



SOUTHERN TRAILS

ISSUE 371 June 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 — 8th June

Guest Speaker

Richard Brand presenting the new ST4WDC Web Site

Come along to the meeting for your chance to win half price tickets to the 4WD Adventure Show at the Sydney Dragway 27, 28 and 29 August 2010

The deadline for material to be included in the next issue of *Southern Trails* is the Friday following the General Meeting 11th June 2010

This month's magazine has been compiled by Michael Patrick

Cover photos this month by Bob Allen and Warren Shardlow

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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.

SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB INC.



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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, 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



By the time you read this it will almost be the shortest day of the year! Where has 2010 gone. An email came across my desk the other day advertising the number of days until Christmas. It doesn't bear thinking about.

Time has gone quickly because there has been so much happening in the Club and other areas this year. We have had a very busy first 6 months of the year and now as winter sets in I know that some of us will close down for the winter. But this is the best time of year to be out and about. Wonderful crisp days with plenty of sunshine – just perfect for a day trip into the Brindadellas or down the coast.

This morning (Saturday 15 May) our first "Trip to the Tip" set out from Canberra. What a feeling to be heading out of town and away from the cold for a few weeks. Our next "Trip to the Tip" leaves next weekend. We wish all of our long distance travellers a safe journey and a wonderful time. As I sit here behind my computer I really wish I was heading out with them.

We have welcomed many new members to the club this year, we have run a number of great trips – but as always we need more. We are hoping to be able to run a Trip Leaders Seminar in the near future to encourage more people to put their hands up to assist with getting members out into the bush. If anyone has any suggestions, ideas or topics they think would be appropriate please let me know.

One of the most important things in this club is our "Southern Trails" magazine. While we have some wonderful people who are publishing the magazine at present we do not have anyone who has put their hands up to manage the process. We are very much in need of an Editor who will take over the role of Managing the process and ensuring that the magazine is published and that the high standard of the publication is maintained. So if there is anyone out there who thinks they have the skills or would like to become involved please let me know. There would be a lot of assistance to ensure that this task is not too taxing on any one person.

As well we still have to fill the role of Public Relations Officer. I guess people might ask why do we need such a person. Well, it is very

important for us to keep promoting our club, to ensure that those people who advertise in the magazine are assisted and to look at ways to assist the club in moving forward. I know that we all lead very busy lives, particularly those with young families, but the more you put into the club the more you will get back. So have a think about it and if you think you can help out in this role please let me know.

I would like to take this opportunity of congratulating Peter Fenwick who has taken on the role of President of the NSW and ACT 4WD Association. This is an extremely busy role and one I know that Peter will fill with a lot of success. The down side to this is that we will miss the enthusiasm and energy Peter has put into our club in the past. We can look forward to a lot of things happening in the Association which will directly benefit all clubs in the Association including ours. Well done Peter!

Well folks that's about it from me for this month. Look in the magazine and join in any of the trips which are advertised and make sure you put your name down for Christmas in July. This is one event not to be missed.

Take care and travel safe

Rosemary



Suzuki Rules



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This serious off road camper trailer, built by Track Trailer in Melbourne, was awarded "Campertrailer of the Millennium" and has recently won the Caravan and Recreational Vehicle Manufacturers Association of Australia award for hard top camper trailers.



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4WDNSW & ACT

David Rossiter



Association Website

New look and Feel for website is here: <http://www.4wdnsw-act.asn.au/>

The revision of website look and feel has progressed and members will be able to see the new front page on the website immediately after this meeting. My thanks to the members who responded to our requests for good photos for use on the revised website. We received 100s of photos. Expect to see some of these as elements of the revised site are revealed.

The new website will roll out in stages over the next quarter. Public page is first

Public area content is being updated, can you help.

It was planned to have the Michelle provide revised wording for the public area of the website but other priorities prevented that occurring so the revision will fall back to the executive. Expect to see us tackle revisions, area by area, over the next quarter. If there is anyone in our membership with good writing skills we would be interested in involving you in reviews of content. Please contact me if you can help

Surveys, we plan to use more

We have now used Google surveys for two surveys and are comfortable with the technology as a fast means of collecting information from members.

The recent training needs survey got responses from over 200 members and provided valuable data. The Members Training and Education Committee (MTEC) is analyzing that now. Expect to see the feedback on the website shortly.

The other survey on suspension lifts informed Association discussions with the RTA over VSI 50. View the summary of all responses on the website.

The next survey will be about a proposed membership rewards program.

The Association Events Calendar is expanding; we need your input

In response to your requests, the Association Secretary has been working extremely hard getting the calendar as comprehensive as possible for you.

Club input will be appreciated. Please provide details of major events so they can be reflected in

the Association calendar. Do NOT send a PDF or a copy of your magazine for us to sift through. We need the information in editable text so we can copy and paste. It's a big job to keep the calendar up to date.

Bruce Close (Secretary) drives the calendar and Sydney region Committee has access to update. Other regional committees can request access; just ask me.

Ultimately I would like to give club officials direct access to the calendar so clubs can add events directly. Contact me if your club wants to be involved in a pilot.

Keep your contacts up to date and keep watching the website and tell us your news and views on the forum

The forum and website is not perfect; it can always use improvement but it's there and available and is the main communication tool for us as a community.

I urge you to take advantage of this.

5 key things delegates can do

1. Firstly make sure all your club members personal contact details are up to date on the website. Encourage those that haven't registered on the web to do so.
2. Make sure your club's details as recorded by the Association are kept up to date. Your club officials have access to our website to update this. If they are not updating the club contacts your club won't get email notifications of association matters.
3. We use email notifications to let members and club officials know what's happening so please check they aren't getting caught in spam filters etc. The emails are usually short and link to the website for more detail.
4. Visit the website and forum regularly and use the notification feature to be notified on key topics of interest to you
5. And **please contribute**; it's easy to post on the forum, give us your views, ask your questions. Use the forum as a communications tool.

Membership Matters

Jim Raleigh



Our Membership numbers continue to maintain a healthy rate of climb with both late renewals and more new Members. At the time of writing (14 May) we have 241 Memberships comprising 3 Life Members, 224 Owner Members, 4 Associate Members and 10 Competition Members. The inclusion of 187 Partners and 6 Family Members brings the total for our club 'community' up to 434.

New Members

For 2010 we have welcomed a total of 34 new members – this month there are four new Owner Members:

John & Julie Sirr Kluger	Toyota
Tony Byrne Triton	Mitsubishi
Clive & Sally Gibbs Rodeo	Holden
Simon & Jane Moyle DMax	Isuzu

Club History

We continue to make excellent progress in recording some of the early history of the Club. We have now identified the names of all of the 'Foundation' Members who attended the inaugural meeting on 16 November 1976. It seems that there were actually 35 memberships applied for in addition to the five interim office bearers making a total of 40 memberships, or 67 people counting partners. Of those 40 original memberships, only one remains current, Roy Worth the inaugural President who was our first Life Member, and his wife Anita. We have current contact details for only one other.

Membership Records

Please remember that the accuracy of Membership Records, and possibly your receipt of *Southern Trails*, depends upon you. Much as it would wonderful to be capable of mental telepathy, the only way I will know if you have changed your postal address, email address, phone numbers, vehicle or any other such thing, is if you tell me. A short email to Membership@ST4WDC.Org is all that is required. If you do not have access to

email, a phone call to 6281 3102 (on which you can leave a recorded message) will suffice.

Club Decals

I have received a couple of inquiries recently concerning replacement club decals, sought as a result of the replacement of a vehicle or the original having simply become worn out. These decals are issued to new Members on joining and replacements are normally available (unless I have forgotten to bring any) to current financial members upon request at the Monthly Meetings. Please note however that they are for **Member use only** and are not to be passed on to non-members. **Please ensure that if you do dispose of a vehicle, that you first remove any club decals**, we do not want to have a driver seen showing disrespect for the Code of Ethics being thought to be a ST4WDC Member.

I also have a limited supply of *Four Wheel Drive NSW & ACT* decals for those who may be interested.

Temporary Absence

I will be away from Canberra for much of June and July. During my absence, priority Membership matters will be taken care of by our Secretary Jo Delaney. Please continue to address all email correspondence to Membership@ST4WDC.Org. Messages to that address will be directed to Jo as well as to me.

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May Presentation Report

John Kjar



Report on the presentation to the May meeting by Joel Mathieson Smith from Matson (Bush Power) and Mark Roberts of Battery World Phillip.

If you are planning on staying at a campsite and using your fridge for a few days, then your plans could be disrupted. Most of us use deep-cycle batteries connected to our portable fridge and, when used sparingly a fully charged 100 Ah battery will last for about two days. If the fridge is used as a freezer, or in hot weather or in conjunction with other devices (laptop, lights etc) this time is significantly reduced. So what to do when you have found that perfect Shangri-la?

One option is to take the truck out for a spin to recharge the battery – problem is that would take several hours and you really just wanted to chill out and enjoy the fishing/scenery. Another option is to take along a solar panel – John Wiseman (ST April 2008) recommended a 120 watt panel moved a few times each day to face the sun for 7 hours per day. Cost is in excess of \$1000.

A third option is to use a generator to produce 240 V (alternating current) and then a charger to convert the electricity to 14-15V direct current which is used to recharge the battery – simple. A feature of the “Smart Charger” Joel had on display is that it can recharge a flat battery much more quickly than solar or driving. The initial constant current stage delivers up to 50A, depending on battery type and condition. It is automatically adjusted so as not to damage even quite small batteries. Being a multistage charger, as the battery approaches fully charged it changes to constant voltage mode, and when the battery is fully charged, to a trickle maintenance mode. The charger can accommodate different types (and banks) of batteries – so all you need to do is flick the on button and go back to sleep. The 50 amp capability of this charger minimizes the time required to recharge batteries in the bush – from empty to full in a little over 2 hours. The generator suggested has a 1000 watt pure sine wave output and can be used to run other battery chargers if you already have them.

The charger demonstrated is approx 300mm by 200mm by 200 mm and because it uses a mains

transformer, weighs seven kg. It comes with a lifetime warranty (two years for the electronic wizardry) and while not waterproof is ‘rugged’ and can accommodate a light shower. It comes in several colours – ie grey – in response to a suggestion from the meeting, a pink version will be considered! The design involved a tradeoff between size, cost and speed of recharging – a smaller transformer would require a longer time to recharge batteries.

Battery World has supplies of the Smart Charger available at a discount price of \$740 until the end of May for club members. They also have supplies of a suitable quiet generator (also at \$740) and all your battery needs. Both these items retail at \$990.00

Mark left us with a sobering thought – most deep cycle batteries are not fully recharged by the time the owner returns home from a weekend trip – and would benefit from a top up using a Smart Charger in order to be ready for your next trip. Delay in fully recharging most batteries will result in permanently reduced storage capacity and shorter battery life.





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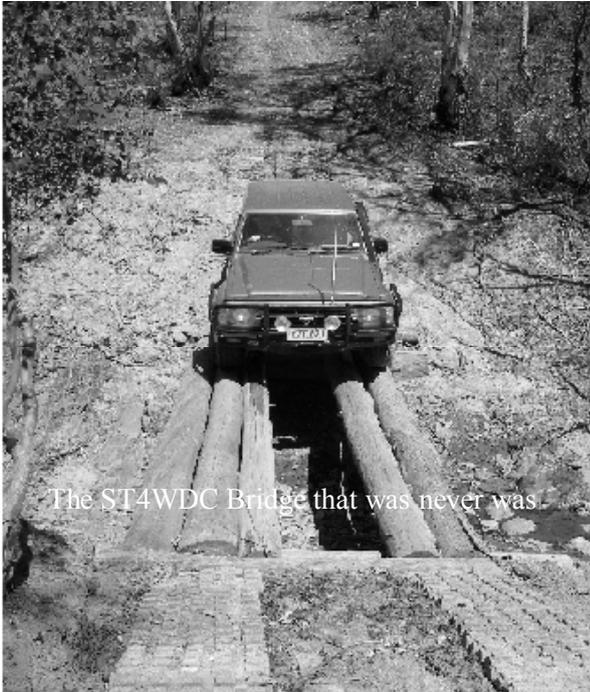
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ST4WDC Trips History

Sorry ran out of input for the Club Magazine



The ST4WDC Bridge that was never was.



The famous Neville in the High Country



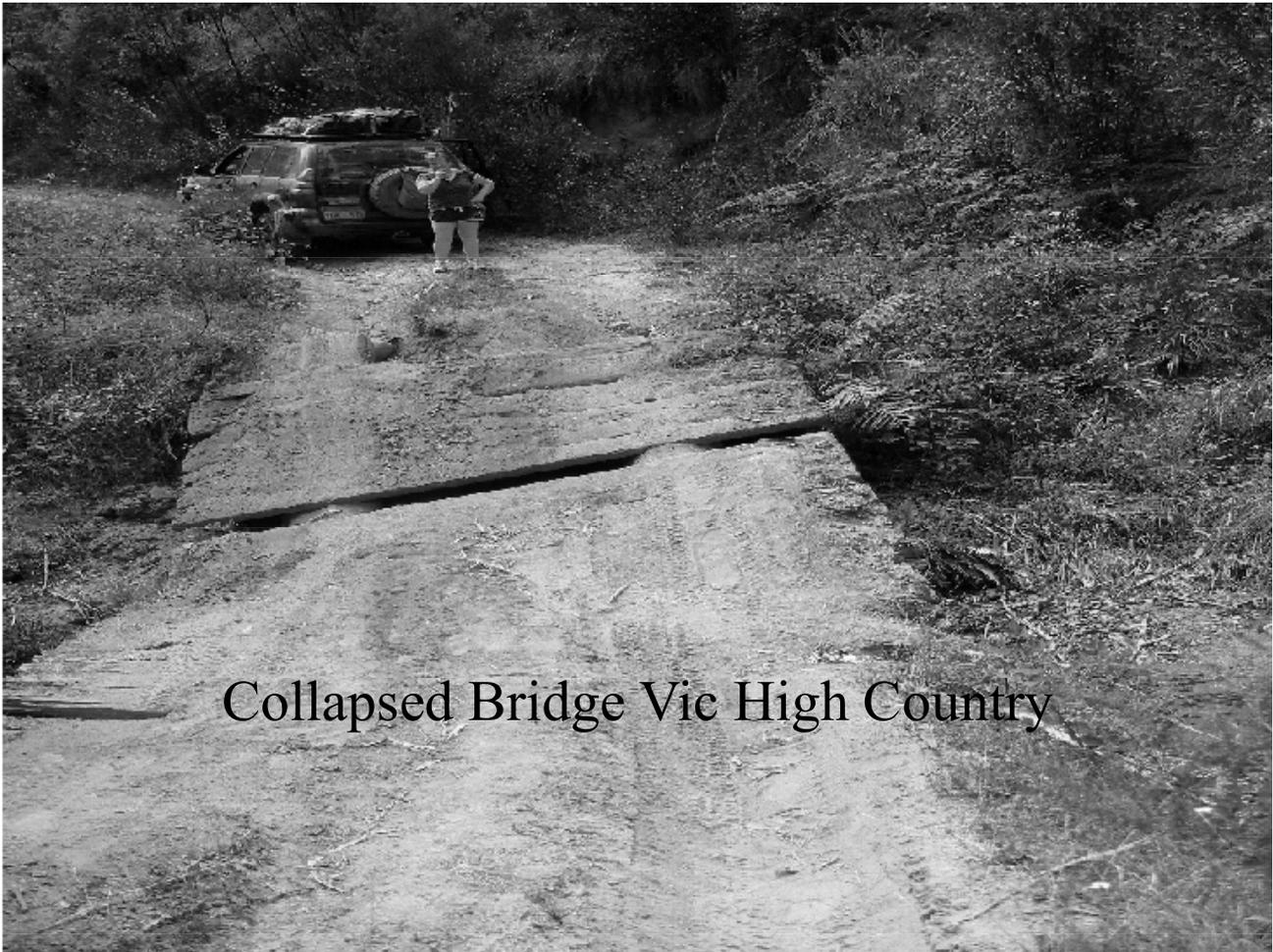
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ABOUT TRIPS

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 4W driving, or whose vehicle is deemed inadequate.

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



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.

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.

8 Jun **General Meeting**

TRIPS AND EVENTS



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

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 Canberras 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

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: 0427 284 236 (m)
Limit: unlimited
Grade: 1
Start: 8:15 AM

TRIPS AND EVENTS



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!

17 Jul - 14 Aug **Uluru via the Simpson**

2010-054

Trip Leader: Peter Butterfield
Email: Peter.Butterfield@home.netspeed.com.au
Phone: 0417 480 856 (m)
Limit: 4 vehicles
Grade: 3
Start: 8:00 AM
Meeting Place: Barton Highway rest area near ACT-NSW border
Fuel: The longest distance without fuel is approximately 550 kms between Birdsville and Mt Dare. Allow about 20-25 l/100 km in sand depending on the type of vehicle and sand conditions
Maps: Hema Desert series
Requirements: Completed Basic Driver Training, UHF radio, well maintained vehicle and extra fuel and water, for desert crossing. Other items to be taken to be discussed prior to leaving.
Description: Travel to Broken Hill, Innamincka, Birdsville, Dalhousie Springs, Lambert's Centre, old Ghan line to Alice Springs, Finke Gorge, Kings Canyon, Uluru, Olgas then the highway to Coober Pedy and Woomera, finishing off with a couple of days in a South Australian wine district and then home.
The trip will be mostly bush camping with access to services every couple of days and the odd pub.
Comments: Allow \$110 for a South Australian Desert Parks Pass for the Simpson crossing

17 - 18 Jul **Cowra Vintage and Classic**

2010-057

Trip Leader: Val Bland (contact Richard Brand)
Email: richard.brand@webone.com.au
Phone: 0418 568 358 (m)
Limit: unlimited
Start: 8:15 PM
Meeting Place: Dickson, Woolworths carpark
Fuel: At least half a tank at the start.

TRIPS AND EVENTS



- Requirements:** Morning tea plate to share on Sunday. Book your own accommodation in Cowra (most will stay at the Town House Hotel Motel, telephone 02 6342 1055).
- Description:** This promises to be a very social weekend with highlights including the Boorowa Bakery, lunch at the Town House in Cowra, a visit to the Lachlan Valley Railway, dinner and an Australiana Show at the Bowling Club. At 8:15 on Sunday we head for refreshments at the Wyangala Dam followed by a scenic drive via Woodstock, Binni Creek Road, the River Road to Billamari for a Christmas in July lunch at the Gooloogong Log Cabin.
- Comments:** This event is organised by Val Bland of the Canberra Antique and Classic Motor Club (CACMC). ST4WDC bookings should be through the trips coordinator. Payment of \$63.50 per head covers lunch on Saturday and Sunday, the railway visit, plus Saturday dinner and show. You can pay by direct debit. Make sure you state the trip number 2010-057 and payer.

20 - 22 Aug "Safe One" Basic Driver Training at Talooqe 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

27 - 29 Aug 4WD Adventure Show 2010-055

- Email:** em@4wdadventureshow.com.au
- Phone:** 0418 568 358 (m)
- Limit:** unlimited
- Start:** 9:00 AM
- Meeting Place:** Sydney Dragway, Eastern Creek
- Description:** This is a new annual show run by the Association of NSW and ACT 4WD Clubs, and based on our Queanbeyan 4WD Spectacular! A permanent test track and driver training facility is being set up at the Sydney Dragway. See www.4wdadventureshow.com.au for more details or phone 1300 908 669. The Club has a limited allocation of tickets, which will be raffled. Otherwise you can buy your own.
- Comments:** Entry Tickets \$10 per adults, accompanied children under 16 free, and Pension and Senior Card Holders \$8

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
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.
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

TRIPS AND EVENTS



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 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.

30 - 31 Oct

River Crossing and Sand Driving

2010-056

Trip Leader: Peter Reynolds
Email: richard.brand@webone.com.au
Phone: 0418 568 358 (m)
Limit: 20 vehicles
Start: 8:00 AM
Description: This is the Club's annual training course covering river crossings and sand driving

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

Wanderings in the North West of Western Australia

Wendi Johnson and Michael Jones
Troopie and the “Roamin Shoe Box”

Episode 1

We thought we would like to share some of our experiences when travelling through Western Australia. We have taken long leave and plan to spend 12 months in the west with our Troopie and caravan, affectionately named the ‘Roamin Shoe Box’ by Wendi.

We have been away 7 weeks. Leaving Canberra on 30 April 2010 our first objective was to reach Kununurra by 16 April 2010. We went on a 14 day cruise through the Kimberly coast commencing on 17 April 2010, which I will get to later.

The run to Kununurra was uneventful although hot and from Alice Springs very humid as the wet season had not yet deserted the area. We travelled the Hay Plain and then to Burra in SA across to Port Augusta and up the middle to Woomera, Coober Pedy and Alice Springs for a few days rest, then on to Tennant Creek, Mataranka, Timber Creek and Kununurra.

We packed up the car and caravan we stored in Kununurra and headed off by bus to Wyndham to meet the vessel. After some delays and a round of drinks in the pub put on by the tour company we boarded the vessel, weighed anchor and steamed well into the night. The vessel carried 22 passengers and 6 crew. Bar area and cabins are air conditioned.

The highlights of the cruise were some amazing gorges in the Berkley River, King Georges River and falls, Montgomery Reef was amazing with waterfalls coming off the reef as the tide went out. We stayed at Talbot Bay where the staff hand feed tawny nurse sharks at night and the next morning we did the Horizontal Falls which were incredible. There was a 10 meter tide and the amount of water gushing through the area where you travelled in an inflatable speed boat was unbelievable – we thought we were going to fall out of the boat it was so rough – we sat at the front of the boat so you could see the whirlpools that you were about to go through! Was relieved the young guy driving the speed boat was so skilful and didn’t flip the boat as has happened on some trips. We did a helicopter

flight over Prince Frederick Harbor and the Mitchell Plateau, including the Mitchell falls. The scenery generally was spectacular and the crew took us to a few (crocodile free) waterfalls and swimming holes.

After the cruise we spent a day in Broome before flying back to Kununurra to collect the Troopie and caravan. We stored the vehicle for a couple of more days and drove out to Wyndham via the back road and found a little oasis called Parrys Lagoon, a billabong full of water plants and birdlife. No camping here though and on to El Questro Station which is a bout 32 k down the Gibb River Road which is in the process of being upgraded and was not anything more than a 2WD road with a couple of water crossings for the section that we did.

The station is still a working cattle station that is also a wilderness resort. It is expensive to explore and camp at, but some of the gorges are well worth it being quite spectacular and usually with a cool swimming hole at the end. By far the best were El Questro Gorge and Emma Gorge. Access to many of the gorges and walks is by 4WD only. The sand and water course came in handy as many of the roads were very sandy and there were quite a few water crossings, other than that not real 4WD country but none the less very pretty.

Back to Kununurra to collect the caravan and on to Lake Argyle which we were told is Australia’s biggest inland sea. The caravan park has the nicest pool we have seen in a caravan park – it gives the impression you are swimming off a cliff which is very nice – it is the type of pool that you would normally put in an expensive resort.

From here we traveled to Warmun (some would know it as Turkey Creek) where we left the caravan once again (you are probably asking why we brought it) and travelled to Purnululu National Park (the Bungle Bungles) for the night. The rock formations and gorges in the park are spectacular. Road in and out is only 53 km of dirt which took about 90 minutes each way. The road (which goes through private property) had recently been graded so apart from a few water crossings there is not much a 2 WD would have been challenged by.

Wanderings in the North West of Western Australia



After returning from the Bungles, on to Fitzroy Crossing to have a look at Geikie Gorge National Park. This is a pretty little park with lots of wild-life including a number of fresh water crocodiles we saw while on the boat cruise up the gorge.

We are currently at Fitzroy Crossing where we are sitting out some unseasonal rain, given the dry season has set in and we are half way through May. Next on to Derby to store the caravan for a few more days, and head up the western end of the Gibb River Road to explore some of the national parks at that end.

To be continued



“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.



KNEE DEEP IN MUD...



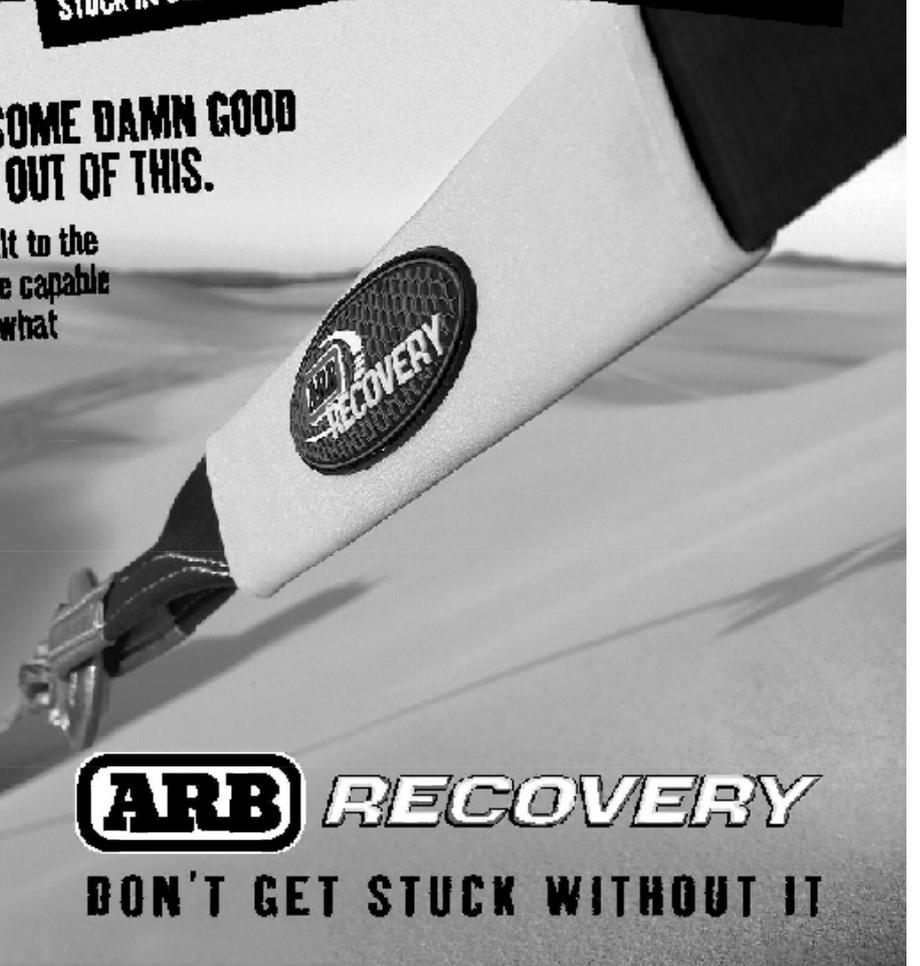
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Tantangara Trout Expedition

14-16 April

Doug Brown



Bob Allan (Leader)	100 Series
Bob & Matthew Calder	Pajero
Doug Brown	Prado
Don Wiltshire	Jackaroo
David Campbell	70 Series
Peter Reynolds	80 Series

The afternoon was fairly quiet with some of the group trying their luck in other areas of the lake and also the river, a ten minute drive away. Peter Reynolds caught a fair sized fish further along the lake bank and Bob Calder discovered how easy it was to slip down the bank into the water. In between fishing we set up camp around an established fireplace about twenty metres from the bank.

Day 1

We rendezvoused at the Uriarra Homestead at 8am on the Wednesday in glorious autumn weather. Well, nearly all of us got there on time! After introductions and a short briefing on the route Bob Allan handed over leadership of the convoy to Peter Reynolds and we headed off along the Brindabella Road, with a brief stop at the end of the bitumen to air



down. We travelled along the Powerline Track, Bramina Road and Boundary Road before turning onto the Broken Cart Fire Trail. We stopped for morning tea at the Broken Cart Clearing at about 11am.

Feeling suitably refreshed we headed off again along the fire trail and turned onto Long Plain Road. The countryside opened up around us and the views were spectacular. We crossed the headwaters of the Murrumbidgee before turning onto the Port Philip Fire Trail. At the insistence of Bob Allen we stopped to look at the new toilet block – very impressive!! From there we moved onto the Dam Fire Trail and worked our way down to the edge of the lake, arriving at about 12.30pm.

A quick meeting was held and it was agreed that whoever caught the first fish would do the written trip report so I must point out that I'm writing this under protest! We each set up a rod before we did anything else but unbeknown to me, mine was the only hook with any bait on it!! That first fish came at about 1.30pm and was returned to the water straight away as it wasn't legal.

By the time the light went we were set up and ready for happy hour. Unfortunately Peter Reynolds and David Campbell couldn't stay the night and they headed back to town later in the evening. By now the rest of us had two lines each set up and were able to settle around the fire to eat our evening meal and exchange some great stories over a glass (or three) of red wine.





Day 2

The Thursday morning arrived with a thick mist blanketing the whole lake and the surrounding area. In fact we couldn't even see the water from the camp site. Unfortunately none of us was up in time to take advantage of Bob Allen's valuable information regarding the best time to fish that morning, courtesy of the fishing almanac on his GPS, it being 5.30 to 6.30am. However, kind hearted as he is, he made sure we knew about the next time – and the time after that....

The mist finally cleared at about 10am to reveal another glorious day and the pattern continued much the same as the previous day with a few fish being caught in various places on the lake.

At about 2pm we said goodbye to Don Wiltshire and Richard Brand who both had to return to town for previous engagements. Richard was feeling particularly happy as he had managed to catch his first fish unaided (you can't buy that experience at Aldi).

That left four of us and once again, after venturing off to various locations we regrouped around the fire for happy hour followed by our evening meal. Our session didn't last as long as the previous evening as we were all pretty tired from our efforts over a full day. The evening did, however, provide the catch of the trip as Bob Allen managed to pull out a nice 2 pounder just before bed time.

Day 3

Friday morning finally arrived with the weather just the same as the previous day. After a leisurely morning around the camp fire we packed up camp and headed off about 11.30am, taking the Tantangara Road and then the highway down to Adaminaby where we stopped for lunch then on to Cooma and home.

I thoroughly enjoyed this trip and wouldn't hesitate to go again if the chance arose. I caught fish, as did everyone else and I learned a few things, not the least of which was how to catch Trout!

Thanks Bob!!!



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

Blue Waterholes

Elyse Herrald-Woods



Michael and Tina Patrick (Trip leader) - Prado
Greg and Vicki Taylor (and 2x kids) - Patrol
Elyse Herrald-Woods - Jimny
Darryl Alexander - Patrol
Chris Harris - Landcruiser 100 Series

In the end we just pulled over on the side of the track in a rather pleasant spot and shared the goodies around. There was mention of sharing around Greg and Vicky's children too, however it was soon discovered that the passenger seat of Elyse's Jimny was home to her UHF and therefore there was no space for an actual person!

On a crisp Sunday morning we met at Uriarra Homestead, watching out for cyclists as we congregated on the side of the road.

We set off along Brindbella Rd before turning onto Boundary Road and hitting the dust. This well-worn route provided a nice opportunity to check out the scenery before we approached Powerline Track. This was the most challenging track of the day, and we all traversed it with ease and a dash of mud.

The track provided several insights into the local environment. Michael informed us that the piles of horse poo that we had begun encountering in the middle of the track were territory markers for the local brumby stallions, and could get as high as a metre as they would just keep depositing their loads in the same spots. Thankfully we didn't come across any more than about 15cms high.

Powerline Track also led us up the mountain range with some of the group barely noticing the increase in altitude. At the top of the Track we turned on to Bramina Rd and back into forested woodland (and more brumby poo) before heading back down into a valley where we were warned not to turn into the street marked 'No Through Road' as we would not be welcomed there. With that in mind we all drove straight past said road and over the local bridge before again heading upwards and onwards to Broken Cart Fire Trail.

Half the group nearly missed the turn off as we didn't see that the vehicles ahead had already pulled over and were being obscured by the local flora! This track was also where we entered Kosciusko National Park. We set off once again, although grumbling tummies soon turned our attention to when and where we'd be stopping for morning tea.

Thankfully the warnings of horseflies did not come to fruition, however Broken Cart Fire Trail did appear to be home to a good half dozen or so apiaries (all with ample warnings not to go near them!) which got most of us hungry for honeymmmmmm

Upon continuing along the Fire Trail Elyse decided that some of the brumby poo piles might provide for good 'wheel alignment practice' – right up until Greg divulged that horse poo is actually corrosive and therefore should be avoided and NOT targeted. There went that game!

Upon getting nearer to the Blue Waterholes area we turned onto Long Plain Road and hit open plains. Almost immediately a couple of brumbies were spotted near the tree line to our far right. There were more to come throughout the rest of the day, but this was the first sighting of wild brumbies for some, and a little bit special.

The expanse of the plain was quite sobering compared to the forested woodland we had previously been travelling through, and not long later we turned off onto Blue Waterholes Fire Trail, which would lead us to our destination – Blue Waterholes!

We stopped for a quick look at the local interpretation / information guide before setting off. We headed straight for Blue Waterholes (and lunch!) and Elyse was quite excited when the group passed another Suzuki Jimny on it's way up from the waterholes. (Michael also pointed out to Elyse that the other Jimny had jerry cans of fuel on it's roof – maybe she should take note for future long distance trips!!)

Upon arriving at the Blue Waterholes picnic site we all rather happily left our vehicles and walked down to the waterholes and the caves.



Crossing the creek to the caves required stepping from stone-to-stone – except for Michael who insisted (and subsequently proved) that as his boots were water-proof he didn't need to be as cautious as the rest of us.

The caves were small but quite interesting and easily accessible. The waterholes were crystal clear and absolutely beautiful (if not particularly blue on this particular visit). Some of the group wandered further down the creek to check out a small gorge before we all congregated back at the picnic site for lunch, where one of the highlights of the day were the handmade sausages cooked up by Greg for all to sample.

Then the time came to head off back out along the Fire Trail where we stopped briefly to look around the Coolamine Homestead that is slowly being restored (and unfortunately also continues to be vandalised).

It didn't take us long to get back onto Long Plain Road and then on to the Snowy Mountains Highway, before finding our way to Adaminaby and COFFEE (and apparently the sleeping Tina awoke from her slumber as soon as coffee was mentioned over the radio). From Adaminaby we set off on the final leg for home along Bomboyan Road through Shannons Flat and Namadgi National Park (where we left Darryl and Peter to take photos from a lookout), before returning to Canberra through Tharwa.



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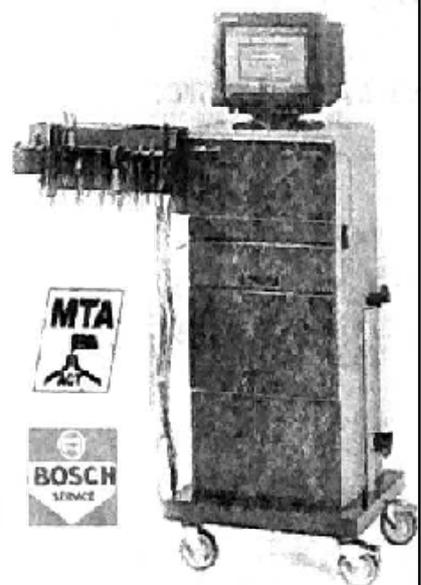
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Autumn in Alpine National Park

Warren Shardlow



Greg Taylor (Trip Leader) & Phil Henderson	Patrol GU
Warren Shardlow & Rea	Rodeo
Senerath Wijeratne,	Pathfinder
Rob Donaldson, Lyne, Daniel, Gemma	Landcruiser 100 series
Linsay Jones, Janet, ?Craig	Landcruiser 100 series
Elliot & Frank Wolf	Landcruiser 100 series
Michael Patrick & James	Landcruiser Prado
Chris Harris	Landcruiser 100 series

Day 1

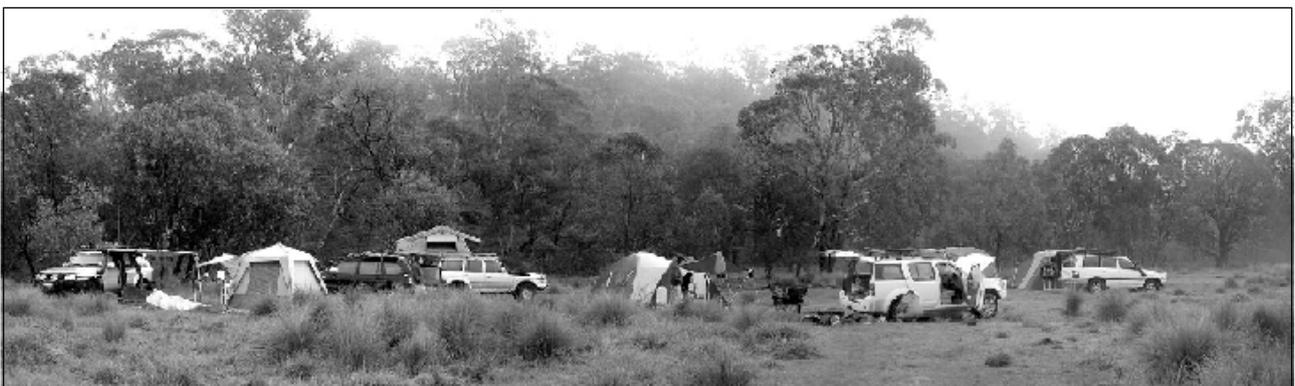
Almost everyone arrived at Williamsdale on time. The other thing that arrived on time was the rain, which did not stop for the entire drive. Our first stop was Jindabyne where some of us refueled (food & petrol/diesel). Our fearless trip leader then provided a summary of the next stage and we headed for Tom Groggin Crossing. When driving through the Alpine Way to Thredbo, we not only had to contend with the rain, but also gale-force winds. Upon arrival to Tom Groggin Crossing, we came upon a Commodore which was stuck. Whilst Greg Taylor checked the condition of the impending water crossing of the Murray River, I was handed the task of recovering the commodore.

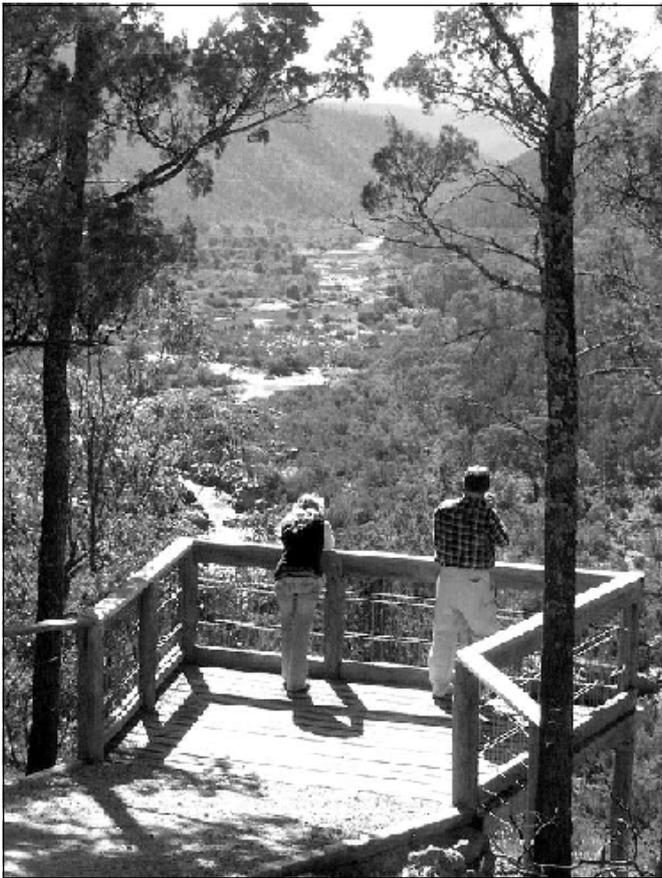
Once that was done, we all successfully crossed the Murray River. Fortunately, the water level was still low and no blinds were required. On the other side of the border was the beginning of Davies Plain Track and a long challenging 4WD on a very wet track that required careful wheel placement. The method of tackling the track this day was the opposite of what we are all taught at driver training. The safest method was to *use* the ruts, not straddle them. All-in all, everyone did very well. We had a mix of experienced and not so experienced and we

all eventually made it to Limestone Creek, where we set camp for the night. Unfortunately, Sen revealed he had not one (1), but two(2) flat tyres. Both rear ones. Also, both had the same issue. This was dented rims which prevented one of the tyres from maintaining a sealed bead. To add to this, the weather gods decided not to be kind to us as we had to set-up in the rain. Once the fire was going and everyone had set their sites up to the best of their ability, the rain stopped. Pot luck dinner was the menu for the night. We all milled around the camp fire for a little while, and drank ourselves an overcoat before turning in for the night.

Day 2

For the most part it was a nice easy drive. The only challenge was the Ingeegoodbee Fire Trail and after the previous days driving, I think everyone was content with this. We stopped at Suggan Buggan for morning tea. Located there are the remains of an old school. Everyone had a peek at that at some time during our stop. We then made our way to the Ingeegoodbee Fire Trail and stopped at the highest peak. Here, Greg lead a simple and brief ceremony to commemorate ANZAC Day. It was poignant to look out on the view as we remembered our fallen. We then returned the way we came, back on the





Snowy River Rd and were soon at our next camp ground (Willis), on the banks of the Snowy River, in good time. Everyone had a late lunch, set-up camp and relaxed in their own way.

Day 3

This day was a very casual one. I think everyone was reluctant to leave this beautiful camp spot, so it was a leisurely paced pack-up. By approximately 11am, everyone had packed up and we set off for NSW, along the Snowy River Rd. We wound our way to a lookout, where we had morning tea. After that it was more driving on the Snowy River Rd, all the way in to Jindabyne. A quick fuel stop and then to Cooma for lunch. We all stopped at a local fush n chup shop and had a picnic in the park before heading home to Canberra.



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Honeymoon Bay trip

26-28 March 2010

Catherine Panich



Participants:

Peter Fenwick and Catherine Panich Trip Leaders
Richard Brand
Wendy and Rick Holland
Chris Harris
Mick and Jayne Hines
Robert and Daniel Azatto
Edward Killen and sons

This was a trip with a difference; no off road driving but yes camping, fishing, sun, sea and snorkelling. Participants were encouraged to bring camper trailers, boats and any other water equipment. Honeymoon Bay is situated within the Beecroft Weapons Range on Beecroft Peninsular at the northern end of Jervis Bay, NSW. The nearest town is Curarong Village. Point Perpendicular Lighthouse, built in 1899 and standing 93 metres above sea level, is a popular tourist attraction. At the right time of the year whales can be seen migrating either north or south from the cliffs facing the open sea.

Basic bush camping is offered at Honeymoon Bay. Portable toilets, garbage and recycling bins are provided. Wood and solid fuel fires are prohibited. We felt right at home bringing our own water and gas cookers. Camping fees were \$10.80 per night for up to 2 people. Children under 12 are free. Fees were collected by friendly informative rangers on Saturday morning. Camping at Honeymoon Bay is only available on Friday and Saturday nights, except during NSW school holidays and Public Holidays. Campsites for the Christmas holidays are currently allocated by a ballot system, similar to Green Patch to the South. At other times campsites are allocated on a first come, first served basis and bookings are not available. This actually means that you drive into the camping area and drive around until you find the 'right' spot. On entry we were given a campground site map. All together there are 62 sites, one area designated tents/vehicles only but the rest of the spaces were big enough for trailers and vehicles. We found an intimate cul de sac where we all fitted comfortably so pot luck dinner and happy hour were well within stumbling distance! All the sites are compacted

sand and tree roots, surrounded by beautiful shade trees. Two resident wallabies hung around looking for scraps. On Saturday night Richard left his grapes on the table in front of our Tvan and by the morning there was just an empty plastic bag on the ground. At least it was a healthy snack.

Honeymoon Bay itself is a perfect C shaped bay with only a small channel between 2 rocky headlands to open sea (actually Jervis Bay). It is the perfect place for families and beginner snorkelers. Richard brought along his foot paddle and sail powered Hobbie canoe. Some of us spend Saturday afternoon trying out this ingenious craft. Once mastery was achieved we went out beyond the headlands and braved the swell. Richard and I had a go at sailing. For a canoe it sailed quite well, but there is no way to lean out to counterbalance the wind as in a regular sailing boat. Some of us took to the water and snorkelled along the rocks. There were many schools of fish, some with quite large specimens. The best fishing was on the rocky coast facing into Jervis Bay but in the end Jayne needed to sleep more than she needed to fish. Near the entrance of the camping ground is a beach where you can launch boats and park boat trailers. Next time hopefully someone will bring a real boat.

On Sunday morning after a leisurely breakfast Robert, Daniel, Richard, Chris, Wendy, Rick and I went for a walk to Target Beach and Silica Cove. This was about a 6 k return walk along a well made firmly packed sandy and shady track. It was a very pleasant walk that didn't require too much exertion. At the beginning of the track we met a Red Belly Black snake basking in the sun and not at all perturbed by us peering at him as we walked by. From Target Beach we could see the lighthouse across the bay. Many fishing boats were bobbing about and there were several surfers taking advantage of the surf. Chris tried snorkelling here but found the undertow a little disconcerting. At Silica Cove we explored a rusty wreck and Daniel had a great time looking for crabs in the nooks and crannies of the rocks. Chris found this beach to be much better for snorkelling. None of us wanted to return to camp as this signalled the end of the weekend. Rick, Wendy, Jayne and Mick left at lunch time, the rest of us left when we could tear ourselves away sometime in mid to late afternoon.

Honeymoon Bay is 3 hours from home and is well worth a visit. To get there we travelled towards Braidwood and just before town turned off onto the Nerriga Rd. More and more of this is sealed and there are 2 land bridges up the escarpment. There is no need to go into Nowra, we turned right at the airport to make our way to the Princess Highway then took the turn off towards Currarong Village.

We tried to get there in daylight but being early autumn we ran out of light. As it turned out it didn't matter, there were plenty of camping spots to choose from and being experienced campers didn't let a little darkness bother us. This is an idyllic spot but I would keep away during the holidays and long weekends.



Club Clothing

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

Jackets:	\$75:00
Shirts:	\$37:50
Vests:	\$47:50
Caps:	\$15:00
Hats:	\$15:00
Beanies:	\$15:00
Name Badges:	\$12.00
Rugby Tops:	\$48:00

Kathy Solomos 0402 051 623



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- Toilet and tap repairs
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We offer a 10% discount on Labour to club members

Call Rob or Lynne on 0418 631 669

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Nuts n Bolts

John Wiseman



Once upon a time

In the early days of nuts and bolts, when machining was pretty imprecise, the bolts weren't too hard to make but making the internal thread for the nuts was a real problem. Initially, a number of nuts would be made until one fitted the bolt. That particular nut then stayed with that particular bolt. As precision improved and the yields got better, different manufacturers adopted different "standards", ensuring continuing return business. Nuts and bolts were big business during the industrial revolution which had its core in Britain, and the lack of standardization was quite an impediment.

The business of making threads was hardly new. Rifling in gun barrels goes back to the early 1500's, though not in Britain. In America it was used, with variable success, during the Civil War. Rifling for larger artillery lagged way behind, so that a competent sharp shooter with a rifle could take out an artillery crew without much risk from the big gun! Toolmaker Joseph Whitworth developed the necessary tooling to provide rifling for British artillery pieces. This work for the military influenced the development of the British standards for nuts and bolts

In the mid 1800's, Whitworth introduced his revolutionary thread system to the Institute of Civil Engineers. His system defined the shape of the threads (55degrees with radiused peak and valley), the pitch (threads per inch as a function of shank diameter) and sizes expressed as the diameter of the material on which the thread was cut. The size of the hexagonal head was defined by the available hex rod sizes from which the early bolts and nuts were made. Thus a 1/2" Whitworth wrench actually fits a hex bar which is the size bigger than 1/2" round and which itself isn't 1/2" anywhere.

Three British families of threads were adopted; a miniature series known as BA or British Association, a coarse thread series known as BSW or British Standard Whitworth and a fine thread series known as BSF or British Standard Fine. As one would expect, a 1/4" BSW was threaded onto 1/4" diameter rod, a 1/2" BSW from 1/2" rod and so on. Pretty simple so far. BA however went the other way - the diameter of the rod is dictated by the pitch, and the smaller the bolt the larger the BA

size number. A 0BA bolt is actually 6mm in diameter with a 1mm thread pitch, and a 6BA bolt is much smaller - remember, this is a historic **British** standard! The BA standard also departed from the 55 degree thread of the BSW. Although a great leap forward, the British standards still offered plenty of opportunity for confusion.

BSW and BSF remained the standards for nuts and bolts used in British machinery and vehicles until the mid 1900's and were still in common use until the 1970's.

Meanwhile the Americans had developed their own standards, again 3 sets, under the auspices of the Society of Automotive Engineers (SAE).

They adopted the SAE number series, equivalent to the British BA series, SAE UNC or Unified National Coarse equivalent to the BSW, and SAE UNF Unified National Fine, equivalent to BSF.

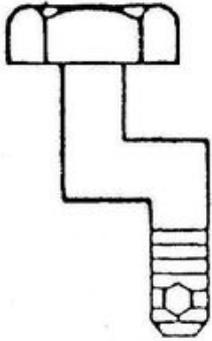
A significant departure from the British standards was the adoption of a 60 degrees thread angle rather than the Whitworth 55 degrees. The Americans also dispensed with Whitworth's radiused thread shape which required complex tooling. Some SAE nuts will almost go onto some Whitworth bolts, but only almost! The American Standard or SAE sizes relate to the distance across the flats of the head, not the diameter of the stock from which the thread was made. In 1949, after the Second World War, these SAE standards became the Unified Thread System.

During the Second World War, the heads of Whitworth bolts were downsized to save metal. It was World War II which brought to a climax the disastrous lack of standardization. America's industrial strength supplemented British industrial efforts in opposing Germany and the lack of standardized tooling and sizing proved massively costly. There can be no doubt that lack of standardisation of something as simple as nuts and bolts had a very significant impact on the progress of the war.

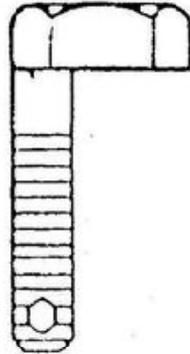
Of course, that's all history now. The British accepted the American standards, and everyone lived happily ever after.....

until we went metric that is.....

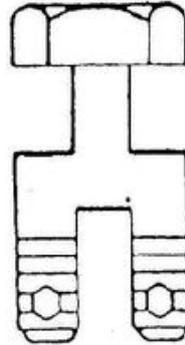
Special Bolts



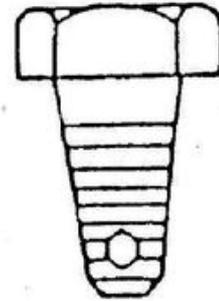
FOR MISMATCHED HOLES



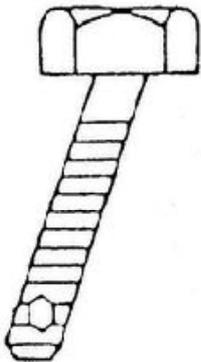
FOR HOLES TOO NEAR THE EDGE



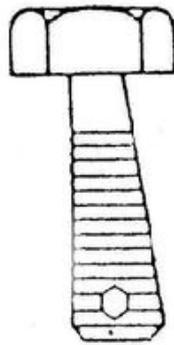
FOR REDRILLED HOLES THAT STILL DON'T LINE UP



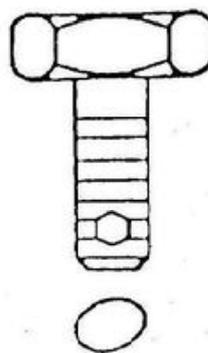
FOR ALL TAPERED HOLES (REQUIRES SPECIAL NUT)



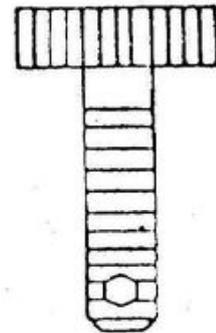
FOR HOLES NOT DRILLED SQUARE



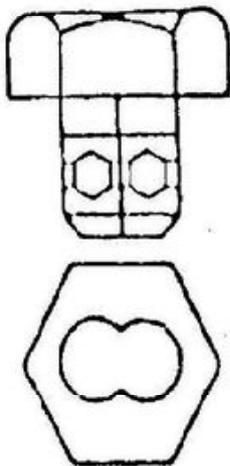
FOR HOLES DRILLED CROOKED THEN STRAIGHTENED UP (NUT IS HARD STARTING)



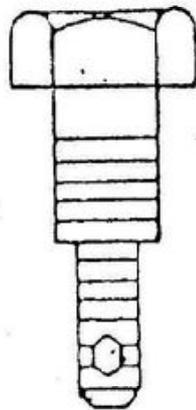
FOR OUT-OF-ROUND HOLES



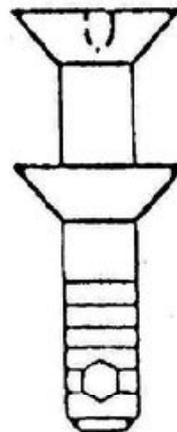
SERRATED HEAD FOR VICE-GRIP TORQUING



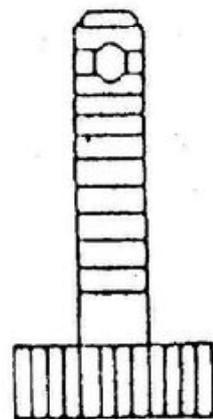
BINOCULAR BOLT FOR DOUBLE-DRILLED HOLES



FOR OVER-SIZED AND STEPPED HOLES



FOR DOUBLE COUNTERSUNK HOLES



UNIVERSAL FITTING FOR UPSIDE DOWN MOUNTING, VICEGRIP HEAD

FOR SALE/WANTED/LOST/FOUND



Advertising on this page is **free to members** but is restricted to **Two Months**. Non-members will be charged \$20 per advertisement for 5 lines for the same period.



Off Road Camper Trailer—Complete Campsite on Resort Trailers custom made trailer

3 x 31/10R15 BF Goodrich All Terrain T/A tyres
6 stud 15" wheels
Treg Hitch
7 Pin Flat plug
Override mechanical disc brakes with hand brake
Family size extended tent with heavy duty canvas, sleeps five
2 x water jerry can holders
2 x fuel jerry can holders
60 litre water tank
Greaseable shackles and shock absorbers
Good sized tool/storage box
Drifta drawer system for clothes inside tent
Kitchen on tail gate
Registration to February 2011
\$5,900
Contact Peter 0419 690 190 02 or 6231 3005

Tyres – x 5 Dunlop AT22 Grand treks – 275 /65/ R17 – 40% tread **\$300.00 the lot.**

1 x Continental tyre – Contitrac – 255/70/R16 – also a tie down point for a Nissan Navara **\$100.00 for both.**

Trundle draw to go under a ute tray 1800 x 750 x 165 -- **\$750.00.**

Ph Rob 0407 072 573.

Fully adjustable Thule Roof Rack Bars, 1360mm long, in very good condition. Will suit any sedan, station wagon, hatch back or small 4x4 with gutters. Ideal for mounting fishing rods, a bike or canoe rack or luggage bin. \$60

Call Greg on 0419 784 983



WANTED - Metal/Gold Detector Knowledgeable Members

I would like to make contact with any members that have dabbled in or are experienced in using metal/gold detectors. We would like to explore purchasing & using a metal/gold detector as part of our travels in remote areas of Oz.

Any advice (what to buy, what not to buy, where to buy, etc) would be most appreciated.

Jed Bartlett— di48@tpg.com.au or 0416 061 150

Konig diamond pattern mud chains (Ice Breaker Type) to suit 31/265's tyres with 15" rims, only used 3 times.

\$200 or consider straight swap for similar diamond pattern mud chains to fit 16" rims

Snatch Hook set brand new, still in packaging **\$15.**

Paul Tolley - 0407 296 425

ROOF RACK for 80 series Landcruiser

Steel, Full Length, with canvas insert

Used 3 times.

Amount \$100.

Contact: Warren Shardlow 0409321213

1 BF Goodrich Tyre, 245/70R16, never used \$100
Warren Shardlow 0409321213

Warn 9000lb low mount winch, \$1200.00

GME TX3000 uhf radio only \$125.00

GME TX3200 uhf radio only \$160.00

Peter Butterfield 0417480856

Red tubular bunk beds (2)

Wooden slats, Ladder and top rail

Can be used as separate beds or together

Includes mattresses Fair condition \$80

Greg and Vickie Taylor 6241 3547



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):	Date 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