



SOUTHERN TRAILS

ISSUE 378 February 2011



C O N T E N T S

Directory	2	Committee Nomination Form	26
Rosemary's Ramblings	4	Extract from By-Laws	27
You and Your Club	5	Report - Winching and Recovery	30
Talooge Topics	6	NPWS thanks to Brian , ST4WDC	32
Guidelines for Contributors	7	Report - SE Forests	34
Bits and Pieces	8	Report - Flinders Ranges evening	36
About Trips	9	A Farewell	37
Trips and Events	10	Report - Basic Training	38
Places to Go	19	Report - Brindabella Classic	42
Presentation - Jan meeting	20	Report - Cape York - Part 2	44
4WD Australia	22	Unclassified ads	50
"Safe One" Basic Training	24	New Member Information	51
Annual General Meeting	25	New Member Application Form	52

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 Meeting 8th February

Guest Speaker

Ian Sheppard, Southern NSW Account Manager of National Tyre Wholesalers will discuss Cooper Tyres.

This month's magazine has been compiled by John and Val. Wiseman
Cover photos by Mick Hines

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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. 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



I hope that everyone had a lovely Christmas break and safe journeys. What a start to the year. Our thoughts must go out to all of those people in Queensland who have lost loved ones, homes, stock and crops. I would encourage you all to dig deep and make a donation to one of the many available charities and appeals.

The wet weather here in Canberra has caused the cancellation of many of our events at Talooge and other destinations. With the continuing rain, travel to some parts of our district will be impossible. Please check the relevant websites for information. If we are informed of road closures to popular destinations we will post these on our website. Also the NSW & ACT Association website will have up to date information in relation to road closures in National Parks and other areas.

Slipping and sliding in the mud can be fun for some, but I encourage everyone to be mindful of cutting up tracks when they are planning their trips. Please check with the Rangers and those responsible to ensure that you have a safe and successful journey.

The beginning of the year is always an exciting time with many events to look forward to. We have our skills weekend coming up at Talooge in February, the balloon spectacular in March and we have a new social event for the club coming up in April : something special to launch us into 2011, and to make up for having cancelled our Christmas party. So watch the magazine and the website for all the details.

As well, our trips coordinator and his team have been working hard to put as many trips as possible in the magazine so that we can do what we all joined the club to do. Go 4wheel driving in the bush.

So as we settle into 2011 lets keep the trips happening and our members getting to know one another on trips. Let's see if we can find some new

destinations in 2011 and some more new trip leaders to take us there.

I have written about this before, but I think it is really important - the telling, and writing of trip reports. We all love to read and hear a good story. Most of our trips have good stories to be told. As well, the old saying "*A picture says a thousand words*" (or something like that) is so true. So send in your photos as well. This should not be a chore, but enjoyable, telling others about who did good, who stuffed up, or how spectacular the scenery was. I know I love to read about everyone's adventures in the magazine each month and I love to hear the stories told at our monthly meetings. So trip leaders and all participants, please make sure someone volunteers to give a verbal report and someone to give a written report on every trip we do. It can be fun!

Our magazine should not only be about trip reports and trips, if you have an interesting thought to share – please put it in the magazine. If you have a recipe to share – put it in the magazine. We are always looking for contributions so have a go.

Don't forget that our AGM is to be held in March. At that time all positions on the committee are up for grabs. We need new people on the committee – we need some fresh ideas. So have a go – nominate and help make 2011 a great year. Starting out as a general committee member is a great way to see how things work. Our secretary, Jo, is Returning Officer - overflow her mail with heaps of nominations!!

I am really looking forward to seeing lots of new members (and old members) on our new members' picnic on 13 February 2011 and I am looking forward also to seeing you all at our skills weekend.

So until then, take care and safe journeys.

Ro

My neighbour is a single mum with a 10 year old boy. I was wondering if anybody out there has a good Dome tent and a sleeping bag to donate to a young boy who would love to come on my 4wd trips.

Contact Michael Patrick on 0412377941 or email michael.patrick2@bigpond.com

YOU AND YOUR CLUB



Perhaps now with our Annual General Meeting coming up in March, it's time to take a look at our Club, its committee, its members and its future. Unfortunately, in 2010 we struggled to find members for our committee, and two important positions remained vacant for the whole year.

So what happens at our AGM in March? Will there be people prepared to step forward and take on a position on the committee?

I know that being on a committee is not everyone's cup of tea. But what happens to our Club if its members are not prepared to put up their hands to help to guide its future? We have always considered ourselves the premier 4WD club in Canberra and we remain the largest club in the area. We have a wonderful property and great members who are always there when there is work to be done, at Talooge, at Promo or at any other event where they are able to contribute. I know that our members love the club, love going on trips, and love joining in the activities. Being on the committee is a commitment, and I know too that in our very busy lives another commitment is not always what we want or what we can manage. But without strong, enthusiastic and imaginative management our Club will simply drift and ultimately disappear.

I encourage you to think very seriously about the Club, its future and how you can contribute to that future. In the weeks leading up to our AGM think seriously about the management of the Club and whether you would like to contribute to that management by nominating for the committee. Will you help your club stay the premier club in the ACT? Will you help organise and direct its energies so that it remains strong and moves forward?

Please think about it – mull it over – discuss it, but most importantly, **do** something about it. Send in those nominations – all the forms and all the information are in this issue of the magazine.

Rosemary

Did you know?

There are some provisions in the Club's constitution that make it vulnerable at election time.

Nominations for the committee must be received at least ten days before the Annual General Meeting (AGM). If at that time there is only one nomination for a particular position (as has often happened), that nominee is elected unopposed, regardless of their suitability. It would be so easy for an organized minority to assume control of the Club by exploiting this opportunity and nominating for empty positions ten days before the AGM.

If there are no prior nominations for a position, members may be nominated from the floor at the AGM. This can (and has) resulted in (after a reasonable pause), "Ok, I'll give it a go if no-one else wants to...." and someone without much enthusiasm, and unaware of the duties of that position, is accepted onto the committee. I expect that the Returning Officer (our secretary, Jo) will post nominations on the website as they come in, so that we can watch the field as it develops.

Ed

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	Phone No.
19 Feb	20 Feb	Safe One Driver Training	Peter Reynolds	6251 1258(H)
19 Feb	20 Feb	Remote First Aid	Jo Delaney	0423 223 045
26 Feb	27 Feb	Bush skills weekend at Talooge	Rosemary Orr	0414 568 358
26 Mar	27 Mar	Photography in 4WDing	Graham Kruse	6292 3073(H)
16 Apr	17 Apr	Working Bee at Talooge	John Kjar	6287 7574(H)
14 May	15 May	Safe One Driver Training	Peter Reynolds	6251 1258(H)
14 May	15 May	Remote First Aid	Jo Delaney	0423 223 045

This month I would like to extol the virtues of Talooge and encourage you to use the facility and especially at the Bush Skills weekend (deferred from November) and the proposed Working Bee in April. But first, a word of warning.

Trees at Talooge

A large branch recently broke off a tree and fell onto the roof of the shelter on Thurbon Flat. This is the second time in six months that a branch has fallen on areas near where we camp/recreate and we therefore have a problem. In the short term we will need to further restrict camping under the large eucalyptus trees near the shelter - in the longer term we will either have to relocate the camping area, relocate the shelter &/or severely lop the trees.

The value of Talooge

Initially, Club members saw Talooge as a place to do their driver training. Since then it has become a popular venue for camping and practising driving skills. Recently it has become the venue of choice for group activities such as Meet the Committee, Christmas party and, as you will see above, we will also be using it for training members in Remote First Aid, 4WDing Photography and Bush Skills. Later in the year we also plan to conduct our third course in the safe use of chainsaws. We plan it will also be a popular venue for bush walking, environmental recreation including plant identification, experimental weed control etc as well as its use by outside organizations such as AFP. So Talooge is a very well used and valuable Club asset.

The resale value is another measure of just how valuable Talooge is to the Club. Recent land sales in the area for similar terrain have been at and above \$100 per acre so that the land value alone could be well over \$200,000 – or a 150% increase in the purchase price. Improvements made to date should increase the value of the property considerably more. Hopefully the work underway to obtain concurrent legal and practical access to Talooge as well as new showers and toilets will be money well spent. And members' participation in working bees, such as the one planned for 16-17 April will help enhance the value and amenity even further.

Unpaid, unseen mowers

You may also be interested to know we have a semi-permanent mob of grass mowers who visit Home Paddock and Thurbon Flat. They are seldom seen, very quiet and effective and help with fertilizing the lawns. I am referring to both the goats (which also like our tees and shrubs) as well as the kangaroos and some deer. How do we know they are so effective – next time you are at Talooge inspect the small enclosure near Hayes Park play equipment – the grass is a metre tall inside the enclosure but only a centimeter tall outside the enclosure. While the Land Care group still need the mow the Paddock/Flat to remove the verbascum, tussock, St. John's Wort, other weeds and some grass their task is considerably reduced by the efforts of our unpaid four-footed friends.

Now talking about mowers, we would be grateful for any offers to donate a petrol-powered motor and/or a heavy duty brush cutter for use at Talooge.

They are needed to mow in areas where the tractor cannot go and mow vegetation the animals don't eat. And any offers of a Whacker-packer to help settle the pavers to be laid during the working bee on 16-17 April would also be appreciated.

Hope you can make it to the Bush Skills weekend, photography course, either of the Remote Area First Aid courses and of course the working bee.

And finally a reminder for members to use Strike-a-Light fire trail when accessing Talooge where possible – both to enjoy the great views, enhance your 4WDing fun and take the load off passing by Richie Southwell's front door and his roads. And when you do use Strike-a-Light please contact Steve Collins a few days before your trip to request him to unlock the gate at Cherry Tree Creek – he can be contacted at the Bredbo Pizza Shop on 6454-4040 (and leave a message if necessary) or at home between 8am and 9am on 6454 3063.



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 disk, CD or emailed. Microsoft Word is very commonly used and is preferred. Please do not use 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 vehi-

cle 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 and just type "Insert photo 1 here" or similar in the text, and it will happen. Please list photo captions separately- do NOT incorporate a caption into the image itself, because resizing the image will then also resize your text.

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Bits and Pieces

Greg Taylor



As many are aware, I have taken over the membership secretary role from Jim Raleigh. This has been an easier than expected transition due in no small part to Jim's efforts at handover. The membership system he has put together also makes life a heck of a lot easier so again, many thanks to Jim (and Jane).

So, first up some numbers to keep you in the know. We now have 253 current memberships comprising 3 Lifers, 233 Owners, 13 Competition, 4 Associate members. This also includes 199 Partners and 20 Family Members. So far 15 New members for this year and more are coming in. We also have 8 Resignations. All up, a grand total of 472 members! I wonder how we would go if everyone turned up for a meeting at the Deakin Football Club?? Or at Talooge!

Welcome to our new members in January who are:

Brenden Taylor and Kiera Brown, Nissan Shorty

Ian and Marion McNaught, Landcruiser Prado

Dean Parham, Nissan Navara

Membership Renewal

The ST4WDC Membership year runs from 1 Jan to 31 Dec. Renewals are due by 31 Dec 2010 for all except Life Members and those who have already paid.

If you have an email address you should have received an electronic copy of a prefilled Membership Renewal Form containing most of the data held in the Membership Database in respect of your membership. Those without an email address will receive a letter. These emails and letters will have been issued late last year in November. If you did not receive one, please let me know.

Don't forget to please check what the Form contains and let me know of errors and omissions by return email - marking changes in a different colour so I don't overlook them.

Payment of membership fee for your renewal

The simplest way to complete your renewal is to make your payment by Bank Transfer (details are on the form). However when making Bank Transfers, PLEASE include a reference that permits the Membership Secretary to identify who you are – references such as '2011 Renewal' do not help and it takes some time to identify who has actually made such payments. The best reference

to use is the surname and initials of the first person mentioned on the Southern Trails address label. Please also send me an email to advise that you have made the payment.

In my short time in this role I have received two resignations that I would like to also share with you and pass on their best wishes for other club members:

Hi Greg,

Heather Jack & John Haalebos, members for a dozen years.

We've retired and moved to Queensland. We thus have decided not to renew our club membership.

For us the ST4WD Club has been one of a kind. It's been an experience we will always treasure.

We wish the Club's membership all the best in the future.

Regards,

Heather & John.

Heather and John have also kindly provided their latest (I am hesitant to say last!) trip report – read it on page 37!

and...

Hi Greg,

Maureen and I have decided not to renew our membership.

We really enjoyed the company of the other members over the past few years, but for this year at least, we would not be in a position to avail ourselves of the trips and other activities etc offered by the club. An overseas trip for a couple of months and four new grand kids (including some twins) which will all arrive by June have put paid to that.

Cheers, and best wishes for the New Year and to the ST4Wd club.

Bob Calder

That's about it for me this month. We are now getting ready for our third January high country trip that we (Vickie and I that is) called Mountain Magic this year. Interestingly, instead of fretting about extreme fire weather it is more about will we be dry this year!

Greg Taylor

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



13 Feb **New Members Picnic**

2011-004

Trip Leader: Ian Goodacre and Rosemary Orr
Email: newtricks@bigpond.com.au
Phone: 02 6291 0455 (h); 0403 304 505 (m)
Limit: 10 vehicles
Grade: 1
Start: 8:30 AM
Meeting Place: Williamsdale
Fuel: Full tank
Maps: tba
Requirements: UHF radio
Description: A great day for new members, and of course older members. A day trip through the South East forests, taking in the Cascades.

15 Feb **Social Evening with a QLD Cape Theme**

2011-026

Trip Leader: Rick and Wendy Holland, Rob and Kerry Lejsek,
Email: rholland@grapevine.net.au
Phone: 02 6292 6537 (h); 02 6268 4588 (w); 0412 335 962 (m)
Limit: 16 people
Start: 7:00 PM
Maps: Navman or Tom Tom to get to Rob and Kerry's place
Requirements: \$10 as a contribution to a BBQ Dinner, BYO Beverages and Camping Chair
Description: This is the third in a series of Social Events aimed at getting together and catching up and talking about 4WD destinations. The theme for this evening will be taking a trip to the cape with a presentation about the trip led by Thommo and Julie Buttriss in May/June 2010.

This evening will be hosted at Rob and Kerry's home in Red Hill and will include a Pasta and Pizza dinner with salads, breadrolls and desert.

Comments: As space is limited to 16 people (including trip leaders) could each person attending please book via the website. The address will be circulated to all participants via email prior to the event



TRIPS AND EVENTS



19 - 20 Feb Remote First Aid Course

2011-005

Trip Leader: Jo Delaney
Email: ijdelaney@iinet.net.au
Phone: 0423 223 045 (m)
Limit: unlimited
Grade: 1
Start: 8:00 AM
Meeting Place: Talooge Park

Editors note -

There is a clash between this course and the Basic Training course - Participants should check on the website for any late changes.

Description: This is a 2 day training course to achieve the Remote First Aid Certificate, which includes the Applied First Aid Certificate.

The certificate offered is HLTF301B "Apply First Aid", which is the nationally accredited qualification normally required for a workplace first aider. This is sometimes referred to as "Senior First Aid" by some organisations ... they are exactly the same.

We will also be offering a "Statement Of Participation" for the "remote" component. This is not nationally accredited.

Comments: The cost is \$195 per person for the 2 day course (fee to be paid prior to the start of the course)

19 - 20 Feb "Safe One" Basic Driver Training at Talooge Park

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 20 people
Start: 7:00 PM the previous evening, 18th February
Meeting Place: Bredbo Service Station
Description: This is the Club's official and accredited basic driver education course.
Comments: You must phone Peter to book this event

19 - 20 Feb Explore The Tracks of Abercrombie River National Park

Trip Leader: Michael Patrick
Email: michael.patrick2@bigpond.com
Phone: 0412 377 941 (m)
Grade: 2
Start: 8:30 AM
Meeting Place: Federal Highway, Eagle Hawk car park
Fuel: Full Tank
Maps: Taralga, Fullerton, Zone55 MGA OZF
Requirements: UHF Radio, Good Tyres, Vehicle in good condition

Description: Abercrombie River National Park is located 60km North of Goulburn. The park preserves the largest remaining intact patch of low open forest in the south-west central tablelands area. Casuarinas stand beside deep waterholes on the park's three main waterways. We will transit to the park via Goulburn/Abercrombie road and enter the park via Felled Timber road and Brass walls fire trail.

Continued

TRIPS AND EVENTS



Once inside the park we will travel the various tracks Saturday afternoon and either camp at Silent Creek or at Bummaroo Ford. On Sunday we will re-drive the tracks and lunch at one of the river sites. After lunch we will have a leisurely drive back to Canberra.

Comments: This is an easy trip with only a couple of sections that will require definitive picking of the line. This is an excellent bedding in for new members. Camper trailers are welcome. Bring food, water and happy hour supplies.

26 - 27 Feb Bush Skills Weekend at Talooge 2010-062

Trip Leader: Rosemary Orr
Email: ROrr@moray.com.au
Phone: 0414 568 358 (m)
Limit: unlimited
Grade: 1
Start: 8:30 AM
Meeting Place: Williamsdale
Fuel: Full tank

Description: Our Club members have an amazing range of skills they can impart! These range from bush welding using car batteries, through preserving food for long trips, damper cooking using camp ovens, to extracting survival water from vegetation, plus fixing tyres and navigating with and without GPS and lots more. We need attendees and especially contributors.

Comments: Help wanted!

27 Feb "Safe One" Basic Driver Training Course Follow-up Day

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 and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above

6 Mar Tallaganda Tracks 2011-022

Trip Leader: Dan O'Hara
Email: ohara5@homemail.com.au
Phone: 02 6231 3872 (h); 0406 375 677 (m)
Limit: 12 vehicles
Grade: 2
Start: 9:00 AM
Meeting Place: Queanbeyan Red Rooster car park
Fuel: Full tank
Maps: South Coast Forest

Requirements: UHF radio. Bring camera, morning tea and lunch. There may be some track clearing depending upon weather in the days before the trip.

TRIPS AND EVENTS



Description: An easy but interesting short day trip along a few of the dirt roads and less travelled firetrails of the Tallaganda Forests.
Start from Queanbeyan, short comfort stop at Captain's Flat, then follow Rocky Pic, views at Tower Hill or nearby for morning tea with a view, short drive - including along Forest Road, to Lowden Park for lunch. Bombay firetrail, Jinglemoney, head to Rossi, Hoskinstown, 11 mile turnoff back to the Captain's Flat Rd.

Comments: Sorry - no trailers - some of the fire trails are forest close and there is a particularly sharp bend around a tree stump on Jinglemoney firetrail.

12 - 20 Mar Canberra Festival Balloon Spectacular 2011-008

Trip Leader: Catherine Panich
Email: capan@home.com.au
Phone: 0412 866 375 (m)
Limit: unlimited
Grade: 1
Start: 6:00 AM
Meeting Place: Old Parliament House

Description: The Club has been asked to provide crew support for the Canberra Festival Balloon Spectacular. Crewing for part or the entire event means early starts, about 6am; meeting on the lawns of Old Parliament House to assist pilots in crowd control, setting up and inflating their balloons. Then comes the chase and retrieval of your balloon. There is always a complimentary hearty breakfast and socializing after a successful balloon chase. You may still make it to work after breakfast but if you do be prepared to be a little weary. Take this opportunity to meet pilots from overseas and around Australia and maybe even get a free balloon ride. If you wish to take part contact Catherine

Comments: You will need to indicate which days you are available and if you have a vehicle and or trailer. Training is usually on the job with plenty of help from others and directions from your friendly pilot

12 - 14 Mar Stockton Beach 2011-023

Trip Leader: John Kjar, Warren Shardlow
Email: john.kjar01@gmail.com
Phone: 02 6287 7574 (h); 0432 737 440 (m)
Grade: 3
Start: 8:00 AM
Meeting Place: Federal Highway EPIC Service Station
Fuel: Full tank at the start please to minimise delays.

Maps: Information will be sent to participants. Satellite navigation device would be useful.

Requirements: Basic Driver Training and Sand Driving training. Recovery gear including snatch strap, strong recovery points on vehicle, UHF radio, good tyres, well maintained vehicle. Also required is a long pole attached to your vehicle with a flag.

Description: Stockton Beach is a popular venue for practising the skills and experiencing the thrills of sand driving. It tests to the full the skills learnt of the Club sand driving course and will stand you in good stead for your assault on the Simpson Desert, Canning Stock Route etc. However we will not compromise on safety.

continued

TRIPS AND EVENTS



We will drive to Newcastle on Saturday, returning on Monday, leaving us more than a full day of driving on the sand dunes and exploring the beach. We will camp at Birubi Beach Holiday Park (where they have cabins, campsites with ensuite, etc or you can park your campervan) on Saturday and Sunday nights. See www.bbhp.com.au. You will need to book your accommodation by phone (4982 1263) - they do not accept bookings via their web page for Saturday. I strongly recommend you book early with the Holiday Park.

Comments: The trip involves approx five hours driving on Saturday and Monday and you will want sufficient time to explore the dunes and the Beach - hence I have chosen a long weekend. As Stockton Beach is a popular venue for Sydneysiders we have chosen a long weekend when only Canberrans can participate.

12 - 19 Mar **Vic High Deep South**

2011-003

Trip Leader: Michael Patrick
Email: michael.patrick2@bigpond.com
Phone: 0412 377 941 (m)
Limit: 14 vehicles
Grade: 3
Start: 8:30 AM
Meeting Place: Barton Highway Dinosaur Museum car park
Fuel: Full tank at start
Maps: NSW South, Hema Victoria East Gippsland, Hema High Country Victoria West
Requirements: Basic recovery kit. UHF radio. Well maintained vehicle with good tyres. Sorry, no soft-roaders or camping trailers. Standard camping gear, food supplies and water to last a minimum of four days. Extra supplies available at Dargo and Omeo
Description: Travel via Hume Highway to Benalla then to Mansfield, first night camp will be at Sawmill Settlement. For the next six days we will travel Cambatong Spur, Buckland, Tomahawk gap, Pineapple flat, Cobblers, Bindaree, Up Billy Goat, Crooked river, Wonnangatta station, Dogs grave and may more areas
Comments: This is a fairly flexible trip as no strict itinerary will be followed, just the general route as planned. Camping is available at numerous sites. Fuel can be obtained at Dargo and Omeo. The final leg which is day eight Saturday 19 March will be a dash up the Hume highway to home

26 - 27 Mar **Photography in 4WDing**

2011-021

Trip Leader: Graeme Kruse
Email: gkruse@bigpond.net.au
Phone: 02 6292 3073 (h)
Limit: 16 people
Start: 8:30 AM
Meeting Place: Bredbo Service Station
Requirements: Bring your digital camera (point and shoot or digital SLR), a laptop computer (can be shared with a friend), a USB drive and your charging devices. Your equipment batteries must be fully charged immediately prior to the course - 240v will be available via the Club's generator
Description: This is the first in an anticipated series of photography courses. The initial course is aimed at people who are interested in improving their photography in the environment of 4wd.

TRIPS AND EVENTS



This course will cover the essential knowledge and skills that form the foundation of all aspects of photography. The knowledge and skills will be presented in stages via an initial discussion then application and finally a review of the results. In this first course these essential skills and knowledge will be directed to improving your landscape and 4wd action photography.

Comments: There is a cost for this course of \$100 for non-members and \$50 for members. All proceeds will go to the Club. Please pay the Treasurer by the March meeting or direct transfer to BSB 112-908 Account 040 037 027 including your name and trip tag 2011-021

2 - 3 Apr Bendethra Weekend Getaway 2011-025

Trip Leader: Rob & Lynne Donaldson
Email: aroundtownplumbing@grapevine.com.au
Phone: 0407 072 573 (m)
Grade: 3
Start: 8:00 AM
Meeting Place: McDonalds Car Park Queanbeyan
Fuel: Full Tank
Requirements: Basic driver training , basic recovery gear, UHF radio, Good tyres, Well maintained vehicle, Happy hour supplies
Description: 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. This will be a child friendly trip, all children welcome.

9 - 10 Apr Kick-Off 2011 2011-024

Trip Leader: Kerry Lesjek and Wendy Holland
Limit: unlimited
Start: 8:30 AM
Description: A great social event to kick off the new Club year. Still in planning, so mark the dates in your diary.

16 - 17 Apr Talooge Working Bee 2011-027

Trip Leader: John Kjar
Email: john.kjar01@gmail.com
Phone: 02 6287 7574 (h); 0432 737 440 (m)
Limit: unlimited
Start: 8:30 AM
Meeting Place: Bredbo, Jerangle Road, 100-m off the Monaro Hwy
Requirements: Plenty of enthusiasm and good humour. BYO food and drinks and the usual Happy Hour rituals will be observed.
Description: Participants are welcome to join in the fun on either Saturday and/or Sunday. We have a large work program to carry out including more planting (and construction of enclosures to protect the plants), other land care activities such as spraying, pruning etc, erection of a shelter at the Offset Mounds, paving the floor of the Chemicals shed, etc etc.
Comments: Please contact me prior to the event and I can advise on any special requirements.

TRIPS AND EVENTS



22 - 26 Apr **Easter / Anzac Day**

14 - 15 May **Remote First Aid Course**

2011-006

Trip Leader: Jo Delaney
Email: ijdelaney@iinet.net.au
Phone: 0423 223 045 (m)
Limit: unlimited
Start: 8:00 AM
Meeting Place: Talooge Park

Editors note -

There is a clash between this course and the Basic Training course - Any changes will be announced in future issues of Southern Trails. Participants should check on the website for any late changes.

Description: This is a 2 day training course to achieve the Remote First Aid Certificate, which includes the Applied First Aid Certificate.

The certificate offered is HLTF301B "Apply First Aid", which is the nationally accredited qualification normally required for a workplace first aider. This is sometimes referred to as "Senior First Aid" by some organisations ... they are exactly the same.

We will also be offering a "Statement Of Participation" for the "remote" component. This is not nationally accredited.

Comments: The cost is \$195 per person for the 2 day course (fee to be paid prior to the start of the course)

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

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 20 people
Start: 7:00 PM the previous evening, 13th May
Meeting Place: Bredbo Service Station
Description: This is the Club's official and accredited basic driver education course.
Comments: You must phone Peter to book this event

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

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 and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above

Be who you are and say what you think.....
For those that matter don't mind.....
And those that mind don't matter

TRIPS AND EVENTS



5 Jun **Winching and Recovery Exercise**

2011-018

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 12 people
Start: 8:30 AM
Meeting Place: Casuarina Sands
Requirements: Basic driver training, vehicle with electric winch or hand winch, full recovery kit
Description: Winches are great if they are working and you know how to use them. This training day will help on both counts.
Comments: You must phone Peter to book this event

13 Jun **Queens Birthday**

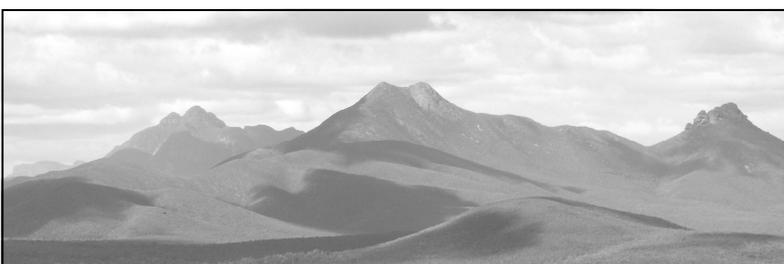
17 - 18 Sep **"Safe One" Basic Driver Training at Talooge Park**

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 20 people
Start: 7:00 PM the previous evening, 16th September
Meeting Place: Bredbo Service Station
Description: This is the Club's official and accredited basic driver education course.
Comments: You must phone Peter to book this event

25 Sep **"Safe One" Basic Driver Training Course Follow-up Day**

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 and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above

3 Oct **Labour Day**



TRIPS AND EVENTS



10 Oct **Family and Community Day**

29 - 30 Oct **River Crossing and Sand Driving**

2011-020

Trip Leader: Peter Reynolds

Phone: 02 6251 1258 (h); 0428 623 458 (m)

Limit: 20 vehicles

Start: 8:00 AM

Description: This is the Club's annual training course covering river crossings and sand driving. You must phone Peter to book this event.

12 - 13 Nov **"Safe One" Basic Driver Training at Talooge Park**

Trip Leader: Peter Reynolds

Phone: 02 6251 1258 (h); 0428 623 458 (m)

Limit: 20 people

Start: 7:00 PM the previous evening, 11th November

Meeting Place: Bredbo Service Station

Description: This is the Club's official and accredited basic driver education course.

Comments: You must phone Peter to book this event

20 Nov **"Safe One" Basic Driver Training Course Follow-up Day**

2011-017

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 and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above

11 Dec **Winching and Recovery Exercise**

2011-019

Trip Leader: Peter Reynolds

Phone: 02 6251 1258 (h); 0428 623 458 (m)

Limit: 12 people

Start: 8:30 AM

Meeting Place: Casuarina Sands

Requirements: Basic driver training, vehicle with electric winch or hand winch, full recovery kit

Description: Winches are great if they are working and you know how to use them. This training day will help on both counts.

Comments: You must phone Peter to book this event

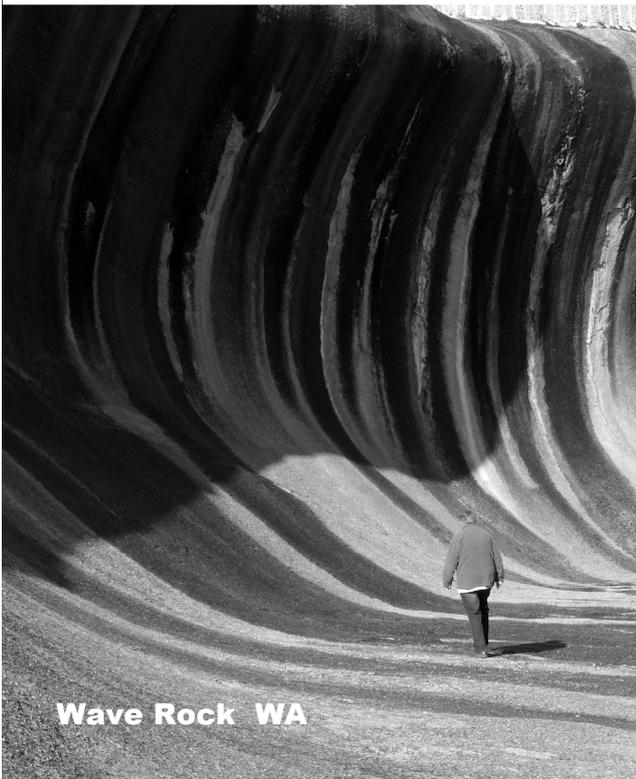




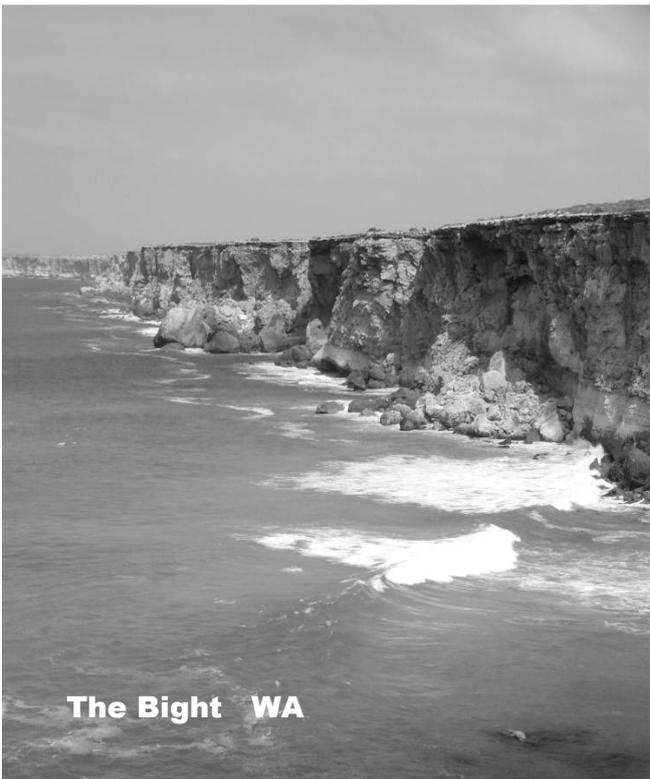
The Kimberley WA



The Pinnacles WA



Wave Rock WA



The Bight WA



Places to Go.....

REPORT ON THE PRESENTATION AT THE JANUARY MEETING

JOHN KJAR



Presentation by Amanda Mackinnell to the Club meeting in January 2011

Amanda is a member of the Search and Rescue Coordination Centre operated by the Australian Maritime Safety Authority (AMSA). She is also the proud owner of a Pajero and a dog. She shared with members some of her experiences as well as information relating to the search and rescue system in Australia. In particular, there is an Australian S&R Consultative forum consisting of potential S&R “customers” including bushwalkers, 4WDers, fisher persons, that acts as a consultative body as well as an educative forum.

Australian S&R system

Under international treaties, the Australian S&R region covers 53 million square kilometers, or one-sixth of the world’s surface and includes the Australian mainland, part of Antarctica and a large offshore area in between. During 2009-10 there were 7381 “incidents” reported to AMSA including 2275 distress beacon alerts offshore and onshore Australia and AMSA achieved a 97% success rate.

How distress alerts are handled

An incident is a report by somebody requesting S&R assistance. Such an alert can be made by distress beacons, radio, phone etc and is sent in the first instance to the AMSA S&R Centre in Canberra which is manned by persons with experience in civil aviation, merchant marine matters, Defence forces or policing. The alert is then referred to the agency considered best able to respond to the request – eg to the police for some onshore incidents, to AMSA S&R for offshore incidents and in turn they may call on such agencies as the Defence Department, Qantas, fishing industry vessels, state police and emergency services etc to assist.

The Cospars-Sarsat system

Under an international agreement with many countries, calls from distress beacons anywhere in the world are received by satellites and relayed back to ground receiving stations connected to Mission Control Centres such as the AMSA S&R Centre in Canberra.

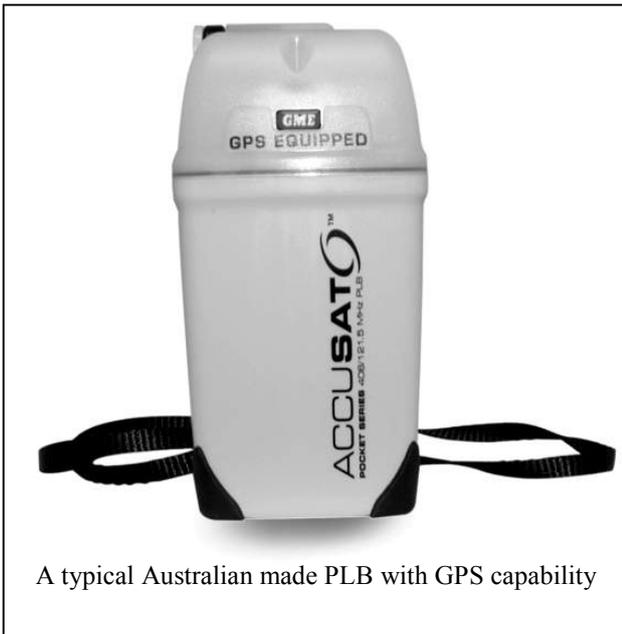
If the distress beacon has been registered it will normally take a few minutes or less to locate its position – if it has not been registered it may take up to five hours to determine its location. Thus AMSA S&R may be able to determine who you are and your location within 15 minutes – Amanda spoke of an incident in the Blue Mountains where the injured patient was recovered within 48 minutes of activating the distress beacon!

Distress beacons and what they can do for you

Members may remember the presentation by Lyn Randall of Watts Communications to the August 2010 Club meeting (and reported in the September edition of Southern trails) that covered a range of Communication devices including the Personal Locator Beacon (PLB).

Amanda explained the PLB is just one of several distress beacons – including Emergency Position Indicating Radio Beacons (EPIRB) used mainly by mariners– as it is designed to float in water- and Emergency Locator Transmitters (ELT) which are mounted in aircraft. The beauty of the PLB is that it is light and can be carried on the person – and it is now compulsory for every competitor in major yacht races such as the Sydney-Hobart to carry one, as well as every vessel that goes more than two nautical miles offshore must carry an EPIRB. PLB’s are especially useful aids for bushwalkers, 4WDers, remote adventurers etc. You can even hire one when bushwalking near the Blue Mountains.

Since February 2009 distress beacons operating on the 406 Megahertz (Mhz) frequency are the only beacons detected by the satellite distress beacon system. They provide much greater accuracy in locating distress beacons – the old analogue beacons were accurate to within a 20 mile radius while the new digital 406 Mhz beacons are accurate to within a five mile radius and, when fitted with a GPS device are accurate to within a 120 metre radius. If batteries are replaced every two years as recommended these devices will emit the distress beacon every 50 seconds for a minimum of 24 hours and some have operated for five days. The GPS-enabled 406 Mhz PLB, which cost between \$450-700 seems a good investment for many 4WDing applications.



A typical Australian made PLB with GPS capability

Amanda strongly recommended purchasers of a PLB to register it with AMSA S&R. Registration will give the PLB an unique identifier to a person and can include details such as the contact details for AMSA to contact in an emergency involving the purchaser/registrant, medical conditions of the registrant, car registration details etc. Registration will also mean that the position of the PLB can be identified faster than for a PLB that has not been registered (see above).

A word of warning – PLB’s are coded for specific regions – so a US beacon will not work in the Australian region (but, fortunately, an Australian PLB can be registered and will operate overseas). Amanda advised a new generation PLB may become available within five years, possibly enabling two-way communication – but the new devices are unlikely to be mandatory (unlike the change from analogue to digital from 2009).

Accidental activation of a PLB/distress beacon does not normally incur a charge (unless activated during disposal of the beacon) but users should notify AMSA of the activation. AMSA does not charge for S&R activities.

Other devices with a position locator facility

SPOT Image (a French company) has an arrangement with Google Earth to provide high resolution satellite images so that folks back home can track your progress via the internet! Tracplus provides a similar service. However the “Tracme” system using a locator beacon, while cheap, is not a practical option for 4WDers. If you have a satellite phone you may be interested to know that Thuraya (a service provider) and possibly Iridium can locate the position where the last five calls were made from a satellite phone.

Thank you Amanda for a very interesting and practical presentation.



An important matter



Peter Fenwick recently spoke at a club meeting of the negotiations regarding VSI50, a controversial move by NSW RTA to restrict/ban suspension changes to vehicles. (Peter is our immediate past president, and now President of Four Wheel Drive NSW & ACT.) Other proposed regulatory changes in all states and to the Australian Design Rules would lead to a ban on bull bars, chassis lifting, larger diameter tyres and other modifications (VSI 9, VSB 14, NCOP) we see as essential for safe travel in remote and difficult terrain.

4WD Action magazine claimed credit for the NSW government abandoning VSI50 but was not part of the consultative group and made no positive contribution. . Unfortunately their actions have resulted in VSI 50 being introduced by stealth into VSB 14 without notification of the change January 1st 2011. This development is being dealt with by 4WD Australia, supported by all state Associations and industry.

The magazine also attacked the credibility of 4WD NSW&ACT. The letter from 4WDA to 4WD Action Magazine published on the following pages provides the national association stance and is published at the request of the national and state presidents for your information.

More detail can be obtained on the forum of 4WD NSW&ACT at <http://www.4wdnsw-act.asn.au/members/phpBB3/viewtopic.php?f=95&t=740>



Australian National Four Wheel Drive
Council Inc.

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Four Wheel Drive Australia

GPO Box 79 Canberra ACT 2601

Website: <http://www.anfwdc.asn.au>

AUSTRALIAN NATIONAL FOUR WHEEL DRIVE COUNCIL INC.

ABN 40 672 552 892

Representing drivers in all states and territories

4-December-2010

Mr Shaun Whale
Editor
Australian 4WD Action

Dear Sir,

I draw your attention to an article written and placed by you on the 4WD Action Forum on 18 November 2010, with reference to VSI50.

<http://www.4wdaction.com.au/forum/viewtopic.php?f=7&t=102153>

Your article was reckless, misleading and counterproductive to the cause that you say you represent. As the Editor of a leading 4WD Magazine, which has had the support of our organisation for a significant period of time, it was very disturbing to see that you could write an article with little fact or truth on the matter, whilst casting aspersions on those who had volunteered their time and spent countless hours, attempting to address the issues in relation to the proposed VSI50.

Your statements (below) are complete fabrication, are deliberately misleading and do not reflect the established journalistic standards of Australia.;

- **"Thousands of 4WD Action readers' emails have stopped VSI 50!** Today is a great day for 4WDers, VSI 50 has been scrapped".
- "The NSW government have deferred VSI 50 to a national board - the Australian Modified Vehicle Certification Working Board. **This means that the State Government have seen the light and have scrapped VSI-50 from their agenda**".
- "The government and Four Wheel Drive NSW & ACT decided to keep 4WDers in the dark regarding discussions about VSI 50. Secret discussions behind our backs is no way to represent 4WDers".

To correct some key points you made in the article in question;

- The NSW State Government has not scrapped VSI50 as you claimed rather than reported.
- There were no secret discussions or negotiations as you claimed but rather a confidentiality clause, as is often the case in business and government, insisted on by the then Minister. I note your organisation was not considered relevant as your prime purpose is to sell magazines.
- The recent media release from the NSW Government will testify to this, if you care to take the time to read it.

In your article you made reference to "un-Australian behaviour". The only behaviour of this kind, was the miss information you provided your valued readers to attack 4WD NSW & ACT instead of all those involved in the consultative working group. Was it because those other members spend many advertising dollars in your magazine?

4WD Australia (4WDA), of which 4WD NSW & ACT is a member, also advertises in your magazine and many of our members purchase that magazine; or did until recently. I have received many notices from affiliated clubs across Australia that they found your attack on 4WD NSW & ACT so distasteful and un-Australian that they have cancelled or are not renewing their subscriptions.

The fact that your organisation also banned members from and then closed the supposedly open forum on your website where VSI 50 was under discussion is also clear evidence of your double standards. You denied several members the freedom of speech that is a key value in this country because they tried to state the facts of the VSI 50 consultation in opposition to your chosen pose. When the anti-editorial sentiment became too strong you closed that forum rather than print a retraction or be open enough to admit other views can be valid.

At no stage did you contact 4WD NSW & ACT to check your facts before writing your articles. I understand it was the President of 4WD NSW & ACT who contacted you to ask why you were intent on undermining the negotiations with out of date information and sensationalist claims. Unfortunately you did not receive that approach in a positive manner.

I urge you in future to work with 4WD Associations across Australia rather than attack us. We have a strong membership base who understand the issues and are well informed. They also buy magazines. Continued attacks on member associations of 4WDA could result in our advertising being moved from your publication and a fall in your subscriptions.

For your and your readers' information, VSI50 was born out of VSB14, which originated out of WA back in 2003, became a National Code of Practice (NCOP), and was eventually picked up by Victoria and then NSW and modified to VSI50 after a NSW coroners recommendation.

Those most affected by this raft of regulations are members of the 4WDiving community, including mining, rural, emergency services and the like. However the proposed and existing regulations affect not only 4WDives but all light conventional vehicles.

Since late 2008, 4WDA in conjunction with state and territory 4WDrive associations, Australian Automobile Aftermarket Association (AAAA), and the Motor Industry Associations (MIA), have been constantly lobbying MPs around the country, having numerous meetings with the various state transport regulators including the appropriate transport ministers to get a fair and reasonable outcome for all vehicle owners/drivers/users. As it currently stands in many states any after market modification to your vehicle requires an engineers certificate to ensure compliance with the relevant ADR and/or state regulations.

As we are an organisation which promotes responsible, environmentally friendly recreational activities, we would not like to see the situation where legislation and regulations prevent tourists from having a vehicle modified to be appropriate for the environment. We have seen the dangers to health and life posed by unmodified and/or poorly prepared vehicles in outback and difficult terrains across Australia and wish to prevent possible tragedies.

I also remind you that 4WDers spend a significant amount of money in outback travel and restrictions to vehicles may have the effect of reducing this travel and expenditure. This may have significant impact on outback, rural and remote communities in all states.

Once again I urge you and your magazine to work with the 4WD community rather than against us.

Yours sincerely,

Eric Morey
President – 4WDA
H: 08 9378 1948
M: 0427 772 601
E: president@4wdaustralia.asn.au

cc: Adam Cheers (National Advertising Manger) acheers@expresspublications.com
cc: Owners of Express Publications Pty Ltd
cc: all 4WD Associations and clubs

“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 2011 WILL BE HELD ON

19-20 FEBRUARY	WITH FOLLOW-UP ON	27 FEBRUARY
14-15 MAY	WITH FOLLOW-UP ON	22 MAY
17-18 SEPTEMBER	WITH FOLLOW-UP ON	25 SEPTEMBER
12-13 NOVEMBER	WITH FOLLOW-UP ON	20 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.

Also coming - Sand and Water October 29-30 and Winching & Recovery June 5 and December 12

Annual General Meeting



In accordance with By-Law 31, notice is hereby given that the 2011 Annual General Meeting of the ST4WDC Inc will take place at 7:30PM on Tuesday 8th March **at the Deakin Sports Club**. In accordance with By-Law 18, Owner Members, Family Members and Life Members are eligible to join the Committee, however only Owner Members and Life Members are eligible to vote at the Annual General Meeting.

Members are also reminded that in accordance with Rule 25(1)a of the ST4WDC Constitution, nominations for positions on the Committee "shall be made in writing signed by two members of the Club and accompanied by the written consent of the candidate (which may be endorsed on the form of nomination" and must be lodged with the Secretary by Saturday 26th February (**10 days before the meeting**).

The positions to be filled at the Annual General Meeting are:

President	Secretary
Treasurer	Membership Secretary
Education Coordinator	Events & Trips Coordinator
Publications Coordinator	Property Coordinator
Membership Secretary	Public Relations Coordinator
General Committee Members (four positions)	

For the information of members and particularly potential nominees, relevant extracts of the current Constitution and By-Laws are reproduced below.

Extract from the Constitution of the ST4WDC Inc.

25 Election of Members of Committee

1. Nominations of candidates for election as committee member - (a) shall be made in writing signed by two members of the Club and accompanied by the written consent of the candidate (which may be endorsed on the form of nomination), and (b) shall be delivered to the Secretary of the Club at least ten days before the date fixed for the holding of the Annual General Meeting.
2. If there is only one nomination received for a committee position the person nominated shall be deemed to be elected.
3. If there is more than one nomination received for a committee position then a ballot shall be held
4. The ballot for the election of a committee member shall be conducted at the Annual General Meeting in such usual and proper manner as the committee may direct.
5. If insufficient nominations are received to fill all the vacancies on the committee then further nominations as per rule 25 (1)(a) shall be received at the Annual General Meeting.

MEMBERSHIP RENEWAL

Your Membership Renewal was due by 31 Dec 2010



SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc COMMITTEE NOMINATION FORM - 2011

The Club's committee will be elected at the Annual General Meeting to be held on 8 March 2011. Written nominations for committee positions should reach the Returning Officer (Secretary) at least 10 days before the Annual General Meeting, i.e. by **26th February 2011**. They may be delivered by hand, or mailed to

The Returning Officer
ST4WDC
GPO Box 2122
CANBERRA ACT 2601

Committee Positions

Nominations are invited for all committee positions (excluding the Past President) and include positions on the Executive Committee (EC). Committee positions are:

- | | |
|-----------------------|---------------------------------|
| President (EC) | Events and Trips Coordinator |
| Vice President (EC) | Publications Coordinator |
| Secretary (EC) | Public Relations Coordinator |
| Treasurer (EC) | Property Coordinator |
| Membership Secretary | General Committee (4 Positions) |
| Education Coordinator | |

Membership of the Committee is established under the Constitution Article 24 and the committee structure and the responsibilities of Committee Members are detailed in By-Laws 3 to 12. 'Owner Members', 'Family Members' and 'Life Members' are eligible to serve on the Committee.

NOMINATION

We the undersigned hereby nominate (Name)

.....

for election to the position of

Proposed by: Name

Signature

Seconded by: Name

Signature

TO BE COMPLETED BY NOMINEE

I accept my nomination and acknowledge that I understand the responsibilities of the position for which I have been nominated. I undertake to discharge those responsibilities to the best of my ability.

Name

SignatureDate/...../2011

Extract from the ST4WDC By-Laws

PLANNING AND MANAGEMENT

• Structure

3. For the purposes of the Committee's management functions the following teams shall be maintained -
Driver and Trainer Education
Events and Trips
Publications
Public Relations
Club Property
Membership
4. The **Driver and Trainer Education Team** shall be responsible for implementing an education program for club members so as to -
improve driver skills with particular regard to safety and environmental issues;
improve the standard of trainers;
provide a training timetable to integrate into the Club Events and Trips calendar;
train Club members wishing to participate in 4WD trips to a minimum driver skill standard, as defined by the committee from time to time;
ensure that four wheel drivers operate their vehicles in a responsible fashion, regardless of terrain;
promote awareness of the environment through appreciation of flora, fauna and landforms and their conservation; and
Support the Property Coordinator in the management of the Club Driver Training facility.
5. The **Events and Trips Team** shall be responsible for an Events and Trips Program for members to enable members to participate in the sport of four-wheel driving, and must:
provide a calendar of ongoing Driving trips to integrate into the Club Events and Trips calendar;
publicise the established Club policy and procedures related to the running of Club events and trips;
maintain a register of trip leaders and promote the clubs trainee trip leader program by fostering the interest of members in trip leadership;
monitor Club trip activity to ensure Club trip leaders do not take members, or friends of members, on Club trips as drivers, unless they have met the Club's minimum driving standard, as published from time to time;
seek endorsement of all events and trips by the Club Committee.
6. The **Publications Team** shall be responsible for:
ensuring the publication and distribution to members and other nominated recipients, the Club magazine;
ensuring the development and maintenance of the club website;
encouraging articles from members and others on various topics aimed at promoting and encouraging the sport of four wheel driving for inclusion in the magazine and on the Website;
soliciting and managing appropriate advertising for placement in the Club's magazine and on the website. Submit to the Club committee for ratification an annual schedule of advertising charges;
overseeing the production of any promotional materials that depict club activities and which encourage and promote the sport of four wheel driving;
submitting to the club committee for ratification proposed major changes to material displayed in the magazine and on the Web site.
7. The **Public Relations Team** shall be responsible for -
all Club pronouncements of a public nature including -
written submissions to statutory authorities, governments, and other organisations and individuals
press releases
liaison with State and National Four Wheel Drive organisations, National Parks, Forestry and Lands authorities, Emergency Services, and other similar authorities;
ensuring that good relations are maintained between the Club and other organisations or individuals;
oversighting design, production and sales of Club stickers, badges, logos, posters;
providing a calendar of community based events to integrate into the Club Events calendar;
organising Club participation in externally-organised community events, and other charitable and community service activities with a view to encouraging and promoting the sport of four wheel driving amongst the community;
welcoming visitors and members to club meetings.

8. The **Club Property Team** shall be responsible for:
 management of the Club Property TALOOG (meaning To Always Look Over Our Great Environment) commonly known and henceforth called Talooge Park, with the support of the Education Coordinator, including:
 preparing policies on management and use for approval by the Committee
 preparing and maintaining development plans
 promulgating the approved Talooge Park usage and development plans to the wider membership
 coordinating routine maintenance
 preparing budget proposals for any recurrent and/or capital expenditure on Talooge Park
 managing the relationship, where related to Talooge Park, between the club, its neighbours, local council and authorities
 managing the Club's assets by:
 maintaining a register of assets
 maintaining the assets in good working order
 ensuring secure storage of all assets
 overseeing asset use by Club members
 developing budget proposals for any recurrent and/or capital expenditure on assets
 arranging for club members, the competitive bulk purchasing of goods relevant to the activities of the Club.
9. The **Membership Team** shall be responsible for:
 managing Club records, including , but not limited to, membership details, details of Club magazine advertisers, interested organisations lists (eg. other 4WD Clubs, 4WD Associations, Government Authorities and Instrumentalities);
 providing the Publications team with mailing labels for each issue of the Club magazine;
 publication of financial member lists from time to time as directed by the committee;
 authorising access rights to the Club Web site for all members upon membership approval by the committee;
 promoting the Club to prospective new members.

- **Duties of the Committee**

10. For the purposes of paragraph 24(1)(b) of the Club Constitution, the members of the Committee other than the Officers of the Club, and their titles and duties are defined as follows -
Education Coordinator who shall chair the Driver and Trainer Education Team;
Events and Trips Coordinator who shall chair the Club Events and Driving Trips Team;
Publications Coordinator who shall chair the Publications Team;
Property Coordinator who shall chair the Club Property Team;
Membership Secretary who shall chair the Membership Team;
Public Relations Coordinator who shall chair the Public Relations Team;
General Committee Member (four positions) who may be responsible for one or more tasks as agreed with the President. Tasks may include, but are not limited to:
 organising venues for meetings
 organising the General Meeting such as, the physical venue, suppers, guest speakers, slide and video presentations, demonstrations of equipment
 assisting Public Relations team with welcoming of visitors and new members to Club meetings
 managing Club social functions and undertaking fund-raising activities
 assisting in the provision of a calendar of social activities to integrate into the Club Events and Trips calendar.
11. The duties of the Officers of the Club shall be defined as follows -
 The **President** shall be responsible for the general coordination and management of the club including:
 chair of the Club Executive
 chair of the Club Committee
 chair of the general meeting
 chair of AGM.
- The **Vice-President** shall deputise for the President in his/her absence and:
 nominate and brief delegates to national and regional association meetings with which the Club is affiliated
 oversight and assist, where appropriate, the activities of the Public Relations Team

undertake duties as Club Insurance Officer
undertake duties as Sergeant-at-Arms.

The **Treasurer** shall be responsible for:

budget analysis and review
correspondence relating to financial matters
financial management including:
investment of Club funds
each cash float for Committee members
each cash advance to a Club member
overview of budgeted expenditure
dispatch of accounts for the Club's debtors
payment of accounts to the Club's creditors
subscription fees and/or levies to Club affiliates
all arrangements with the Club bankers
all arrangements with the Club auditor.

The **Secretary** shall be responsible for:

receipt of correspondence and its distribution for action as appropriate
preparation of general correspondence consistent with Committee policy
compilation of the agenda and papers, and preparation of minutes of General and Committee Meetings
role of Returning Officer for Club elections, referenda and surveys; and any legal contracts.

The immediate **Past President**, shall be involved in tasks, as agreed with the President, including but not limited to:

special projects
membership of function Groups.



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Winching and Recovery Exercise

12 December 2010

Jed Bartlett & Di Archer



Training Team

Peter Reynolds - Leader
Thommo + Julie Buttriss
Dave Buckley
Joe Briguglio
Peter Watson

Participants:

Graham Kitchener	Prado
Alan Fraser	Troopy
Alex Kratzel	Rangie
Chris Harris	100 Series
Ian Goodacre	Hilux
Lindsay Jones	100 Series
Jim Anderson	Rodeo
Greg Taylor	Patrol
Jed Bartlett+Di Archer	Patrol
Frank Wolf	80 Series
Darryl Alexander	Patrol



Christmas came early for Di and me as we were lucky enough to get a place on the inaugural winching and recovery exercise. As the exercise description said – winches are great if they are working and you know how to use them safely. This type of training was very relevant for us – and anyone with a winch - as we plan to spend 5 months in remote parts of WA during 2011.

The Murrumbidgee River and the area around Casaurina Sands had been flooded the week before the course so the original meeting point and venue were changed after Peter consulted with the local ranger. Meeting at the Cotter Bend car park proved the first challenge of the day with everyone having to negotiate their way past the early morning (bold and brave) cyclists on the winding Cotter Road. The cyclists were also using the Cotter Bend car park as a marshalling (some say swarming) point. With the river still running quite high and a lot of flood debris around, early arrivals were able to do a spot of sight-seeing. However Peter soon organised the group into pairs for the exercise and we were off into Pierces Creek State Forest via Paddys River Road and Laurel Camp Road.

We arrived at our training location – a large dirt car park with conveniently placed trees and large stumps for winching exercises – just in the nick of time. The car park appears to be a favorite trailer parking spot for off-road bike riders who started to appear from everywhere. As a safety precaution a trainer vehicle was used to close off the entrance to the car park to prevent any off-road bike riders accidentally coming into contact with our network of winch cables. With all the vehicles positioned in their allocated spaces we gathered with chairs and morning tea gear. Peter and the trainers discussed the theory, do's and don'ts of winches, batteries, winching safety, communications during winching, associated recovery equipment and the winching experiences of both trainers and participants were shared.

The amount of practical, powered winch related information that



was covered was a real eye-opener to anyone with nil/limited winching experience– the critical relationship between battery health, having a second battery and successful winching was a point that stuck in my mind. Some other points and tips were winch for 5mins – rest for 5mins, cooling the winch motor with water, always have winch cable under load when winding cable in, check cable winding onto drum correctly, join 2 batteries together for extra winching capacity, use all your batteries regularly for good health, consider upgrading the alternator to better match battery recharging rate.

Interactive discussions also took place about the differences between the types of batteries most suitable for winching, winch types – manual, PTO and electric motor, tyre pressures, snatch/pulley blocks (the good, the bad and their use), winch cables – synthetic rope versus steel cable, vehicle setups and situations which you might find yourself in. Also covered were many examples of what can happen if you do it correctly and the consequences if you don't.

After all this talk and theory Peter then demonstrated the different ways of connecting cables, drag chains, snatch blocks, cable dampeners, shackles, extension straps (all with rating tags of course!) when winching and most importantly winching communications – including who is in control of the winching.

Participants then dispersed to our vehicles to put this newfound knowledge into practice and to get some one-on-one training under the guidance of our patient trainer. For some it was the first time that the specialist recovery gear and winches were used since their purchase – at last we got to play with the expensive recovery gear/status symbol. We all had the opportunity to set up, operate and control the winch in several configurations.

Good communication between winching partners is one of the key factors in a safe and successful winch/recovery.

To conclude the exercise we gathered around one of the more complex winching configurations using a drag chain setup and discussed various ways of making adjustments to fit different situations and achieve different effects. The final demonstration with Dave's vehicle and a deep washout/hole was how to use an extension strap to quickly secure a vehicle from a potentially dangerous situation like a pending roll-over due to a deep hole or steep slope. This also emphasised the importance of having recovery gear very accessible in your vehicle as time could be of the essence in a bush situation.



Finally it was time to gather all our recovery kit and reform the group at the Cotter Bend car park for a well earned late lunch and wrap up with Peter and the trainers.

All participants were very grateful and appreciative of the time given and knowledge passed on by Peter and the trainers. We now know that our winches are working OK and how to use them safely in a variety of situations – a very successful and enjoyable exercise. We suspect that during 2011 placement on these winching exercises will be keenly sought by Club winch owners.





NSW **National Parks
and Wildlife Service**

Our reference: DOC 10/49860
Contact: Lucy Gibson Ph:02 44760844

Rosemary Orr – club president
Southern Tablelands 4WD Club
GPO Box 2122
CANBERRA ACT 26014

Dear Rosemary

Letter of Thanks to Brian Brodie

I am writing to ask you to pass on our sincere thanks to one of your members by the name of Brian Brodie who recently visited Bendethera and assisted our staff during a nine day works program.

My senior staff supervising the works at Bendethera last week mentioned the voluntary work that Brian did during his stay at Bendethera. Brian assisted with some of the works they were undertaking which included restoring the original post and rail horse yards near the old homestead site.

Staff were extremely impressed with his hardworking, enthusiastic attitude and easy going nature which made him a pleasure to have around.

I just wanted to let Brian know that we acknowledge his hard work and hope to catch up with him and likeminded club members again at Bendethera or in other parts of the park in the near future.

Yours sincerely

Tony Baxter
Area Manager, Far South Coast Region
Parks and Wildlife Group
Department of Environment, Climate Change and Water

4th November 2010

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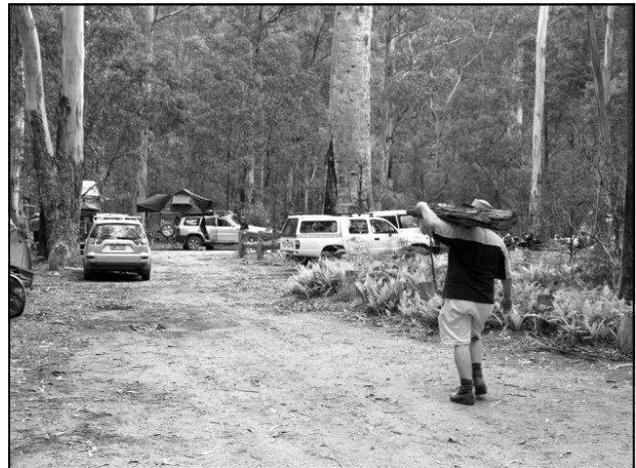
Exploring South Eastern Forests National Park

13-14 Nov 2010

Michael Patrick



Greg & Vickie Taylor -Trip Leader	Patrol
Michael Patrick	Prado
Rob & Lyn Donaldson plus Ferals	Cruiser
Chris Harris	Cruiser
Richard Brand	Holden 4wd
Senerath Wijeratne	Wanabee
Phil & Sue Rayner plus Grandferals	Pathfinder
Lindsay Jones	Cruiser
Frank Wolf	Cruiser
Brenden Taylor	Shorty Patrol



Meeting point was at Willamsdale. The weather was looking dodgy and we thought we were in for a Taylor's wet sloppy weekend. All convoy participants had arrived, 10 vehicles in all, which had Greg planning possible camping scenarios for over-full camping sites.

Our first stop was the pie shop at Nimmitabel for reprovisioning. Then proceeded to Nunnock and had a look at the Swamp and Alexanders Hut.



The hut was interesting with a lot of history and would make a great camp site. From Alexanders hut we proceeded onto Cattleman's Track and then onto Postman's Track. The initial plan was to camp at Postman's campsite, but the site had a couple of campers present and a large number of very noisy cicadas so the convoy moved onto Six Mile Creek camp site.

We proceeded to set up camp and make ourselves comfortable as it was only 1430 in the afternoon and we had plenty of time to relax. It was interesting to note as we set up our camping arrangements, that out of nine 4WD's and a Wanabee Holden Station Wagon 4wd thingy, we had:

- 3 x tents
- 3 x roof top tents
- 2 x swags
- 2 x sleeping in vehicles

A very small camping foot print for a ten vehicle convoy.

Happy hour was had and dinner cooked with the only problem occurring when I had to do my own dishes. Lindsay would not be my KB. At about 2200 it started to sprinkle with rain so most went to bed with a couple staying for a night cap.

Sunday reared itself, very overcast but no rain, so brekkie was had and a pack up for our days adventure in the wilds under the trusty leadership of Greg and Vickie.

As we left the camp site Greg and Vickie proceeded to go West instead of East so a complete turn around of the convoy was required. Thanks to Lindsay for pointing this out. You would never see that on one of my trips.

We proceeded on Tantawangalo Mountain Rd to Candelo and then made our way to Wolumla Peak for a Kodack moment. After this we proceeded to

Big Jack Mountain road. Now this road has some strange things. First we found a fence covered in knickers. But we could see no knickerless owners. Then about a kilometre down the road was a paddock with dressed mannequins with their heads chopped off. Makes you wonder about the locals. Lunch was had.

We then moved onto Cow Bail Trail, this is where the track got a little bit interesting as we had our Wanabee station wagon 4wd having to work for its living. This track took a little while to traverse as there were some branches down and Richard had to be careful.

We eventually made our way into Coolangubra State Forrest which was a maze of tracks heading every where and some times going no where. It now started to rain quite hard and our wipers were full on. We proceeded to Myanba George but there was not much to see, so agreement by all was to head home.

Well done Greg and Vickie. Two turnarounds and one severe drenching at the end of the days was not too bad considering the amount of rain that fell in the area.



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Event Report

Social Evening with a Flinders Ranges theme – 23 November 2010

Greg Taylor



Organisers: Rob and Kerry Lejsek, Rick and Wendy Holland

Participants: Jed Bartlett and Di Archer, Don Wiltshire, Rosemary Orr, John and Val Wiseman, Jim and Ros Hanigan, Vickie and Greg Taylor, Richard Brand and Stirling.

This was the first event organised by our newly formed 'social events' group of Kerry, Wendy, Rob and Rick – and what a great night it was too.

Building on members' love of a gathering, a drink or three, some food, a chat and lots of fun, our organisers provided a place and a theme to complete the set. So, we settled in for a chat around the barbie for starters with a great meal and more banter to follow. The scene was set for Rob to kick off the presentation of a trip he undertook to the Flinders Ranges in South Australia. Rob used the tv screen to display his computer presentation of oziexplorer mapping and photos taken on the trip. This approach seemed to work very well for us all.

Mind you, Rob does like to have a bit of a chat too – luckily Kerry kept it all on track. Kerry and Rob had also managed to arrange show bags for us all from the relevant tourism mob that included a wealth of info including maps.

Our organisers approach was to provide an opportunity for members to get together socially for a chat – much the same as many do at our monthly meetings only we seem to run out of time. This allows for us to get to know each other a little better in a casual and relaxed atmosphere where we can discuss our travels and experiences.

It was a top notch dinner with desert, great company and a very interesting insight into the Flinders Ranges that has whet the appetite for travel in the region. We are certainly looking forward to the next scheduled social event in January.



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A Farewell

Heather Jack and John Haalebos



Hi all,

This'll be our final trip report for the ST4WD Club.

Nov 1998: Bought the first Pajero (*PJ*), with a view to joining a club and learning how to use the vehicle. Longer term intention, to explore remote Australia.

Dec 98: Joined ST4WDC on the recommendation of Wal Williams, who was part of the Club's most valuable asset - Driver Training Team.

Mar 99: John does his basic driver training.

May 99: Five weekends and 5 trips, including John's water crossing course. Heather & John write the first of many trip reports, while *PJ* undergoes the first of many Monaro's repairs/maintenances.

Oct 99: Heather participates in the inaugural Women's Driver Training course at the lease at Murrumbateman - and what a buzz.

Oct 99: Both do Sand Driving course at Stockton beach.

May 2000: Heather does Water Crossings course - see picture on contents page of issue 262, July 2000.



Oct/Nov 2000: Our first big trip. Wilsons's Prom-Cape York, trip led by Wal Williams.

Mar 01: Heather becomes membership secretary - how did that happen?

May 01: Simpson Desert, trip led by Neville Simpson & The Desert Duck.

2002 & 2003: Heather volunteers as general committee member, John quietly and consistently helps behind the scenes, as always, including joining many other members to help with aftermath of the devastating Canberra fires of 2003.



Biggest achievement as general member was initiating the 'tri-club' (ST4WDC, ACT club and Land Rover club) bush dance at the farm at Glenloch Interchange. The owner even provided sheep in their pens around the edge of the dance floor!!!

Every one of those first 5 years was jam packed with trips, honing skills, outings, assisting at events and leading trips, as we continued to enjoy the wonderful friends we had made in the club.

2004: The big trip! We 'tented' our way across Australia for 7 months. It was fabulous of course, and we organised to meet up with Wal/Lyn Williams & Dave/Helen Sutton for a couple of our planned remote sections - the 'Abandoned Gunbarrel' and the 'Canning Stock Route'.

We generally kept a low profile when we returned, attending club meetings but not too many weekend trips. Not only were we 'camped out', but we had a house to renovate and a few other things happening.

We've continued to belong to the club however, until December 2010, but as we're now living on the Sunshine Coast, Queensland, it's time to let the ST4WDC magazine subscription lapse.

It's been a wonderful 12 years, with enduring friendships and the acquisition of many valuable skills and experiences. Our thanks to the many club members for the memories.....

Cheers,

John and Heather

9 Merriman Court, Palmwoods, Qld 4555

(07) 5445 9996

Basic Driver Training

13, 14 and 21 November 2010

Helen Montesin



Trainers:

Peter Reynolds, Joe Briguglio, Dave Buckley, Peter Butterfield, Julie Buttriss, Thommo Buttriss, Ian Delaney, Mike Sharp, Duck Tonge, Peter Watson, Daryl Webb and Michael Darmin (the most recent apprentice)

Trainees and Vehicles:

Craig Betts	Prado
Matthew Betts	Hilux
Gary Booth	Pajero
Roger Booth	Patrol Ute
Jo Delaney	Prado
Boris Djurkoveic	Jeep Wrangler
Stephen Eimer	Suzuki Vitara
Pat Farrelly	Prado
Helen Montesin	Isuzu DMAX
Paul Oboohov	100 Series Cruiser
Tony O'Leary	Pajero
Lalinda Senanayake	Patrol
Brendan Smith	Hilux

The photos used here are from previous training sessions. Some have been "embellished" a little!

Ed

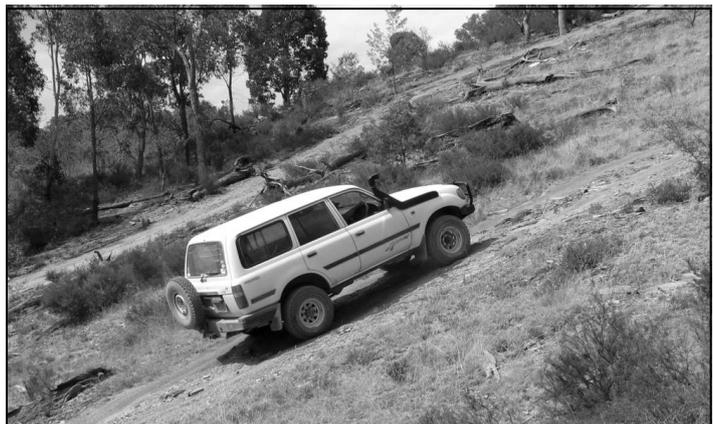
time everybody arrived at camp, it was well and truly dark! By the time we all set up, had a briefing and ate dinner, it was pretty late.

No time for a leisurely start to the day, Saturday morning began bright and early in the classroom. Peter enlightened us on the basics of 4WDs. For the non-mechanically minded of us (even those who have listened to the course before), it was a daunting amount of information to take in: the mechanics/ different types of 4WDs, tyres/tyre pressure, driving techniques, wheel placement, safety issues and so on. We frantically scribbled notes in the hope of remembering it all. Peter's interactive style (nobody can hide from his questions!) was really useful in ensuring that we thought about everything and (hopefully) took it all in.

After a quick lunch, it was time to put all that theory into practice. Tyre pressures were down, seats/ mirrors adjusted, windscreens cleaned. We shared trainers as there were more drivers than trainers. Julie was assigned to Lalinda and me (I duly warned her that she was in for a challenge). Our first exercise was wheel placement and reversing. Despite practising at home beforehand, I still had problems with my wheel placement (more practice required!). From there, it was off to the 'off-set mounds' to see how the different vehicles perform and the hazards of diagonal wheels off the ground (phew, got through that OK). By now, the group had been split into 2 because it was so big. I was in the second group (since I took so long doing wheel placement). Then it was on to the 'nursery slopes'.

Charlie and I joined the club in early 2010. He had done a lot of (fairly tame) 4WDing, while I had mostly been a quite content passenger. So with our fairly new Isuzu DMax, Charlie did his basic driver training in August. I tagged along to the Talooge weekend of his training to learn all I could and, hopefully, ease the steep learning curve. While I found it really useful and learnt a lot, knowing some of what I was in for made me pretty apprehensive. However, I wasn't about to let my fears get the better of me because if we're going to go 4WDing it's important that we're both able to drive. Anyway, enough digression, here's my trip report...

Charlie and I didn't join the main convoy to Talooge, because we were towing our camper in and I had just flown back from Melbourne. The convoy met at Bredbo on Friday evening for the drive out to Talooge. The drive proved a bit challenging for some. The recent rain had damaged the creek crossing, so there was an impromptu lesson on vehicle recovery. By the





At the time this felt like skipping kindy and going straight to year 12. Stall stopping, reversing and hill starts (take home lesson: keep your left foot away from the clutch during stalls, otherwise the ute develops a mind of its own and it's not pretty!).

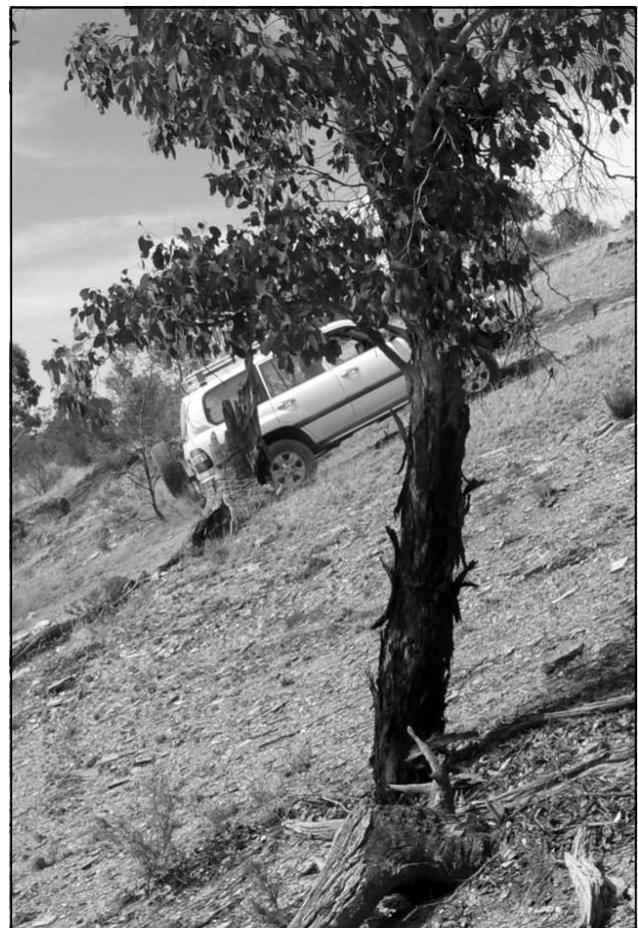
Having survived the nursery slopes, we progressed to more challenging tracks with lots of trees, rocks, tight corners and various other hazards. Picking your line, wheel placement and knowing where the extremities of your vehicle are, traction and momentum suddenly became very important. Despite feeling overwhelmed by it all, I thought I got through pretty well, even though a hubcap didn't (plastic vs rock, the rock won → more wheel placement practice). We then headed back to camp. Just when I was congratulating myself on surviving Day 1 and starting to relax, the convoy took a right before we headed up the hill – off to the gully behind the shed (we weren't getting out of that easily!). After watching how the drivers in front of me do it (some taking a couple of goes and others making it look deceptively easy) and a quick clean of the windscreen, it was my turn. It started well but, with the sun in my eyes (my story and I'm sticking to it), things quickly went pear-shaped. I had to clutch-reverse down the hill, perilously close to the tree (very scary!!). After another failed attempt, I made it up the hill. I was so relieved – what a great high to finish the day on! Thank you Julie for your expert instruction and calm patience! Sorry, Lalinda, that I hogged our trainer.

After a quick debrief, we could finally relax. We had survived Day 1 (although the Suzuki's exhaust needed some running repairs). Happy hour and dinner provided the opportunity to reflect on the day and share stories of our trials and tribulations (I was relieved to find out I wasn't the only one who had 'wheel placement' issues!). By now, the

weather had taken a turn for the worst and it was raining (not a good omen for tomorrow). I was exhausted (all that concentration/stress was tiring), so I went to bed pretty early.

Sunday morning saw another early start in the classroom. Our first lesson was on the various methods of communication (UHF/HF radios, mobile/sat phones and EPIRBs). We then learnt about the preparation and equipment needed for 4WD trips. From the classroom, we ventured outside (the weather was being relatively kind at this stage) where the trainers demonstrated the range of equipment that they carry in their kits (I had been warned that 4WDing could be expensive – now I know why!). We were then shown how to safely use winches (Tirfor hand winch and electric winch) and snatch straps.

We headed out for more driving practice after lunch. I don't know what she did to deserve it, but Julie was my trainer again (Thanks, Julie – you're amazing).



The bar was raised from the previous day with more challenging terrain (steeper hills, bigger obstacles, tighter manoeuvring) and deteriorating weather. We were quite relieved that the hill up from Duck's Crossing was impassable (in retrospect, driving up it might have better prepared us for what was in store the following weekend!). The increasing rain cut short our driving, but we still managed to fit in the gully behind the shed. I was pleased (relieved) to get up it on the first go with ease. We had a quick debrief and got our instructions for the following Sunday before a quick (and very soggy) pack-up and a wet trip home.

The following Sunday we met at the Urriara Homestead ready(?) for our next challenge. We were split into 2 groups and I was assigned to the 'A' team with Mike as my trainer. With tyres deflated, we headed off to tackle the Brindies. It didn't take long to meet our first challenge – the bog! Mike and I decided to be prepared and attached the snatch strap before attempting it. I'm pleased to report that we got through pretty easily and didn't need it. My relief was short-lived as I saw the huge hill we had to go up next (I now understand why the 'nursery slopes' are so named!). The track was in pretty bad shape, so we walked it to pick our line and filled up some of the ruts. It proved to be extremely challenging.



As I waited for my turn watching the others with rising anxiety, I thought about last week's lesson – Do we really need to go there? Is the vehicle capable? Am I capable? (and thought No, No, No!). After a few hours and several attempts, only 3 of our group made it up (Pat, Jo and I). I'm pleased to report that I managed to get up it on my first go (Thank you so much Mike – you had far more confidence than I did!). Peter, the wheels really did touch the ground and I dropped the sand bags to fill up some of the ruts! The 'B' team reported that 4 of their members made it up, with Roger doing it flawlessly.

By the time we stopped for lunch I was actually enjoying myself (a complete turnaround from being terrified at the beginning of the course). After lunch, we tackled some more steep terrain (up and down) and tight manoeuvres. We had an impromptu lesson in alternative uses for snatch straps when Garry managed to get his Pajero into a very delicate situation while going down a very steep hill. We went back down the big hill that we started on earlier in the day and back through the bog which was by now very ordinary (pleased to say I made it through without getting bogged). The final exercise for the day was using the snatch strap for recovery which we managed pretty well. Thanks Mike for your patience and encouragement.

We regrouped on the side of Urriara road to reinflate tyres and for our final debrief. It was clear that we had all learn an enormous amount and were far more competent (and confident) 4WDers. We now have a much better understanding of our vehicles and their capabilities as well as our own. I certainly put the Isuzu in places and situations that I didn't even think were possible, let alone would have attempted previously.

In case we needed a final lesson (in how not to do things), while we were having our debrief, a fancy 4WD (Lexus, I think) pulled up and asked for assistance. They had gone out alone, shredded a tyre, had no spare or mobile phone (if indeed they could have got coverage) and had driven it out on the rim. Idiots – they're lucky that they didn't have a more serious problem! As Paul found out earlier in the day, when he also shredded a tyre and needed help and equipment from other group members, how vital it is to have others to help out when things go wrong (as they inevitably will sometime).

It's amazing what a difference three days and a dedicated bunch of people made! Thank you so much to Peter and all the trainers. We all learnt so much, gained a lot of confidence and now have a sound basis in 4WDing. Personally, I have gone from having very little confidence to feeling capable of tackling some challenging 4WDing. I know I still have lots to learn, but I'm definitely on the right track (4WD, that is) and am keen to get out there and have a go. So for all of you (particularly the women) who are scared/apprehensive about doing the course, don't be – if I can do it, so can you!





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Pat & Sue Farrelly		Prado
Adrian Gallman		Troopy
Jamie Ericson		Kia Sportage

It had been raining a lot. Queanbeyan flooded and lots of water fell in the Brindies. Christoph emails that the trip is still on. Meeting point is the homestead on Uriarra road.

Departed the homestead and proceeded to Picadilly to air down and then head down Gentle Annie to Flea Creek. Upon reaching the bottom of Gentle Annie the last toilets were used by all before we travelled into the vast wilderness of the Brindies. Upon departing the car park at the toilet stop some strange bangs and thumps were heard coming from Jamie's Kia. (Not a good sound). We proceeded to Flea Creek crossing which had quite a bit of clear water flowing and was a bit washed out. We all checked out this crossing and confirmed that it was crossable and proceeded across to the 2nd crossing and into the car park at the Goodradigbee River for morning tea.



Flea Creek

After morning tea we then headed up Webbs Ridge track to McIntyre's hut. The track was dry with the odd mud puddle. We took a left turn at the Tree of Knowledge onto Waterfall track. This track had drained well and had some trees down which had been cleared. At the bottom of Waterfall track we turned left on McIntyre's track. This track had a lot of water still flowing on it and some wash outs. We had only proceeded about 3 clicks on this track when we came to a washout. All got across bar Jamie in his Kia who it turned out was in two wheel drive. The bangs and thumps heard at Flea creek were found to be his right front hub which was not engaging correctly.



Jamie was pulled out of this wash out by Pat and Sue. (By the way Pat and Sue had just completed their driver training and this was their first run. What an experience and doing recovery at the same time). We then went about another 500 metres when we encountered another severe wash out, this one was deep. Adrian had a go in his Troopie but as he was exiting we could see him bull dozing the exit with his bull bar. The decision was made to not attempt this as other vehicles did not have the clearance of the Troopie and we did not want to build rock ledges. We turned around and headed back to the turn off at Waterfall track and proceeded along this track.

Waterfall track at the bottom runs parallel with Webs Ridge track at the top. So it picks up lots of water from above. There were numerous trees down and while some had been cleared a couple had not. We were glad to have Adrian there with his chain saw. I was Charlie so could not assist in track clearing (had to guard the rear). We also started to encounter numerous bog holes which required care and attention to be able to pass through. Adrian finally got caught and was bogged to the axles.



Chris kindly carried out a snatch and recovered Adrian on the first pull. Meanwhile Pat and Sue were gaining vast experience and confidence travelling through bog holes.

While all this was happening Jamie was getting concerned about his right front bearing on the Kia. We stopped and Jamie took off the front wheel. Not good, it looks like he had a stuffed bearing as the whole wheel assembly was loose and being held on by the brake pads.

While Jamie was looking at his wheel we all had lunch. Realising we now had a vehicle casualty Chris decided that we needed to get out of the Brindies, via the quickest and least stressful way to the Kia. This was done by proceeding to Folly Fire trail and traversing the slope out. All went well until the Kia started slipping all over the place due to being in two wheel drive. Dan then took the honours and skull dragged the Kia to the top of Follies Fire trail.

We turned back onto Webbs Ridge road, Dingi Ridge track, Two Sticks track, onto another track which eventually led back to Brindabella road.

We all aired up and headed home.

Notes:

This was Christoph's first time as Trip Leader

The Kia made it

Pat and Sue learnt a lot

My truck was dirty

Adrian loves playing in the mud (All Troopys do!)

Dan is leading his first trip this year

Thank you Christoph for a great day.

PS

As I was mailing this to the Publisher I received an email advising that National Parks had closed these tracks on the 17th December, a few days after we were there.



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
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Hats:	\$15:00
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Name Badges:	\$12.00
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Kathy Solomos 0402 051 623



Cape York - Trailer trip to the Tip

Julie Buttriss



Trip Record 15/5/2010 – 25/6/2010

(via Nyngan, Mutawintji National Park, White Cliffs, Eulo, Windorah, Winton, Mt Isa, Adeles Grove, Karumba, Miilla Miilla, Musgrave Station, Weipa, Elliot Falls, Punsand Bay, Chili Beach, Atherton, Charters Towers, Emerald, Chinchilla, Ballina, Corrindi Beach)

Part 2—Adeles Grove to the Tip of the Cape

Leaders

Julie and Thommo Buttriss (Diesel with Kimberley)

Participants

Mary Biddle & Thea (Guzzler with Tent)

Dave Buckley (Dypso with Johnnos Trailer)

Jeanette and Ian Flanagan (Icymus with Kimberley)

Jayne and Mick Hines (Yak with Camprite)

Jill and Peter Jolly (Tardis with Kimberley)

Wednesday 26/5

Adeles Grove is a delightful camping ground with fishing, swimming, and a fire. It also has a resort and restaurant. Lawn Hill is also a spectacular site but no fishing or swimming allowed. Canoes are available at both sites.

A visit to the beautiful Lawn Hill National Park and exploratory walks was had by some.

Peter had a spare case from Thommo installed on the Lexus rim and also did some battery charging. David repaired windscreen damage.

Some had a swim before dinner. Didn't even see any freshies.

The road into here is being continually graded now making way for 2 wheel drive access.

Thursday 27/5

Tried for another 8am start this morning but our well travelled wood took some time tying down. Pretty cool overnight but by 9.30am it was a respectable 23 degrees. A few wet creek crossings this morning and a number of brolga sightings this leg.

The ply roof flew off Diesel this morning now there is no tyre to hold it down.

There is still a lot of water in some of the low lying

creeks and hollows. Bustard sightings this morning, tar road for about 10kms to the Gregory River. Still quite a lot of roads being repaired after the wet. Kingfisher Camp and Hells gate section of the Savannah Way is still closed and access to Kingfisher Camp from Lawn Hill was a no go.

Yak ripped the Anderson plug off his trailer electronics necessitating a repair job at Gregory Downs Roadhouse at morning tea. Ran into Monte and Colleen from Southern Tablelands here. Fuel \$1.69.9 at Gregory Downs Roadhouse compared with \$1.75 at Adele's Grove. Tardus has suffered a new stone chip on the new windscreen and it has started to run already.

Icymus got 2 more stone chips from a road train on the tar not far from Burketown. Some firewood collection just before Burketown – nicely cut up pieces of old bridge. (we have that at home now). Found the Barra Burger at Burketown and most of the group indulged.

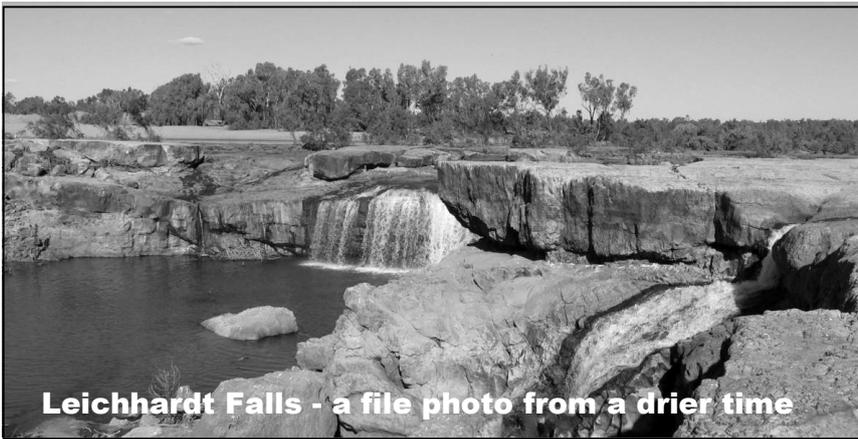
Mary consulted with the doctor at the medical centre who was happy to treat her in the garden. No Medicare card required and no money needed. You don't get that in the city.

A visit to the information centre to check the roads and then a visit to the Burketown Pub.

Onward Ho! To Leichhardt Falls arriving at about 3.30pm. A bush camp planned.

There was a lot of water flowing over the road and the falls. A floating stick was spotted not far from the falls which later disappeared into the water. Won't be swimming in there!!!!

A magnificent full moon and a pink sky, a second croc spotted sunning itself on the opposite bank before the sun went down. Yak has blown a 60 amp fuse on the camper. Probably happened when the plug was broken off earlier in the day. An Icymus bush repair with a bit of wire got it working



Leichhardt Falls - a file photo from a drier time

again, hopefully to hold until we get to a town with spares. Thank goodness for an electrician. Every trip needs an electrician and a tyre changer. Everyone says a little prayer each day to the windscreen gods. Another great bush campsite but how can you go wrong in this fabulous country?

Friday 28/5

Magnificent sunrise over the river with the moon still up.

The YAK camp has not had a good start. It appears that the gas bottle has run out, never mind, use someone else's. Another good reason to go away with another vehicle. The kettle has nearly boiled at another camp when it was discovered that the gas had only run out at the hose, the bottle had been turned off the night before.

A little late at getting off this morning. The leaders' vehicle wouldn't start. Ian was in under the bonnet checking fuses and power cables etc. After much angst it was finally discovered the engine immobiliser was on, with all the doors opened. Mmmm that took some working out.

Left beautiful Leichhardt Falls and headed to the big smoke of Normanton. Saw lots of wild life, the wedge tailed eagles are just magic. Came across approx 800 head of cattle being mustered by horse back riders, motorbikes and a helicopter. Arrived at Normanton for lunch and a bit of free time whilst Mick and Jayne sourced fuses. At a very hefty price.

The dirt roads today were very good and a pleasure to drive on. Finally got to Karumba and witnessed the most magnificent sunset, on our walk to the pub for dinner.

Saturday 29/5

Today was a long bitumen transfer stage due to unexpected road closures forcing a change of plan. We need to head south instead of east. Bugger.

We had an unscheduled long lunch stop at Georgetown where we fixed Yak's trailer plugs again.

Mt Surprise had a free under vehicle wash. Like kids with a new

toy around they all went again, then promptly came to road works and got all dirty again.

Then continued arriving at Millaa Millaa about 5.30 where we stayed at Dave's Sisters despite her being in Perth. Dave was also able to catch up with his Mum and Dad who drove up from Cairns for the night.



Millaa Millaa Falls

My goodness how different is the gulf country to Atherton Tablelands with its lush rainforest and grasses.

Sunday 30/5

The cool moist air at Millaa Millaa was a welcome relief from the heat of the last few days.

The troops are all getting very efficient at being ready for an 8am departure and this morning the only unplanned delay was the removal of a bull from between two of the vehicles.

The tar surface of the early part of the day was replaced with intermittent gravel and tar, and then all gravel, dirt and bulldust. The convoy was stretched out to avoid the billowing dust clouds. Oncoming vehicles when passing, made visibility zero. They were nearly as bad as the road trains.

We stopped to look at the Split Rock Aboriginal Art site, well worth the effort of climbing the hill, although part way up and in the 32 degree heat doubts were starting to creep in! A drink or ice cream from the Laura Roadhouse about 13 kms away was earned. Compared to many of the roadhouses visited to date this one was rather small. The ATM machine here had a sign saying "ATM machine, no money, balances only". had not come across this before! And not very useful either.

Reached Musgrave Station in the late afternoon. Now we're back on track albeit one day behind the original schedule. Settled into the campground, a nice entree of prawns and crab compliments of Jayne and Mick won in the raffle at Karumba. Dinner around the campfire after a very welcome shower. The evening was warm with lots of biting insects. Then off to bed lulled by the continual hum of the generator from the hotel.

Monday 31/5

Started the day with Tardis having a flat camper trailer tyre. After some quick repairs by Ian and Thommo we were off via Coen with morning tea/lunch break at Archer River. Now we noted the distinct lack of wildlife including road kills.

Thommo finally got his burger at Archer River. He'd been dreaming about it since his last visit, but there was no steak included much to his disappointment. The Archer River roadhouse photo album shouldn't be missed. Photo's show previous floods and road conditions. Scenery constantly changing, even the anthills went from round shapes to pinnacles. Due to the large morning tea we drove straight to Weipa. No lunch required. And were all set up and having pre dinner drinks and a swim by 3pm.

Tuesday 1/6 and Wednesday 2/6

The diesels went in for a Service and Icymus even got a free car wash as a bonus. Guzzler started a trend when Mary drove by in a sparkling clean car.

The weather is very hot. It's hard to believe that it is winter here. Can really recommend the Bowling Club for a superb dinner and some even had some luck with a little flutter on the pokies. The bauxite mine missed out on a visit this time but some did see the haul trucks in transit on a visit to one of the main mine roads.

Both days great for swimming in the Caravan Parks pool, lazing around and just a little sightseeing. Unfortunately no fishing as all the charter boats were booked out.

Thursday 3/6

Weipa via Batavia downs to Elliott Falls.



Even on this road the grader is working and trees have been cleared metres away from the road, reached the Telegraph Road and stopped in at Moreton Telegraph station for morning tea. The termite mounds along the road have moved into high rise category. It's a bit cooler today and there are lots of fluffy clouds about.

Next stop Bramwell Junction. Decided to try the Old Telegraph Track (OTL) but turned back at Palm Creek (the 2nd crossing). The creek was fine but the approach was very steep and it was possible that the camper trailers could have damaged their water tanks. Back to Bramwell Junction where we updated the staff on what we found, and continued on the Telegraph Road to Elliott Falls.

Elliott Falls proved quite crowded but Thommo sussed room for all to park up. This area is all camping bays, suitable for only one or two campers. After settling in it was time to cool off at the falls. Some went to the Saucepan and some to the Twin Falls. Both superb.



The four remaining vehicles used the same line.

The next obstacle was Sam Creek. Julie's legs were washed here. Sam Creek wasn't bad. It was the shadows across it that made it look worse than it was however it was a good metre deep in one section. Again all were happy to watch and say their farewells in the event she was grabbed by a croc.

Friday 4/6

Brekky, a later pack up and a fabulous dip and massage at the falls. Could probably stay here all day and enjoy becoming a wrinkled prune. All refreshed and ready for the next leg – it took 1½ hours to do 15 kms.

Canal Creek was the first to negotiate. The water was clear but lots of deep holes. Julie walked the options and picking the best route for the campers wasn't too difficult then the angles for negotiating the exit were decided. At this point another group from Albury Wodonga came along and were guided across. The comment was made "the sheila on channel 13 will talk you through. She seems to know what she's doing"

Everyone's starting to have fun now!

Not much further we struck a large mud hole. There were some dry firm sections on either side and in the middle the rest was a lot of knee high slop. Julie was almost up to her knees in white slush testing the depth. Everyone was more than happy to watch.

Thommo drove the first vehicle, it was decided to take a right hand line with the firm surface and a bit of a side slope but the vehicle and trailer slipped a bit, not into the mud but it looked very uncomfortable. The second option was to attach a strap to David's vehicle in case he got stuck. It was decided to have all the left hand wheels on the firm dry surface and the right hand ones in the mud for a more level route. This was a successful strategy and the strap was not needed.

We turned off from here to meet up with the Peninsular Development Road again and made our way to the Jardine River Ferry. Arriving at 1pm only to find that the service station operator and the ferry operator had both gone for a drive on the north side. Nobody was going anywhere or doing anything. The sign on the door of the garage says LUNCH 12 -1 pm. With the traffic building up on both sides of the river and some getting impatient, we took the opportunity to have lunch. Both operators arrived back about 2.10 pm.

Diesel \$1.90 and Unleaded \$1.95 here. Most vehicles fuelled here as word had it that unleaded was \$2.05 on the north side.

It cost \$99 for vehicle and camper trailer to make the 34 second ferry crossing. Can't complain about that price though, it hasn't gone up in more than 7 years. All were over by about 2.45 pm and preceded an uneventful ½ hour drive to Punsand Bay where we were camping for a week.



Saturday 5/6

We might be at Punsand Bay but we haven't got to the tip yet.

It's about 15kms from Punsand Bay to the Tip of Cape York and is pretty slow going and some dark murky holes with water to negotiate on the way. Just as well Thommo brought Julie along. She was up to her knees, and a bit further, in some suspect muddy water to determine the safest path on at least two occasions on this trek. She admitted later she was right out of her comfort zone with these ones. Again, no one offered to help.

Parking was limited once there, so all lined up on the high side of the beach and then the short walk over the rocks to the point. The obligatory photo's - I MADE IT TO THE TIP were taken with a sip of champagne or a beer for some, followed by a casual sit on a rock under the shade of a couple of trees to finish the second bottle, there were a few of us! We'd been nearly 3 weeks getting here so a little sit with an extra bottle was warranted.

A further trek along the eastern coast to Sommerset, the original settlement in the 1800's. Monuments to those pioneers who lost their lives in the area, Jacky Jacky, Kennedy, Jardine and Japanese pearl divers. The road continues onto the Five Beaches drive Loop Road, where we encountered soft sand, rocky patches, overhanging vegetation and washouts. I think we all had fun here too. A big round trip today finishing with a little retail therapy at the Crock Shop, located opposite the Lockerbie Homestead, then back to camp.

The rest of the week is unplanned - however a trip to TI and a fishing charter are on the agenda.



Sunday 6/6

Most of the crew took a trip to Thursday Island, had a drink in the most northerly hotel in Australia, and visited Horn Island today. Great day out, very informative and learned a lot of history especially about Horn Island. The sea was a bit rough on the way back.

The others left behind went for a bit of a drive and checked out one of the local fishing spots. Thommo caught a small GT - enough to feed 2 (with chips).

Monday 7/6

Some had a drive into town today. Mary purchased a mean frock from town and Jill found a great pair of thongs. There's only about 75 permanent residents in Bamaga so there's not a whole heap of shops. Some went fishing, again - in search of Barramundi. Thommo found one on his first cast with his "virgin" Balmain Tiger lure then that was it. Bloody good eating though. Others had a quiet day - sat in the shade of the annex, cooled by the wet sheets hanging out to dry. Weather is pretty hot and humid. Most went for a swim today. In the pool that is.



Tuesday 8/6

All day fishing charter with Bat for Thommo, Julie, Jayne and Ian (\$800 for the day plus the cost of any lost gear). A bit pricy but what the heck. You're not up here very often. The day started with lots of Barracuda and ended with a good fish kept by each. Enough for a couple of good feeds for the convoy. Ask Ian about only bringing in half a fish and how you skull drag on a boat.

Beware of the scrub turkeys!!! They'll eat you out of house and home. Mick took an unscheduled 2nd drive to town today after momentarily left his loaf of fresh sliced bread on the bench at the back of the camper. On returning found it was all gone....except the wrapper. Jeanette succumbed to the heat and **drove** to the pool twice today (which is only at the other end of the resort). How far is it??? 150 metres max.

Wednesday 9/6

Day trip to Bamaga and Seisia was made by most of the group, Diesel and Dypso also went to Umagico incorporating Loyalty Beach, Bald Head and explored a few tracks.

Crocs were spotted at Cable Beach. An afternoon girls swimming trip to the pool, all happy to be transported the 150 metres by car!!! It really is very hot and humid.

Thursday 10/6

Cable Beach is the next cove south of Punsand Bay. Ian and Jeanette counted the fresh tracks of 11 crocodiles so retreated to the car. The pool at Punsand is good!!! It was a great stopover.

Next month - Part 3 - Home from the Tip



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5 tyres for sale: 1 brand new (spare) and 4 nearly new (with 10,000 km) . Good Year Wrangler Silent Armour, All Terrain 245/75/17. \$800 the lot.
Please phone Boris on 0412 766 532

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Wanted -Used 15" tyres: I have some friends who live up North on the edge of the Pilliga Forest, throughout the drought they have been doing it fairly hard.
They use 15" tyres on many of the implements, if anyone is changing tyres to achieve better 4WD traction, and is willing for me to have the old cases it would be appreciated. Massive tread is not an issue as his farm is on the huge sandy alluvial fan coming from the Warrumbungles, not on the black soil.
Jan McGuinness janmcg@tpg.com.au
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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 entitled to a 50% reduction in the Owner Member Joining Fee provided 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 Registered Family of Owner 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. Plus Annual Membership. A re-joining Member may be entitled to a reduced Joining 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 of the month at the 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 by Email 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.

<i>Essential entries</i>	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):				
Reg'n State Colour:				
Camper Trailer (If applicable)				
Registration No State:				
Please register these 'Family' Members? Must be under 21 years, reside with Principal Member or Partner, and be Licensed or Learning to Drive. Please provide both Names and Dates of Birth .	Name(s):			Dates of Birth:
Are you a returning Member?	Yes / No	If 'Yes', what was your last Membership Year?		
How did you find out about the ST4WDC?				
Payment of fees (\$) made by (Please indicate): Bank Transfer / Cheque (enclosed) / Money Order (enclosed) / Cash				
Signature(s): Upon acceptance of this application, then for the duration of my Membership, I agree to abide by the Constitution and By-laws of the Southern Tablelands Four Wheel Drive Club Inc, as they apply from time to time.				
Signed:				Date:

Completed Form and payment should be submitted to the Membership Secretary at a monthly meeting, mailed to the above address, or scanned and Emailed to Membership@ST4WDC.Org.

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