



SOUTHERN TRAILS

ISSUE 370 May 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 — 11th May

Battery World will discuss vehicle electrics

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

This month's magazine has been compiled by John and Val Wiseman

Cover photos this month by Chris Nicholls

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All magazine correspondence should be directed to the Publications Coordinator.

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

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

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General Meetings are held at the

Canberra Deakin Sports Club, Grose St, Deakin

at 7.30pm on the second Tuesday of each month.

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

Ideas for guest speakers are welcome. Contact Mary Biddle 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. Mobile phone coverage is poor. In an emergency, neighbours Mr Richie Southwell and his sons, can usually be contacted using UHF channel 18.

Intending visitors should check with the Property Coordinator or a committee member regarding access procedures and 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.

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 or 0408 649 732

Rosemary's Ramblings



Well here we are again. Another AGM and you have kindly re-elected me to be your President for another year. My last one!!

I would like to take this opportunity to thank all outgoing committee members.

Firstly, I would like to thank Jayne Hines for her wonderful work as Secretary of the Club. Jayne did a great job and I personally would like to thank her for the support and help she provided to me.

Our Public Relations officer Mick Hines did a fantastic job and it is our loss that he has not stood again. Mick always had the good of the Club upmost in his mind and he was also a great ambassador for us with our advertisers. Both Mick and Jayne also put huge effort into Promo. They will be greatly missed on the committee.

Vivian Henderson has provided the raffle prizes for our meetings for so long. A huge thank you to Vivian for all her efforts.

Rob Lejsek has recently been manning the visitors table at monthly meetings, and will continue to do so. This is a very important role previously performed by Gary Caitcheon and Mick Hines. It is very important for visitors to our meetings to have an initial contact who makes them feel welcome and to answer their questions. If anyone has any good tips or material which they feel may be helpful for Rob to show to visitors please contact him or see him at the next meeting.

To Oung who served as a general committee member and contributed to the club in many ways - a big thank you.

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

I would also like also to welcome the new members of the committee:

Jo Delaney - Secretary

Janet Neale - General Committee Member in charge of raffles

Doug Brown - General Committee Member in charge of liaison with the Football Club for monthly meetings

Mary Biddle - General Committee Member in charge of Guest Speakers for monthly meetings.

I would also like to acknowledge the work done by Kathy Solomos who has been providing club clothing, badges, caps and other club merchandise for a number of years. This is not an easy role and Kathy has remained patient and committed to ensuring members get what they ordered.

A special mention must be made of John and Val Wiseman and Peter Henderson who, with the Publications position vacant, have stepped in and produced Southern Trails. Our magazine is very important to us and we can only take our hats off to them for stepping up and getting the magazine out to you all. John, Val, Peter and Michael Patrick have offered to publish the Magazine until we can find a new Editor. So keep sending your contributions to Publications@ST4WDC.org noting that the deadline for all material is the Friday following a general meeting. We all love to read what has been happening and look at great photos - so please keep sending in your trip reports, articles or other interesting things to our publications team.

There are many people in this club who have worked and continue to work tirelessly for its advancement and they should all take a bow and pat themselves on the back. A big thank you to you all.

Our trip calendar is looking really good with many and varied trips. So get out there and enjoy yourselves. Don't forget our next major event. CHRISTMAS IN JULY! This is a fabulous weekend and everyone should book to go along. Fun and laughter at a great venue with great food. What more could you ask for. So see you all there.

Well folks, take care and drive safely.

Rosemary



4WDNSW&ACT New President



I am pleased to announce that our search for a new President has resulted in the appointment of Peter Fenwick from the Southern Tablelands to that vacant position by the Executive Committee.

Upon purchasing his first 4WD in 1997, Peter immediately joined the Southern Tablelands 4WD Club so he could be trained in the correct use of his new toy. He then took the family on the big trip for 3 months and realised just how much there is to see, do and learn. Peter is a keen supporter of quality training for members of all clubs. He has served as a Delegate to the Association for 4 years, was chair of the Canberra Region Committee of 4WD NSW&ACT for 2 years and worked to create the MOU with Parks, Conservation and Lands in the ACT. Peter has served in various positions on the Executive Committee of ST4WD Club in the last 6 years including Public Relations and President. He has also served on the Queanbeyan show committee.

Peter loves the Australian landscape and outback travel and has completed many trips including the Hay River in the Nth Simpson, Anne Beadell and the Canning Stock Route. He even came 2nd in the standard class competition at J7. Peter also likes his comfort so tows a Tvan.

In other areas Peter has served as a Managing Director and as a Secretary of a local chamber of commerce as well as on the executives of a number of community and professional bodies.

Roger Sheath - Vice President
20th April, 2010

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Talooge Topics

John Kjar



Calendar of Events at Talooge

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

From	To	Activity	Contact
15 May	16 May	Safe One Driver Training	Peter Reynolds 62511258
5 June	5 June	Handheld GPS Course	Warren Shardlow 0409 321 213
6 June	6 June	Ozi Explorer Course	Warren Shardlow 0409 321 213
21 Aug	22 Aug	Safe One Driver Training	Peter Reynolds 6251 1258
13 Nov	14 Nov	Safe One Driver Training	Peter Reynolds 6251 1258

Working bees (the one completed in April and forthcoming bees), hazard reduction matters and combination locks are the focus for this month's Talooge Topics.

Club members did a great job at the working bee held on 10-11 April. Twenty eight members participated and completed several important additions. We completed installing the fence adjacent to Horse Paddock (and it looks like a new professionally installed fence), we repaired a fence and dismantled another. The post and rail fence around the old chimney was completed and looks good. Tons of firewood was removed from the riverside campsite (which we hope to be ready for Xmas use), several trees near camping areas were trimmed of dead branches and six large dead trees adjacent to Rayners Fire Trail were removed. We put in a new base for the firewood trailer. And a major effort was put into clearing up litter and dead trees behind the Driver Training Unit area reducing the risk to these sheds from future fires. We even had time for a useful discussion with Bill Stephens (Captain of the Jerangle Bush Fire Brigade) on fire and safety issues at Talooge. And there's more – we dressed up the large shelter in preparation for a great Meet the Committee Dinner.

Possibly by the time you read this article the Rural Fire Service in conjunction with the Jerangle Bush Fire Brigade will have completed a large control burn in part of Talooge and adjacent properties. The proposed area is a 90 degree arc with its apex near the Offset Mounds and heading north-east. But this task may not have been carried out yet so if you plan to visit Talooge please contact me to ensure you avoid the burnoff. As part of the preparations for the hazard reduction burn the RFS

has arranged for much of Rayners Fire Trail to be regraded. Sections of the fire trail, especially the last three kilometers before Talooge are VERY soft and dusty – in the event of rain the track may be slippery and so caution should be exercised if using this track – but you can avoid most of it by using Strike-a-Light (and remember to advise Steve Collins between 8am and 9am at his home on 6454 3063 if you do wish to travel via Strike-a-Light).

We have prepared a draft Bushfire Management Plan for Talooge that identifies the key areas we need to protect from fire and appropriate actions in the event of fire. If you are interested in such matters and would like to comment on the plan please contact me at Property@st4wdc.org.

We have also changed the combination locks on all the gates controlling access to Talooge as well as the sheds. I and other members of the Committee can advise you by phone (not email) of the codes (separate codes for gates and sheds) – another good reason to contact us before you visit Talooge!

As noted in the last magazine, we would appreciate offers of assistance in land care and general maintenance work, as well as equipment such as large carpet areas, garden tools (eg mattock, spade, shovel, crow bar) or workshop tools (eg spanners, socket set, pliers, hammers, screw drivers), heavy duty mower, brush cutter etc. But please advise me before you or others take it to Talooge.

Hope to see you at Talooge – it's a great place to visit and smell the roses.

John

Membership Matters

Jim Raleigh



At the time of writing (16 Apr) our total Membership is 233. This comprises 3 Life Members, 218 Owner Members, 4 Associate Members and 10 Competition Members. The essential inclusion of 182 Partners and 6 Family Members brings the total figure for our club 'community' up to 423.

New Members

For 2010 we have welcomed a total of 30 new members – this month we have only one new Owner Membership:

Craig & Debbie Betts - Toyota Land Cruiser, Prado

Club History

The efforts to compile a historical record of former office bearers of the club has achieved significant success thanks to some help from John Kjar undertaking research through archived copies of *Southern Trails* stored at Talooge. Although there remain a small number of gaps, the Membership Database now contains details of almost all office bearers since the club was created.

This research has also revealed some other interesting information. The ST4WDC was established at a meeting held on 16 November 1976 organised by Dean Benedetti and Roy Worth. At the meeting, 35 applications for membership were received and an interim Committee was elected comprising Roy Worth (President), Dean Benedetti (Secretary and Treasurer), Ian Boardman (Editor/Publications), Peter Phillips (Trips) and Peter Knott (Assistant Trips). The first Annual General Meeting was in March 1977 and the AGM has been held in March each year since then.

The first Club trip was actually held in November 1976 very soon after the inaugural meeting. It was a get-to-know-you picnic trip to the junction of the Goodradigbee River and Flea Creek. A total of 14 Vehicles participated and 'tail-end-charlie' became lost at one stage - attributed to the lack of communications/radios. One cannot help but be impressed with a 14 vehicle turnout from a membership of only 35.

The first issue of *Southern Trails* was published in January 1977.

While it is obvious that many of the early club members would have moved on over the intervening years, there are four of our long-standing current Members who were actively involved on the Committee of the Club during its first ten years.

Roy Worth was the inaugural President in 1976 as well as being President (1977-78, 1981), Events & Trips (1979-80) and Public Relations (1983).

Chris Nash was the Assistant Trips Coordinator (1981), Trips Coordinator (1982 & 1984), Editor/Publications (1983), President (1986) and a General Committee Member (1993-94)

Peter Reynolds holds the distinction of being the longest serving current Committee Member having first served as Vice President (1983-85), as a General Committee Member (1993) and continuously as Education Coordinator since 1994 – an impressive total of 21 years.

Bruce Collins served as Assistant Trips Coordinator in 1986, Sergeant at Arms (1989) and Property Coordinator (1993-94).

The next step is to endeavour to identify the remaining 30 'foundation' members who were present at the inaugural meeting.

A black and white advertisement for Battery World. At the top, the logo features a stylized sun or globe with the text "Battery World" in a bold, sans-serif font, followed by the tagline "Power for anything... anytime!". Below this, the text "Need a Battery for your..." is written in a smaller font. Underneath, there are several small icons representing different types of vehicles and equipment: a car, a boat, a motorcycle, a lawnmower, a truck, and a tractor. The main text of the ad reads "FREE in-store auto Battery Testing and Sales at:" followed by the address "CANBERRA 95 Grenville Court Phillip (Behind Discount Tyres)". At the bottom, it says "24hr Roadside Service" and the phone number "13 17 60" in large, bold digits. The website "www.batteryworld.com.au" is listed at the very bottom.

Events and Trips

Richard Brand



I have just spent two glorious days fishing at Tantangara, the highest lake in the Snowy scheme. Depending on whose GPS you trust, we camped at about 1,230 meters altitude and should have been well under water according to the maps. When it is full, the lake must be huge, but I'm guessing it is two thirds empty right now. Nevertheless it still stretches for several kilometres and in mid-week, only one other campsite was visible, way in the distance across the lake. It is hard to believe such places of splendid isolation still exist in our crowded world.

Until now, I've never been interested in fishing, despite my home town of Hastings in the UK having a fishing fleet of sorts. Because Hastings harbour was breached by storms before it was finished, the fishing boats are still dragged high up the shingle beaches, which are filthy with oil, tar and fish remains. You may have seen the boats in the BBC TV series Foyle's War, where the Detective Inspector's hobby is fly-fishing for trout on pristine local streams. I've no idea where they found these streams – I always thought the closest good fly-fishing was in Scotland – but there are plenty of rich people's settings in the series that I don't recognise.

The local options I can remember for the poorer folk included dangling lines into brown stagnant reservoirs, or doing the same into the sea, which was totally opaque almost all the time. If you had the money, you could pay to walk a kilometre seawards on one of the two seaside pleasure piers. A few hardy souls do fish from the beach at low tide, but I'm not sure I'd want to eat anything caught from the English Channel, at that spot the world's busiest sea-lane. To get close to the Tantangara experience in the UK, I think you would have to be a Scottish laird and own a highland or two.

As a newbie, I was royally looked after by trip leader Bob Allen, who provided transport to Tantangara, fishing gear, advice and most of my tucker. I did take my own waders, and was practicing trying to cast while standing thigh deep in the water when my first trout got himself hooked. I reckon it cost about \$600 a kilogram after allowing for initial gear expenses, so I'll be back to get a few more to amortise the cost.

Water Crossings

Now I've got some waders, I will be a little more circumspect on river crossings. When I first came to Canberra, I was looking for a place to rent, and hired a Magna to drive round in while looking. Somehow I arrived at the Angle crossing near Tharwa. Because I had just spent three months in my snorkel-equipped diesel Landcruiser, hooking round from the Gulf to Broome, I really did not think twice about tackling the crossing, at least until the water reached the base of the windscreen. There was no option but to keep going, and eventually the Magna surfaced on the far bank, where a waiting Land Rover decided to turn back rather than take the risk.

I've also nearly drowned the cruiser, right where Ian Goodacre came to grief crossing the Tuross river on the Wandella Road. The problem there is that the real crossing is about 100-m upstream from where the track from the Belowra Road meets the river. Normally, a three-point turn is required so you can hug the river bank. I tried to do it with a U-turn but the rocks in the river bed are quite big and round, and move out from under the wheels. Even on full lock, the truck wants to nose dive straight into the river. I was lucky because I kept going and eventually the front wheels gripped and hauled the rig, with trailer, back where I wanted it to be. Now it seems a flood has scoured out the river bed – you can never rely on a crossing being the same as the last time you did it.

With a properly set up diesel, the biggest danger is probably water entering the engine via the exhaust, so I like to keep plenty of air moving through the motor. I have been shocked to find the hose connectors to my snorkel have disintegrated – something worth checking from time to time. If you suspect any engine has ingested water, do not turn it over until you have removed all the spark plugs if it is petrol powered, or all the injectors or glow plugs if it is a diesel. Water simply does not compress and turning a motor with water in the combustion chambers will break something expensive. With plug holes for the water to escape through, you may be treated to a beautiful fountain effect but it will save your engine.

There is another danger that is less obvious. When a spinning fan blade hits water, it can behave like a propeller and dig its way forward into the radiator, causing immediate fluid loss or starting a slow leak. Any of these mechanical failings can run into the thousands to fix.

Damage on trips

Probably the only way of ensuring you don't damage your vehicle on trips is to cadge a ride with somebody else. Damage can be to tyres, windscreens, paintwork, mechanical parts or to body panels. My personal view is that round here, you will damage tyres from time to time, and it is impossible to avoid scratches to paintwork caused by blackberries and scrub, not to mention stone chips on gravel roads. Mechanical bits like clutches, constant velocity joints, shock absorbers and exposed driveshafts will wear faster off road than on highways, and electrical connectors are more likely to fail. Again, this is a personal view but I do not think you should expect panel damage if your vehicle is well set up, except maybe on

grade 5 trips. The only body damage to my cruiser after 20 years of hard use has been where the aftermarket side rails have bent up enough to dent the underside of the sills, and that was on a grade 5 Yalwal adventure..

The most bizarre stone chip I have encountered was on the Tanami Track between the Kimberleys and Alice Springs. A stone hit the windscreen but there were no other vehicles within hours of travel. I eventually worked out that the rear tyres must have spat the stone at the trailer, where it bounced forward right over the vehicle, hit and bounced off the track and then caught the windscreen. Either that, or a bird dropped it, or maybe it was a meteorite. Anyway, the moral of this story is that you should expect some deterioration if you want to participate in adventures, but the ultimate choice, risk and responsibility should always be your own. At least, unless you can cadge a lift.

See you on a track or river somewhere

Richard

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Publications

John Wiseman



This is *not* the last Southern Trails!

Val and I compiled Southern Trails in 2007 and 2008. Bob and Sylvia Allen in 2009, but Bob relinquished the Publications Coordinator position this year as they are planning on lots of travel. The position is now vacant.

Southern Trails is an important part of the glue holding the Club together. Peter Henderson, Michael Patrick, Val and I will produce it in rotation until a willing member volunteers to take it up on a full time basis. This intermittent editorship is far from ideal, but the best we can do in the absence of a full time "owner".

I would urge anyone who'd like to try their creative hand at producing our magazine to talk to any of us at the monthly meetings, or give me a call on 6230 2459. We'd be happy to hold your hand as you get started, or to step in on an occasional basis if you want a month or two off.

If no-one comes forward, we may have to change that headline!

There's another important position vacant on the committee too. Public Relations. Mick Hines held this position last year and did a great job representing the Club in dealings with potential members, our advertisers, the media, and indeed anyone and everyone. Mick and Jayne worked especially hard for months leading up to Promo.

I remember them so well answering their phone with the greeting "Promo Central..." It was very apt. Our public image is very important and the Club needs some savvy and enthusiastic person to take up that Public Relations role.

I've included in this edition some brief guidelines on preparing material for publication in Southern Trails. In recent years we've aimed to use only material generated by our own members. Some clubs rely largely on material from outside; indeed Southern Trails articles have been reprinted by some (with permission). We don't do that and topical contributions from our members are always very welcome. Richard Brand is probably our most prolific contributor. There is a lot of expertise and experience in our Club, and it's well worth sharing. Please consider contributing in this way.

John



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Writing Reports

Guidelines for Contributors

Articles of interest to members are always welcome. Places you can recommend, websites you find useful, which GPS you've found useful, what tyres, or battery, or refrigerator, or publication or..... have you found good (or otherwise). These, and many other topics are all of interest and your experiences can often save others a lot of searching. Share your information and insights by writing an article for *Southern Trails*.

A few do's and don't's

It saves the Publication Team a lot of work if your writing can be in electronic form—on CD or emailed. Microsoft Word is very commonly used and is preferred. Please **do not use any formatting** other than left justified and new paragraphs. Raw text is just fine.

In writing articles and trip reports, ask yourself “Would I be interested to read this in 6 months time,?” If your answer is “No” then best leave it out!! Personal, trivial or “in” stuff is unlikely to be of interest to most readers, while overly personal references may offend.

Things like “We had a good night's sleep” or “We got away from camp 5 minutes earlier than planned” contribute little. Avoid a running commentary, or blow-by-blow description. References to time and weather should be used sparingly.

Good photos add interest to your article. When taking photos for publication try to place the vehicles, the action or the people in a wider scene. Avoid photos that could be anywhere eg a group of people sitting around a fire, or a vehicle on a track. A resolution of at least 800x600 pixels is preferred, but the higher the better. Choose 3 or 4 good quality photos showing different things for a short article, 6 to 8 for a longer one. All photos may not be used but a selection allows the editors some flexibility in layout.

Please **DON'T** embed photos in your text, as this causes difficulty when re-formatting is necessary. Leave them in separate files. Please list photo captions separately- do not incorporate a caption into the image itself, because resizing the image will then also resize your text.

As far as possible avoid any kind of formatting. Using tables, dot points, numbered lists or embedded photos are all great ways to spoil the editor's day!

Deadline

“A deadline is a point in time at which something must be completed.

A deadline is also a boundary where a person may cross only at the risk of death.

Derived from prison systems, wherein if a prisoner escaped the deadline boundary he was to be shot down.” *Wikipedia*

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

Report on the presentation by Dennis Smith

To the April Club Meeting

John Kjar



Dennis Smith, a former Club member, gave us an inspiring report on his progress in managing Parkinson's disease. Parkinson's causes different disabilities to different people – in Dennis's case he has periodic difficulties in coordinating his decision-making processes with actual physical actions. For example, sometimes he can spend considerable time waiting to cross a road, or finds it difficult to walk a straight line or tie his shoe laces– which must constitute a source of considerable frustration to a person who had previously been very active. But he still retains his wicked sense of humour that Club members such as Peter Reynolds remember so well.

Dennis told us about a change in the way his medication is delivered. Previously he would take the medication orally but the timing of the impact of that medication was very variable and he would experience considerable variability in his physical coordination during the day. For the past 15 months he has been using an electronic gadget that

delivers a stream of medication for 16 hours each day directly into his intestines. The improvement has been significant – coordination is relatively stable during the day, he sleeps more each night and he has completed the 14 km Sydney City to Surf race, walked from Mt Crackenback to Mt Kosciuszko and return and rides a (stationary) bike.

He told us deep brain therapy had been partially successful in treating Parkinson's and hopes stem cell research will provide some cure over the long term.

As well as remaining physically active Dennis has developed previously unknown skills. He showed us some of his photographs that provide an interesting perspective of what can be achieved using his disability and there is an exhibition of more of his photographs at the National Convention Centre. He has also become an insightful and humorous poet. It was a great presentation we all enjoyed. Thanks Dennis and good luck.



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Facsimile: (02) 6239 1606 PO Box 1113
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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



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
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 Turross 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.

TRIPS AND EVENTS



11 May **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

14 - 16 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

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.

TRIPS AND EVENTS



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)
Limit: 8 vehicles
Grade: 3
Start: 8:30 AM
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.

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
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



TRIPS AND EVENTS



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, 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.

TRIPS AND EVENTS



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.

13 Jun

Brindabella Classic

2010-053

Trip Leader: Greg and Vickie Taylor
Email: vickie.taylor@bigpond.com
Phone: 02 6241 3547 (h)
Limit: 8 vehicles
Grade: 2
Start: 8:15 AM
Meeting Place: Uriarra Homestead
Fuel: Full tank
Maps: ACT Region (1/100 000) and 1/25 000 maps of Bobbys Plains, Couragago, Umburra and Cotter Dam
Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, morning tea and lunch. Camera and binoculars are also a good idea
Description: This day trip is a great way for new members to explore Canberra's back yard or more experienced members to also enjoy a day in the Brindabella mountains. We meet at Uriarra Homestead and then head to Picadilly Circus following Brindabella/Tumut Road. Take Gentle Annie fire trail to Flea Creek on the Goodradigbee River for morning tea. We will climb up Webbs Ridge to approximately 1200 metres and then on past the power lines to Waterfall fire trail. Dropping to the river again lunch will be at Lowells Flat or McIntryes Hut. Backtrack to Waterfall fire trail then Foley FT and Doctors Flat Rd and an afternoon stop at Pig Hill summit and finally air up and head for home

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!

19 - 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
Start: 7:30 PM
Meeting Place: Bredbo Service Station
Description: This is the Club's official and accredited basic driver education course



TRIPS AND EVENTS



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
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
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

An advertisement for Billiard House. The title "Billiard House" is in a large, stylized font. Below it, the text reads "ACT's Leading Special Supplier of Quality Slate Tables for Over 30 Years". A list of services includes "New & Used Tables", "Moving Service", "Reclothing", "Full Range of Accessories", and "Restoration & Repairs". The name "Gerry Silvano" is prominently displayed. Contact information includes "Showroom: 167 Newcastle Street FYSHWICK ACT 2609", "Postal Address: PO Box 247 FYSHWICK ACT 2609", "Phone/Fax (02) 6280 6626", "sales@billiardhouse.com.au", and "www.billiardhouse.com.au". A circular logo with the number "8" and "Est. 1974" is also present.

TRIPS AND EVENTS



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.
Maps: NSW South, NSW North, Hill End
Requirements: Basic recovery kit. UHF radio. Standard camping gear, happy hour supplies
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 will be via the same route but do a tour of the Abercrombie caves.

This is 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 - 14 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
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
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

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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.

From Mountains to Molehills

... and back again

(AKA “Safe One” Basic Driver Training Course)

Marilyn Northdurft



DRIVERS

Tony Cirina	Toyota HiLux
Matt Jordan	Nissan Navara
Paul Conn	Toyota Prado
Marilyn Northdurft	Misubishi Triton
Jamie Ericson	Kia Sportage
Peter Olgivie	Toyota 60 series
Alan Fraser	Toyota Troopy
Stephen Smith	Mitsubishi Pajero
Elise Herrald-Woods	Suzuki Jimny
Marc Van Dyk	Toyota Prado
Janet Jones	Toyota 100 series

We met up with other participants and some of the trainers at the Bredbo pizza place before the designated meeting time. This in itself was an experience. We listened intently to others' experiences and plans. We checked out each other's vehicles and accessories. This was serious stuff...feelings of inadequacy started to set-in.

It was dark when, after an introductory briefing, we departed in a convoy formation for Talooge Park. Talooge Park...aahh, it sounded so mystical. As we had only been members for a very short time, we had no idea of what to expect and this was our first convoy experience. The lights of the convoy extended in front of us as far as the eye could see (which in some places, because of the dust wasn't too far) was spectacular. After what seemed an eternity and lots of 'radio chatter' the convoy came to a halt in a clearing. Instructions were flying over the radio; something about engaging 4WD and deflating tyres. Vehicles were being directed left, right and all over the place (although I suspect that there may have been some order; I just couldn't recognise it). People were congregating around their wheels. By this stage I must have had the look of a startled rabbit caught in the headlights as I had no idea what was going on. If it wasn't for one of the trainers, I am sure I would have still been in the same spot on the convoy's return on Sunday afternoon (...thank you Joe).

As a result of an unfortunate lack of planning on my husband, John's behalf (well that is my story), I was volunteered to provide the 'trip report' for the latest "Safe One" Basic Driver Training Course. The course was conducted at Talooge Park 20 -21 March with a follow-up day on Sunday 28 March 'somewhere' in the Brindabellas. As I believe that my uncertainty about what I expected from the course contributed to the great experience I had, to provide a too detailed account of the experience would be to the detriment of future course participants. Without giving too much away, here is my account....

With our brand new Triton (AKA Tommy), all of four weeks old, John and I set off on the Friday afternoon, a little apprehensive about what we had let ourselves into. We have a big trip planned to WA in July and being complete novices, needed to fit in as much 'experience' beforehand as is possible. We had made a decision that as the primary driver in the partnership (which has nothing to do with driving abilities, and everything to do with my inability to be a passenger), I would be the first one to do the Basic Driving Course. To date, the closest I had come to an 'off-road' experience, was parking at the Queanbeyan Showgrounds on the VERY WET weekend of the 4WD Promo!

With tyres deflated (along with my ego) and 4WD engaged (I think), we headed off into the mountains. A horrifying thought occurred to me...in my haste to become 'experienced', had I booked myself into the 'Advance Course' by mistake?

We were greeted at the camping area at Talooge Park by a large welcoming campfire. We grabbed a coffee and gathered in the shed for the next briefing: where to camp, layout of grounds, toilets, what to do with rubbish, meeting arrangements for the next morning etc...but no mention of where I would find the showers (perhaps I missed that bit). Not to worry; it had been a long day so we set up camp and fell asleep under the biggest clearest stars that I have seen for a long time.



DAY 1...

AM...reality sets in. Early Saturday morning, the beauty of Talooge Park became evident. The camping area is set in a large clearing surrounded by tree covered hills; it is picturesque and peaceful...just what I needed to forget my worries. Eleven eager drivers, our trainers and a few 'silent' partners gathered at 8.30am for a morning in the 'classroom'. Here we learnt that there is more to 4WDs than just four wheels. Peter Reynolds weaved his magic and commenced the task of transforming a group of novices into well informed, capable, confident 4WD drivers. We heard from Peter (among other things) how our vehicles work; the different types of vehicles; what safety factors we need to consider; correct driving techniques, off road angles; reading, respecting and negotiating the terrain. Peter's well structured program and constant questions kept us 'on our toes' and had me thinking for myself, and taking 'informed' risks with my answers; a tactic that later proved beneficial on the slopes.

PM...getting 'stuck-into it'! Following a quick lunch and window clean (yes, it is not much chop playing in the mud if you can't see where you are going) we each took to our vehicles along with a dedicated trainer. Thommo drew the short straw and was assigned as my trainer for the afternoon. Under Thommo's patient guidance it was down to the paddock for a refresher course on reversing techniques and a lesson on where to place my front wheels when I can't actually see 10 metres in front of me.

From the paddock, we moved onto the potholes; four of the biggest slushiest potholes I had ever seen (well...up to that time anyway). Tony nominated (or were you nominated Tony?) to be

the first driver to attempt the manoeuvre through the holes (encouraged by Peter...purely for training purposes I am sure... to do so in the wrong gear) only to come to a 'wheel spinning' stop part-way through. Following Tony's fine example of what not to do, we all successfully did our laps of the holes, in the correct gear and with the importance of momentum versus speed firmly etched in our minds.



From the paddock and the potholes (now looking like insignificant bumps) it was off up into the mountains (which I later found out had been aptly named the nursery slopes). This part of the lesson concentrated on 'picking your line', and staying away from the trees (especially on the corners) and staying out of the ruts (or at the very least, keeping the correct wheel in the correct rut). I also received a lesson on which is my left and which is my right...not sure this was actually in the training program, and although not completely mastered, it was beneficial to both me and my trainer (who incidentally, changed to Peter Reynolds part-way through the afternoon...I still wonder what Thommo had to do in order to convince Peter to take-over).

By the end of the afternoon, and feeling as if I had tamed an angry beast (Tommy Triton, not Peter!), I started to have confidence in both myself and Tommy. I was ready for whatever was to be dished up to me on the morrow!

EVENING...time for reflection and relaxing. Armed with contributions towards 'happy hour' the group congregated around the campfire to reflect on the day's activities. It was evident that we all had learnt a lot; we could identify and address our greatest challenge/s; had grown in confidence; and overall were enjoying the experience.

The campfire proved to be the perfect spot to relax after a rugged day behind the wheel. Stories were exchanged between the newly acquainted; Peter Reynolds entertained us with a poetry recital (is there no end to this man's talents?); and children (both young and quite old) toasted marshmallows on the glowing coals. And finally...back into bed, in the wilderness under the great southern sky, breathing in the fresh air (with just a tiny hint of diesel...mmm, and perhaps petrol).

DAY 2

AM...back to the classroom. Early Sunday morning (8am!!) we were back in the classroom with lesson topics for the morning being communications, recovery, repairs and first aid. We were first introduced to the world of bush communications: UHF and HF radios; sat phones and EPIRBs, followed by an overview of basic recovery techniques and equipment. Out in the field the training team had gathered together a 'basic' recovery kit, a first aid kit and a tyre repair kit (which I discovered is quite comprehensive). These 'kits' when laid out, covered an area similar in size to that of a small residential block...I am now rethinking my packing options for WA! The trainers explained the use and the importance of each item in their 'kits' ...some of which I would never have thought of, and in certain situations, would be 'up the creek' without.

Finally a winching demonstration, although very informative seemed to me like a lot of hard work (especially the hand winch which I struggled to master) and an activity that could spoil a good outing. If nothing else, it reinforced to me the need to 'pick the correct line'...or perhaps ask myself "do I really need to go there"?

PM...much the same as Day 1 but more challenging. Bigger hills, steeper inclines, bigger ruts, bigger rocks, and deeper ravines were all kindly provided courtesy of our trainers. At the end of the day we were grateful for these experiences and because of them, emerged more competent (and quietly confident) drivers. As far as vehicles are concerned, I am only aware of a few

minor incidents. Elise solved a dilemma that she had earlier in the day about how to remove the side steps from her Suzuki Jimny. My Tommy's rear end turned out to be a little close to the ground (a slight imperfection which has since been rectified) and the trailer plug became detached from its mounting in one of many ravines. This in turn disconnected my rear brake lights. This I am told later, impressed those who followed me as it appeared as if I could descend a slope without using my brakes. The dead give-away of course was when I did a three point turn and my reversing lights didn't come on!

DAY 3

The following Sunday we got the opportunity to put our new found knowledge/skills to the test. The 'Class of March 2010' minus 1, met at Uriarra Homestead at 7.30am. I, along with my trusty sidekick (John) arrived just a little later (that is another story for another day).

After a briefing and a reminder about convoy procedures, the group (split into two convoys: 'Convoy A' and 'Convoy B') headed off into the forest. Being assigned to 'Convoy B', I would like to think that the grouping was based more on the scientific method of forming groups by way of 'drawing straws', rather than having anything to do with ability.

The day commenced with a snatch strap recovery exercise on (very) gentle slopes. Having the opportunity to experience that 'elastic' feeling was invaluable. In hindsight, I suspect that the recovery exercise is scheduled as the first activity of the day for a reason. As it turned out, we didn't need to 'snatch' anyone, but the potential was certainly there.



From the recovery exercise it was 'tyres down' and up into the mountains. Janet thought she was about to get off lightly, when less than 20 minutes into

the foothills her vehicle ‘snapped a shock’ and she and husband Lindsay turned around to head home (or so Janet thought...wished perhaps). As it turned out, Lindsay fixed the problem and they rejoined the convoy just as we were leaving our lunch spot for a rigorous tour around the hill (mountain?) side. I say that is what you get for having a mechanical savvy husband. If that had happened to us, we would still be sitting on the side of the road waiting for the NRMA. Guess what our next course is going to be?

As a result of a small misunderstanding between Dave (my trainer at the time) and myself regarding ‘left’ and ‘right’, I was fortunate enough to have the opportunity to get myself in (and out) of trouble...another invaluable experience (I am sure Dave will support this statement).

The day culminated late afternoon on the side of Uriarra Road, with a debriefing and a ceremonious tyre inflating exercise. The overall consensus was that we learnt a lot, gained in confidence, developed a healthy understanding of our own, and our vehicles’ ability, and an enjoyable time was had by all. For me personally, Peter and his team helped me to turn those mountains into molehills.

THANK YOU..

...to the dedicated training team for their patience and commitment. In particular, I salute my trainers: Thommo; Peter; Mike; and Dave, all of whom showed ‘courage in the face of adversity’. What you have taught me over the course of three days has provided me with a firm foundation upon which I will (hopefully) build upon. You have given me an understanding and confidence that I would never have thought was possible. I can’t wait to ‘go out and play’.

...to my fellow drivers on the course. Your respect for others is commendable; I enjoyed your company and your sense of humour. I look forward to future connections.

...to my husband John for being (silently) supportive throughout the entire experience, and for removing and replacing the valve caps for what seemed like a thousand times. I will endeavour to do the same for you in May.



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

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

Continued from last month

Hill End to Bathurst via the Bridle Trail

Breakfast in the Royal Hotel is bright and cheerful, but outside snow flurries and low scudding clouds tell a different story. We've done the mine tour on a previous visit, and Rosemary is not feeling herself, so we decide to head back to Canberra on as much bitumen as possible. We are delighted that Chris and Julie Nichols also want to get back early, and will follow us "just in case".

I thoughtfully warm the truck up in neutral while Rosemary braves the sleet to load the bags, Thermos, etc. Then switch off, select reverse and key start into the main road, key stop, select first, key start and we're off down the hill. Straight into third and chug-along looking for the start of the Trail. Fortunately it's too cold, wet and windy for many folks to be out.

We've done the Trail several times and think it is one of the most spectacular tracks in Australia. From Hill End it drops hundreds of meters until it crosses the Turon River, then winds along the Macquarie River. To get round adverse bluffs, the track climbs hundreds of meters with near vertical drops down to the river below. When first built, it was so narrow only pack animals led by bridles could get supplies in and gold out. Even today it is mostly single lane dirt. Even narrower where the retaining walls have slipped into the river. And today, it is especially slippery and steeper than we can remember.

Stopping

There are four ways of stopping with no clutch. Hit the brakes and just stall the motor. Switch the motor off and judder to a halt. Hit the brakes, and shift to neutral just as the motor gets to idling speed, to avoid the judder. Massive objects.

We trickle round a hairpin – and stare at a massive Magna headed towards us through the sleet. Tried for stopping method number three but got method number one after panic set in. Took ages to convince Magna Man to edge through after that. Pity the Chinese laundries in Hill End closed when the gold ran out. Take opportunity to restart in second. Juddering must have dislodged a muffler baffle – terrible rattling from motor.

Just before the causeway through the Turon river, a Landcruiser traytop with sodden swags pulls in front and ploughs through the river. We are very pleased to have this Magna sweeper in front and we stay in second gear right up Monaghans bluff, through the single file cutting carved through solid rock and out into space, seemingly suspended in thin air hundreds of meters above the river. The track spears down to meet the river bank at Hogs Crossing – which we used as an escape route from Madman's Territory on a previous trip when the river was less active. A Commodore is stranded, unable to climb the soaked bank. The Traytop only stops briefly, and we radio Chris to offer our apologies for plugging on, knowing he won't be able to resist helping them out.

We settle back, crawling past picturesque camping spots and swimming holes and start to climb again, horn blaring round blind rock bends, traytop somewhere in the distance, sometimes seeing the road snaking below us, sometimes just seeing the Codan aerial against the bitter sky and the rock walls. Then the track leaves the river, the gradients ease, the road widens, and we grab third gear, pushing hard round uphill bends to keep momentum up, dirt rattling on the body and baffles rattling in the muffler. Past the Antique dealer in the middle of nowhere (antiques made to order) the road turns to bitumen. We keep to third and 70 until we hear Chris come back on the air, following his rescue of the Commodore. We're into Bathurst heading for the Great Western Highway on a long weekend. The lights change and we shudder to a number two stop, before tricking to the nearest servo for diesel. I manage a type three stop at the pump. We have avoided a type four stop.

Clutch Failure Mode One

We have never been on the Bathurst to Cowra road. We crawl round back streets in bottom gear, poking for the right exit from the City. We find the road, get into fourth and into the traffic. The wind is howling, sleet and rain tearing at the countryside and buffeting the truck. Before the day is out, the Bathurst to Oberon road will be closed by snow. Some of the hills are long, too steep really for fourth. Under full power, the snorkel is delivering great sobs of sleet to the turbo and suddenly over the racket we can hear the motor note rise as the clutch starts to slip for the first time. Feathering the accelerator, we radio Chris that we may stall out, but Tess hangs in there until we finally slither into Cowra, avoiding traffic as we duck down to the low-level bridge and slide into the car park.

Maneuvering

One of the nice things about a clutch is that it lets you dawdle below idling speed. Without a clutch, your choice of low speed is pretty simple – engine idle or nothing. The slowest you can go at idle is low-range first or low-range reverse.

In the 80 series in low range, the centre differential automatically locks. On hard surfaces and corners, the transmission will ‘wind up’. This makes it very hard to knock the gears into neutral, whether the engine is running or not!

Also, the power steering does not work unless the motor is running. In tight spots, it pays to switch off, select neutral, switch on just to move the steering, switch off, select a gear, key-start, switch off. If the transmission winds up, stop often and use both hands to knock the transfer box or the gearbox lever into neutral.

We found that the best spot to practice was the narrow street right outside the Sofala pub. It is so entertaining that we did it twice, once to reverse Tess through a gateway into her park for the night, and in the morning to get her out past the van now parked half across the gate. Appreciated by the locals and all the visiting 4WD clubs.

Warning

We mainly use Tess for club trips, so problems always happen on club trips. She chose the Saturday morning to signal that all was not well with the

clutch. It was a little low on fluid, so topped it up, and headed straight to Goulburn to meet the convoy. No problems until Black Springs, when I could not get the pedal to return without hooking it with my toe. Decided to bleed the system while the others bought hot bread in Oberon. Found a nice downhill with a gutter, willing helper (Peter MacEncroe) to pump the clutch pedal and willing helper (Wal Williams) to add fluid. Chris even supplied an automatic bleed kit. Pumped through all the fluid but still no pressure. Wal got another pint from the garage. Emptied it spurt by spurt through the system onto the grass. Still no pressure. Came up for air, to find twenty wondrous people in a semi-circle. Wondering about lunch, that is.

The choices were – dump Tess in Oberon until new clutch bits arrive the following Tuesday, or make our own clutch-less way to every scheduled pub stop. In the end, the choice was easy.

Notes

Synchromesh

That gear crunching sound may not be what you think. On the 80 series, all the gears are always in mesh. However only one gear is ‘fastened’ to the mainshaft at a time. The other gears just spin freely. The ‘fastening’ is via a special mechanism for each gear. The mechanism is typically a mini-cone clutch which synchronises (ie speeds up or slows down) the freely spinning components during a gear change, before a toothed ring engages in a toothed socket to lock (mesh) the gear to the shaft. It is these synchromesh teeth that graunch, not the drive teeth.

Heel and Toe

Ever want to accelerate and brake simultaneously? By speeding the engine up during down changes, you avoid the jolt when the clutch is released against a slowing motor. And you often need to perform smooth downchanges while you are braking. Or you may be stuck on a slope too steep for the handbrake to hold. When you take off, you may need to accelerate to avoid stalling the motor, while still keeping the footbrake on, and the hand throttle may not be enough.

How do you do it? Normally you’ve only got two feet, and you need one for the clutch. The other has to work both the accelerator and the brake. On

Tess, I can put most of the ball of my foot on the brake, angle my heel to the right, and get the outside arch of my foot on the accelerator. Beware of the danger that your foot might slip off the brake pedal, especially if it is wet or muddy.

Double declutching

When you are changing up a gear, say from second to third, you first disengage the engine from the gearbox by depressing the clutch. The freely spinning gears then start to slow down. If you time your work with the gearstick, the spinning gears will have slowed to exactly the right speed, so the synchromesh clutch has virtually no work to do. Of course, you have lifted off the accelerator so the engine speed matches the new gear when you release the clutch. This is a single declutch.

If you are changing down a gear, say from third to second, it would be nice if you could speed up the freely spinning gears so you don't have to wait for the synchromesh to do its work, and you don't un-

necessarily wear its cones. To achieve this, all you have to do is disengage the engine by depressing the clutch pedal. Accelerate the engine and move the gear shift to neutral. Now raise the clutch pedal. As the clutch engages, all the freely spinning gears speed up. Just press the clutch pedal again, move the gear shift to the new gear, and release the clutch. The spinning gears and motor should be at just the right speed for the new gear. This is a double declutch.

Put Heel-and-Toe and Double-Declutch together and you can have fast, smooth downchanges while braking.

Postscript. The problem was leaking seals on the clutch slave cylinder. The clutch itself has since done almost 60,000-km without being touched, or slipping again!



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Kathy Solomos 0402 051 623



To the Walls and Back

Canberra Day Long Weekend

Natalie Blood



Greg and Vickie Taylor (Leaders)	Patrol GU
Rob, Lynne, Daniel and Gemma Donaldson	100 series
Joe, Sue and James Briguglio	Patrol GQ
Ian and Jeanette Flanagan	Prado
Basil Karapanos and Natalie Blood	Jackaroo
Michael Patrick	Prado
Lindsay Jones	100 Series
Ian Goodacre and Ben	Hilux
Rod and Helene Baker	
Senerath and Doonie	

If you've never been to the Wombeyan Caves and don't mind walking through some narrow corridors, climbing up and down some steep stair cases and listening to squealing kids when the lights go out, it really is a must. Since being discovered in the mid-late 1800's, they've been kept in excellent condition and are an absolute marvel.



BEEP, BEEP, BEEP, SMASH. It's 6.00am on a Saturday morning. Who in their right mind gets up at this hour on a *Saturday*?!?!? The weather looks miserable and cold, it'd been raining on and off all night, the clouds were thick and grey; however, the excitement of going on another trip soon kicks in and the madness to get the car packed in time begins! For this trip we're heading to Kanangra Walls via Wombeyan Caves and Yerranderie.

We meet up with the rest of the convoy who are waiting patiently on the Federal highway for us to head towards Wombeyan Caves. We hit the road and the clouds begin to brighten and the first hint of sunshine peeks through the clouds as we're driving past Lake George.

Our first stop is Goulburn for any last minute refuelling, a toilet stop and to pick up some ice for our... oh hang on, that's right, this trip Bas and I have said goodbye to the old faithful esky and are road testing our new ARB fridge. After the introductions of the group, and discussing all the new gadgets people have added to their trucks, it's back to business.

The scenery heading towards the caves was fantastic. The recent rains had really greened up the area, making being a passenger all the more enjoyable. Around 10.15am we enter the Wombeyan Caves National Park after driving down 4km of winding, unsealed road with – gulp – rather steep edges and no guard rails. We arrived just in time for a very quick cuppa before heading into the caves with tour guide Ken, who informed us that Roothy and his crew from 4WD Action magazine had visited the caves just a few days ago!

After the caves we stayed for some lunch before hitting the road for Yerranderie. As we were heading out of the park, we came upon a fork in the road... We were grateful Michael wasn't leading the trip cause we probably would have ended up somewhere very different from what Greg and Vickie had planned. Bas and I left Michael to complete his U-turn and caught up with the rest of the group.

The track to Yerranderie is pretty good, although within 20 minutes after leaving the caves, Sen pointed out to Rob and Lynne that they're rear right tyre appeared to be deflating. After further inspection and a bottle of water and detergent later, the hole was found and plugged, and we were again on our way to dodge even more potholes.

Around 3.15pm we decide to stop off for a leg stretch and look at the views at an Aboriginal heritage site. The joke was on Jeanette when Ian parked his Patrol "accidentally" next to a big puddle – a likely story Ian...

We reached the campsite at around 5.00pm and set up camp. There were a few other campers at the site, not including the local kangaroo population, but thankfully they'd left a spot for us. Greg got the party started with the camp fire and Vickie got to kneading their famous beer damper! Many a

nibble was had before the damper was finally ready for its dousing with plenty of butter and golden syrup!

During this time Helene suggested as a get to know one another session, everyone had to tell 2 truths and a lie (or 2 lies and a truth for Greg) about themselves which the remainder had to guess which was the lie— whilst this seems like a simple task, getting Michael to stop talking in between each person was the hard part!

After the dampers had finished their rounds and not a crumb was left, - it was decided to get the Pot Luck dinner started.

Many a story was had over the campfire, while the kids roasted marshmallows. The following morning started with the great debates – is it rain or mist? To stay or not to stay? Whilst the group pondered on these questions, Scott the camp manager took the rest of the group on a tour of the old mining town. As Bas and I had done the tour nearly 12 months ago with Ian Goodacre, we stayed back to keep the fire alight and the billy warm.

We were then greeted by Gemma Donaldson to join the rest of the group for a photo. A little to the left, a little to the right, now say ‘cheese’, “CHEEEEEEEEE... (beep beep beep) ... EEEEESSSSSSSSSEEE” - flash. Oh no, Rob didn’t make it to the photo. Try again, but this time with a longer time on the self timer...

It was then decided that the group would move onto the next leg of the trip, Kanangra Walls. As the camp was being dismantled, Gemma (who I now fondly call “the Rabbit”) challenged me to a running, hopping and walking race. I am embarrassed to say that despite being 20 years older than her, I accepted the challenge, and am just as embarrassed to say that despite my best efforts, she beat me. But moving right along!

We soon set off again in the hope that the rain would hold off, which it did...for the first 15-30 minutes. The water crossings on the way out hadn’t got too much deeper over night, which was promising; however most the potholes had filled up, making dodging them all the tricker to see. On the way out we met up with Ian Goodacre and Ben to continue through to the Walls. The rain continued and started getting heavier. This made the trip all the more interesting – especially for Ben who loves the puddles - but the mist added another element requiring further caution.

A stop off at the Mount Werrong picnic area found the group in consensus that we would head back home. This was an unfortunate decision given the amount of effort both Greg and Vickie put into the trip, however the rain did put a dampener (pardon the pun) on the trip, but it did create another opportunity for more exploration in the future.

Despite the weather, it was a fantastic trip which I’m sure everyone who went would agree. Thanks Greg and Vickie for organising and look forward to the next one!



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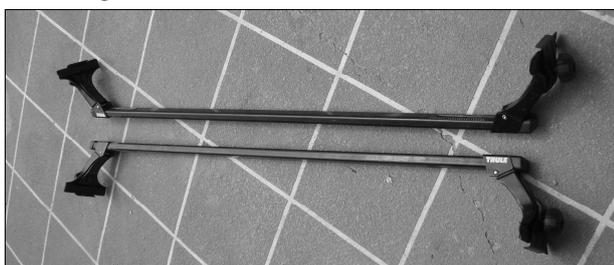
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SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

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	
<i>of the Email Addresses provided above.</i>				
Employer:				
Occupation:				
Vehicle (Make & Model):				
Registration (Please include State if not ACT):				
<i>Registration details are requested as they are used for log-on to the 'Members Only' portion of the web site.</i>				
Please register these 'Family' Members? <i>Must be under 21 years, reside with Principal Member or Partner, and be Licensed to Drive.</i> 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 SA - Jan 10