



SOUTHERN TRAILS

October 2016

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President's Post

New Constitution and By-Laws

The club's proposed new constitution and by-laws were approved by Special Resolution on 13 September. The ACT Office of Regulatory Services accepted and registered the new constitution on 22 September. Both documents became effective from 22 September and are now available on the website (Information / Governance). A summary of the changes titled "New ST4WDC Governance Documents - 22 September 2016" is provided in this newsletter.

Members who were at the Special General Meeting on 13 September, and also those who read the documentation provided 21 days before the meeting, will be aware that there have been changes to the membership structure and entitlements. Membership entitlements are detailed in the by-laws Part II Section (3) (1). Please read this section as it relates to your entitlements.

Basic driver training is now only available to Full Members (previously the Owner Member category) however the spouse or partner and children of the Full Member may become full members by paying only the annual membership fee component ie not the joining fee and may revert to family membership after 12 months. They will have access to Extended Driver training courses 12 months from the date that they became a full member. There is now a training category of "Supplementary Training" - details are in the abovementioned summary of changes.

As per the motion passed at the September general meeting, changes to membership entitlements will not be applied retrospectively to members prior to 22 September (date of constitution approval by ORS) and the by-laws will be updated accordingly. The committee is currently working on this.

To complement the constitution and by-laws, the committee is compiling a manual of policies and procedures bringing together existing club policies on training, financial management, club activities, Talooge Park, information privacy, insurance, partial reimbursement of fuel expenses, publications, etc. The manual will be published on the club website.

I appreciate that some members may well feel inundated with information on the governance changes and of course we have all joined the club for the many benefits it has to offer including quality training, a variety of trips and enjoying our great property. However, the committee must provide this information to club members and it is also important that members are aware of the rules and by-laws that determine how the club is managed.

On behalf of the Committee thank you to all involved producing the new constitution and by-laws.

40th Anniversary – Saturday 5th November

The 40th Anniversary is approaching fast and we would love to see you all there to enjoy a great evening with old and new friends. The Celebration will be held at the Deakin Sports Club on the 5th November 2016 at 6.30pm. Tickets are on sale at next Tuesday's Club meeting on 11th October which is the last meeting before the event. You can also pay by direct credit and pick up the tickets on the night - make sure that you include "your name and 40th" as the payment reference.

Tickets are \$50.00 each which includes a 2 course meal, entertainment, raffles and lots of fun. Tickets must be paid for by Thursday 20th October.

2018 4WD Spectacular Committee

Seems like the dust has just settled on this year's spectacular and we are already gearing up for the 2018 show but there is a lot of planning and effort involved in putting on these events. The committee that plans and manages the delivery of the 4WD Spectacular comprises representatives from the three clubs involved i.e. ACT 4WDC, ST4WDC and Land Rover Club ACT.

If you are interested in being part of the team for the 2018 event, please contact me. A minimum of three members from each club is required and the first meeting will be held in November to elect the committee Chairperson, Secretary and the Treasurer and also commence the planning process etc.

The Spectacular is source of income for the clubs (\$17,500 each this year) and also donates to a range of community organisations (\$25,000 this year). So please consider being a part of the team that organises the delivery of this great event.

Bush Skills Weekend

Unfortunately, due to the recent rain and forecast weather conditions the Bush Skills activities planned for the October long weekend, including attendance by the South Coast and Wagga 4WD clubs, had to be cancelled. Rayners Fire Trail and ARB Gate crossing have been damaged by the significant amount of water received and up to 50 vehicles on the property and access roads over the weekend would have only further impacted the situation.

Some of us did venture out to carry out additional work to the entry to the home paddock at ARB crossing and were joined by new members Rob Phillips and Bruce McKenzie who rolled up their sleeves and pitched in to gather and pack down three trailer loads of rocks. This will help stabilise the crossing for the upcoming SES ground search exercise on 14 to 16 October and the basic driver training course on the following weekend, however additional work will be required in the future.

Hope to see you at the October general club meeting at which guest speakers will be representatives from the NSW and ACT 4WD Association.

Jim Anderson.



Basic Driver Training at Talooge – photo courtesy of Demetrio Veteri

Editor's Feed

Excepting the recent run of storms and flooding rains, the weather is starting to fine up and so our motivation for getting out and about increases. In this and coming issues, I hope to include articles that inspire you and provide some food for thought.

Thanks to all of this month's contributors of articles and photos – Clay Mifsud, Tony Summer, Demetrio Veteri, Matthew Maddigan and Michael Patrick. The trip report for Towards Batemans Bay will be included in the November newsletter.

As Publications Coordinator, I will draw from my experience in publishing and communications to make the newsletter as entertaining, informative and relevant as I can. But to do this, I need members' feedback and input. If you have photographs, suggestions for articles, or ideas to improve the newsletter, please send them to publications@st4wdc.com.au.

Regards,

Terri Giuretis



Basic Driver Training at Talooge – photo courtesy of Tony Summers

Lynne's Latest

I am asking that if you haven't already thought about attending the **40th Anniversary**, please give it some thought and get your tickets ASAP – THE FINAL DAY FOR PAYMENT IS 20/10/16, if you have your name down on the website and have not paid, please do so. It will be held on the 5th November. Details are in the magazine. It will be great to see as many members as we can get there, it will be a fun night and the more the merrier.

It's great to see so many new members join, thank you to everyone that makes these new members and also the visitors welcome at the Club meetings and also on trips.

Rob and I have been out to Talooge a couple of times in the last Month, we enjoy it out there immensely. We helped out at the working bee and went out there on another weekend just to relax.

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 7 new Memberships in the months of August & September:

Les Jones – Isuzu

Ian & Carolyn Sakkara – Mazda BT 50

Rosemary James – Toyota Prado Grande

Ian & Carolyn Sakkara – Mazda BT50

Wayne Hatcher (returning member) – Triton MQ

Glenn & Janet Lawton – Ford Ranger

Simon Nally & Susannah Power – Mitsubishi Pajero

Below are the numbers for Memberships:

Ordinary – 242

Life – 9

Associate – 2

Partners – 187

Family – 5

Total memberships – 445

It will be a busy year with the **40th 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.

Tickets will be on sale at \$50.00 each, there is only the October meeting left, come and buy a ticket or give me a call to organise a bank transfer if you cannot get to a meeting.

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

Trips Register

Start Date	End Date	Activity	Type	Leader
14/Oct/16	16/Oct/16	SES Landsearch Exercise	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
30/Oct/16	30/Oct/16	Brindabella Ramble	Grade 3	Michael Patrick
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
4/Dec/16	4/Dec/16	Brindabella Ramble	Grade 3	Gary McLaughlin
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
1/May/17	27/Aug/17	Chain Saw Awareness Training (Expression of Interest)	Training	Michael Patrick
6/May/17	26/Aug/17	First Aid Training (Expression of Interest)	Training	Michael Patrick



Basic Driver Training at Talooge – photo courtesy of Tony Summers

Talooge Park

A number of the tracks on the property have had a fair amount of water damage and need to be preserved before repair work can be undertake. Please avoid Ducks crossing on track 5, including the bypass which is now water logged, and also Hole in the Wall until further notice. Remember to always air down to limit track damage when visiting the property and, with the current wet conditions and damage to ARB crossing, caravans and camper trailers should access and exit via Horse Paddock only.

The next TALOOGGE muster is on the weekend of 29 and 30 October and planned activities include levelling of the demountable sheds near the machinery shed so that these can be used as chemical and storage sheds. The current chemical shed can then be cleaned up and used as an additional bunkhouse. Track repairs, wood gathering and general maintenance tasks will also be on the agenda.

A sausage sizzle will be put on for lunch on Saturday and of course we will also get the opportunity to drive some tracks as well as socialising. So if interested please nominate on the website. Arrangements will be made for new members to get to the property if required.

As Scott Cumming is currently on leave until 19 October (and Peter Butterfield is away for the next few months) if you are intending to visit the property at any time please contact me at e-mail president@st4wdc.com.au or mobile 0408 283496.

This is necessary so that the club has a record of who is at the property and importantly members can be advised of any particular activity that may be happening and also get the current access codes. If using the club house facilities, please leave them clean and tidy.

Please use channel 14 when approaching and while on the property.

Remember it is your property so look after it and enjoy it!

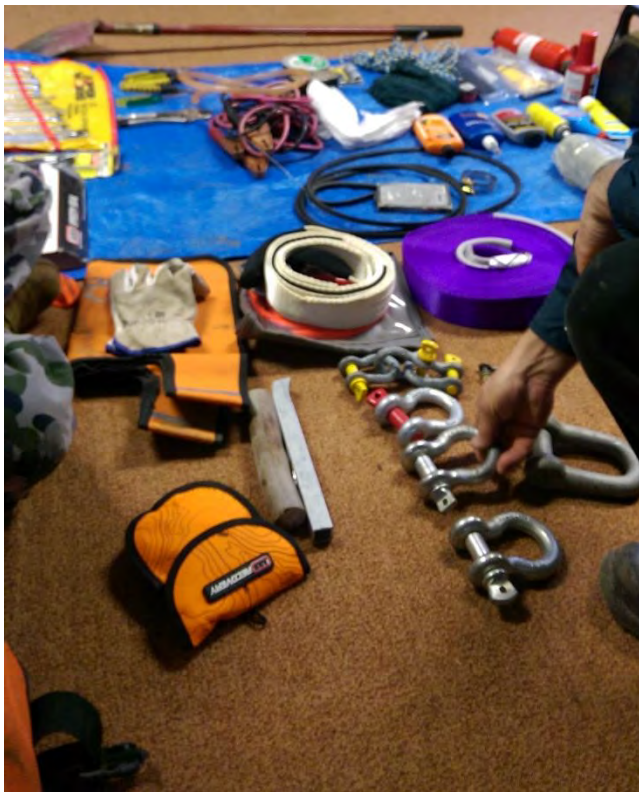
Jim Anderson

Basic Driver Training – September 2016

Clay Mifsud

¶ On the second and third weekends in September, 11 club members attended Basic Driver Training at Talooge and in Brindabella National Park. Each member had some off-road experience, but was interested in learning more about how to navigate moderately difficult terrain, the ability of their vehicle, and how to recover themselves when they get stuck. The mix of vehicles included three Patrols, two Hiluxes, two BT50s, one Ranger, one Navara, one Amorok and one Feroza.

Most members met at the Bredbo Pub at 6pm to meet the other participants and instructors.



Following dinner, the convoy departed for Talooge, and over the following hours the tail enders arrived, having been guided in by CB radio. After setting up camp, trainers and students enjoyed a drink around the fire and shared stories of the work they had done on their vehicles and places they had been.

The following morning, we had several important theory lessons, including the characteristics of different 4x4 systems and tyre load ratings. Students asked questions and the trainers gave advice based on their many years of experience. This was followed by the first practical task, which was wheel placement. Most members performed well, hitting most of the cones.

In the afternoon the group hit the tracks to learn about wheel articulation, hill starts, manoeuvring in tight spaces, driving over rocks and through gullies. Keryn and John in particular were reminded to 'hold the wheel straight' when going over the mounds which test wheel articulation, and yours truly provided some excitement

by becoming wedged between two trees at 'Tara's corner'. However, Brad and other trainers leapt into action and I was winched free. Garry also tested the diff lock on his Ranger out of a steep gully. Students were continually reminded to left foot brake and feed the wheel to ensure they had adequate control over their vehicle.

The following morning there was another theory lesson on remote communication and essential items to take with us on trips. The theory lessons were also an opportunity for trainers to relay feedback to students. Tara made sure Robert understood the importance of correct gear selection. At this point the training was postponed because rain made many of the tracks unsafe, and the creek near ARB gate was rising rapidly resulting in the possibility of us being stuck at Talooge.



The following Sunday participants met at Uriarra for the final day of training. Several members were delayed by a significant cycling event on Brindabella Road, teaching us the importance of aiming to arrive early. Training included practical application of some of the theory we learned the previous week. This included vehicle preparation, snatching, terrain appraisal, convoy driving, very steep downhill descents and uphill ascents and navigating some large bog holes and a small water crossing.



The first challenge was snatching, where the instructors showed us how to use recovery gear. This included connecting snatch straps, using shackles and the importance of an equaliser strap to distribute the load over both chassis rails. Nearly all members did not accelerate fast enough when attempting their first snatch, and were asked to try again with more momentum. The trainers emphasised that it would be impossible to recover someone 'bogged to the axles' without a sizeable degree of force.





The group then headed down to McIntyre's Hut on Brindabella Road, Two Sticks Road, Powerlines Trail and the Waterfall Trail. The terrain was increasingly difficult closer to McIntyre's Hut. Rain made the tracks very slippery in some sections, and members were reminded over the CB radio to keep momentum up on uphill sections, steer clear of bog holes and to avoid ruts. Members learnt of the importance of engine braking on the very steep downhill sections, with Patrol drivers somewhat handicapped because of their high gearing compared to other vehicles.



Following lunch, members reduced their tyre pressures to ensure they had enough traction to make it out of McIntyre's Hut. Most people went to 15psi, with Harry as low as 10psi. The drive up the steep slopes reinforced the importance of ground clearance, as Harry got the Feroza stuck in a big bog hole, and needed rescuing. On the way back to Uriarra we got an impromptu lesson on the importance of securing your load. On Brindabella Road a hapless guy in a Great Wall ute was busily looking over his load; about 1km further up we came across a wheel barrow we presumed was his.



Personally, I learnt a lot about my own abilities in picking the correct line, and how far I can push my vehicle before getting into trouble. I learnt that on the steep downhill slopes reduction gears would come in very handy as my 4.5 lacks engine braking and that in some situations it is better to maintain steering control rather than slamming on the brakes and having the ABS cut in. I also learnt never to cross

a 'live' strap, that I should fix my non-functional air horn and that my handbrake is in serious need of adjustment.

All members appreciate the time and effort that the instructors gave us, and thank them for imparting their skills and knowledge on us. I look forward to joining some Grade 3 trips in the future.

Me, The Prado, October & the Black Cat

Michael Patrick

¶Well it all started at the beginning of October. I was driving home on the Monaro Highway when the Prado started to lose power, I pulled over stopped the engine and had a look under the bonnet. Now you have to understand that looking underneath the bonnet is a man's thing. If you open the bonnet men will stand around looking inside at the engine, but the problem is 99.99999% of men have no idea what we are looking at. Well I had no idea so I tried to restart the engine but she would not fire, so I rang up NRMA and had the Prado towed to Monaro Offroads and warned Rod and Michael that the truck was on its way.

A couple of days pass and I ring up Michael who advises me that there were no error codes recorded and they were still investigating but they had disconnected the fuel tank and attached the fuel line to a Jerry can and the engine fired. They then transferred the 20 litres of fuel to the fuel tank and the engine fired. I had run out of fuel. The fuel gauge was reading 75% full on the second tank, faulty fuel gauge, faulty fuel sensor. Another couple of days' pass, phone call from Rod they have found the cause.

The Prado has two ninety-litre fuel tanks and when the computer senses the fuel is getting low it starts a fuel transfer pump which runs for a couple of seconds and starts a Venturi effect. Well this pump has failed. The cost for the pump was \$1,269 but if I had a Prado 150 series the pump would have cost \$500 (go figure). Total repair cost \$2,119. Please note the reason it took so long to find the cause of the fault is that many issues could cause this problem.



Prado Fuel Transfer System

My Prado is back on the road all is good, well no! I had given Tinia a gift voucher for her birthday which was a visit to a Podiatrist. No worries a \$95 present. Nope not to be, add another \$1,000 to the bill. Turns out she has major problems with her feet.

Is Your EGR System Slowly Killing Your Diesel Engine?

Matthew Maddigan

If you own a diesel four-wheel drive that was built sometime in the last 15 years, then it likely has an exhaust gas recirculation (EGR) system as part of its emission control system. The EGR system is designed to reduce the amount of nitrogen oxides (NOx) produced by the vehicle. NOx gases are predominately produced at higher combustion temperatures and are particularly bad for the environment and people. It achieves this reduction by redirecting exhaust gases back into the engine during the combustion phase via the intake manifold. This reduces the amount of oxygen and absorbs some of the heat, thereby reducing the amount of NOx.

Whilst an EGR system does reduce the efficiency of your engine, by itself it isn't particularly detrimental to its operation and longevity. A part of normal operation of a combustion engine is the positive crank case ventilation system. This system vents excessive pressure from the crank case back into your air intake pipe. This vented air and gas is mixed with very fine oil vapour that is ingested back into the engine – also via the intake manifold – where it mixes with the sooty exhaust gases. The end result is a tar-like substance that sticks to your intake manifold and throttle body. Over time, it builds up gradually restricting the flow of air. The engine management system measures air flow via its sensors, which are located before the blockage; the resulting inaccurate air flow readings cause over-fuelling. Unlike a petrol engine where excessive fuelling will actually cool the engine and just result in poor economy, excess diesel does the opposite. As the intake manifold blockage becomes worse, the cylinder temperatures will continue to increase and eventually result in engine failure.

Fortunately, there is a simple solution to this problem in the form of a catch can. A catch can sits between the positive crank case ventilation system and the air intake, filtering out the fine oil vapour. There are many brands of catch cans out there, with models designed specifically for most makes and models. When selecting a catch can, the important thing to consider is that the tubing is of the same diameter or bigger than the existing factory tubes. This prevents over-pressurisation of the crank case. The can itself should ideally have a pressure relief valve as well as baffles designed to filter the vapour. Many cheaper models don't come with baffles, which means they won't actually provide any filtering capability.



2002 Nissan Patrol throttle body and intake manifold after 304,000km

New ST4WDC Governance Documents – 22 September 2016

Jim Anderson

The club's proposed new constitution and by-laws were approved by Special Resolution on 13 September 2016. The ACT Office of Regulatory Services accepted and registered the new constitution on 22 September. Both documents are effective from 22 September and are now available on the website (Information / Governance).

The by-laws will be further updated to reflect the required changes resulting from two motions approved at the October general meeting:

- 1) any changes to the by-laws must be advised to all member within 14 days; and
- 2) any changes to membership entitlements will not apply retrospectively to current members.

Manual of Policies and Procedures

To complement the constitution and by-laws the committee is compiling a manual of policies and procedures which will bring together into a single document existing club policies on training, financial management, club activities, Talooge Park, information privacy, insurance, partial reimbursement of fuel expenses, publications, etc. Some material in the previous by-laws will be transferred to the manual. Having this information in one will make it easier to review and revise as needed to reflect changes in the club. The manual will be published on the club website.

Changes to the constitution

1. The following sections in the previous constitution are not included in the revised constitution:
 - Section 3. club's office. Not required.
 - Section 6. (9) membership rights. These are now detailed in the by-laws.
 - Section 9. (4) "bankers of the club to be decided by the committee". Not specified, but covered under the general powers of the committee, constitution 12 (1) (b).
 - Section 9. (5) "the payment of fees does not entitle a member to any direct claim on, or ownership of, the assets of the club". This is covered under the Associations Incorporation Act, Section 52.
 - Section 12. (2) date of the annual general meeting – not in the constitution but is stated in the by-laws.
 - Section 13. Special General Meeting. Special General Meeting is not in the model rules. Special Resolutions which are described at Section 38 of the constitution.
 - Section 15 (1) removed as it refers to prepaid post. Superseded by modern forms of communication ie options for giving notice.
 - Section 15. (2) notice of meetings – to be published in the Canberra Times.

- Section 16. (3) a provision that requires that no business can be conducted at an adjourned meeting other than the business that was left unfinished. This has been removed as being too limiting and unnecessary.
 - Section 23. (e) makes the immediate past president an “officer of the club” (a member of the committee and of the committee executive). This provision has been removed entirely from the rules.
 - Section 29. Executive Committee. This has been removed.
 - Section 30. Rescission of resolutions. This has been moved to by-laws 21. (2) (c).
 - Section 37. “Saving”. This has been omitted as it is not required by the Act.
2. The following rules have been added to the new constitution.
- Redefined “in writing” and “notice” or “give notice” to allow electronic communications.
 - Added a rule that states that two members of the same family cannot both be office bearers (consistent with a 2013 committee decision).
 - Added a rule to allow general members to attend committee meetings as observers (this is consistent with long practice in the club)

The objects and purposes of the club remain unchanged from the previous constitution.

Changes to the by-laws

3. The following sections in the previous by-laws are not included in the revised by-laws:
- Section 11 (e) – duties of the immediate past-president. This is deleted as the position of past-president has been removed from the constitution.
 - Section 12. – Delegation of authority. Refers to a delegation of committee authority, by the committee, to a member of the committee.
 - Section 23 to 26 – Activities Planning. Removed and will be detailed in the Manual of Policies and Procedures.
 - Sections 40 to 43 – Club Publications Policy. Removed and will be placed in the Manual of Policies and Procedures.
4. There has also been a number of changes in rules and new rules added to the by-laws, including:
- Incorporated changes to membership entitlements **Section 3**:
 - removal of Associate Member and Competition Member
 - changed “Owner Member” to “Full Member”
 - Training has changed to three categories:
 - (1) Basic Driver Training

(2) Extended Driver Training – courses include sand and water, winching, recovery, advanced etc. and,

(3) Supplementary Training - courses include navigation, chainsaw, first aid etc. (these courses are not delivered by the Driver Training Unit).

- changed - Basic Driver training is only available to Full Members. Family Members may become Full Members without paying the membership joining fee and may revert to Family Member after 12 months. Extended Driver Training courses are available to all members (full and family) who have undertaken basic driver training and after 12 months of becoming a Full Member. Supplementary Training is available to all members (full and family) in the first 12 months of membership depending upon any specific requirements for the course.
- Added a rule that allows the committee to reject any application for membership (mainly in a situation where the club lacks capacity to train the new member/s).
- Added a new duty for the president – to “encourage courteous and considerate behaviour by members at all meetings (Sergeant at Arms duty removed from Vice President).”
- Under the duties of the treasurer, removed a number of tasks that are better described under a general term “financial management”.
- Revised the duties of the information team, in line with the arrangements for hosting and managing the new website.
- A new description of the powers and functions of the general meetings of the club.

Resolutions of the club

5. One of the significant changes to the constitution is the removal of the “Special General Meeting”. In the previous constitution the rules allowed for a special general meeting to be called by a group of members to deal with a special issue. The previous rules for this were onerous and effectively required the special general meeting to be held at a different time than the usual monthly general meeting.

In the new constitution (section 38) the rules recognise a number of “special resolutions” that have specific requirements for giving notice to all members and also require that the special resolution be passed by a 75% majority of members present. Special resolutions are dealt with in the normal general meeting of the club not a Special General Meeting.

The Associations Incorporation Act requires special resolutions for a number of issues:

- Altering the constitution or objects;
- Changing the name of the association;
- Amalgamating with another association; and
- Winding up the club.

The new rules also recognise a number of significant potential issues dealing with dissent and discipline within the club. These include:

- The right of appeal of a member disciplined by the committee;
- The right of appeal of a committee member who has been the subject of a vote of no-confidence in the committee;
- The removal of a committee member from their position by a general meeting; and
- The rescission of a committee decision, in a general meeting.

These special resolutions also require that 21 days' notice be given to all members and that a 75% majority be required to pass the resolution. The committee recognises that issues of this nature:

- can be significant and serious matters that should be dealt with promptly,
- require that all club members need to be informed about and have the opportunity to decide upon, and
- that a resolution on a matter of this nature should be supported by a strong majority of members if the resolution is to pass.

There are also many less controversial subjects that may require resolutions. Changes to fee structures and fee amounts must be approved initially by a 60% majority in the committee, then confirmed by a 60% majority in a general meeting (constitution section 8). Other resolutions not specified in the constitution or by-laws require a simple majority (50%) vote to pass [constitution 30. (3)(c)].

The possible resolutions are summarised in the table below.

Committee accountability

The special resolutions mechanism is one of the ways that committee accountability is assured in the club.

- Members can rescind a committee decision as described above under special resolutions [constitution section 38 and by-laws section 21.(2)(c)].
- Members can dismiss an elected committee member, also as described above under special resolutions [constitution section 18.(1)].

The constitution and by-laws have also retained a number of other rules to ensure that the committee serves the members.

- Members can attend committee meetings as observers [constitution section 19.(9)].
- Members can call for a general meeting to deal with a specific item of business (constitution section 25).
- Members can request that an item of business be included on the agenda of a general meeting [constitution section 26.(3)].

Four Wheel Drive NSW & ACT Association Update

Alan Jones

This article is prepared, particularly with newer members in mind, as well as those who may not have been at the September 2016 General Meeting.

The Southern Tablelands 4WD Club (ST4WDC) is affiliated with the state level association, Four Wheel Drive NSW & ACT (4WDNow), and through them the national body, Four Wheel Drive Australia.

Throughout NSW, there are about seventy-six 4WD Clubs affiliated with 4WDNow, with ST4WDC being the largest in terms of member numbers.

Why is ST4WDC affiliated with 4WDNow?

This question often comes up, not only among the general membership but also within the Committee. The reasons are many and varied.

Basically, there is strength in numbers and when it comes to dealing with Government, or Government Instrumentalities, on matters of concern to the 4WD Community, it makes sense to do so when representing a large group of clubs and therefore members. One outcome of such dealing on our behalf is a Memorandum of Understanding (MOU), between 4WDNow and the New South Wales National Parks and Wildlife Service (NPWS).

Apart from the representation we get from being affiliated with 4WDNow, we also get access to reduced cost insurance, both at club level as well as at the individual member level – check with a Committee Member for more information. Additionally, under arrangements with 4WDNow, club members are entitled to undertake training and assessment to obtain 4WD National Accreditation. Currently there is a cost of \$90.00 to undertake this training and assessment, which is well below the cost of undertaking the same training and assessment through a private provider.

Across NSW there are a number of Regional Councils, established under the umbrella of 4WDNow. These Regional Councils are semi-autonomous and deal with matters of interest to the local 4WD Clubs affiliated with 4WDNow.

Regional Councils have been successful in a number of areas, most particularly in negotiating NPWS access to areas previously closed off to 4WD Clubs. Such access has been negotiated in the Hunter Region, the South Coast Region and the Western Region.

Presently there is no Regional Council established within our area. This may change and has been a matter of discussion with other local, affiliated 4WD Clubs.

Financial Members, who may wish to know more about either 4WDNow or Four Wheel Drive Australia, are encouraged to visit their respective websites. 4WDNow can be found at www.4wdnow.com while Four Wheel Drive Australia is to be found at www.anfwdc.asn.au Financial Members should also be aware that they are entitled to 'Log In' on the 4WDNow Website for full access, rather than just that available to the general public.

ST4WDC is entitled to four delegates at 4WDNow Meetings. Currently the club has two; Alan and Marj Jones. Any member who may either like to know more about any of the matters reported here, or indeed may be interested in becoming a delegate, should seek out one of the delegates or make enquiries with any Committee Member.

Club Clothing

Shirts

Polo (cotton/polyester, lightweight)	\$38
Chambers (long-sleeve)	\$45

Outerwear

Jacket	\$95
Hoodie	\$45
Rugby Jumper	\$50

Headwear

Baseball Cap	\$15
Bucket Hat	\$15
Beanie	\$20

Other

Name Badge	\$10
Polo – small size *ideal for older children	\$20



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

When: Sat 26th November - 27th November

Time: Festivities start 11 am 26th 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

- Games
- Lucky gate prizes
- Best table and Christmas hat decorations
- Entertainment
- Santa - bring a present out for your child
- Gift grab - \$15.00 limit
- Kids table activities
- Pot luck dinner
- Dessert's supplied by the club
- Driving events – Spear the spud & Blind fold (starting at 11am)

Please call Rob Donaldson (0407 072 573) if you have any queries, remember to put your name down on the web so that we know for catering and come along and join us.



40Th Anniversary

1976 – 2016

**Final days to get tickets – must be purchased by the
20/10/2016**

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

When – Saturday 5th November 2016

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

There will be

Nibbles

2 course dinner

Entertainment

Games

Lucky door prizes

and loads of fun.

\$50.00 per head

Last chance to buy tickets at the October meeting or by bank transfer.

If you have any queries, please call

Lynne 0418 631 669.



For Sale

4 Goose necks to suit five stud tyre pattern – \$5.00 each



Contact Michael Patrick
0412 377 941
m-patrick@bigpond.com

Cobb cooker used with a box of six self-igniting fuel blocks – \$100.00



Contact Michael Patrick
0412 377 941
m-patrick@bigpond.com

Two bike carrier that attaches to rear spare wheel – \$50.00



Contact Michael Patrick
0412 377 941
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Bosch AKE 30Li Battery Chain Saw – Worth over a \$1,000 will sell for \$400

- Comfortable handling. Soft grip and ergonomic design for optimum balance in any work position
- Oil level indicator and automatic oiling to avoid running the chainsaw dry
- Dual brake system. Electronic kick -back brake with audible signal and function brake for increased safety
- Compact design and 30 -cm chain bar
- SDS system for tool -free chain replacement and tensioning
- Battery type 36V Lithium-ion (Batteries last approx 30 mins each and recharge in 20 mins)
- Blade length 30 cm
- Weight (including chain, bar and battery) 5.2 kg
- Comes with a spare battery, battery fast charger, 2 extra chains, 1 spare bar and chainsaw box



Contact Michael Patrick
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