



SOUTHERN TRAILS

ISSUE 368 March 2010



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

Next General Meeting — 13 March

The deadline for material to be included in the next issue of *Southern Trails* is the Friday following the General Meeting i.e. 14 April 2010

This month's magazine has been compiled by Peter Henderson

Cover photos this month by Peter Henderson and Shihan Ramasundara

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

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

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

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

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

Publications

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

Southern Trails is the ST4WD Club monthly magazine.

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

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

Talooge Park

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

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

Code of Ethics

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

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

Training

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

The current courses are:

Main Courses

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

Supplementary Courses

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

Training for Driver Training Instructors

Trainee Instructor,
Assistant Instructor,
Instructor, and
Chief Instructor

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

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

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

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

Don 02 6161 1880. 0408 649 732

Rosemary's Ramblings

PRESIDENT'S ANNUAL REPORT 2010



I am not really sure what a President should report on at the end of a presidential year. The highlights, the lowlights, or just the bits in between. My ramblings each month cover most of what is going on in the club, so as I look at this blank screen I struggle to know what to say to you all. But I have to start somewhere so here goes.

As always we have had a very busy year of training. Our training team lead by Peter Reynolds, is the backbone of our club. After new members join, their first real 4WD experience with the club is driver training. On their basic training they are given the standard by which this club has operated for many years. They see the dedication and skill of our trainers, they learn about their vehicles, they are taught the skills to operate their vehicles safely and they see the fun and camaraderie that is such an important part of our club life.

Our training team gives up countless hours to ensure that everyone in our club is given the best training and a great introduction to our club. There are weekends of basic training, days in the Brindabella's for follow-up, weekends for water crossing and sand driving training and many more days of planning, training for themselves and taking part in working bees and what ever else is going on in the club. My heartfelt thanks to Peter and his team, for another year of great training, dedication to the club and fun.

There are many facets to our club and many people



work tirelessly to keep the club running and providing interesting and varied activities for our members. We have had many wonderful trips run over the last 12 months lead by ordinary members of our club – who are really not so ordinary - simply because they put themselves out to provide trips with great driving and great scenery for other members to enjoy. Some of our trips will cost you money and are a little bit more luxurious than others, while some are challenging and spectacular. Whatever, to those people who have led trips over the last 12 months my thanks to you all and as always “keep up the good work”.

This year I have been a little more (only a little) involved with the NSW/ACT State Association and the ACT & Southern Tablelands Regional Association which has now been in operation for approximately 12 to 18 months. An MOU has been signed by the ACT Association and ACT Parks, Conservation and Lands. This will hopefully lead to greater cooperation between the two groups and we may be given the opportunity to access areas of forest and/or parks which are presently locked. There is a long way to go and much more work to be done but this is an exciting development and one which should be given our full support. There are many such initiatives being put in place across the state as other clubs and regions in our Association are being encouraged to work more closely with National Parks and other authorities within their areas.

As you are all aware we have now established many facilities at Talooe – our property near Bredbo. Over the last 12 months our dedicated band of “gardeners” have continued to plant trees, spray weeds, mow grass and generally attend to our environment at Talooe.

Unfortunately, the wild goats have appreciated their efforts greatly and have decided that the young trees have been planted for their benefit. It has been heartbreaking to see the damage done by these feral animals and efforts have been put into place in an attempt to get rid of this problem. In addition, over the last 12 months, the shelter at Thurbon Flat has been finished, a fence has almost been erected around the ruins, and more paving has been done around the training shed. We even have tiles in our kitchen! So much work done, so

many people to thank. Unfortunately, we still have an issue with “concurrent legal and practical access” to Talooge and until this issue is sorted, we will continue to maintain our property but are hesitant to undertake new projects until we can come to some accord with local Council. However, Talooge remains a great training venue, a place to go bush camping, and a wonderful place to go for peace and quiet.

This year was a Promo year, but unfortunately the weather was not kind to us. While the rain was wonderful and was needed desperately, it did have a devastating effect on the weekend. I am sure that the weekend would have been a record but for the rain. On Saturday morning our car park was full and the ground was covered with exhibitors and patrons. Many stayed on after the rain began to fall. On Sunday when everything was flooded, still people came through the gate (not enough) and still the exhibitors had a smile. To all of our members who helped in any way with the weekend – THANK YOU!! To those members who were on the Promo Committee a bigger thank you for your months of dedicated work and your wonderful representation of our club.

As always community is a high priority with our club. This year members of our club travelled to Victoria to lend a hand to farmers devastated by the “Black Saturday” bush fires. Our club was one of many clubs from the ACT and NSW to lend a helping hand. Our efforts were directed to helping farmers rebuild fences destroyed by the fires. As important as the work effort, was the fact that someone cared enough to go to Victoria and help out meant a great deal to the fire victims. Caring enough to go and work helped to restore some hope for those who suffered such devastating losses. A wonderful effort by those members.

So what does the next 12 months bring for the club. On my wish list would be:

1. More members involved in the activities of the club. The more involved you are the better your club will be and the more fun you will have;
2. More trips – more trip leaders to lead those trips;
3. To help with the above, a Trip Leaders Seminar to be run this year;
4. More emphasis on the membership of the club and ensuring that everyone enjoys their time as members of our club;
5. Continued support for the NSW/ACT Association with more members attending meetings;
6. More members using Talooge as a destination not just for training and our big events;

7. A bush skills weekend to help with our skills of cooking, navigation, bush repairs and many others;
8. When our new website is up and running more members using it as a tool to offer suggestions, keep in touch with fellow members and put up articles and photographs;
9. To continue to develop and use Talooge within the capabilities of our club to sustain such development and use;
10. To find more ways for the Club to become involved in Community activities.

As we go forward into 2010 I hope that the new committee will address the above issues and hopefully add others. Our club needs to keep evolving and improving and hopefully move forward in a way that will benefit all our member.

While it is difficult to mention some names and not others, I would like to make a special mention of Richard Brand and his efforts to bring ST4WDC in to the technological age and his efforts to provide great trips for the club. The presentation of trip reports at our meetings has been vastly improved by being able to show photos and videos to go with the commentary. As always the visual image is worth a 1000 words. As trip coordinator Richard has had the thankless job of making sure there are enough trips for everyone. This is not an easy task – so help Richard out in the future and put your hand up to run a trip of just help Richard with suggestions and support.

I would now like to take this opportunity to thank the members of the Committee for the past 12 months. This has been a year of much debate, some altercations, and lots of laughter. As a committee we have tried to steer this club towards the future. I would also like to thank everyone who has helped me over the past 12 months (and I have needed lots of help!). I would encourage all members to talk to your committee, to make your feelings known, to tell them where you want your club to go in the future. Their job is made much easier by knowing the feelings of members. So be vocal – join the committee – join a subcommittee, have a say in how your club runs.

To conclude, this is a great club – full of great people, camaraderie, fun, laughter and adventure. I would encourage everyone to pull together to ensure these things remain in the future and that our club remains the premier club of the ACT.

Rosemary

Talooge topics

John Kjar



Calendar of events at Talooge

Please advise any additions or corrections by E-mail to Property@st4wdc.org

From	To	Activity	Contact	On
10 April	11 April	Working Bee	John Kjar	6287 7574(H)
10 April	11 April	Meet the Committee	Richard Brand	0418 568 358
15 May	16 May	Safe One Driver Training	Peter Reynolds	6251 1258(H)
21 Aug	22 Aug	Safe One Driver Training	Peter Reynolds	6251 1258(H)
13 Nov	14 Nov	Safe One Driver Training	Peter Reynolds	6251 1258(H)

In this month's Talooge Topics I would like to discuss a few issues relating to Talooge, some of the tasks we propose to accomplish during the next working bee (hope you can assist) and make a plea for some donations of equipment.

Most would be aware there are two routes into Talooge. Use of the Strike-a-Light fire trail is the preferred route and it affords good views and helps hone your four-wheel driving skills. However access arrangements have recently changed – if you wish to use Strike-a-Light then you must contact Steve Collins, the owner of the land over

part of the fire trail, to gain access through the padlocked gate at Cherry Tree Creek. He can usually be contacted between 8am and 9am at his home on 6454 3063. There is now only one combination lock on the fire trail (at the entrance to Talooge) in addition to the padlock at Cherry Tree Creek entrance. Please limit your use of the alternative route via Richie Southwell's place.

Feral goats are continuing to eat the trees we plant at Talooge – maybe it's the mint taste or some secret spice but they keep coming back for more. We will be constructing some timber and wire fences (2m by 2m) around 10-20 of the trees on Thurbon Flat as an experiment to see if we can stop their grazing – so please beware of the fences when using this area. We are also investigating possible control measures – trapping was not successful so we are looking at either rounding them up using dogs or, as is common in the area, shooting them.

Toilets have been the topic of some discussion recently. We have tried liming, adding dead animals, removing/adding water and installing an extractor fan. We have recently introduced some 'biomagic', a natural enzyme which we hope will accelerate the breakdown of the wastes. However its effectiveness will be curtailed by the addition of any chemicals such as used in porta potties as well as any materials such as personal hygiene products, baby wipes etc. So please help us to help you by not putting such material down the loo.

The Rural Fire Service in conjunction with the Jerangle Bush Fire Brigade are planning to carry out a large control burn in part of Talooge and adjacent properties later this year (April – September possibly). The area is a 90 degree arc

A black and white advertisement for Battery World. At the top, it says "Battery World" in a large, bold font, with the tagline "Power for anything... anytime!" below it. Underneath, it reads "Need a Battery for your..." followed by icons of a car, a boat, a motorcycle, a laptop, a truck, and a tractor. The ad then states "FREE in-store auto Battery Testing and Sales at:" and lists the address: "CANBERRA 95 Grenville Court Phillip (Behind Discount Tyres)". It also mentions "24hr Roadside Service" and the phone number "13 17 60". At the bottom, the website "www.batteryworld.com.au" is provided. The background of the ad shows various battery products.



Climbing the Tracks at Talooge

Talooge operates on a very limited budget – all of the work is voluntary and some of the equipment/materials are donated. We would appreciate any offers of further assistance. Many would have used the carpet in the DTU/kitchen area- and may remember it is getting a bit thin and needs

with its apex near the Offset Mounds and heading north-east. So if you plan to visit Talooge please contact me to ensure you avoid the burnoff.

We will also be seeking to limit our exposure to bushfires in the DTU area by doing a major cleanup during the working bee on 10-11 April (combined with the Meet the Committee on the same weekend). Other tasks we hope to complete include completing the relocation of a fence on Horse Paddock, repairing a fence near our northern boundary, constructing fences around some trees as goat protection, clearing a riverside campsite area of fallen timber, and landcare (spraying etc). Any offers of assistance would be most welcome.

replacement –if you are aware of any large (there are two rooms each 9m by 5.3m) second-hand carpet that needs a new home we may be interested. We would also appreciate offers of garden tools (e.g. mattock, spade, shovel, crow bar, 10litre buckets) or workshop tools (e.g. spanners, socket set, pliers, hammers, screw drivers). We'd also love to get our hands on a heavy duty lawn mower and a petrol powered brush cutter, so if you have a couple of these cluttering up your shed, please give me a call!

Hope you can make it to Talooge soon – I can recommend it as a place to camp and enjoy having just returned for Talooge - the camping areas are looking great following recent rains and a major mowing and cleanup effort. But please contact me before you go – especially as we will be changing the combination of the locks on gates and sheds in April.

Cheers and see you at the block,

John Kjar



Fergie in Action, with a couple of freeloaders.

Events and Trips

Richard Brand



Thank you for your confidence in letting me finish a job I started about six years ago! When I was president, I desperately wanted to replace the Club's website with a more dynamic, interactive site where you could, for example, easily make trip bookings, search past trips and locate other members. I selected a web hosting service that supported Microsoft SQL Server database system and six years on we are about to make good use of it.

A lot of behind-the-scenes work was essential – six years ago we did not have a comprehensive trips dataset and the membership system was not much more than a flat file. Jim Raleigh has done a great job building a true database to support all our membership activities and this has provided a springboard to potentially let you conduct transactions on the web – and obviously my special interest is around trips.

As Events and Trips Coordinator, my job is to facilitate teams that deliver what you want. It is great to see so many new members, and to once again have our popular trips overbooked, duplicated and still overbooked. Clearly we need more trips, and that means more trip leaders. I am looking for people to help – so please volunteer to join my Trips team.

This club has organised some great social events in the past – ranging from major anniversary dinners to theatre nights. We have never done a steam train trip, and it is ages since we had a restaurant meal. Clearly we need a Social Events team! You know what to do ... drop me an email. We will probably only meet three or four times during the year, round a cosy fire at a local hotel during winter.

In fact, when you think about what this Club does, most activities in some way centre on events and trips, so I have also taken on the role of webmaster for the time being. I also need a lot of help with the new website!

Website developments

Yes, there really is a new website on the way, but we want to make sure it is fully useable and tested before it replaces the current site. If you attended the January or February general meetings, you will have seen parts of the new trips facility, especially if you were sitting near the front. (To help with legibility, we are going to set the tables up nearer the screen next time.)

There are already hundreds of pages ready to roll out with the new site, and over a thousand database-generated pages for trips going back fifteen years. For the first time, the Trips and Events Calendar in this magazine has been generated entirely from data in the new website's database, with no editing, at least from me.

Mind you, the technology we have selected for the new site dramatically changes what the traditional webmaster had to do. You see, the new site can be changed in situ by anybody with the right privileges. If you can access the site using your browser, then you can potentially change it right from the same pages in your browser.

This means that the content belongs to all of us, and pages can be added or changed from anywhere with web access. Naturally there are controls in place, and a little bit of training is required. No doubt, there will be some training sessions in due course for those who want to join the web team.

Subject to approval by the committee, you will be able to transact on the new website to do things like find out about trips, book trips, and propose new trips. You will be able to request automatic notification when a new trip is approved.

Tracks on the new website

When I first joined the club, I heard about lots of exotic-sounding places, but had no real idea where they were. There was an interesting track called the 'American Beam', which sounded like a bourbon. Same deal with meeting places. So one of my goals is to make sure all the tracks we use can be searched, and viewed on a map. We also need to report on our usage of tracks, and their condition, to the NSW and ACT Association. Having trip routes shown on maps would be fantastic, and would feed into trip planning packages. There is a huge amount of material which could be back-captured, too. So please do volunteer to help.

I apologise that this is much shorter than my usual effort, but I am actually leaving in 10 minutes to go on a trip! And it does not use the Merricumbene Track, either!

See you down the track somewhere—*Richard*

Membership Matters

Jim Raleigh



At the time of writing (30 Mar) our total Membership is 232. This comprises 3 Life Members, 215 Owner Members, 4 Associate Members and 10 Competition Members. The essential inclusion of 179 Partners and 5 Family Members brings the total figure for our club 'community' up to 516. Although we had a total of 37 2009 members who did not renew for a wide variety of reasons, this has been largely offset by a particularly good haul of 29 new members so far for 2010.

New Owner Members

This month we welcome:

Glyn & Rosemary Shepherd
Mitsubishi, Challenger

Doc & Sally Baldwin
Nissan Patrol

Alan & Kerry Joyce (Former Members)
Toyota Land Cruiser, Prado

Neil Ellison
Toyota Land Cruiser, Prado

Charlie & Helen Montesin
Isuzu Dmax

Tony & Susan O'Leary
Mitsubishi Pajero

Michael Darman & Ellie Jones
Toyota Hilux

Historical Records

My appeal last month for information on Former Presidents has brought some results and I now have contact details for the majority – two conspicuous exceptions are Romas Miniotas (1991) and Peter Sealey (1992) on whom I have nothing more than a name. If anyone has any information on them, I would be most grateful. I am hoping to be able to say more in regard to history in the coming months as research through archived issues of *Southern Trails* is undertaken.

There are still a lot of gaps in the records relating to service on the Committee. If you have any use-

ful information it would be most welcome and, in particular, any old lists of Committee Membership would be particularly valuable.

Any information you may be able to contribute can be sent to Membership@ST4WDC.Org or handed to me at the next meeting.

Email Communications

Most members are well aware of the benefits of Email communications, particularly in regard to speed and of course there is the inevitable march of technology allowing us to receive and send them on Mobile Phones and similar portable devices. For the Club it is exceptionally valuable being able to communicate with all Members simultaneously with a single message. We do try to avoid over-use of this facility but it is particularly helpful when there is priority information to get to Members, many of whom are unable to attend Monthly meetings and *Southern Trails* involves an inevitable time delay.

Most members would be aware that the Membership Database has the ability to store both home and work email addresses, but many may not appreciate that we can also record your preferences as to where you wish 'All Member' emails to be sent – 'Home', 'Work', 'Both' or 'Neither'. Your recorded preferences will be respected except where we have a priority need to contact you and other approaches have failed – particularly during renewal time. As we all know Email addresses do change and it is in your interests to let the Membership Secretary know if yours changes. It can also be useful to let us have your Work Email address, even if you ask us not to use it as described above, as we then have a fallback when we find your home address, is no longer valid or vice versa.

If you do have an Email address recorded but are not receiving messages from the Club, this could be because your Internet Service Provider (ISP) is treating our messages as SPAM which can sometimes occur due to the large number of hidden addresses. If this does happen you may need to check your SPAM filtering arrangements and ensure that all messages from 'ST4WDC.Org' are permitted. For those (only) 14 Members for whom we have no recorded Email address, we recognise that you may not actually have access to email, but if you do, please let the Membership Secretary have your address so that we can include you in an increasingly useful and most valuable form of club communications.

Publications

Peter Henderson



Well, its been a while since I had the pleasure of editing the magazine. Certainly brings back memories of the time when I was the permanent editor, which I did for quite a few years. Devil is in the detail, so hope there aren't too many typos!!

Recently there was a call for the Class of 96 to step up with their story. Well, Gwen and I joined the club in that year, and it was quite a surprise to see just how many active members are still around from that era.

We (me, really) joined mainly to learn to drive our "new" off road truck. A friend was a member, so this was the club we joined. Well, it has blossomed from there. We changed truck a couple of years after joining—as someone at the time with a non-offroad mentality, had no idea about diesels. So, out went the dual fuel Maverick, and in came the turbo Patrol 4.2, which we still have. And now a Kimberley is joining our garage. See the "For Sale" for the opportunity to buy a much loved, only used

on Sunday, top notch soft floor camper trailer.

We have met made many very good friends through our association with ST4WDC, and not all of them are in this club. I served on the Promo Committee a few times, and through this made very good friends from other clubs, and we still get out and about with them.

So, what have we learnt? Don't travel on your own in remote or difficult terrain, learn about your own vehicle, camping is great fun, and we can follow our passion for long distance remote touring in Australia better than any other country in the world.

Next month should bring you another guest editor, so enjoy the mag, and get the most out of this terrific 4WD club.

Cheers *Hendo*



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ABOUT TRIPS

TRIP GRADING

For trips in the club's calendar a grading system of levels 1 to 5 is used to assist members in deciding which trips they would most enjoy and which grade suits the driver's level of skill and experience. This system of grading is a guide only. The grade assigned to a trip may change due to weather conditions, and the trip leader should be consulted in such circumstances. The trip leader has the right to deny a request from a driver who is considered not to have the necessary level of skill in 4Wdriving, or whose vehicle is deemed inadequate.

- *GRADE 1:** very easy with little, if any 4wdriving involved; will usually consist of a scenic tour or a trip to camp. No 4WD skills are needed.
- *GRADE 2:** a relatively moderate 4WD trip with winching and/or towing unlikely. Moderate level of 4WD skills needed, as well as completion of Basic Driver Education Course.
- *GRADE 3:** a medium 4WD trip which requires cautious driving; winching should not be required. Good level of 4WD skills needed, as well as completion of Basic Driver Education Course.
- *GRADE 4:** a moderately difficult 4WD trip with some winching and/or towing almost a certainty. High level of 4WD skills needed, as well as completion of both the Basic and Advanced Driver Education Courses.
- *GRADE 5:** an extremely difficult 4WD trip. Participants must be experienced at traveling over difficult terrain. Winching and/or towing will definitely be required and participants must have all their own recovery equipment. Skill levels the same as Grade 4.

DRIVER EXPERIENCE

Conditions on some trips at Grade 3 and above may prove too difficult for inexperienced drivers. Please advise the trip leader of the level of skill, and vehicle equipment when signing up for such a trip. Members must have attended the 'Safe-One' Basic Vehicle Operation Course before driving on a Club trip above the Grade 1 level, unless they have satisfied the Club's Education Coordinator that they have the necessary experience.

TRIP PLANNING

If you are planning a Trip or Social Event for the Club contact the Club Trips Co-ordinator, preferably at least two months in advance of your chosen dates. This will allow time to give your event a 'good plug' in the Southern Trails, and it helps to avoid clashes with other people's plans. However, if a good event opportunity comes up at short notice our rules are sufficiently flexible to enable a quick approval. Club policy requires that a Club event shall be publicised in the Club magazine, or at a General Meeting of the Club, or on the Club's website in order for it to be considered a formal Club event and so be covered for the purposes of insurance, subsidies and so forth.

For a trip using tracks that are not public roads it is Club policy to confirm with the appropriate authorities that access is permitted on the chosen dates. This includes National Parks, State Forests as well as private property.

CB RADIOS

The Club strongly recommends that a UHF radio be carried to facilitate convoy procedures. UHF channel 14 is used as the standard channel for trips.

FIREARMS & PETS

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

TRIPS AND EVENTS



10 - 11 Apr **Working Bee at Talooge Park**

2010-037

Trip Leader: John Kjar
Email: kjar@optusnet.com.au
Phone: 02 6287 7574 (h); 0432 737 440 (m)
Limit: unlimited
Start: 9:00 AM
Meeting Place: Talooge Park
Requirements: Plenty of enthusiasm and good humour. Bring your gloves and chainsaw if you have one as it will get a good workout. BYO own food and drinks – and the usual happy hour rituals will be observed.
Description: Participants are welcome to lend a hand or two on Saturday and/or Sunday. Subject to interest, we could arrange a tour of Talooge for interested participants on Sunday – visiting such exotic locations as Hole in the Wall, Bottle Shop, Honeymoon Bay, Devils Hole waterfall or even Dicks Folly. Work activities will include wiring up a fence, some land care (spraying, staking, pruning, relocating some timber branches etc) and, most importantly, clearing timber from the area above the DTU sheds to reduce the fuel load in the event of a bush fire.

10 - 11 Apr **Meet The Committee at Talooge Park**

2010-020

Trip Leader: Richard Brand
Email: richard.brand@webone.com.au
Phone: 0418 568 358 (m)
Limit: unlimited
Grade: 1
Start: 8:30 AM
Meeting Place: Williamsdale
Fuel: Full tank at start
Requirements: Basic recovery gear. UHF radio. Happy hour snacks. Pot luck main course for dinner on Saturday.
Description: A major club tradition is to welcome the new committee in some style. On Saturday night there will be a formal black tie dinner, restaurant-style with maître, candelabra, plus sumptuous desserts provided by the Club. Only your top half needs to be black tie – shorts and thongs are fine down-under. Please book as soon as possible so we can confirm dessert catering, and convoys. Combine with the Working Bee if you are up to it.

13 Apr **General Meeting**

Start: 7:30 PM
Meeting Place: Deakin Soccer Club
Description: Our regular monthly general meetings attract around 100 members and guests, and usually feature a guest speaker. Trip Leaders are asked to describe forthcoming trips, and after a refreshment break we have presentations on past adventures. These are often hilarious, and can be supported by photographs, slide shows, videos and multi-media presentations. Visitors are always welcome

TRIPS AND EVENTS



14 - 15 Apr **Tantangara Trout Expedition**

2010-039

Trip Leader: Bob Allen
Email: sylbob@velocitynet.com.au
Phone: 02 6291 1300 (h); 0408 638 942 (m)
Limit: 12 vehicles
Grade: 2
Start: 8:00 AM
Meeting Place: Williamsdale
Fuel: Full tank
Requirements: Basic driver training, basic recovery gear, UHF, good tyres, well-maintained and reliable vehicle, camping gear if staying overnight, and NSW fishing licence and fishing gear if you want to fish.
Description: This is a mid-week trip and could be done as a day trip for those not wanting to camp at Tantangara. Travel is via Brindabella Road, Broken Cart Trail, Long Plain Road and Port Philip Trail into Tantangara Reservoir and Kosciusko NP. Those who only want a day trip can exit to the Snowy Mountains Highway via Tantangara Road and return to Canberra. This trip will depend on the weather and fire conditions. Tantangara is an alpine region and people wishing to camp must be prepared for sudden cold weather
Comments: Due to demand, a second convoy will be lead by Peter Reynolds

18 Apr **Blue Waterholes**

2010-044

Trip Leader: Michael Patrick
Email: michael.patrick2@bigpond.com
Phone: 0412 377 941 (m)
Limit: 8 vehicles
Grade: 2
Start: 8:00 AM
Fuel: Full tank
Maps: Southern NSW
Requirements: Basic driver training, basic recovery gear, UHF radio, Aeroguard (horse flies are big) food and drink
Description: Blue Waterholes is located in the Kosciuszko National Park and has excellent camping facilities. The plan is to head into the Brindies and turn onto Barnett's road which leads to Broken Cart track. We will transit this track on to Long Plains Road. Lunch will be at Blue Waterholes and time will be available for a small explore of the nearby caves. We will then head to Adaminaby and return to Canberra via the Yaouk valley and the Southern end of Namadji National Park
Comments: This is a very easy drive

TRIPS AND EVENTS



24 - 26 Apr

Autumn in Alpine National Park

2010-045

- Trip Leader: Greg and Vicky Taylor
Email: vickie.taylor@bigpond.com
Phone: 02 6241 3547 (h); 0412 881 590 (m)
Limit: 6 vehicles
Grade: 3
Start: 8:00 AM
Meeting Place: Williamsdale
Fuel: Full tank – top up of fill at Jindabyne particularly diesels to get the cold temperature diesel mix.
Maps: Hema 1/200,000 High Country Victoria, Hema 1/385,000 South East NSW 1/25 000 maps of Thredbo, Suggan Buggan, Vic 1/25 000 Mt Cobberas, Tom Groggin, Biggara
Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, camping gear including gas stove for cooking, food and water, happy hour and pot luck dinner supplies. Bowsaw and axe for track clearing and a blind/tarp may be necessary for water crossing. Also, in the event of rain, tyre chains are something you should consider carrying for steep mountain fire trails. You should be prepared for all weather conditions including snow.
Description: We will travel to Jindabyne for a quick fuel and supply stop. Off to Tom Groggin and have morning tea.

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TRIPS AND EVENTS



Cross the Murray River and onto Davies Plain Track. Visiting Davies Plain and Charlies Creek Huts then to McCarthy's Track, Limestone Creek Track and Limestone Creek to camp. Pot Luck dinner on the first night following Happy Hour.

Limestone Rd, Cobberas Trail past the Playgrounds to McFarlane Flat Track and the Ingeegoodbee Track. We will camp on the second night along the Snowy River and have Happy Hour. Nice easy drive home via Barry Way with magnificent views of the Snowy River stopping at Wallace Craigie Lookout and then Jindabyne. Back to Canberra in time for chores before work on Tuesday!

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

24 Apr **South Coast Forests Day Trip**

2010-046

- Trip Leader: Ian Goodacre and Ben
Email: newtricks@bigpond.com
Phone: 02 6291 0455 (h); 0403 304 505 (m)
Limit: 6 vehicles
Grade: 3
Start: 8:00 AM
Meeting Place: Williamsdale
Fuel: Full tank at the start. The estimated round trip distance is approx. 400kms.
Maps: The South Coast Forest Map in 1:150,000 scale produced by NSW DPI Communications Division. Available from any good camping store
Requirements: Basic driver training, recovery gear, good tyres, UHF CB radio, well-maintained and reliable vehicle, food and water for the day
Description: This is a one day trip similar to previous one in September, 2009 but accessing more challenging, and possibly overgrown Fire Trails. The basic route will be Bredbo, Jerangle Rd., Peakview, Badja F/T, Belowra Valley, Wandello Rd., Peak Alone and Brassknocker F/T's, Wadbilliga Rd., Two Rivers Plain, Cooma and Monaro Highway. Return ETA 6.00pm.

26 Apr **Anzac Day**

22 – 23 May **Walking the Kanangra Walls**

2010-048

- Trip Leader: Greg and Vickie Taylor
Email: vickie.taylor@bigpond.com
Phone: 02 6241 3547 (h); 0412 881 590 (m)
Limit: 8 vehicles
Grade: 3
Start: 8:30 AM

TRIPS AND EVENTS



Meeting Place: Federal Highway, Eagle Hawk car park
Fuel: Full tank at start
Maps: 1:25000 – Richlands, Kanangra, Mt Armstrong, Bindook, Yerranderie, Gurnang 1:150000 Hema Blue Mountains National Park.
Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, camping gear including gas stove for cooking, food and water, happy hour supplies. Bowsaw and axe for track clearing. There are some water crossings on this trip so include a blind – however, there are alternate routes if necessary.
Description: Blacktop to the first Goulburn exit at the Big Merino. Fuel top up if necessary and head for Taralga, Banshea Forest Rd, Kowmung Fire Trail, Dingo Dell to Kanangra Walls and Kalang Falls. Walk the tops (plateau walk return is up to two hours) or the bottom of the falls (one hour return) or relax and take in the vista. We will camp at Boyd River Camping Area and revitalise with an enthusiastic happy hour. The Kanangra Boyd National Park advertises a day use fee of \$7 so be prepared with change if necessary. Sunday breakfast and pack up camp departing for return to Canberra through the Abercrombie River National Park fire trails then back to the blacktop via Tuena and Crookwell.

8 May - 18 Jun Trailer Trip Test to the Tip

2010-041

Trip Leader: Thommo and Julie Buttriss
Email: Bryan.Buttriss@defence.gov.au
Phone: 02 6254 6184 (h); 0428 280 406 (m)
Limit: 6 vehicles
Grade: 3
Start: 8:00 AM
Meeting Place: Barton Highway rest area near ACT-NSW border
Fuel: Full tank at start
Maps: Hema maps, Central and Western NSW, Western QLD, North QLD, Cape York
Requirements: Basic driver training, recovery gear, UHF radio, good off road tyres, blind, well maintained and reliable vehicle and plenty of other gear discussed at trip meeting
Description: Heading west to Mutawintji National Park, then north via Innamincka, Mount Isa. Then up to the tip via Karumba, Weipa to Punsand Bay. Returning via central QLD, Stanthorpe to Grafton and inevitably home. This is a further get to know our trailer trip or a get to know yours however if you have a tent you're also welcome

8 - 9 May Mystery Bay

2010-035

Trip Leader: Marj Jones
Email: marjorie.jones@det.nsw.edu.au
Phone: 02 6284 3456 (h)
Limit: unlimited
Grade: 1
Start: 8:30 AM
Meeting Place: Williamsdale

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- Fuel: Full tank at start
- Requirements: Basic recovery gear. UHF radio. Happy hour snacks. Off-road trailers welcome, preferably with tyres matching towing vehicle, and working brakes. Canoe if you have one
- Description: Mystery Bay is one of the most beautiful spots on the South Coast, just a few kilometers from Narooma. We stay in a primitive but delightful camping area for a small daily charge. The camp area is huge, shaded by trees and close to beaches and fishing spots. A nearby lagoon is ideal for canoes. The trip is suitable for off-road camping trailers. Outbound convoy options will include a detour to the Cascades, and for the energetic, a walk to Tuross Falls. Home bound convoy options include a coastal return via Moruya and Araluen, or easy and harder 4WD inland trails. If you forget happy hour supplies, Narooma is just a few minutes away. It is also worth considering an extended stay
- Comments: Camping fees are \$14 per site/night (2 adults) plus \$5 per extra adult plus \$1.20 per child between 5 and 16 years old.

14 - 15 May "Safe One" Basic Driver Training at Talooge Park 2010-027

- Trip Leader: Peter Reynolds
- Phone: 02 6251 1258 (h); 0428 623 458 (m)
- Limit: 20 vehicles
- Grade: 1
- Start: 7:30 PM
- Meeting Place: Bredbo Service Station
- Description: This is the Club's official and accredited basic driver education course

22 May - 20 Jun Trip to the Tip 2010-038

- Trip Leader: Dave Hay
- Email: dhay@pcug.org.au
- Phone: 02 6258 7310 (h); 0438 687 839 (m)
- Limit: 7 vehicles
- Grade: 3
- Start: 8:00 AM
- Fuel: Full tank at start
- Requirements: Basic driver training, recovery gear, UHF, good tyres, well-maintained and reliable vehicle. Must be self sufficient in all foods, water, fuel and camping equipment. Deep water crossings expected.
- Description: A small convoy will leave Canberra travelling quickly inland to Mossman, just north of Cairns, via Lightning Ridge, Rockhampton and Charters Towers. The trip proper starts at Mossman on 27th May, finishing at Normanton on 16th June, and covering a flexible itinerary including Lakefield National Park, Coen, Lockhart River, Thursday Island and Weipa. From Normanton, follow the leader on a fast blacktop run to Canberra, or make your own way back at your leisure.

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23 May "Safe One" Basic Driver Training Course Follow-up Day

2010-028

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 20 vehicles
Grade: 1
Start: 8:00 AM
Description: This is day three of the basic driver education course on the 15th and 16th May and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above

24 - 28 May Point Hicks Lighthouse - Croajingolong

2010-049

Trip Leader: Bob Allen
Email: sylbob@velocitynet.com.au
Phone: 02 6291 1300 (h); 0408 638 942 (m)
Limit: 7 vehicles
Grade: 1
Start: 8:30 AM
Meeting Place: Williamsdale
Requirements: Basic driver training, basic recovery gear, UHF, good tyres, well-maintained and reliable vehicle, happy hour supplies
Description: Croajingolong NP is huge with estuaries, lakes, rivers and beaches. Fishing is permitted – but you need a Victorian fishing licence. Apart from fishing, there are plenty of walks and trails and whale watching. We will stay at the Assistant Lighthouse Keeper's Cottages and Bungalow. People who believe in ghosts may find this trip terrifying. Our rental includes access to the Lighthouse for sunset watching and happy hours.
Comments: Cost of accommodation in the cottages for four night's accommodation is \$444 per couple or \$400 in the bungalow.

5 Jun GPS Oz Handheld GPS Course

2010-050

Trip Leader: Warren Shardlow
Email: warren.shardlow@hotmail.com
Phone: 0409 321 213 (m)
Limit: 20 people
Grade: 1
Start: 8:00 AM
Meeting Place: Talooge Park
Requirements: Sunscreen, bush walking gear, handheld GPS if you have one, maps as discussion points,

TRIPS AND EVENTS



notebook and pens, food, drink and happy hour supplies, plus a sense of humour

Description: This course is part of a training weekend at Talooge Park. It will train attendees in using hand-held outdoor GPS units (not in-vehicle street navigators) for bush navigation. Topics include GPS theory, navigation basics, practical and impractical uses of handheld GPS units, practice, advanced use and trip planning.

Two people can share a single handheld GPS unit. The instructor will be a professional from GPS Oz.

Comments: The cost is \$50 per person - a big reduction from the normal \$75 for this course. Early bookings are essential to ensure the course proceeds.

6 Jun GPS Oz OziExplorer Course

2010-051

Trip Leader: Warren Shardlow

Email: warren.shardlow@hotmail.com

Phone: 0409 321 213 (m)

Limit: 20 people

Grade: 1

Start: 8:00 AM


Meeting Place: Talooge Park

Requirements: Laptop computer with a licenced copy of OziExplorer installed, a connectable GPS handheld or GPS receiver, CD-ROM based maps, notebook and pens, food, drink, plus a sense of humour

Description: This course is part of a training weekend at Talooge Park. It will train attendees in using OziExplorer software - the de-facto club standard for trip planning, recording and publishing. Topics include installing and upgrading OziExplorer, initial setup tips for an easy life, understanding and optimising file and folder layouts, how OziExplorer deals with maps, customising toolbars and function keys, creating placename searches, uploading and downloading to suitable GPS units, and in-vehicle moving maps with connected GPS receivers.

Two people can share a single laptop. The instructor will be a professional from GPS Oz

Comments: The cost is \$50 per person - a big reduction from the normal \$75 for this course. Early bookings are essential to ensure the course proceeds.



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TRIPS AND EVENTS



14 Jun **Queen's Birthday**

10 - 11 Jul **Christmas in July**

2010-036

Trip Leader: Marj Jones
Email: marjorie.jones@det.nsw.edu.au
Phone: 02 6284 3456 (h)
Limit: unlimited
Grade: 1
Start: 8:15 AM
Meeting Place: Uriarra Homestead
Fuel: Full tank
Requirements: Well maintained vehicle, good tyres, water for the day, morning tea plus lunch for both days, and bring happy hour nibbles and drinks for the evening. Bring your own bedding for the supplied bunks
Description: A five-year old 'tradition' in the making! Great drives there and back, in 'easier' and 'harder' convoys. We stay overnight in bunkhouses in a converted low-security gaol "Laurel Hill Forest Lodge" set in picturesque alpine grounds - see <http://www.laurelhillforestlodge.com.au/index.htm>. Our hosts provide warm scones and cream on arrival, a great 3-course Christmas dinner and a memorable breakfast to set us up for the trip home. Unspeakable games have been played into the early hours. A great social weekend with a choice of easy or harder drives there and back
Comments: Costs \$72 per person which is unbelievably cheap for accommodation, tea, dinner and breakfast. Please book as soon as possible so numbers can be locked down at the gaol!

20 - 21 Aug **"Safe One" Basic Driver Training at Talooge Park**

2010-029

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 20 vehicles
Grade: 1
Start: 7:30 PM
Meeting Place: Bredbo Service Station
Description: This is the Club's official and accredited basic driver education course

28 - 29 Aug **Freezing at Bendethra Caves**

2010-043

Trip Leader: Michael Patrick
Email: michael.patrick2@bigpond.com
Phone: 0412 377 941 (m)
Limit: 8 vehicles

TRIPS AND EVENTS



Grade: 3
Start: 8:30 AM
Meeting Place: McDonalds Car Park Queanbeyan
Fuel: Full tank
Maps: Southern NSW, Araluen, Snowball, Bendethra
Requirements: Basic driver training, basic recovery gear, good off-road tyres, UHF radio, well maintained reliable vehicle, cold weather camping gear, usual food and water rations for 2 days. A blind/tarp may be necessary for Dry Creek crossing
Description: This will be a cold trip, temperatures will drop into the low minus so rug up warm and bring a good sleeping bag. Bendethra valley is great in winter, crisp and dry. The plan is to travel via Araluen and have morning tea at Dry Creek. From here will travel via Merricumbene fire trail. This track can be quite rutted and tricky in certain sections. We will depart Sunday midday and head out via Dampier fire trail and other tracks leading to Krawarree road. Parties may split up here to head to North Canberra. The rest will travel Snowball road into Tallaganda National Park and eventually reach Michelago
Comments: No camper trailers

29 Aug "Safe One" Basic Driver Training Course Follow-up Day 2010-030

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 20 vehicles
Grade: 1
Start: 8:00 AM
Description: This is day three of the basic driver education course on the 21st and 22nd August and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above

25 - 27 Sep Hill End Historic Village 2010-047

Trip Leader: Michael Patrick
Email: michael.patrick2@bigpond.com
Phone: 0412 377 941 (m)
Limit: 8 vehicles
Grade: 2
Start: 8:30 AM
Meeting Place: Federal Highway, Eagle Hawk car park
Fuel: Full tank at start. Round trip approx 750kms.
Description: Hill End is a small country town, 360 km north of Canberra. The township is the remains of the gold rush era with a touch of the modern way of life but with the feel of the late 1800s. There is a lot to see so we will take a leisurely drive via Goulburn, Crookwell, Abercrombie, and Bathurst then to Hill End. There is heaps to do at Hill End so Sunday has been allocated as tourist day. Return trip

TRIPS AND EVENTS



will be via the same route but do a tour of the Abercrombie caves.

This a basic trip. The most challenging part will be the Bridal Track heading into Hill End. There are numerous camp sites along the Macquarie river so we will pick the closest available site to Hill End. Sorry, no camper trailers.

12 - 13 Nov **“Safe One” Basic Driver Training at Talooge Park** 2010-031

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 20 vehicles
Grade: 1
Start: 7:30 PM
Meeting Place: Bredbo Service Station
Description: This is the Club’s official and accredited basic driver education course

21 Nov **“Safe One” Basic Driver Training Course Follow-up Day** 2010-032

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 20 vehicles
Grade: 1
Start: 8:00 AM
Description: This is day three of the basic driver education course on the 13th and 14th November and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above

27 Nov **Driver Trainer’s Christmas Party** 2010-033

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: unlimited
Start: 7:00 PM

25 - 28 Dec **Christmas**

High Country Hill-Billies (Part 2) 23--25 January 2010

David Evans-Smith and Greg Taylor



Participants:

Greg and Vickie Taylor (trip leaders group 1)
Joe and Sue Briguglio
Phil and Julie Henderson (left after day 1)
Phil Rayner
Michael & Tina Patrick, James (trip leaders group 2)
Elliott and Frank Wolf
David and Sue Evans-Smith, Andrew
Rob and Lynne Donaldson, Daniel, Gemma
Ian Goodacre
Rob and Yvonne Dobson

This trip was intended to be the second part of a trip started on the Australia Day Weekend in 2009 that went to McKillops Bridge and followed the Deddick Fire Trail to Waratah Flat.

At one stage on the Australia Day weekend the ST4WDC had three separate groups trekking around the Victorian high country, and no wonder – the three groups enjoyed magnificent country, near perfect weather and enough challenging tracks to keep everyone entertained for three days.

23 January – Barry Way, Ingeegoodbee FT, Mt Menaak, McFarlane Flat, Cobberas, the Playgrounds and Native Dog Flat

Our group of 10 vehicles met up at Williamsdale on Saturday morning before splitting into two convoys, one led by Greg and Vickie Taylor and the other by Michael and Tina Patrick. We set off for Jindabyne 15 minutes apart knowing that somewhere on the highway was a third ST4WDC group, led by Chris and Julie Nicholls.

At Jindabyne we filled the people with pies and the trucks with fuel before heading down Barry Way for the Victorian border. Barry Way is a dirt road so we were surprised to pass a young female backpacker hitchhiking her way south. “Where”, wondered Ian Goodacre via UHF, “could she possibly be going?” After about two minutes Ian could stand the mystery (and the sole CD in his passenger less car) no more. He went back for the hitchhiker, while the rest of the convoy went on to

Wallace Craigie lookout for the first of what would be numerous sweeping views across the rugged hills and valleys of the Snowy. The first convoy were just leaving the lookout as we arrived after scoffing Julie’s scones baked that morning. Sometimes, it does matter which group you go with!!

Ian caught up at the lookout and the second group had grown by one: Britte, a German uni student from a town near Cologne. Britte had been studying social work in Queensland and was on her way to Melbourne to visit friends. Apparently, her Lonely Planet told her there was a backpacker’s hostel in Buchan. The people at the Jindabyne visitors centre had told her the most direct route to Buchan was Barry Way (true), though perhaps they might have mentioned it’s not the best way to hitch to Melbourne.

Britte had her tent in her backpack and no commitments so she decided to join us for the rest of day one.

We kept going south, driving alongside the Snowy River for about 20 kms and crossing the border at Willis before turning right into Ingeegoodbee Fire Trail and engaging 4WD. Then it was a climb to Mt Menaak, which has been cleared for helicopter landings at the peak. We all enjoyed spectacular views at the top of the mountain. Descending the other side brought us to a little camping spot on the Ingeegoodbee River – a great spot for lunch.

The trails were generally steep and fun, with a familiar mix of spoon drains, ruts and loose stuff, and all dry except for the occasional shallow creek crossing.

Still, there were some narrow and tricky sections. On one bumpy climb the back door of Ian’s canopy flung open, sending Britte’s backpack tumbling down the hill. Around the same section Michael

If you have a report of a non-Club trip, track anecdote or tip for four wheel drivers, please email it to publications@st4wdc.org, or give it to the editor at the Club monthly meeting

'stumpy' Patrick's side step lost an argument with a tree stump (one of three arguments that particular side step would lose over the course of the weekend).

There were plenty of wild flowers out, and even some flower lovers. Two of them in a Landcruiser held up Michael Patrick's group a number of times because they felt it necessary to stop and closely admire the native orchids but didn't see the need to pull off the narrow trail so others could pass.

Meanwhile, the first group had a few issues of its own. We were following a bunch of keen hopefuls who were towing camper trailers through some steep loose rock sections. This was looking like a major recovery that we were going to be stuck behind. Their progress was slow and it took several goes to get up a section of track. All we could do was waiting at the bottom of each section for them to clear their trailers ahead.

From lunch, Julie, was not doing so well and became ill on the track with motion sickness. So, Tail End Charlie became Tail End Chuckie and the only thing that would help is stopping for a rest.

Not good news for a trip leader desperate to overtake another group and get to camp at a reasonable time of day. One of the trailers ripped a tyre on a rock that required stopping for repairs and 'chuckie' felt good enough for us to get a move on. Many in our group are trailer owners ourselves and



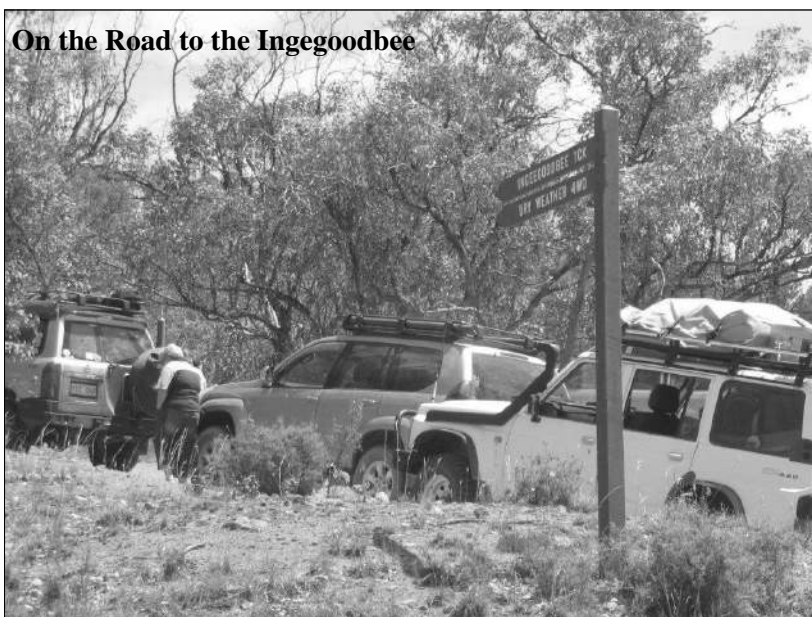
The iconic Wheelers Hut

take our trailers most places. However, this track is not suitable for trailers and had a sign at the beginning of McFarlane Track warning the same. It would have been ironic to be held up by stuck camper trailers when we had decided not to bring ours because of the track conditions!

Eventually, the track opened into flats and meandered through many campsites without facilities including the Playgrounds. Our first night's camp was at Native Dog Flat on Limestone Rd. The grassy area under the trees was full of campers so the two groups pitched their tents at the nearby horse camp which was open, grassy and flat (no horse poo or flies either).

Happy hour was a chance for everyone to get to know each other better and chat to our hitchhiker. Britte had thoroughly enjoyed her day: "People would pay thousands of dollars for this trip, I'm getting it for free!"

On the Road to the Ingegoodbee



24 January – Limestone Creek, the Poplars, Buckwong Hut, Mt Gibbo and Wheeler's Creek Hut

Unfortunately Julie still wasn't feeling well, and the hundreds of spoon drains we'd encountered on the first day hadn't helped, so on the second morning she and Phil headed for home in the most direct and flat road possible.

Ian also peeled off from the main group to take Britte to Buchan. The rest of us, now down to 8 vehicles,

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“SAFE ONE” BASIC 4WD VEHICLE OPERATION COURSE

*The Southern Tablelands Four Wheel Drive Club conducts **two-day weekend Driver Training** exercises, with **Follow-up Days** on the **Sundays, 1 week later.***

Purpose:

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

Meeting Time/Place:

Service Station in Bredbo (right hand side of highway) no later than 7.30pm on the Friday evening preceding the course.

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

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

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

COURSES FOR 2010 WILL BE HELD ON

20-21 MARCH	WITH FOLLOW-UP ON	28 MARCH
15-16 MAY	WITH FOLLOW-UP ON	23 MAY
21-22 AUGUST	WITH FOLLOW-UP ON	29 AUGUST
13-14 NOVEMBER	WITH FOLLOW-UP ON	21 NOVEMBER

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.

joined into a single convoy for day two.

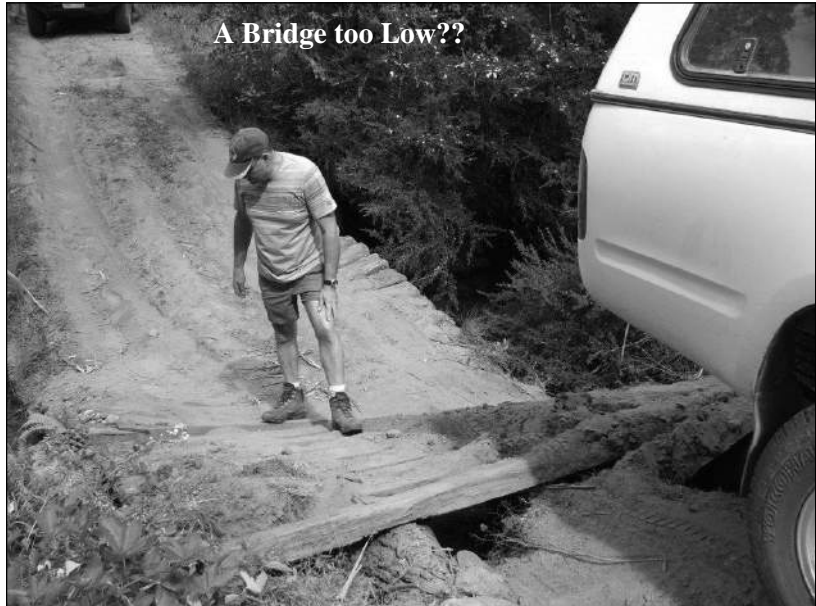
We started down beautiful Limestone Creek Track and had barely warmed up our engines when we passed the Limestone Creek camping ground – a perfectly situated, virtually deserted camping ground with facilities. We’ll know next time!

Morning tea was at the Poplars (McCarthy’s) camping area near the head of the Murray River, then on to Buckwong Hut, where we met up with the ST4WDC group doing the same trip in the opposite direction. The groups lunched together in the backwoods of the Victorian high country then set off in opposite directions.

Our direction took us next to the top of Mt Gibbo, a great climb that’s rewarded at the top with fantastic 360 degree views of the alpine regions. The steep descent from Mt Gibbo included one or two challenging drop-offs that got David’s Prado rocking, but he got down with some helpful guidance from passenger Andrew and

fellow travellers Rob and Lynne Donaldson – including Rob riding on the side step to keep four wheels on the ground.

The mountains were in spectacular form. There were some signs of bushfire damage but most of the country was either untouched or well on the way to regaining its full glory.



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Day two was punctuated by a few tactical conferences. Chaired by Greg 'Turnaround' Taylor and typically held at or near a track junction, these conferences involved most members of the convoy either face-to-face or via UHF, and assorted visual aids such as maps and GPS systems. One T-junction was the scene of two such conferences, held a few minutes apart and with the vehicles pointed in different directions (much to the bemusement of Eliot and Frank Wolf who were waiting patiently at the junction).



Thanks to the wisdom displayed at these conferences our combined convoy reached Wheelers Creek Hut in plenty of time to set up for our second night. We were rejoined here by Ian back from Buchan.

Wheelers Creek is a tight little camping ground but we were the only ones using it. Perhaps the March flies had driven other prospective campers away. Happily, a few March flies tried to get a taste of Phil Rayner and that was the end of festivities for them. Phil was pumped full of so many (legal) drugs that the unlucky March flies staggered off to warn their mates, leaving us to enjoy our happy hour and pot luck dinner.

25 January – Shady Creek Upper Track, Mt Pinnibar, Tom Groggin and home

Day three was supposed to start with a moderately challenging drive to the top of Mt Pinnibar.

The Shady Creek Upper Track to Mt Pinnibar started as expected but then the scrub closed in and the going got tougher. Cooperation became vital. Our first major challenge was a collapsed bridge with a steep, sand covered exit. Leading up to the bridge was a very rutted track that also required careful wheel placement. Vickie and Joe directed drivers across the bridge obstacle while Greg Taylor and Rob Dobson went ahead to check the track. Ian's Hilux started to slide off as he ramped up the bridge and he had to use his winch to complete the exit – not the last time it would be used that day.

Greg warned by radio that the going got tricky further up, and so it did. Joe found a deep rut and took over an hour of winching to recover.

David was next in the convoy but, having helped Joe with his recovery, and decided he'd seen enough of Shady Creek Upper Track and opted to head back down. Michael generously offered to go back with David. After some tricky manoeuvring to get the rest of the convoy past and two vehicles turned around, and some track building on the collapsed bridge, David and Michael headed around Mt Pinnibar the long way while the rest of the convoy continued up. This was a wise move as David's Prado would have issues as it did not have a great deal of clearance for the track ahead.

So, following Joe's recovery Ian decided he could out do that and get some more winching practice. Unfortunately, that tree was just out of reach (quite a bit really) and the call went out for assistance and additional gear in the way of winch extension straps. The issues at this section of track were deep ruts on steep sections, loose rock and holes dug by wheel spin that create cross axle situations where some vehicles will not get traction due to the power going to the wheel with the least traction.

Others in the convoy had moved further up the mountain to ensure that oncoming vehicles would not become part of the issue. This meant that help and gear had to be walked down the steep trail. Not easy keeping your feet and several falls were had.

This turned into a lengthy recovery that took some three hours to achieve. Many lessons were learned by everyone involved. More importantly, it shows what a group can achieve when it needs to work together in tough and dangerous circumstances. The track beyond was not a picnic either. Ruts were a constant and there were several kms at the top of the mountain range that was overgrown and we called it the 'car wash'. Bush scraping your truck on three sides, mirrors pushed against the sides – not a place to meet an oncoming truck. Greg and Michael were in radio contact with people on Mt Pinnibar and stopped a party coming down the track which was fortunate for both groups. While waiting for the rest of the group, Rob and Yvonne and Greg had met at the junction of Shady Creek Upper Track and Dunstans Log Rd. Rob and Yvonne had to be home early to prepare for an appointment the next day. So, they left the convoy and headed for Mt Pinnibar and home. Greg and Rob had been keeping in HF radio contact and continued this so that the convoy had information on the track ahead.

The group finally and joyfully regrouped at the intersection and moved on to Mt Pinnibar for a late

lunch for a bunch of very tired people. Off to Tom Groggin and the crossing of the Murray River. Air up and start the late afternoon run to Thredbo and Jindabyne. We stopped for dinner at Cooma at nine o'clock and swapped our many war stories of the weekend.

Meanwhile, David, Michael and their passengers completed a two-hour detour around Mt Pinnibar on the logging trails. On the NSW side of the mountain they briefly re-established radio contact with the rest of the group before heading down to Tom Groggin, across the Murray River to NSW and back home on the blacktop.

The first two days of this trip were spectacular and great fun. As the track got tougher on day three it brought out the best in the group – lots of cooperation, support and humour (though admittedly the laughs got rarer as the recoveries wore on!). Thanks to Greg and Vickie Taylor, and Michael and Tina Patrick, for organising a great journey into beautiful country and challenging tracks.



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The Clutchless Pub Crawl

Richard Brand



This article was run a few years ago, and refers to a trip that Richard B. did when he had a real 4WD. well, he still has it, but I think there is more than the clutch preventing mobility. It is well worth re-visiting—Ed

Tess The Terrific Truck's odometer clicked to 230,000 km on the road from Cowra to Borowa. Chris Nicholls the younger, following in his Nissan, radioed that we were exactly 100-kms from his Isabella doorstep as the GPS flies.

Tess was in fourth gear because, apart from two upshifts and one downshift, we stayed in fourth for 200-km from Cowra to our home near the summit of Mount Rogers. You see, for the last three days the clutch would not disengage. Not a problem if she'd been in the driveway, but we were on Geoff Hore's Pub trip to Sofala and Hill End via Bathurst. This story is mainly tips on how to get home without destroying the gearbox as well.

Clutch Failures

Clutch failures are either too little clutch, or too much. Too little is usually when the friction disk is worn out or oil-covered, so it won't grip properly. You notice this under hard acceleration when the motor speeds up faster than it should, re-synchronising itself with the vehicle speed if you

lift slightly off the accelerator. The more it slips, the more it wears, the more it heats, the more it wears - so back off immediately you hear slippage.

(Since the torque transmitted through a slipping clutch stays the same no matter how hard you rev the engine, you won't lose out if you back off to the point of slippage. To prove this, try starting on a slight uphill. When your vehicle just starts to move, hold your clutch foot completely still so the clutch is slipping. Blip the accelerator. No matter how much you rev the engine, your vehicle will slowly accelerate at a constant rate.)

Too much is when the clutch won't disengage. In normal use, as the friction disk wears, the slave cylinder takes up the extra travel by filling with more fluid. If you don't top up the fluid during routine maintenance, air gets into the system and the pedal feels sloppy. Fluid can also leak out past rubber seals in the master or slave cylinders, or from a break in the pipe connecting them. In the extreme, the pedal stays on the floor, and the clutch won't disengage. At all. Period. That's my Tess!

Tess

Tess is an early 80-series diesel Landcruiser bought new in 1990, body number 69. I had to get that number! Overall, she has been a good girl and not needed much major work, at least on the original

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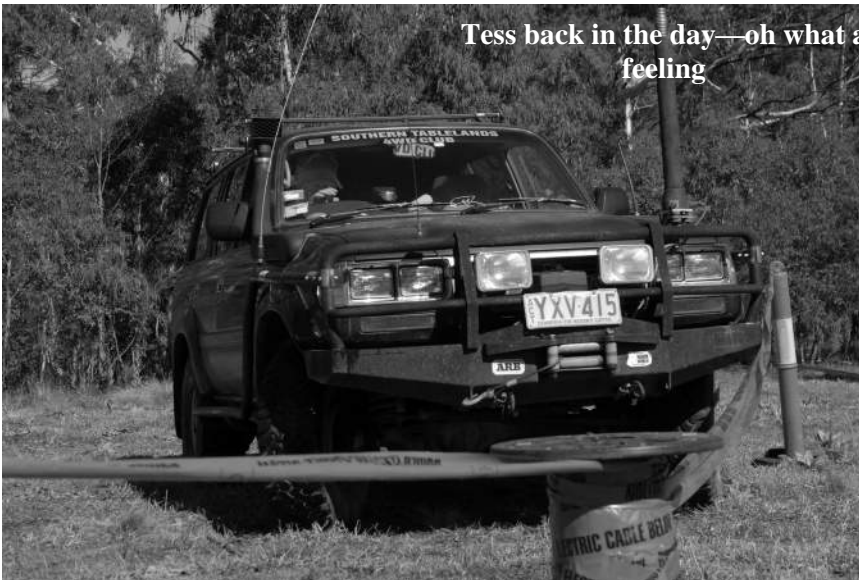
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Tess back in the day—oh what a feeling

torque measured at the wheels at 70-kph. Now Tess really hauls, with maximum torque down low at 1800 revs. She runs easily in fifth gear where third was needed before.

Getting Home

The first problem is getting underway from a standstill. Recall your driver training - just switch off the motor, engage first gear, and key start.

Now you are moving, the choice is to stay in first or change to a

higher gear. Changing gear without a clutch in a vehicle you value should be kept to a minimum. One strategy is long range planning.

Toyota bits.

The gearbox was dropped at about 115,000 km to fix a gear whine under extended warranty. It had made good sense to replace the main clutch components at the same time. I kept the old bits, just in case, safely at home together with the Service Manual.

By 185,000 km I had some headroom on the credit card and Dave Webster at Cooma Diesel dropped in a Luxon turbo and aneroid (to reduce smoke). Aneroids are required in most countries to compensate for altitude. Everybody knows Australia is flat, so we don't need aneroids, do we? Somebody should tell Toyota that Canberra is 700-m above sea level so 7% less air goes down the gurgler. When the pedal is on the metal, diesels adjusted at sea-level will waste 7% of the fuel as black smoke.

None of this matters for this story, except that the turbo and tuning gave a massive 76% increase in

Back in Bathurst, we'd planned to stop in Cowra for lunch, and picked our stopping spot opposite the driver reviver. Over lunch, we talked through the strategy for the last 200-km leg. We had enough fuel to get home non-stop. We knew the road was undulating but without severe hills. There is a T intersection needing a sharp left-hand just before Boorowa, and another onto the Hume highway before Yass. Given luck with the traffic, I felt the whole run could be done in fourth, except for the very last bit to the top of Mount Rogers.

Finish pitstop, select neutral, make sure engine starts easily. Switch off. Select second gear (that's why we parked facing downhill) and wait for a break in the traffic. Deep breath, handbrake off, key start, turn onto road, double the revs and hold the speed steady. Slip the gear lever into neutral. No point even touching the clutch. Drop the revs

Planning a trip?

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

Budding trip leaders are encouraged to seek their advice.

Name	Phone	Mobile	Email
Peter Watson	6254 7118	0418 649 823	pwatson1@tpg.com.au
Neville Simpson	6295 9021		bl.ng@bigpond.net.au
Dennis Collins	6292 7423	0418 969 452	margden1@actewagl.net.au
Chris Nicholls			calypso1@gmail.com
Doreen & Plod McEncroe	6241 8188	0429 008 436	doreen.mcenroe@act.gov.au
Neil Telfer	62919683	0427 263 805	ntelfer@tpg.com.au
David Whight		0438 882 696	tdavidwhight@hotmail.com

to 1000. Gently push the gearstick towards third. Feel a couple of pulses through the knob, then it slips into third. Accelerate to 60 kph and hold the speed constant. Slip into neutral. Bring the revs to 1750 on the tacho. Gently pull the gear shift towards fourth. Damn, I can feel the pulses but they are getting faster. Stop pulling, put on a few more revs and try again. Got it! Tess, you little beauty, we're doing 60 in a 60 zone, then 80 in an 80, then open road and 100 towards the unfortunately named Morongla.

Hills

In a given gear, the steepest hill the motor can continue to climb is when the engine is at its maximum torque – in Tess' case 1800 revs, thanks to Mr Luxon. Once revs drop below that, only momentum or a gear change will carry you over the crest. The tactic on hills is to get as much momentum up as conditions will allow. The strategy is to select the highest gear which will just get you over the worst hill, to give the highest cruising speed between hills while avoiding the need to change gear approaching or on them. Especially try to avoid downshifts. Even more especially try to avoid downshifts on an up-slope when there are two variables (road speed and revs) to juggle and time runs out as the speed washes off!

If you drop below maximum torque, and momentum won't carry you over the crest, you are not going to make the hill. Trust me, I'm in Sales. It may be better to stall out and key start in first. If the hill is steep, it may be better to reverse to level ground to reduce stress on the starting system, or at least get sideways to the hill. Radio following vehicles to warn them and switch your hazard lights on as soon as you think you might not make it.

We're going great, sweeping up the hills and swooping down. Then we catch up with the P-plate moron from Morongla, doing 70 in a hollow. To go or not to go, that is the question? There is just enough room before the next double lines over the next crest. We pull out and go, go, go – then the clutch slips. Bugger! Nudge back on the accelerator and hold it. Whew, we've passed in ample time.

Chris later tells us over the CB that the Morongla Man speeds to 110 down the hills, and slows to 60 up them.

Intersections – left is better than right!

We're coming to the Borowa T-intersection where we have to turn left. Slow down very early, right back to 700 revs, switch off the CD-player, wind down the windows, listen, listen, listen, move out wide, look right, look left, look right, prepare to stall out, road's clear both ways, go! Trickle through town keeping lots of road room in front. Great Grand Dad comes in from left, creeps up street, turns right. Thank goodness the breathalyser squad is over on the right.

Off towards the Hume Highway, cruising at the limit. We pick up a tail of a dozen cars. Chris is in there somewhere. Just before the highway, car overtakes. We slow down, hoping he will clear the intersection before we arrive. Yep, we can see the Hume, our road is clear, but it's wall to wall trucks and cars on the Hume. Slow down to 700 revs, we know there's a feed-in lane on the left, there's a small gap, into the feed-in lane, prepare to stall out, but bigger gap opens and we're following half-a-house in the left lane. There's trucks everywhere so it's up to 110 in the outside lane. This motor's incredible, who needs an automatic. Yes, Chris, you can stop at the Yass Service Centre for fuel, except you've already gone past the exit. Yes Chris, there's a few kilometers before we need to be in the left hand lane for the Canberra turnoff.

Before long, the Murrumbateman winery signs haul into view. Not stopping today. Past the Canberra wineries turnoff where Oscar the German Shepherd Dog is in kennels – we'll get you later – and into the right lane for Mount Rogers. There's no ongoing traffic, do I stop at the sign, oh bugger it! The car behind agrees and comes straight through, too.

Now for the last little bit. Forget our normal frontal approach, this time we'll creep round the back way. Know we can't do it in fourth, so on the last bit of straight-and-level hold the speed to 60 kph, select neutral, rev to 2800 and try for third. No go, slow down to idle speed and try again – in it snicks then hard left, turn left and hard left again as Rosemary suggests a better route with only one more left turn into our cul-de-sac. At the top is the R's Hole (Rosemary and Richard's home). Power up the hill, lift off and into neutral as we coast into our driveway. We've made it, no worries, and think back to the morning!

To Be Continued Next Issue

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The Club clothing or a name badge can be ordered from Kathy Solomos at the monthly Meetings.
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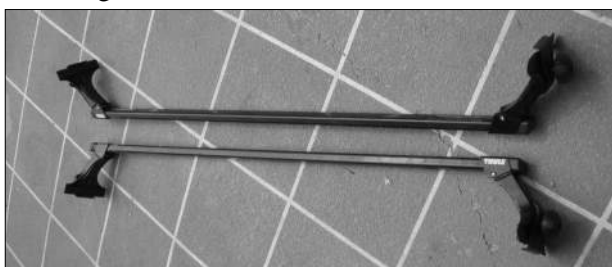
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SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

GPO Box 2122, Canberra ACT 2601

MEMBERSHIP

Categories of Membership

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

'Owner Member'

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

'Associate Member'

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

'Competition Member'

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

'Family Member'

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

'Life Member'

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

Approval of Membership

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

Membership Entitlements

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

Membership Fees

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

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

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

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

To Join the ST4WDC

Please complete the New Member Application form on the reverse and forward together with your payment to:

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

Payment can be made by Bank Transfer to: **Account Name:** 'Southern Tablelands 4WD Club Inc'; BSB: 112-908; **Account No:** 040 037 027 (please include your name as a reference to identify the payment), or by Cheque or Money Order payable to the Account Name above.

You may also attend a monthly meeting (held on the second Tuesday at Canberra Deakin Football Club, Grose St, Deakin at 7:30PM) and hand the form with payment (cash acceptable) to the Membership Secretary. For additional information, contact the Membership Secretary at Membership@ST4WDC.Org.au.



SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

GPO Box 2122, Canberra ACT 2601

NEW MEMBER APPLICATION

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

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

Essential entries	Member 1	Member 2 (Partner)		
Preferred first name, last name:				
Address:				
City/Suburb:		State:		Postcode:
Home Phone:				
Mobile Phones:				
Home Email:				
Work Phones:				
Work Email:				
<i>As a means of rapidly disseminating priority information, the Club occasionally makes use of Email to all members who have provided an Email address (which is hidden from other recipients), or SMS to all those who have provided a Mobile Phone number. You will receive these automatically unless you indicate otherwise. Default is shown in Bold Print.</i>				
Accept Club SMS:	Yes / No		Yes / No	
Send Club Email to:	Both / Home / Work / Neither		Both / Home / Work / Neither	
	of the Email Addresses provided above.			
Employer:				
Occupation:				
Vehicle (Make & Model):				
Registration (Please include State if not ACT):				
	Registration details are requested as they are used for log-on to the 'Members Only' portion of the web site.			
Please register these 'Family' Members? Must be under 21 years, reside with Principal Member or Partner, and be Licensed to Drive. Please provide both Names and Dates of Birth.	Name(s):			Dates of Birth:
			_____
Are you a returning Member? Yes / No		If 'Yes', what was your last Membership Year?		
How did you find out about the ST4WDC?				
Payment of fees (\$) made by (Please Indicate): Bank Transfer / Cheque (enclosed) / Money Order (enclosed) / Cash				
Signature(s)*: Upon acceptance of this application, then for the duration of my membership, I agree to abide by the Constitution and By-laws of the Southern Tablelands Four Wheel Drive Club Inc, as they apply from time to time.				
Signed:				Date:

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

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

Revision 3A - Jan 10