, Goonderoo, just south of Emerald during throughout the month of July, before heading out to another BHA property, Ethabuka, a property of around 215,000 hectares, where they spent time volunteering during September 2015.

The Joneses have made arrangements with BHA to allow ST4WDC Members, who may wish to visit these properties during their stay, to access these restricted access locations.

Both Goonderoo and Ethabuka have their own attractions and further information on each is available on the Bush Heritage Australia Website.

The Ethabuka property, where Alan and Marj will spend most of August, includes a large part of the northern section of the Simpson Desert and being a restricted access area, has many 'little used' tracks. The property is expected to be looking at its best with the recent rains throughout the area.

Members wishing to visit either property would be expected to be fully self-sufficient and in the case of Ethabuka, be prepared to contribute a couple of days' work either pulling down, or repairing fences.

Further information on this exciting opportunity can be had by contacting either Alan (mobile 0428236284), or Marj (mobile 0427284236).

## Talooge Park - June 2016

Scott Cumming

The May Muster was about gathering firewood and raising the base of Thurbon Flat shelter, adjusting some levels slightly around the shelter to divert the water flow to reduce water ingress. About 10 cubic metres of Gravel was delivered and initially spread using Fergie, then Brad and Cheryl Wells finished off spreading by hand before some compacting was done using vehicles. We finally received over 40mm of rain last Saturday which was most welcome and the shelter remained dry so job done.

A big day with plenty of good quality seasoned firewood gathered and much of some large tree trunks were cleared by Thommo and his team of hard working members which included Michael Patrick with his Chaps on, Jim Anderson, Jamie Walker, Andy and Bron Squire, John and Kristine Pearsall, Warwick and Carmel Campbell and Nick Pausina.

A couple of recent falls and a number of near misses with the narrow paths between the Clubhouse and the toilets needed attention so the plan was to widen the pathways and keep the rocks as close to the tree line as possible. Thanks to the efforts from Victoria Jewett, Marj Jones and Leah Bowman for doing a great job making this area not only look much better but a lot safer too. Last weekend, Victoria and her grand daughters timed it perfectly by planting some specifically chosen cold country native plants in one of the areas we are regenerating. Great to see some enthusiastic young family members doing a bit of work to improve our environment. Hopefully our makeshift temporary fence will keep the goats out for now.

Track Issues - Lasseter's is showing signs of erosion at the rock step area and without some further track work, it is now unsuitable for vehicles without good clearance and traction aids such as traction control, rear lsd or a rear locker as a minimum. Track 9 at the turn around just after the creek crossing. A decision was made to drop a tree over the track to stop vehicles continuing on this track as it is too unsafe due to loose shale, rock steps, dangerous cross angle and two recently damaged vehicles coming down the track from the top.

Another member a few weeks ago also got into difficulty while exploring the tracks and became bogged in the loose shale. The top of the track will also be closed when we travel around the loop track linking to Dozer track next time. Track grading signs will be installed in the next few months to help some of our newer members navigate their way safely throughout to property. Please take care when travelling throughout the tracks on the property as they are constantly changing due to weather and traffic volume so if you are unsure of what to expect, please ask one of our more experienced members, someone from the driver training team or the property coordinator for the latest on the track conditions. Always have your radio on UHF 14 and let someone know where you plan to go and what time you are expecting to return. 770 Hectares is a large area and if you do get stuck, it can be a decent walk back for assistance should you require help.

Talooge Gate Security Codes: On April 3 2016 the gate security codes were changed. A reminder that before travelling to Talooge you should always contact one of the relevant officers for the updated gate codes.

Scott Cumming property@st4wdc.com.au 0490 000913 or Satellite text only +61 405 894 135

Jim Anderson president@st4wdc.com.au 0408 283496

Peter Butterfield education@st4wdc.com.au 0417 480856

I have received some excellent ideas from many members as to what they would like to see at Talooge Park and I encourage you to continue to provide your suggestions as to the 5 Must do's, 5 Wishes and 5 Don't wants so we can continue developing our One, Three and Five-year plan. The top ideas will be referred back to members for discussion once all are collated for review by the committee.

Talooge Park "it's your property" and we do have some fun at the musters so if you haven't been out there for a while or are a new member and are happy to help support our club or even if you are amongst a number of regular helpers I encourage you all to join us at Talooge Park for a little bit of work and a lot of fun. The nights are getting cooler now but the days are picture perfect at this time of the year and the camaraderie is always good.

Talooge Park Musters – June 11th / 12th , July 16th/17th , August 20th / 21st

See you at Talooge Park. Scott Cumming - Property Coordinator  
property@st4wdc.com.au

To Always Look Over Our Great Environment

Many current and past members have spent plenty of hours over the past 10 years not to mention blood, sweat and some tears planning and developing Talooge Park to what we can all enjoy today.

It's time to develop a One, Three and Five-year plan for our property so that we can continue to develop and improve this for the benefit of all members so please include your wishes below to help us formulate a plan of action.

Club Member's Name

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Contact number or Email

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List 5 Must do's at Talooge Park

- 1.
- 2.
- 3.
- 4.
- 5.

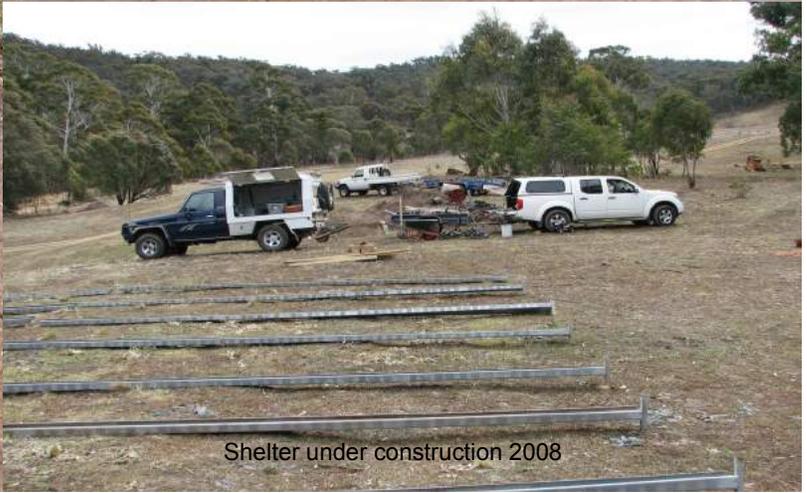
List 5 Wishes for Talooge Park

- 1.
- 2.
- 3.
- 4.
- 5.

## List 5 Don't wants at Talooge Park

- 1.
- 2.
- 3.
- 4.
- 5.





Shelter under construction 2008

# **40<sup>Th</sup> Anniversary**

1976 - 2016

**Where – Deakin Sports Club ,2 Grose street  
Deakin**

**When – Saturday 5<sup>th</sup> November 2016**

Come along and celebrate the last 40 years of the Club.

There will be Entertainment, games and fun.

Please put your name down on the website to show your  
interest.

**\$50.00 per head**

**Tickets are on sale at each meeting.**

If you have any queries, please call

Lynne 0418 631 669.



**CELEBRATE!**



**Come along and join us  
for ST4WDC's  
Christmas Party  
at Talooge.**

**When: Sat 29th November - 30th November**

**Time: Festivities start 12pm 29th Nov**

**Where: Talooge**

**This is ST4WDC'S annual big get together to  
celebrate Christmas.**

**Put these details in your calendar and join  
us for a fun filled weekend of games, Santa,  
Pot luck dinner and lucky gate prizes**

# WEIGHTY MATTERS

Kevin Phillips

## WHAT YOU NEED TO WEIGH UP WHEN TOWING A TRAILER

### USEFUL VEHICLE TERMS

**TARE Mass** – Weight of the vehicle - includes oils & fluids & 10L fuel (usually) but nothing else  
**KERB Mass** - Same as TARE but with full tank of fuel (and no accessories)

**Gross Vehicle Mass (GVM)** – the most the manufacturer (and hence the Law) says your vehicle can weigh

and be legally driven. **KERB Mass** plus everything else – family, dog, esky, accessories, and **Tow Ball Download Payload** – the maximum load the manufacturer says your vehicle can carry = **GVM** minus **KERB Mass**

**Gross Vehicle Axle Mass** – the most the manufacturer says your front and rear axles can carry.

Front + Rear usually is greater than **GVM** to provide a safety margin

**Gross Combination Mass (GCM)** – the maximum weight allowed by the manufacturer for your vehicle



**TARE** Empty and unhitched. No water.No gas.



**GTM** Loaded and connected to vehicle.



**ATM** Loaded and *unhitched*. With water, gas, food & clothing.

**ATM & GTM are RATINGS** – determined by the manufacturer

**TARE Mass** and **Tow Ball Download** are actual Masses and must be measured

**ATM Rating** – **TARE Mass** = Legal load carrying capacity

## PUTTING IT ALL TOGETHER

How much can I legally tow?

- No more than your vehicle manufacturer says you can (ATM and Tow Ball Download), provided that: both vehicle and trailer are registerable and registered
- The weight of your trailer (ATM) is not greater than your tow bar's ( & tyres) maximum capacity
- The tow ball download when hitched up is not greater than your tow bar's maximum download
- The combined weight of your vehicle (GVM) and trailer (ATM) is less than your vehicle's allowed GCM.

In December 1998, agreement was reached by all State's Ministers of Transport to implement national towing regulations.

One rule, put simply, says the most you can tow is the amount specified by the vehicle manufacturer or the capacity of the tow bar - **WHICHEVER IS THE LESSER.**

If a motor vehicle manufacturer has not specified a maximum towing weight or capacity, the towing limit is 1.5 times the unladen or kerb weight of the motor vehicle if the trailer is fitted with brakes or the unladen weight of the motor vehicle if the trailer is not fitted with brakes.

### CASE STUDY - TRAILER

Off-Road Caravan – 18'6"		
Tare	2,500	
GTM	2,900	2,800
ATM	3,200	3,120
Tow Ball Download		320

Figures in BLACK are manufacturers ratings/weights. Figures in RED are actual weighbridge results.

## CASE STUDY – MAZDA BT-50

<b>2016 Mazda BT-50</b>		
TARE	not specified	
KERB	1,885 + tray	(2,200 no people or any stuff)
GVM	3,200	
Payload	1,315 - Tray	1,000
Front Axle	1,480	1,240
Rear Axle	1,850	960
GCM	6,000	
Towing Capacity	3,500	
Tow Ball Download	350	

GVM = 2,200 + 170 (occupants) + 320 (tow ball download) = 2,690. GVM okay.

GCM = 2,690 + 2,800 = 5,490. GCM okay. We can still add 510 kg to the mix – mainly in the vehicle. Tow

Ball Download = 320. Tow Ball Download okay. Note: only count the tow ball download once!

## CASE STUDY – TOYOTA LC200

<b>2008 LC200</b>		
TARE	2,590	
KERB	2,695	(3,200 no people, bull bar, side rails & steps, roof rack; empty fridge & full rear drawers)
GVM	3,300	
Payload	605	100
Front Axle	1,630	1,450
Rear Axle	1,950	1,600
GCM	6,800	
Towing Capacity	3,500	
Tow Ball Download	350	

GVM = 3,200 + 170 (occupants) + 320 (tow ball download) = 3,690. GVM way too high! GCM = 3,690 + 2,810 = 6,500. No problem with GCM – 300 kg to spare.

Tow Ball Download = 320. Tow Ball Download okay. Note: only count the tow ball download once!

Going nowhere. 500 kg GVM upgrade to 3,800 kg the only way out. \$3,500 - \$5,500 estimated cost

## BALL WEIGHT

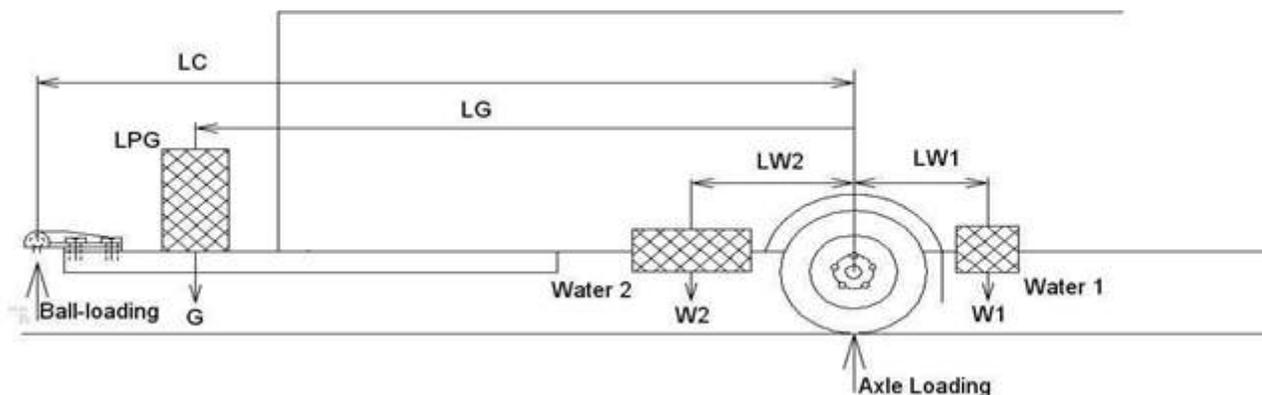
Trailer actual ATM = 3,120 kg, actual GTM = 2,800 kg.

$$3,120 - 2,800 = 320 \text{ kg}$$

But compliance plate ATM = 3,200 and GTM = 2,900 indicating a tow ball download of 300 kg

Tow ball download is largely controlled by the trailer owner deciding what goes in and where it goes. The same payload can have a dramatic affect on tow ball download depending on where it is loaded in the trailer.

Simple analogy – small person and large person balancing on a see-saw. Complex explanation.



The Actual Mass of the 'van will increase by:  $G + W1 + W2$  when the empty tanks are filled. One (1) litre of water weighs one (1) kg.

$$\text{Change in Ball-Loading} = ((G \times LG) + (W2 \times LW2) - (W1 \times LW1)) / LC$$

Example:  $G = 18 \text{ kg}$ ;  $W1 = 45 \text{ kg}$ ;  $W2 = 90 \text{ kg}$ ;  $LG = 3.0 \text{ m}$ ;  $LW1 = 1.5 \text{ m}$ ;  $LW2 = 1.5 \text{ m}$ ;  $LC = 3.5 \text{ m}$

Change in Ball-Loading = + 35 kg Worst Case 1: W1 empty; G & W2 full  
Change in Ball-Loading = + 54 kg

Note: Dimensions from the centre of the axle-group to the left are positive... dimensions to the right are negative.

When containing water / LPG, tanks ahead of the axle(s) increase the Ball-loading; tanks behind of the axle(s) decrease the Ball-loading.

## **MORE STUFF TO CONSIDER**

### **Trailer Brakes**

Required if trailer's GTM > 750 kg and must operate on both wheels of at least one axle. Additionally, the brakes on a trailer with a GTM over 2t must—

1. operate on all wheels and must be able to be operated by the driver from the normal driving position; and
2. operate automatically and quickly if the trailer breaks away from the towing vehicle; and
3. remain in operation for at least 15 minutes after a breakaway; and
4. be able to hold the trailer on a 12% grade while in operation after a breakaway (ACT & VIC)
5. (NSW registered vehicles must have a monitoring system which is visible or audible to the driver and
6. indicates the status of the breakaway braking system's battery. And the BBS battery must be charged from the vehicle).

### **Safety Chains**

ATM < 2.5 tonnes. One safety chain required.

ATM 2.5 – 3.5 tonnes. Two safety chains required.

Australian Standard AS 4177.4-1994 or

Australian Standard AS 4177.4-2004 'Caravan and light trailer towing components - Part 4: Safety chains up to 3500kg capacity'

Speed Limits when Towing can vary from state to state, particularly WA (100km/hr), TAS (100 km/hr) & NSW (100km/hr if GCM > 4,500kg). Otherwise it's the posted speed limit. But check!!

Some vehicle manufacturers specify reduced towing capacities when towing off-road and some specify a reduced vehicle payload as ball weight increases

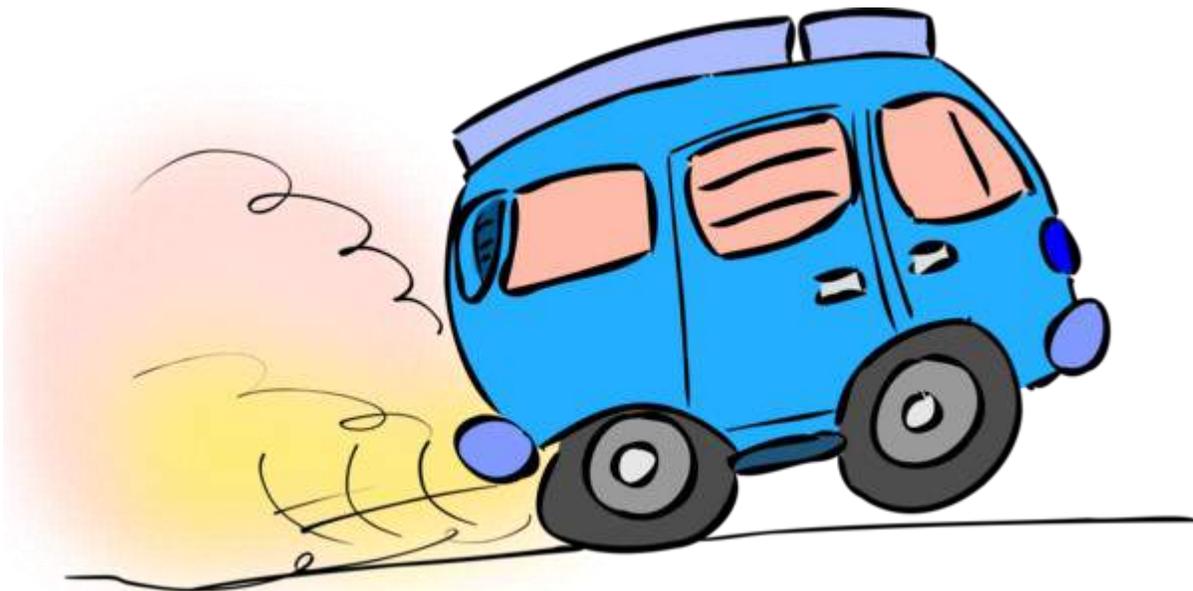
## FOR MORE INFORMATION

Vehicle Standard Bulletin - Building Small Trailers (VSB1) is available on the Department of Infrastructure and Regional Development website

([www.infrastructure.gov.au](http://www.infrastructure.gov.au))

Australian Design Rules are available on the Department of Infrastructure and Regional Development website

([www.infrastructure.gov.au](http://www.infrastructure.gov.au)) Standard AS 4177 can be accessed through the Standards Australia website



## Tips for Verbal Trip Reports

1. The report should 10 minutes duration but no longer than 15 minutes.
2. If using power point do not embed any audio or video
3. If showing photos use slide show
4. If using video and photos use movie maker and input photos and text
5. Do not show any embarrassing photos/videos unless you have the subject's approval
6. Do not make any derogative comments about any participating members
7. Get the member who is operating the club laptop to test your presentation prior to start of meeting
8. You do not have to mention everything that occurred on a trip (highlights only)
9. Only show picture/video highlights.
10. You cannot cover all occurrences/sites visited in 15 minutes
11. If the trip runs over a few weeks break the report down to run as a series at multiple club meetings
12. Read your audience, if they are fidgeting or talking to each other you have lost your audience's interest

**To the audience please respect the trip report presenter and the guest speaker by not talking amongst yourselves.**

## Driver Training



Members receiving their Basic Winning Certificates



Proud members who have just completed their May follow up day