



SOUTHERN TRAILS

ISSUE 379 March 2011



C O N T E N T S

Directory	2
Rosemary's Ramblings	4
Bits and Pieces	5
Talooge Topics	6
Report - February meeting	8
About Trips	10
Trips and Events	11
What it Takes	20
Tyres and Design Limits	23
Report - Social Event	25
Report - Cape York - Part 3	26
Unclassified ads	30
New Member Information	31
New Member Application Form	32

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 March

Annual General Meeting

This month's magazine has been compiled by John and Val. Wiseman
Cover photos by Mick Hynes (Cape York) and Val. Wiseman (CSR)

SOUTHERN TRAILS - is the magazine of the ST4WDC Incorporated,
GPO Box 2122, Canberra ACT 2601
ABN: 49 507 780 060
Registered by Australia Post
Print Post No. PP248831/00046
National Library Catalogue No. ISSN 0314-0814
Web Address <http://www.st4wdc.org>

The opinions expressed in the articles and letters in this magazine are not necessarily those of the The Southern Tablelands Four Wheel Drive Club.

Southern Trails is printed by INSTANT COLOUR PRESS, 21 RAE ST, BELCONNEN, ACT 2617.

All magazine correspondence should be directed to the Publications Coordinator.

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

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

SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB INC.



Directory



President

Rosemary Orr
6241 0464 0414 568 358
Email: president@st4wdc.org

Vice President

Marj Jones
6284 3456
Email: vpresident@st4wdc.org

Secretary

Jo Delaney
0423 223 045
Email: secretary@st4wdc.org

Treasurer

Rick Holland
6292 6537 0412 335 962
Email: treasurer@st4wdc.org

Past President,

Peter Fenwick
0406 379 913
Email: ppresident@st4wdc.org

Publications Coordinator

Vacant
Email: publications@st4wdc.org

Education Coordinator

Peter Reynolds
6251 1258 0428 623 458

Membership Secretary

Greg Taylor
6241 3547
Email: membership@st4wdc.org

Events and Trips Coordinator

Richard Brand
0418 568 358
Email: trips@st4wdc.org

Property Coordinator

John Kjar
6287 7574 0432 737 440
Email: property@st4wdc.org

Public Relations Coordinator

Vacant
Email: public@st4wdc.org

General Members

Mary Biddle
6288 7882 0410 539 514
Email: Mary@st4wdc.org

Janet Neale
6297 2252
Email: Janet@st4wdc.org

Ian Goodacre
0403 304 505
Email: ian@st4wdc.org

Doug Brown
6297 2252 0419 467 701
Email: Doug@st4wdc.org

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



Well the disasters just keep coming. As I write, not only have we had floods, but cyclones and bushfires. Many of our club members are volunteers for the SES, Rural Fire Brigade and many other organisations. As such they have already been deployed to Queensland to help with the clean up and I am sure that they will be going again in the future. Our thoughts are with all of our members who are dealing with very difficult conditions to offer help to the wider community.

On a happier note, our magazine and website are buzzing with lots of trips, we are welcoming new members to the club all the time and there are plenty of things to do.

As you all know our Annual General Meeting will be held as part of our March meeting. All of the nominations are being posted on the website. I am happy to say that we have had a lot of nominations and lots of new faces. It is really great to see people stepping up to help steer the club into the future. For my part, I am stepping down as President, but don't start cheering too loud as I will still be around as immediate Past President and will still have my finger in the pie!!

One of the things I have found most difficult during my time as President is the monthly ramblings. One would think that there would be plenty of things to talk about – but with the time lag between writing and reading many trips etc have already been and it is time to write about how great they were and not how great they are going to be. Don't get me wrong, I have really enjoyed sharing my thoughts (for what they are worth) with everyone but sometimes it is hard to get the words flowing.

I am sure that there will be many challenges facing our club in 2011. As always there is the continuing up-keep of our property "Talooge Park".

While club members attend working bees throughout the year there is a small band of workers who just go to Talooge and do their thing without being organised or told. They mow the home paddock so that when we have functions it is all very neat and tidy. They continue to attack the weeds that will be with us for years to come and they continue to plant trees even though those pesky goats continue to eat them. We have had to resort to fencing everything so that the goats cannot get to them. So to those silent workers – MANY THANKS! Your efforts do not go unnoticed.

Our club continues to build relationships with National Parks and ACT Forests. It is really important that we continue to liaise with these groups to ensure that there will be places for us to travel in the future. Our club is a responsible traveller through the parks and forests around Canberra and I would encourage everyone to continue to be responsible citizens of our wonderful bushland.

I am really looking forward to 2011. Looking forward to meeting all of our new members, looking forward to going on some of the trips that are advertised in the magazine and going down to Talooge for some rest and relaxation. Looking forward to some of the great things our new committee with put forward and looking forward to the trips led by you the members of our club. So let everyone get in and make 2011 a great year.

I am looking forward to seeing heaps of members at our AGM and I can't wait to see who will make up our new committee. I truly hope that you all get behind our committee and make our club "Zing" this year. So see you all there.

That's all from me. Take care and enjoy the bush.

Ro

Battery World
Power for anything... anytime!

Need a Battery for your...

FREE in-store auto Battery Testing and Sales at:

CANBERRA
95 Grenville Court
Phillip
(Behind Discount Tyres)

24hr Roadside Service

13 17 60

www.batteryworld.com.au

The advertisement features a central image of various car batteries and a small illustration of a car, a boat, a motorcycle, and a truck.

Bits and Pieces

Greg Taylor



Well we are still a growing club with a total of 486 members and if we keep going, Peter Fenwick says that we will be the largest club in the 4WD NSW and ACT, our state association.

Welcome to our newest members:

Glen Watts

David O'Connor and Teena Browning

Alex de la Mare and Nicole Nijskens

Jeff and Anita Wesney

Bradley and Suzanne Burnett

Anthony and Keturah Whitford

Membership Renewal

We still have a lot of members that have not renewed this year. Our club rules are that if you have not paid your renewal by the February General Meeting (which was 8 February 2011), you also have to pay a five dollar late fee. So, for those still intending to renew – add five bucks you naughty people! Annual membership subscriptions are from 1 January to 31 December in the same year – you are overdue!

If you have not renewed your membership by the close of business on the tenth day before the Annual General Meeting (which is 26 February as the AGM is 8 March), I am then required as Membership Secretary to provide the March Committee meeting with a list of un-renewed memberships that will be terminated. If a renewal is also received after the tenth day before the AGM then the membership will be treated as a new membership (additional fees apply).

Setting up a bank transfer or posting a cheque on 26 February does not mean that the club has received or receipted the payment on that day. Bank transfers generally take more than one day to show up in the club account. So, if you are intending to continue as a member of the club please pay your overdue membership fees (\$105.00) as soon as possible. If you are having any difficulty in doing this please discuss with me.

Payment of membership fee for your renewal

The simplest way to complete your renewal is to make your payment by Bank Transfer (BSB 112-908; Account No. 040 037 027). However when making Bank Transfers, PLEASE include your name as

reference – do not just enter ST4WDC as this does not identify your payment to us. Please also send me an email to advise that you have made the payment. Address for cheques or money orders is:

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

Vickie and I were not at the February meeting as we went to see Billy Connolly at the Royal Theatre – for which we had booked tickets last September.

I understand that my best endeavour to save trip participants from coming to grief on our last high country trip was given special attention. It is hard trying to spare one's jatz crackers from icy cold mountain water when there is a gallery on the bank in hysterics! However, it was a deep crossing and we were unable to see the bottom or any logs/rocks that we may get hung up on. Vickie had volunteered but she did not have her shorts (or snorkel) on. I wonder who supplied the photos for the meeting...

For those who were on the trip I have just had my HF radio aerial repaired by Alex Watts at Fyshwick. The whip and connecting bits parted on a trail and by sheer luck I saw it fall in the mirror. After four years of corrugations and mountain trails it was time for some TLC. Following the January presentation by Amanda Mackinnell from the Search and Rescue Coordination Centre – I also had a look at the Personal Locator Beacons (PLBs) and yes – Watts Communications had too good a price to ignore and it is the GPS model to boot (I had to tell Vickie it came with the HF Radio service). Of course as I am going on the Vic High Deep South trip with Michael Patrick it doesn't hurt to have plenty of safety gear.

We are now well into February and a busy period with several great trips coming up including the Bush Skills weekend at Talooge (get to this if you can it is well worth it).

Greg.

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.
26 Mar	27 Mar	Photography in 4WDing	Graham Kruse	6292 3073(H)
9 April	10 April	Kick-Off 2011 at Talooge Park	Kerry Lejsek	6161 7597(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

Last month I outlined the benefits Talooge provides to the Club and to its members. I consider this use more than justifies the considerable resources expended on Talooge by both the Club and its members. So, just what have we accomplished in the past 12 months and what additional work is being planned?

The first priority is to ensure members can always gain access to Talooge – at present such access is along either Strike-a-Light or Rayners fire trails and we rely on the goodwill of the property owners to continue to allow us to use those tracks. For several years we have worked to obtain greater certainty on access and hopefully this will be resolved by this time next year.

Our second priority is to construct a shower block and upgrade the toilets. Sounds simple but involves many considerations including the planned future use of Talooge, what size and number of such facilities are required to meet that use, the locations of these facilities, what types of facilities, the water supply and the system(s) to be used to heat the water for use in the showers, ensuring the water supply does not freeze up in winter, Council requirements etc as well as the associated construction and maintenance costs. Given the costs and effort required we only want to do this task once – so please bear with us as we work through the (constantly changing) issues. Again, hopefully there will be substantial on-ground progress to report next year.

The third priority has been to manage the landcare requirements for our 700 hectare property – a task that has been carried out primarily by Graeme Kruse and the landcare team. Goats have been a real pest, eating many of the newly planted trees and shrubs. Professional attempts at trapping the goats failed. So we entered into an agreement with the Sporting Shooters Association of Australia, Hunting and Conservation Branch for a feral animal culling program

that, while still in its early stages, has yielded some promising results. But we do not expect to eliminate the problem by culling alone and have started a tree protection program by construction of large enclosures around individual trees and groups of trees to provide protection in their early years. Monies remaining from the grant from the Commonwealth Environment program have been used to purchase an additional 100 trees and shrubs, as well as stakes and wire to construct more enclosures. Hopefully this next stage of planting and protection will have been completed by the end of March.

Fergie, our trusty tractor, and associated implements have been well utilized this year, with tasks such as constructing culverts, slashing rough areas and mowing the camping areas. These areas are still looking green and provide many very attractive camping sites – but have required mowing about every six weeks during Spring and Summer and each mowing has required between one and two days. In addition the land care team has spent many days on weed control and reducing fire hazards in the DTU area. And speaking of fires, we have constructed a new fire pit next to the large shelter and installed six ‘personal’ campsite fireplaces with BBQ plates etc on Thurbon Flat and the Offset Mounds.

All of this has involved many Club members on both the two official working bees carried out in 2010 as well as several unofficial events – about 200 person days effort at Talooge plus many days in Canberra. On behalf of the Club I would like to express our appreciation to all those involved.

I also seek your continued support in 2011 and beyond to help complete the tasks outlined above, and to continue developing new driving tracks, interesting walking trails and campsite facilities, as well as to research the history of the area so we can make Talooge an even better facility for use by all Club members. All offers of assistance and ideas/suggestions are welcome.

Camper trailer sales and hire

ABN: 34 102 155 962

Peter and Catherine

0412 866 375

www.independenttrailers.com.au

Call us:

- To hire a Tvan off road camper trailer
- For a demonstration of the Tvan
- To talk about buying a camper trailer

Local dealers for:

- Auspitt (camping rotisserie perfect for the campfire)
- Tanami pumps (transfer fuel from your jerry can to vehicle without effort)

Visit us at home in Chifley or see us at the following shows:

- 13-14 May Riverina Field Day in Griffith
- 16-18 September Orana Camping show in Dubbo
- 20-22 September Henty Field Days
- 15-16 October Murrumbateman Field Days
- 21-23 October Canberra Home and Leisure Show
- 29-30 October Garden and Outdoor Festival Wagga Wagga
- 4-6 November Sth Coast Caravan & Camping expo Batemans Bay



WATTS COMMUNICATIONS Pty Ltd

Telephone: (02) 6280 6416 Unit 1/68 -70 Kembla Street

Facsimile: (02) 6239 1606 PO Box 1113

Email: sales@wattscom.com.au Fyshwick ACT 2609

Web Address: <http://www.wattscom.com.au> ABN 62 008 641 923

We are a one stop communications shop providing GARMIN GPS and Navigational equipment, Vehicle Tracking, UHF and AM CB radios, Marine VHF & UHF radios, HF Radios, Commercial Two-Way radios, Hands Free Kits for mobile phones, sales and rentals of Mobile and Satellite phones, HF, UHF and Commercial radios.

Our installation bay is fully equipped to undertake installations into all types of vehicles.

Our workshop has qualified technicians who undertake the repair of HF Radios, AM/UHF CB's and UHF/VHF Marine radios, commercial radios – mobile and hand held.

We are the sales and service agents for the following brands:

GARMIN, GME-ELETROPHONE, ICOM, KENWOOD, UNIDEN, MOTOROLA, SIMOCO, AND TAIT. We can also provide satellite phones on the Iridium and Globalstar satellite networks.

Report on the presentation at the February Meeting

John Kjar



Note. There are many brands and models of tyres and many different 4WD's, as well as environments that 4WDers will wish to travel (or not travel).

While many Club members use Cooper tyres, and Cooper Tires are a major Club sponsor, the ST4WDC does not endorse or recommend the use of any particular brand or model.

It is important when considering what tyre to purchase to think carefully on the uses that you intend to subject your tyres to – speeds, wet/dry conditions, towing, highway, sand, dirt, mud etc. Each tyre involves some compromises on the way your vehicle will perform in these varying conditions, and of course prices vary. Tyre pressures are also an important factor affecting performance.

Ian Sheppard and Andrew James provided members an overview of Cooper Tires and its product range as well as an insight into some new developments.

History of Cooper Tires Ian told us that Cooper Tires commenced operations in 1914. Its business philosophy then, and since, has been to provide good merchandise, adopt fair pricing practices (for both customer and supplier) and a 'square deal' every time.

Manufacturing. They now have 52 manufacturing plants in 13 countries but most production is sourced from the USA. All Cooper tyres sold in Australia are made in the USA. They own seven proprietary tyre brands.

Cooper Tires are an after-market manufacturer and supply tyres designed for specific uses (ie their tyres are not supplied with your 'normal' new vehicle package). Ride quality, performance in various conditions and durability are important tyre attributes. Some of the features of Cooper tyres that Ian said were contained in all their tyres to improve these attributes included the use of "Chemically-coupled silica" throughout the tyre which improves tyre grip especially in wet conditions, an advanced internal construction that assists in strength and durability, tread design that is optimized for specific purposes including improved on-road and off-road grip and the use of 2000 denier cords throughout the tyres (twice the thickness of most other tyres) that assists in providing greater resistance to punctures. During the manufacturing process Cooper conduct 400 quality checks on each tyre to ensure the quality and integrity of their products.

Tyre testing. Cooper Tires have their own testing facilities in the USA, including Skid Pans, Hill Climbs, Rocky River Beds, Sand, etc, plus many other tracks that allow consistent and repeatable tests. In addition they do much of their testing in Australia as Cooper Tires consider we have the toughest conditions in the world. These tests are comprehensive and allow their engineers to take the tyres to the point of destruction. This is done to enable Cooper Tires to provide the best possible tyres, designed for very specific purposes.

Tyres in the Australian 4WD range.

Cooper manufacture a large range of tyres in order to provide the best option for all 4WD vehicles, from soft roaders to the largest of true 4WD vehicles. The basic model is the CS4, which is recommended for users expecting 90% of their mileage to be on paved roads and sand, and only 10% in dirt/mud. It has a particular advantage as a long mileage tyre. The CTS is a larger version of the CS4. The Zeon XST is a high performance tyre designed to provide better grip for extreme braking and road handling.

The H/T is designed for use mainly on highways especially if towing a caravan or trailer and provides good mileage and low road noise. The ATR Discoverer is designed for 70% road/sand applications (ie an 'all terrain' tyre). It has a deep tread providing good off-road grip, while also providing a fast steering response and a quieter ride.

The Zeon LTZ is a new all-terrain tyre with a size range to suit larger wheel fitments for most premium 4WD's such as Range Rovers, right through to the "everyday 4WDs" such as Landcruisers and Patrols. The Discoverer S/T has very deep treads and an aggressive tread pattern and is designed for 60% road and sand use (and 40% dirt/mud) and for vehicles carrying heavy loads. The S/T-C is similar to the S/T but has increased resistance to cuts and chips and is designed for extreme sharp/rocky tracks (as often found in the gibber desert areas of Central Australia). The STT is for 'serious' off-road use while still providing good grip on the bitumen. It has stronger sidewalls and greater resistance to cuts and chips. The S/T-C and STT are manufactured to Light Truck specifications. More information can be seen at their website www.coopertires.com.au - make sure you have a look.

What's new in 2011? Ian advised the A/T 3 model has a more aggressive tread pattern than the ATR and improved construction to provide safer road handling characteristics. It is more suited to off-road use than the ATR and also provides better braking performance. Ian

let us in on a scoop – the Club was the first in Australia to hear about the S/T Maxx, which will be released for sale in Australia in June. He said it would 'revolutionise' the industry, as it will perform better in a broader spectrum of uses than previous tyres. It is a Light Truck construction, with stronger sidewalls and improved chip resistance.

Many members took advantage of the opportunity to speak further with Ian and Andrew during the break – tyres is a subject that burns deep in the hearts of 4WDers. Thanks Ian and Andrew for a most informative presentation, as well as an esky full of goodies (which was fittingly won in a raffle by Rob Dobson, from whom we'll be hearing more about tyres in the future).



4WD TRAINING SERVICES P/L

ABN 008 545 980

Over 30 years 4WD Experience passed on to you

ONE ON ONE TRAINING

THE BEST TRAINING YOU'LL GET

This training course covers two competency units

- SRO DRV001B - Drive & Recover a 4WD Vehicle
- SRO DRV002B - Drive a 4WD Vehicle in Difficult Terrain

In your house 4hr theory component including training DVD
8hr practical component including 4WD recovery techniques

- Member Australian Driver Trainers Association Inc.
- Certificate IV in Driver Instruction
- Accredited Driving Instructor A.C.T. Government
- Certified 4WD Trainer Assessor
- Licensed 4WD Mechanic 30 years

*Private & Government Departments Catered For
One on One or with a partner (max 2)
Fully insured & first aid certified*

Call Peter anytime for information & bookings (training weekdays only)

0428 623 458

The final straw.

Well, that's it – apart from that pesky 1/4 page gap at the bottom of page 9, Southern Trails is finished, complete and ready for the printer. Shorter than usual. Only 33 ¾ pages, which is a real bug***. Southern Trails is printed 4 pages to each sheet of paper, so 32 pages is OK, or 36 or 40. Last month was 52 and once we had 60, but 33 ¾ just doesn't do it. This is one of those times that it would be very nice to have something that arrived too late last month! Something to fill a couple of pages now, so I could round this month's out to 36 pages. But I squandered that flexibility; used up every morsal last month, so there are no left-overs; the cupboard is bare.

Just as well Peter, John and Rob all contributed articles this month or it would be a very slim magazine. Just the same, I have a dilemma. I have always aimed to use only our own product, contributions from our own members. Should I write a few pages myself? Include a couple of pages of photos? Use some material from outside the Club (what, where from)? Or rearrange the whole magazine and squeeze 33 ¾ pages into 32?

Deadline at the printers. No time to write, no time to look through the thousands of un-catalogued file photos, don't want to use our own photos (again!), too late to get approval from other copyright holders..... So, I'll just squeeze it. With a good cover maybe noone will notice.

Please – Southern Trails' success relies on material contributed by members. So keep those articles and trip reports flowing in. Club trips, private trips, technical articles.....

(I'll stop now. That should be enough to fill that last 1/4 page on page 9!)

John

Damn - too big, I'll just drop the font size!

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



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)
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)
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.
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 Lowden 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.

TRIPS AND EVENTS



12 - 20 Mar **Canberra Festival Balloon Spectacular**

2011-008

Trip Leader: Catherine Panich
Email: capan@homemail.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 complementary 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.
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 that only Canberrans can participate.

TRIPS AND EVENTS



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

2011-003

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

15 Mar **Social Evening with a "pot luck" Theme**

2011-030

- Trip Leader: Rick and Wendy Holland, Rob and Kerry Lejsek,
Email: lejsek@grapevine.com.au
Phone: 02 6161 7597 (h); 02 6271 1967 (w); 0402 094 612 (m)
Limit: 16 people
Start: 7:00 PM
Maps: Navman or Tom Tom
Requirements: Pot luck dinner contribution, BYO Beverages and Camping Chair (in case of chair shortage)
Description: This is the fourth in a series of Social Events aimed at getting together and catching up and talking about 4WD destinations. This evening has a "pot luck theme"....
The venue is yet to be advised...so it is "pot luck"..
Dinner will also be a "pot luck" where everyone brings a savory dish to share with others - Desert will be provided by the trip leaders Kerry and Wendy.
In keeping with the theme there will also be a number of short "pot luck" presentations. With all participants being invited to bring a couple of slides on a USB stick of one of their favourite 4WD destinations.
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



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
Grade: 1
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.
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)
Limit: 10 vehicles
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.

TRIPS AND EVENTS



9 - 10 Apr Kick-Off 2011 at Talooge Park

2011-032

Trip Leader: Rob and Kerry Lejsek, Rick and Wendy Holland
Email: lejsek@grapevine.com.au
Phone: 02 6161 7597 (h); 02 6271 1967 (w); 0402 094 612 (m)
Limit: unlimited
Start: 8:30 AM
Meeting Place: Bredbo Service Station
Description: A great social weekend at Talooge with a "wild west" theme to kick off the new Club year. So hitch up your wagons and come join us for family weekend.

There will be games for the young and the young at heart with age appropriate prizes.... Happy Hour will be followed by a fancy dress (and fancy pants too) "Pot luck" dinner in the Talooge "saloon". Prizes will be awarded for the best "wild west" fancy dress/pants.

The club will provide dessert.
Comments: Please register to help with dessert catering numbers

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.

22 - 26 Apr Easter / Anzac Day

13 - 15 May "Safe One" Basic Driver Training at Talooge Park

2011-012

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

TRIPS AND EVENTS



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
Grade:	1
Start:	8:00 AM
Meeting Place:	Talooge Park
Description:	<p>This is a 2 day training course to achieve the Remote First Aid Certificate, which includes the Applied First Aid Certificate.</p> <p>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.</p> <p>We will also be offering a "Statement Of Participation" for the "remote" component. This is not nationally accredited.</p>
Comments:	The cost is \$195 per person for the 2 day course (fee to be paid prior to the start of the course)

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

Trip Leader:	Peter Reynolds
Phone:	02 6251 1258 (h); 0428 623 458 (m)
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

28 - 29 May Oziexplorer Nav X

Trip Leader	Michael Patrick
Email	Michael.patrick2@bigpond.com
Phone	0412 377 941
Limit	
Grade	2
Start	8:00 AM
Meeting Place	Williamsdale
Fuel	Full tank
Maps	Will be supplied where possible. If you have electronic maps of the general area, bring them along
Description	<p>This is a hands on Oziexplorer navigation exercise. We will depart Williamsdale at 0800 and proceed to Talooge. We will then devote Saturday morning to understanding trip planning, and using Oziexplorer, plan a route to Cowarra Gold Mine. After lunch each vehicle will drive to the mine using their GPS and return to Talooge. Saturday evening will be devoted to planning a route to Tallaganda National Park. On Sunday each vehicle will follow this trip plan and drive the National Park with the aim of being back in Canberra by 1700.</p>
Comments	<p>You must have a GPS using Oziexplorer and the ability to transfer information from a laptop to a GPS unit. If you have a laptop, please bring it along. This is an exercise to enhance users skills in using Oziexplorer for trip planning. Please note that this is not a basic introduction to Oziexplorer but slightly more advanced. This is the first time this exercise has been run so it will be learning curve for me with lots of Lab Rats!</p>

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**

16 - 18 Sep **“Safe One” Basic Driver Training at Talooge Park** 2011-014

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

2011-015

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
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**

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)
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.

TRIPS AND EVENTS



11 - 13 Nov "Safe One" Basic Driver Training at Talooge Park 2011-016

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



LEE & THOMAS

Auto Electrics

EST.1960

- General Auto Electrical Repairs
- Batteries & Accessories
- Airconditioning Servicing
- Exchange Alternators & Starter Motors



- Car Immobilisers

SHOWROOM & WORKSHOP

@ 95 Grenville Crt

Phillip

6281 1455

OPEN MON - FRI
8.00am - 5.00pm
SATURDAY
8.00am - 12.00



“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 **7.00pm** 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

What it Takes

Peter Reynolds



As another busy year passes by and another about to begin for our dedicated Driver Training Team, I thought I would reflect about what it takes to be a 4WD trainer. In short, dedicated special people. I guess I could just end it there, but people often ask about joining the group and what is involved, a very difficult question to answer really.

You would think "Oh well, just teaching someone to drive a 4WD vehicle in difficult terrain doesn't (in theory) sound too difficult, does it?"

Our year has started with a trainers meeting night to plan the year ahead and pass on tips to our new recruits who were very busy taking notes, building up an information bank they can look back on when they need it. It takes 2 years to complete our trainers course and they need to keep a record of the techniques we pass down to them and then at the end complete a very tough (if I do say so myself) validation day to make sure they are ready at the required level to train our new club members. They must commit to the 2 years, some haven't made it. Some think it's easy and generally don't last very long. Others aren't prepared to go the distance and just don't last. Some don't understand the learning culture or are not prepared to commit to it and simply drop out, but they have a go and that's great. Sure it's not for everyone, but for the ones who are prepared to stick at it, it's a great achievement and they become special people.

We have also had a very tough day in the heat with the help of a few dedicated club members, clearing tracks of fallen trees, overhanging branches and opening up new tracks (thanks John Kjar and Greg Taylor for organising) so we could run our follow up days in the mountains this year.

We have four basic courses planned for this year. Let me explain how they work for the trainers involved. I talk to 14 or 15 new members and book them in. So that I can answer all their questions and make sure they are fully informed regarding meeting times, what to bring, (and what they are letting themselves in for!)

we don't take online bookings.

Some of the training team will go to the property Friday to start setting up, which includes cleaning the shed, setting up and refueling the generators, setting up barbeques, putting up outside lighting, making sure toilets are clean, starting a fire and making sure the wood supply is adequate, getting T.V & video operating, fridges working, gas stove working, plus when the convoy arrives, showing people where to camp and helping them set up, etc...

The rest of us arrive in Bredbo about 5pm Fri and grab a meal in the pub before meeting the students and giving a briefing before heading into the property via the fire trail (we discourage members using the neighbours' access). Tyre pressures are checked and we all help the students with which gearing they should be using. In some cases the trainers will travel in the student's vehicle (especially in the autos because of the techniques we want to teach them before they start their training). It is important for the trainers to be there on the Friday evening to help out and get to know the students.

As the convoy arrives at Talooge we help getting them settled in and then have our first get-together. We introduce the trainers and lay out the format for the weekend. Then (and only then) after assuring everything is in place, and we have had a trainers meeting, do we get to have a drink, by now it's 10pm.

Early start. 6:30 to 7am will see the trainers getting breakfast and some heading out to inspect the tracks and doing some maintenance and track marking where required. Some will stay in the shed taking notes during the theory session. Others will go out and practice different training methods with our more experienced members.

After lunch the trainers may take the new trainee instructors with them in the student's vehicle, while demonstrating the various off road techniques. Trainee instructors are required to stay with their instructor for at least 2 or 3 courses or until deemed ready to progress by themselves; we call it the "buddy system". Trainees must attend at least 6 training programs in the 2 year period before taking their validation course.

Saturday afternoon we arrive back at camp after about 4hrs of driving around Talooge. We set up the essential equipment demonstration and trainee

trainers are encouraged to do talks on the equipment. Sunday the trainers are up early once again setting up all the recovery equipment. With the "old" trainers guidance and encouragement, the "new" trainees gain experience using the recovery gear and in presenting to the students.

Meanwhile trainers are doing Radio & Communication talks in the training shed. When this is over all trainers & trainee trainers take the students on another 4hr drive in more difficult terrain, teaching them on how to pick a path, gear selection, seating & steering techniques, correct tyre pressure, etc.

When they arrive back all the equipment is packed up and everything put away, toilets checked again, garbage collected, generators put away, shed swept out and after a debrief and feedback from all the trainers we start heading out of the property with trainers helping with pumping up of tyres and looking after the convoy in general. We generally arrive home at 6pm.

The third day of our course requires all trainers and trainees to ride in the student's vehicle to provide, where we can, one on one training. This is where trainees hone their skills as the terrain is a lot more difficult than that at Talooge, and things such as the vehicle's ability has to be learnt too, quite a big challenge sometimes. Helping the student learn to read the terrain properly is probably one of the biggest challenges.

To give some idea of what's involved in becoming a trainer, we do that 4 times a year, for a trainee at least 6 times in the two year period.

BUT WAIT! THERE'S MORE!

We then have a Sand Driving & Water crossing Course and trainee trainers are expected to at least 2 of those before validation. They will be required to learn all the techniques of sand driving and the dangers involved in water crossings, be able to pass it on to the students. These weekends are 2 very busy days, chest deep in water and struggling through soft sand.

STILL MORE!

This year, we as a group, decided to run a Winching and Recovery course twice. Here our trainees will learn valuable lessons on all recovery techniques and will be required to be proficient in this area too.

THEN

Before reaching the validation day/weekend they must also complete an Advanced Course which may include, amongst other things, winching using advanced techniques up a very steep hill. You see folks, I try to instill in our trainers that they must be

at least one level higher than the student and three steps ahead of them all the time.

Hopefully that gives you an insight into what we do, year in, year out, but let me go on.

It's not only males that become 4Wd trainer and we have had many good female trainers who have taken up the challenge, but, we only have one left at present, who along with husband "Thommo" have put in 15 years between them and that is Julie Buttris. Julie has remarkable training skills and continually gets praise from her students, mostly female, (Yeah, yeah, I know they stick together) but doesn't take any crap from the male drivers. She takes her training role very seriously and certainly keeps us males in check as well. So you see, you have to be dedicated and willing to constantly learn the skills required because the next students vehicle you hop into may be worth \$80k upwards and you don't want to get it wrong, right?

One of our more experienced trainers known as Peter B. refers to us as "one big family" and I agree, we all help one another whenever it's required. Yes, it's a big commitment but when you put your hand up for another year on the team, it's important to stick to that commitment or you let the "family" down. We have 14 on the team this year and it is my mission, and theirs, to be there to help you guys complete your training.

Some of the trainers like myself have gone on to do commercial training; we also encourage them to do the Association D.T.U Assessment Program. Many have (another weekend away), to further enhance their skills. Some of our senior trainers (in skills that is) have been in the Team for up to ten years or more. None of the trainers get any rewards except the pleasure of seeing a smile on the student's face at the end of it. I always make sure they get a bloody good Xmas party (provided by the Club). Why? Because these people are dedicated special people whom I am very proud of and I believe they are the backbone of our club. In addition, many of them, along with other members have been responsible for building the facilities at "Talooge". Interestingly a lot of them are S.E.S or Bush Fire volunteers as well. They deserve more recognition (so buy them a beer at the next meeting!)

So there you have it, to be a 4WD trainer, that's "**what it takes**".

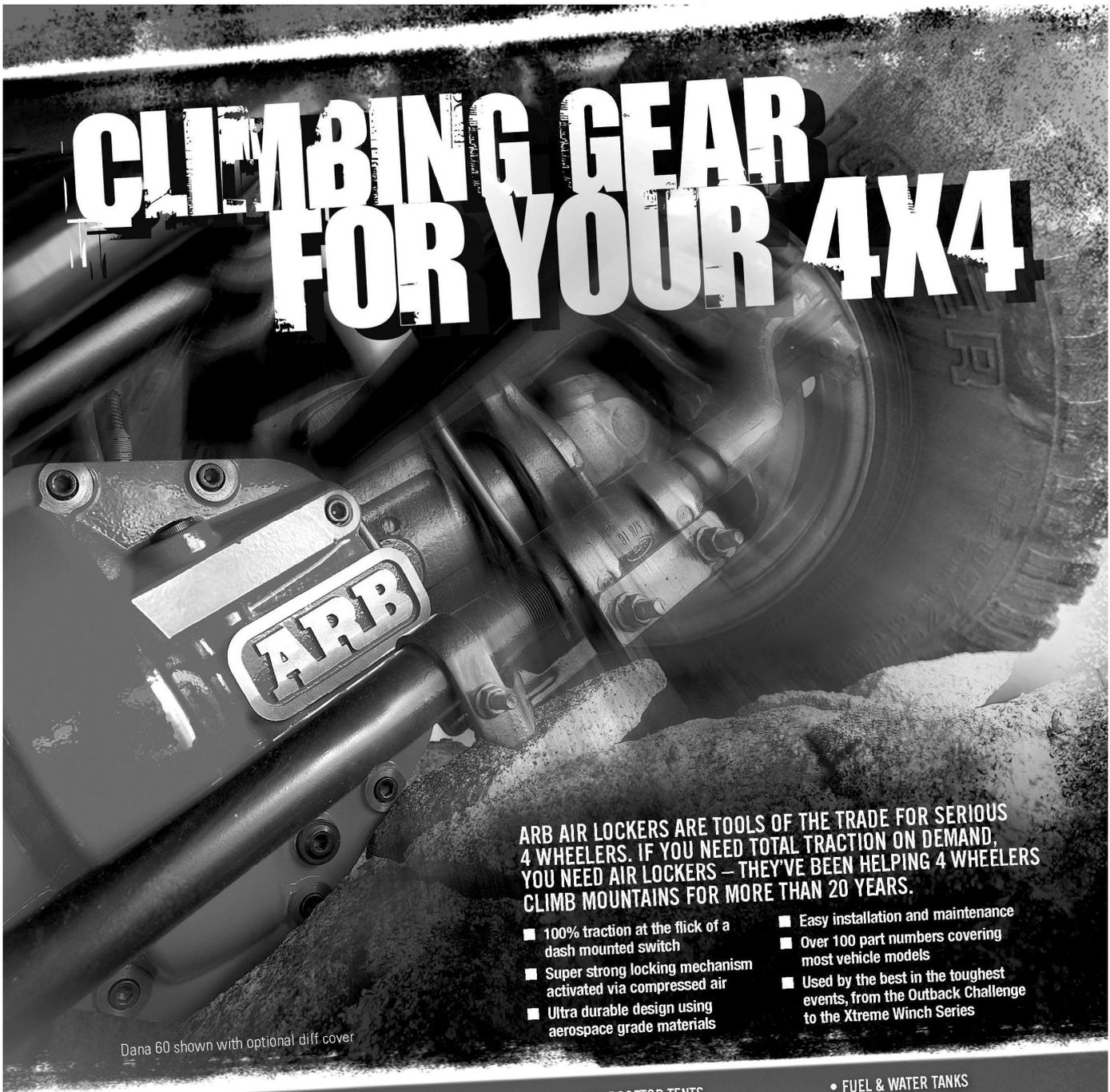


Editor's note :

Peter Reynolds OAM, our Education Coordinator, has been a member for 32 years.

Peter is a Life Member of the Club.

CLIMBING GEAR FOR YOUR 4X4



Dana 60 shown with optional diff cover

ARB AIR LOCKERS ARE TOOLS OF THE TRADE FOR SERIOUS 4 WHEELERS. IF YOU NEED TOTAL TRACTION ON DEMAND, YOU NEED AIR LOCKERS – THEY'VE BEEN HELPING 4 WHEELERS CLIMB MOUNTAINS FOR MORE THAN 20 YEARS.

- 100% traction at the flick of a dash mounted switch
- Super strong locking mechanism activated via compressed air
- Ultra durable design using aerospace grade materials
- Easy installation and maintenance
- Over 100 part numbers covering most vehicle models
- Used by the best in the toughest events, from the Outback Challenge to the Xtreme Winch Series

OUR RANGE INCLUDES:

- ARB BULL BARS & REAR BARS
- ARB SIDE RAILS & STEPS
- WARN & MAGNUM WINCHES
- OLD MAN EMU SUSPENSION SYSTEMS
- IPF LIGHTS
- ARB AIR LOCKERS & AIR COMPRESSORS
- SAFARI SNORKELS & PERFORMANCE COMPUTERS
- ARB, THULE & RHINO ROOF RACKS
- ARB ROOFTOP TENTS
- ARB RECOVERY EQUIPMENT
- ARB CANOPIES, UTE LINERS & SPORT LIDS
- ARB TOWMASTER TOW BARS
- ARB FRIDGES & DUAL BATTERIES
- FUEL & WATER TANKS
- TYRE ACCESSORIES
- GME RADIOS, SEATS, CARGO BARRIERS, WHEEL CARRIERS & MORE

ACT: 188-190 Gladstone St, Fyshwick 2609
Tel: (02) 6280 7475 Fax: (02) 6239 1124
Email: sales@arb.com.au Web: www.arb.com.au

ARB accessories are available from stores in every state and stockists in most larger regional centres.



Are You Operating Your Tyres Beyond Their Design Limits?

Rob Dobson



To my surprise I found that I had been operating my existing tyres well beyond their design limits and I am lucky that I was not stranded on the Canning Stock Route with two de-laminated rear tyres.

I recently had to decide to either replace, or upgrade the worn 265/75R16D ('D' = 8 ply rating) 4WD tyres on my Landcruiser 100 series (I changed the original 17 inch alloy rims for 16 inch steel rims). I had not been all that happy with these tyres on the rear of my vehicle as they got very hot when deflated to the pressures needed for sand or gravel road driving. To be fair, I must confess that I have dual wheel carriers on the rear tow bar, a long range fuel tank and Black Widow drawers all of which put a very heavy load on the rear end even before I pack for the trip and attach the Ultimate Camping Trailer. I weighed the vehicle on a public weigh bridge and was surprised at it tipping the scales at 3570 kg without the long range tank filled and carrying very little load (Ultimate Camping Trailer not connected).

Whilst attending a sand driving course, our well known (and respected!) 4WD driving instructor told me that he thought that my existing tyres were bulging too much at the pressures needed for sand driving and suggested that I should change the existing 265/75R16D tyres to the larger 285/75R16D tyres. I bounced this idea off three different 4WD tyre supplier 'experts' who disagreed and told me that the 265/75R16E ('E' = 10 ply rating) had a

higher maximum load rating than the 285/75R16D and that I should use those; I pointed out that the 265'E maximum load rating was at 80psi and the 285'D maximum load rating was at 65 psi, and further that I never intended to drive off-road with either 80 or 65 psi in my tyres. When I asked about load ratings for their tyres at realistic off-road tyre pressures such as 20psi, 30psi, 40psi and so on, none could provide me with the required information, so I decided to research the problem myself.

I spent about 12 days searching the internet and consolidating material to fully understand the issues. There is too much information to reproduce here but I have posted it on my website in bite size pieces.

<http://www.netspeed.com.au/rob.dobson/>

It contains information on:

- Tyre load vs inflation pressure vs speed for 265/75R16 and 285/75R16 tyres.
- Tables containing load vs inflation pressures for most LT tyres.
- How much can load be increased if speed is reduced?
- At what temperature do tyres become permanently damaged?
- How long can you keep tyres before they deteriorate?
- And lots more including links to other useful websites.

I hope you find it useful.



Club Clothing

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

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

Kathy Solomos 0402 051 623





7 YALLOURN STREET FYSHWICK ACT

T 62806488

F 62804085

sales@airandheat.com.au

www.airandheat.com.au

**Frank and Elliott Wolf
are authorised dealers for**



Event Report

Social Evening with a Western Australian theme - 18th January

Julie Buttris



Organisers: Rick and Wendy Holland and Rob and Kerry Lejsek

Participants: Neil & Sandra Telfer, Catherine Panich & Peter Fenwick, Chris Harris, Jim & Ros Hanigan, Di & Jed Bartlett, Thommo & Julie Buttriss, Lindsay & Janet Jones, Greg & Vicki Taylor, Edward Killen, Phil Rayner and Richard Brand.

An excellent night – a miniature club meeting. Better than a club meeting. A small gathering of club members who have either been to Western Australia (WA), would like to go to WA or are planning to go to WA.

Rick was busy at the Barbie so's not to waste time. The most 4W drivers I've seen together arriving at an event in 2WDs. It's easy to get settled into trip chatter in such a relaxed atmosphere with like-minded others. A couple of great salads and BBQ meat and already the trip bug is starting to itch. Then onto the formal part of the evening

where we adjourned inside for a short presentation on the Canning Stock Route accompanied by great pictures and the tale of the tragic loss of 40 cans of beer. What a great memory Wendy has, remembering what Well number that photo was and there were 54 of them. 2,200 kms from Wiluna to Halls Creek traversed in 17 days on one of Australia's longest and most remote driving adventures.

Rob also gave a short presentation on his and Kerry's 1 week stay on 'almost' deserted Dirk Hartog Island including pictures of Kerry on different parts of the island with a hat, and without a hat and then with a new hat. His account of the history of the island, the heritage of inhabitants of the western coast, the value of max tracks in the sand, and the true meaning of WA (Windy Australia) had all in stitches.

The night was topped off by a surprise birthday cake for Thommo, great desert and itchy feet to get out there and do some more traveling. Thanks to Wendy and Rick for hosting the evening.

Around Town Plumbing Services

ABN: 11 227 406 122

For all your plumbing needs !

We have been in business for 13 years, specialising in plumbing maintenance in and around the Canberra area.

Call us for:

- General plumbing maintenance
- Commercial plumbing
- Installation of dishwashers
- Backflow prevention and testing
- Gas fitting
- Toilet and tap repairs
- CCTV inspection of blocked drains
- Installation of hot water units
- In-wall cisterns
- Ejector pumps and grease traps
- Burst pipe repairs and replacement
- Drain cleaning - electric eel, mini-eel & high pressure cleaning



We offer a 10% discount on Labour to club members

Call Rob or Lynne on 0418 631 669

www.aroundtownplumbing.com.au



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 3—The Cape to Canberra

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)

Friday 11/6

Hot, humid and showery. Woke last night to the sound of rain, and it continued on and off for the rest of the night.

We're on the move again today. On the way out, a sightseeing trip to the Seisa airport to visit the Jackie Jackie memorial and also the memorial for the Lockhart River plane crash in 2005. It's just amazing that there are also a couple of WW11 plane crash sites still in the bush between the airport and Seisa for all to see. Then we were on the road south – How great is that cooler weather at last.

We were first in line for the Ferry which was on the other but didn't take long for the return. All were over the river and refuelling in just a few minutes. The route south was via the Old Telegraph Line (OTL) with its many interesting creek crossings.



Some took some careful negotiation and some didn't. This trek is about 75 km but takes the best part of a full day. It hadn't really rained in the past week so the depth and flow of the water was not much of an issue. It was just the mud on the way in or the way out of some of them. Had a look at Gunshot. The creek itself was OK but getting out the other side could have (would have) been a problem. Especially with the Kampers being so heavy. Chickened out with that one but we

didn't need to be there and had a nice drive through the Heathlands Reserve, and several river crossings instead. It was getting late now. About 5.30pm. We were at Shellbourne just north of Palm Creek. Best to camp up here. We didn't want Palm Creek turning into a 4 o'clock track at 6 o'clock.



Saturday 12/6

Overcast, hot and humid - wouldn't you know it and it rained just before get up time - just enough to wet the canvas. Unbelievably all were up and dressed and ready to hit the track just after 7.30am. That's excitement for you. About 3km - Palm Creek here we come. This is the one we baulked at with the campers on the way up.

This was the hardest crossing we attempted on the OTL. The entry from the north was deeply rutted, the crossing itself was shallow with a good firm bottom, but the exit had a big hole, was very steep and slippery. Dipso had 2 diff lockers, winch and the lighter trailer and was elected the most capable vehicle to lead.

Whilst we were getting set, a group of 4 vehicles came from the south and gave a good demonstration of how NOT to drive, rock hard tyres and heaps of right foot was their preferred approach, entertaining to watch, however they did make a big mess...

Dipso got halfway up the bank on the other side before losing traction. The winch was set up and a few minutes later, safely on the top of the bank with camper. The trailer was unhooked and a winch extension strap was used to tow each of the rest of the convoy up from where they could get no further. 1 hour and 40 minutes after leaving camp

all 6 vehicles were on the south side and ready to roll again. Perhaps 4 kms then to Bramwell Junction for a refuel, hot shower and a bacon and egg sandwich.

The rest of the day was mostly uneventful, driving to Chilli Beach via Moreton Telegraph Station and Portland Road. The Frenchman's Track was still closed due to flood damage - and wasn't expected to be open for another month. The Chilli Beach campsite was very pretty, but a howling gale was blowing. It kept up all night and persisted most of our 2 day stay.

Sunday 13/6

It's cloudy, intermittent rain and windy. The early morning sky was dark and foreboding with shafts of

sunlight breaking through to illuminate patches of water, not something easily captured on film.

After a slow start cars started to leave camp to explore the surrounding areas visiting Portland Road (café) and some to the Lockhart River settlement. An impressive new community centre being built there. Back at the café - some of the group had morning tea and others had a delicious seafood lunch. Such a pleasant surprise in such an out of the way place, but were saved from the temptation of cheesecake as it was all eaten by the morning tea crowd. Cafe out of the Blue is a must visit if you get up this way.

Met up with six school teachers from Lockhart River on long weekend leave. The school has over 100 pupils and 12 teachers and caters for children from prep to secondary.

After lunch it was back to camp and beach activities - kite flying - some do well and some should just watch. There was shell spotting, and critter watching at low tide.

The beach is marred by the amount of rubbish washed up on it.

A very high tide around 11pm reached the tree line behind the beach, any higher we may have had wet feet!

Monday 14/6

Once again waking at Chilli Beach to the rain, but as the wind was blowing at a rate of knots the pack-up wasn't as wet as it could have been. We drove towards the Peninsular Development Road, a 2 1/2 hour slow drive due to the 105 dips of which



approximately 55 had water in them (someone was counting). Once on the Peninsular Development Road the trip was uneventful. Again stopping at Archer River Roadhouse for refreshments. Camped at Musgrave Station again, pulling up for an early camp, so very relaxing.

Tuesday 15/6

Stopped at the Laura roadhouse for morning tea to revive after all the dust. Looks like we are heading back to the real world. There is a noticeable increase in the amount of traffic heading north. The road between Laura and Lakeland had much more sealed road than our maps indicated. Stopped at Rifle Creek for a quick lunch and then continued on through Mareeba to Atherton. Dave is heading back into Miilla Miilla today. His sister is back from Perth and it's his Dads 80th.

On getting into camp (Big 4 Atherton Woodlands) Diesel discovered their trailer plug was disintegrating and not providing any charge to the camper batteries, powered sites were arranged because all the trailer batteries were getting rather low with not enough charge or not enough sun.

On hooking up power to Diesels camper it became evident that the direct electricity was also not having any effect. By 4pm most were on a mission to source electrical parts, refuel and do a small grocery shop. Icymus also discovered their trailer was not charging. Tensions were rising. It's not real good when the fridge won't work. Then overnight it RAINED.

Wednesday 16/6

Wet pack up, all ready for an 8am departure. Ian rang Kimberley at Unanderra at 7.30 this morning to find out if there were any hints as to restoring the power for the two trailers with charging issues. Convoy met up with Dypso at Ravenshoe about

8.45 where further contact with Unanderra confirmed we were best to head towards Ballina for repairs rather than Townsville, so that decided the next leg of our journey. Advice also from Unanderra was that the Diesels' issues may be because the batteries are too low to allow the charger to be charged. So this may be rectified before we get to Ballina.

Morning tea was at Forty Mile Scrub National Park rest stop. We'd made good time covering almost 200km despite a longer than anticipated stop at Ravenshoe. This progress was short lived as we came across extensive road works over the next 200 kms that we probably averaged 50 kilometres per hour. Road trains were plentiful as we drove a lot of single lane bitumen, loose stones and new bitumen sections.

Yak and Icymus suffered more stone chips in the windscreens. Diesel moved the fridge from camper to car. Yak was hit by a rock in the back passenger window. It went off like a gunshot and the whole window shattering. It did stay in place but who knows for how long.

Most of today's trek was exhausting with intermittent rain, nearly 200 kms of road works, heaps of road trains, further damage to the vehicles and electrical issues.

On reaching Charters Towers about 4pm Yak was unsuccessfully busy trying to source a new side window, however the RACQ were very helpful and fitted a huge big bandaid to stop the window falling out. Most vehicles availed themselves of the car wash. A little less mud and dirt might help with stress levels it was thought.

Booked into the Big 4 Oasis Outback, all powered sites to help with the electrical issues. Diesel noticed that the fridge is still not cooling even though it had been moved to the car. Further investigation followed by phone call to Ritchie at Hume Off

Road, a wire was discovered jammed in the air filter case. The wire was broken and therefore no charge was getting to the auxiliary battery. C Tek 7000 Battery Charger is a must, thanks to Dypso. Problem probably originated from the service at Weipa but because solar panels were used as the main power source for the previous fortnight it wasn't noticed.

Dypso received a call from his sister, all his medications and prescriptions have been left behind in Atherton and arrangements were made to Fax scripts to Emerald so more meds could be obtained.

The State of Origin match was viewed in the Camp Kitchen on a small screen. This would normally be a killing offence, however as NSW didn't do so well it was probably a blessing not to have it magnified. The only thing close about the game was that NSW were on the same field as Qld. (36 - 6). Ouch

Thursday 17/6

Diesels' auxiliary battery has charged over night, Icymus's camper is Ok still being charged whilst travelling, Yak's back passenger window is holding. Windscreen chips still need repair, Guzzler's tents need to be dried and Yak's camper needs drying. Dypso's meds to be arranged.

Just before we departed, discovered that charger leads had disconnected from Diesels battery overnight so not as much charge as anticipated.

Decision made to stop at Emerald tonight with enough sun to do all the drying, sourcing windows, chemist and determine how electrics are going. Accommodation booked for Emerald Caravan and Camping Village. Once again encountered road works on this leg.

Arrived at Emerald around 3pm with a bit of day time to go about their individual tasks.

Yak was still unable to source a window. Dave's medication issues were resolved and Diesel was able to fully charge the auxiliary battery. The Biggest Woollies store we have ever seen is in Emerald – its massive. The caravan park has unisex ensuite bathrooms -very nice.

Friday 18/6

Mary's travelling on her own now. Thea is heading home from Emerald.

The scenery was wonderful, passed through basalt

boulder country, big mountains and the turn off to Carnarvon Gorge. Passed a train so long that no-one could count the carriages. Had to wait until Roma for a good bakery. They've been few and far between on this leg. We had planned to stop-over at Miles but on arrival found the 2 parks were both full and they were both on the railway line, not conducive to a goods nights rest. Although tired it was decided to push on to Chinchilla Cabin and Van Park. David pushed on to Dalby to spend the night with his brother.

Graham was our host at the Park, just enough room for us all and totally recommend if you're looking for a stopover here.

Saturday 19/6

It rained most of the night, headed off to pick up David, who after staying with his brother, was high and dry.

Fuelled up at Dalby and collected the errant one before heading off to Toowoomba. We noted that Dalby was a main centre for grain dispatch. On the way to Toowoomba there were numerous signs indicating the conflict between the farming community and the mine and gas industries. Including signs about the amount of produce produced in the area - 7 million stubbies of beer, 68 million sausages, (?? how many loaves of bread?) Sounds like a Great Party!

Arrived at Toowoomba and visited Dave's sister Robyn who had been able to source a Prado back window for Yak from a wrecker in Minden. What a treasure!!! Dave seems to have a big family and must have caught up with them all on this trip.

From Toowoomba via Helensvale at Surfers Paradise to Ballina for 2 nights. Farewell to Tardis who were off to visit friends in Byron Bay. Dave got another stone chip to the windscreen. Onto the M1, Princess Highway and drove to East Ballina, Big 4 Shaws Bay. Once camp was established the sunshine was enjoyed, drying out the canvas and looking forward to an extended stay.

Sunday 21/6

A true R&R day today with some fishing, a visit from grandchildren for the day, lunch at the pub, afternoon at the pub listening to the blues/rock band that was playing in the garden, bit more fishing and some beachcombing.



The evening meal was a combined feast of fish, chips and salad, the last of the Spanish Mackerel caught at the Cape was cooked to perfection for all to share.

It was a great stopover.

Monday 22/6 – Tuesday 23/6 – Wednesday 24/6

Lovely late pack up in the sun and then all went into Ballina to have a look see. Some took advantage of the bigger shops to stock up on flanny sheets and hot water bottles. We headed off about lunch time, leaving Tardis and Icymus at the Kimberley Factory. The trip was uneventful, last of the firewood collections made and arrived at Corindi Beach mid afternoon. The 3 days at Corindi Beach were wet, more wet and wetter.

Over the next couple of days we explored the area in small groups or stayed at camp and read. Some 4x4 tracks were explored by the more adventurous of the group.

A nice little bakery was found at Glenreagh. Jeanette and Julie couldn't wait for the next lot of treats to come out fresh and hot from the oven. The Bakery could have been a day visit.

Red Rock is a great location, worth considering if you were planning to move to warmer climes for retirement.

Interesting Aboriginal Art Centre, rigidie dig, with some very nice pieces and not expensive.

Thursday 25/6

A very sad morning as we said goodbye to Ian and Jeanette who were going back north for the junior SAO's, and farewell to Jill and Peter extending their holiday.

The remaining four vehicles headed toward Raymond Terrace and stayed in a Caravan Park on the Highway. BIG mistake. Nothing very inspiring about this place excepting Julie and Thommo were able to catch up with Shelly and Michael.

Friday 26/6

Our final day - very mixed feelings, our last road together but in a funny way we all just wanted to get home. Diesel turned off early to go and visit their beautiful little granddaughter Hayley and the rest of us officially said goodbye just before 3pm. We thought it was very rude of Icymus not to be home so we could pop in at Mittagong for a cuppa on the way through.

Now that we're home we'll have to start planning the next trip. It's a bug.....



FOR SALE

1995 80 Series Toyota Landcruiser

Petrol with 265000 kms
 Non Standard Extras Include
 Cruise Control
 Tow Bar
 Dual Batteries with 100amp Redarc smart charger system (1x Deep Cycle Battery, 1x Standard Battery)
 50mm lift in suspension - Coney Shocks with lovell springs
 2x Rear mounted 12V sockets, 1x Cig style and 1x caravan
 ORS Fridgepack2 Medium drawer system (A medium sized fridge on a pull out slide and two drawers for stuff)
 Cargo barrier
 40 Channel UHF radio + antenna
 Diff breathers have been raised to top of the engine bay
 Roof Racks (Rhino Bars)
 matt@gaul.com.au or 0402 840 352

FOR SALE

5 tyres: 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



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:.....

Revision 5 – Jan 2011