



# SOUTHERN TRAILS

## ISSUE 383 July 2011



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

**Guest Topic ARB**

## **Next Meeting 12 July 2011**

**The deadline for material to be included in the next issue of *Southern Trails* is the Friday following the General Meeting 15 July 2011**

**This month's magazine has been compiled by Michael Patrick  
Cover photos by Peter Henderson and Chris Nicholls**

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All magazine correspondence should be directed to the Publications Coordinator.

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

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



# Directory



## President

Greg Taylor  
6241 3547

Email: [president@st4wdc.org](mailto:president@st4wdc.org)

## Vice President

Marj Jones  
6284 3456

Email: [vpresident@st4wdc.org](mailto:vpresident@st4wdc.org)

## Secretary

Jo Delaney  
0423 223 045

Email: [secretary@st4wdc.org](mailto:secretary@st4wdc.org)

## Treasurer

Rick Holland  
6292 6537 0412 335 962

Email: [treasurer@st4wdc.org](mailto:treasurer@st4wdc.org)

## Past President,

Rosemary Orr  
6241 0464 0414 568 358

Email: [ppresident@st4wdc.org](mailto:ppresident@st4wdc.org)

## Publications Coordinator

Michael Patrick  
0412 377 941

Email: [publications@st4wdc.org](mailto:publications@st4wdc.org)

## Education Coordinator

Peter Reynolds  
6251 1258 0428 623 458

Email: [education@st4wdc.org](mailto:education@st4wdc.org)

## Membership Secretary

Kerry Lejsek  
02 6161 7597

Email: [membership@st4wdc.org](mailto:membership@st4wdc.org)

## Events and Trips Coordinator

Richard Brand  
0418 568 358

Email: [trips@st4wdc.org](mailto:trips@st4wdc.org)

## Property Coordinator

John Kjar  
6287 7574 0432 737 440

Email: [property@st4wdc.org](mailto:property@st4wdc.org)

## Public Relations Coordinator

Rob Lejsek  
02 6161 7597

Email: [public@st4wdc.org](mailto:public@st4wdc.org)

## General Members

Ian Goodacre  
0403 304 505

Email: [ian@st4wdc.org](mailto:ian@st4wdc.org)

Mark Pritchard  
0438 202 588

Email: [mpkc@tpg.com.au](mailto:mpkc@tpg.com.au)

Kim Pritchard  
02 6297 6319

**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](http://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](mailto: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

# Taylor Torque

Greg Taylor



We had a great trip to Talooge last weekend which was the 'Hang out' weekend. With a large group of keen winter day trippers and campers we managed to replenish the firewood and consume a bit of it too. What is the best thing on a cold winter's night apart from the campfire? Well, roast dinner in the Clubhouse including roast chicken, spit roast pork, baked vegies and greens with lashings of gravy and of course a great bunch of people. There was desert of pavlova, butterscotch pudding with double cream and then after dinner drinks around the fire too. Everyone pitched in to make it a memorable weekend. So good in fact we talked about doing this a bit more regularly – so watch out on the trip calendar for the next one.

A member has asked me to remind everyone that if you burn your rubbish in the campfire then you should also rake over the coals the next day and remove any remnants of what you put in. Longer camping trips where facilities are not readily available for the disposal of rubbish may require some burning of rubbish in the campfire. I think the accepted etiquette is to do so after the fire has been used for cooking. Cans are an item put in the fire to burn off remaining food but never bottles. Cans and any other bits not consumed by the fire are then collected in the morning to be taken with your other non combustible rubbish. In this manner the smell and attraction for flies is very much reduced and we are taking all of our rubbish with us. At the moment, there is a plague problem of mice and rats in some desert areas so removing all food scraps from rubbish becomes even more important. Remember leave campsites and fireplaces as you would like to find them – clean and tidy.

Despite what many may think aluminum cans, steel cans and even bottles rarely burn/disappear completely. If they do then I wonder if you have a camp fire or a smelting furnace going! Often, it is this rubbish left in a fire pit that builds up and becomes a problem. Additionally, some states have strict rules on the size and manner of campfires, for example, Victoria does not allow you to burn firewood larger than one metre in length. On shorter trips, such as weekends/overnight trips, there is not the same need to dispose of rubbish so feed your bins at home please.

Over the last month Vickie and I have had two camping trips to Talooge. There have been some interesting discussions around the campfires. These included a suggestion to reduce membership fees (which some of our newer members disagreed!) and a discussion about where you can camp at Talooge. I won't touch the first one here but I will make a comment on the second.

Some members have been given the impression that they are not able to camp at the Clubhouse and sheds. To clarify, all members are indeed welcome to use that area. In fact, we find over the winter months it is preferable to Thurbon Flat as the trees provide shelter from the frost. However, on scheduled driver training weekends the preference and priority with the Clubhouse and training room is for driver training. If you are also at Talooge on a scheduled driver training weekend please be mindful of this and support our driver trainers.

Have you been looking for a single burner dual fuel stove? Well I have for over the last year or so. I had given up as none of the camping stores carried them in stock and my enquiry to Coleman was met with 'we don't stock this item now'. Wandering through Belconnen Camping World (which I do from time to time) guess what I saw? A single burner, Coleman Dual Fuel, Sportster II, 533 Stove. It was sold on the spot! Story goes that Chris was at the Coleman warehouse and picked two up and I bought the second. I wanted one as the butane stoves, while being pretty handy, are not that great on a cold frosty morning. The dual fuel stove (which I use shellite) worked great at minus 6 plus when we camped at Talooge and it burns with a much higher heat than the butane stoves too.

The Sydney Adventure Show is coming up and will be held on 26-28 August. This is the show put on by the 4WD NSW – ACT Association. The slogan of the show is *extreme skills not extreme behaviour*. There are opportunities for club volunteers to contribute their time at the show much the same as our 4WD Spectacular that we hold at Queanbeyan every second February. Volunteering will provide you with free entry for that day. So, if you are interested please let Marj Jones (our Vice President) know.

# A Girl



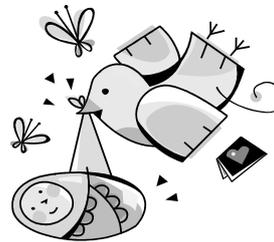
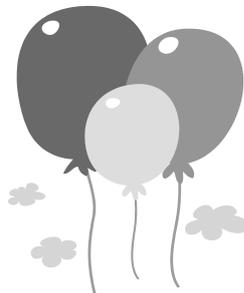
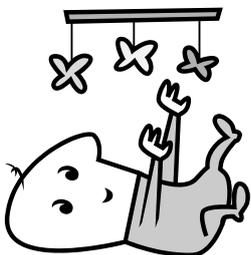
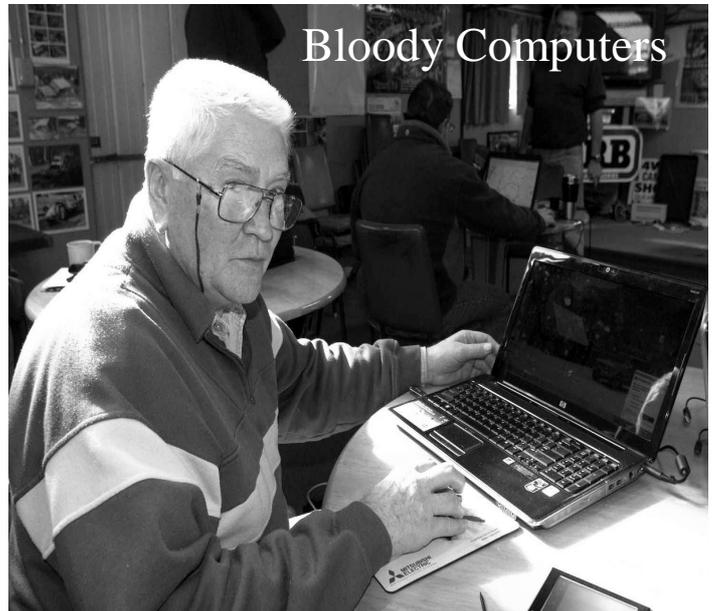
## Taylor Torque Continued

My Gross Vehicle Mass (GVM) upgrade is almost there. ACT authorities have given positive feedback to the proposed increase of 500 kilograms GVM on the Patrol. We just have to have a new compliance plate and a new tyre placard affixed and then final approval on the registration – almost there but not final yet!

Vickie and I will not be at the July meeting as we will be travelling to the north west of NSW on our School Holiday Corner Country trip – visiting all of the National Parks in this area. Marj has kindly agreed to chair the meeting for July.

Finally, we are looking forward to Christmas in July at Laurel Hill which is fast approaching – I hope to see you there.

Greg.



## A Girl

**Let it be known that on Tuesday 31/5/11/@ 0638  
Layla Eleanor Darman was born to one of our new trainee  
trainers Michael Darman and his lovely partner Ellie.  
We believe this is the clubs' first official Talooge baby.  
Mum and baby are doing fine.  
Michael is still celebrating we believe.**

**Well done to you both**

**Peter Reynolds and the Training Team**

# Presentation Report June Meeting



*Note. There are many models of tyres as well as different 4WD's and places that 4WD'ers want to go. While many of our Club members use Mickey Thompson tyres the Club does not endorse the use of any particular brand or model.*

The Club has been fortunate this year in attracting very good and interesting presentations on tyres, including selection and operation of off-road tyres which, as Peter Reynolds has told us so many times are so crucial for successful 4WDing. This presentation by Ian and Mark from National Tyre Wholesalers, a Club sponsor and distributor of Mickey Thompson tyres helped to deepen our appreciation of Peter's wise counsel.

**Background.** The Mickey Thompson brand of tyres was developed by an American racing legend, Mickey Thompson. He held 485 motor racing records in a variety of motor sports including a 406 miles per hour (ie 650 kph) land speed record. What is not so well known was that he also designed and built his own off-road vehicles as well as the tyres and also designed the water-filled crash barriers in use in many motor-racing events.

Ian and Mark talked to us about six of the off-road

tyres in the Mickey Thompson stable, including two recent additions. Examples of these tyres were on display for members to view after the presentation. As with all tyre selection, the purpose for which you wish to use the tyres is fundamental in determining the choice of tyres. All tyres were of a Light Truck construction, which includes stronger tyre cases that should result in less punctures and the tyre can carry higher loads than "normal" passenger tyres and with less 'bagging'. The tyres had deep treads that are designed to provide more grip, more resistance to damage and to provide more kilometres, and more rubber on the sidewalls reducing the chances of damage to the sidewalls.

The new **Baja Claw TTC** tyre was designed for those expecting to travel on bitumen and sand for about 20% of the time and 80% of the time driving on gravel roads/rocks and muddy conditions. It therefore has an 'aggressive' tread pattern, has strong three-ply sidewalls with Mickey Thompson's patented "Powerply" construction and, according to Ian, makes relatively low road noise when on the bitumen. It has effective 'sidebiters' (which are tread patterns on the sidewalls of the tyre that, when driving through mud, help the tyres to gain greater traction/respond positively to small movements in the steering wheel).

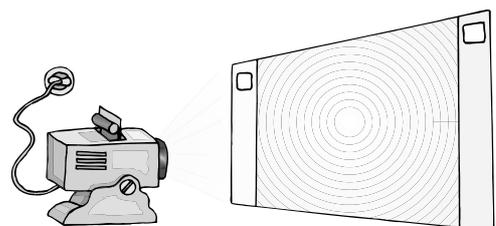
*Continued page 86*



Attention all  
ST4WDC members.

Our club will be celebrating its 35th Anniversary this November.

One of my jobs on the organising team is to set up a photo display and I need your help!! It would be great if you could please send photos of any club trips, weekends or social events to [mark@st4wdc.org](mailto:mark@st4wdc.org) These photos will be compiled into a slide show that will run during the night on a big screen. If you would like to contribute but don't have electronic photos, don't worry, you can give the photos to me in an envelope and I will take care of them, scan them and give them back to you at the next meeting, I'll even give you a disc with your photos saved electronically. The more photos the better, especially the old ones. If you have any questions feel free to contact me at the email address above or you can phone or text me on 0438 202 588. Looking forward to seeing all the great shots we can pull together. Cheers, Mark Pritchard



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

26-28 August 4WD & Adventure Show, Sydney Dragway, Eastern Creek

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, EPI C



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# Return to Belowra

21-22 May

Peter Henderson



## Trip Leader

Peter and Gwen Henderson	GQ Patrol
Sabine Meyer	Vitara
Richard Brand	Adventra
Kerry and Rob Lejsek	80 Series
Steve and Sue Angelo	79 Troopy
Matt and Christine Gaul, with Isabelle and Adelle	Navara
George & Janelle Drakakis with Nathan & Conrad	GU Patrol
Dave and Helen Sutton	Troopy
Dean Parham	Navara
Garry and Pauline Lymbery	Navara
Chris and Julie Nicholls	Patrol

There we were, tree across the track, using hastily recalled stall out procedures to stop the Mighty Patrol and trailer rolling back on a steep incline, and very low traction!! A tree had decided to fall just before the spoon drain that was our goal on the steepest part of this particular uphill section. Unfortunately it was just too big to brush aside, so we had to stop. Navigator Gwen leapt out and made a valiant attempt to move the fallen black wattle. Rob to the rescue with his trusty axe. Tree dispatched with a few swift strokes. Hmm, now to get started. No traction!! Diffs locked, all wheels turning on the soft loam (with gravel content). Out with the winch, more work from Rob to hook it all up, and the excellent Warn Hi-Mount did its thing (single line pull) and we were up on the spoon drain, winch disconnected and we were away on up the rest of the climb. Good to be able to self recover, particularly when towing.

This excitement was on day two of "Return to Belowra", and was the most difficult hill we tackled. Generally the trip fully fitted the description of Grade 2, but as ever the unexpected can change that. More on The Hill later.

We'd all met up at Williamsdale at 8.30 on Saturday morning. Given that your reporter suffers from the inconvenience of being punctual, it was gratifying that everyone was on time!! So, off to climb the Tinderrys, over to Anembo Rd and Slap Up Fire Trail (which by the way is like a super highway now, smooth like the Tuggeranong Parkway).

Smoko at Pikes Saddle (Gwen's bourbon cake was a big hit here) and then on to the Badja Fire Trail. This was our first steep hill, and that was on foot. Very strenuous climb to the Trig Point for the aging members of Southern Tablelands. Fine for the younger members!! I'm sure it has gotten much steeper over the last 15 years or so. Lunch was had on the track as we were running a bit late to be in Belowra for lunch. We were taking our time and having a lovely drive. We got to Belowra by mid-afternoon where we met Richard, who had travelled the Grade 1 route in his Adventra. He'd been enjoying the solitude for a full 2 hours before we got there, although he'd left Williamsdale at the same time as the rest of the convoy.

Happy hour drifted into action after Helen had started the fire. The big hit was George's spinach pie and meatballs (courtesy of mum), the fire and of course lots of chat. Happy hour turned into dinner and by 10 or so most revellers had drifted off to bed and much sleeping.

Sunday morning saw a leisurely start, seemed to be a bit of bacon and eggs around. The original plan for the weekend was to head across the Tuross River and up Wandella Road and then Wadbilliga to Two River Plains. But Wadbilliga has been closed by NPWS (except for Tuross Camping area and the Cascades) due to very heavy rain in March. Sue and Steve headed off towards home in that general direction (back to paradise at Verona) and found that the famous river crossing across the Tuross River near Belowra, has completely changed!! No more doubling back along the river bank to the actual crossing. The March rain gouged out the river bank, and a very large tree is across the original track. The track from the Belowra Road has been re-aligned to run directly to the crossing and eliminate the dog leg. A small piece of club history now consigned to memory!

# 35th Anniversary Bash

## **This year the Southern Tablelands 4WD Club celebrates its 35th Birthday.**

To mark this special occasion, current and past club members are invited to join in the celebration at the Yarralumla Woolshed on the evening of 5 November 2011.

We have engaged local band "no idea" for the entertainment, nibbles, spit roast for dinner and organised some special deserts

So save the date, tickets at \$47.50 per head will be on sale very soon!

Enquiries may be directed to Kerry Lejsek 6161 7597 (ah) or  
[membership@st4wdc.org](mailto:membership@st4wdc.org)

## ABOUT TRIPS

### TRIP GRADING

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

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

### DRIVER EXPERIENCE

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

### TRIP PLANNING

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

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

### CB RADIOS

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

### FIREARMS & PETS

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

# TRIPS AND EVENTS



**2 - 29 Jul**

## **Central Australia**

2011-050

- Trip Leader: Graham Kitchener and Kirsten McKenzie  
Email: Graham.Kitchener@hp.com  
Phone: 02 6292 2478 (h); 02 6275 4946 (w); 0412 944 037 (m)  
Limit: 6 vehicles  
Grade: 3  
Start: 9:00 AM  
Meeting Place: Barton Highway Dinosaur Museum car park  
Fuel: Full tank at start and jerry cans if necessary. There will be lots of places to refill on the trip.  
Maps: Hema Great Desert Tracks – North Central, North East, South Central and South East maps 1:1 250 000.  
Requirements: Basic driver training, basic recovery gear, UHF radio, personal locator beacon or equivalent, good tyres, well maintained and reliable vehicle which should have good ground clearance, camping gear including gas stove for cooking, food and water and happy hour supplies. There will be various places to stop for supplies including Innamincka, Birdsville, Alice Springs, Oodnadatta, Cooper Pedy, Maree and Broken Hill  
Description: The first few days we will be traveling up to blacktop to Birdsville via Nyngan, Hungerford, Innamincka (we will stop overnight in or near these three towns). From Birdsville we visit big red on the way around to the East MacDonnell ranges via Boulia, Tobermorey and Gem Tree. Camp in the East MacDonnell area for 3 days visiting various sites. Next we will head down to Alice Springs where we can have some free days. From Alice we will head to the Finke Gorge national park, palm valley, boggy hole for a few days. Next Kings Canyon and Uluru, then on to Finke, Oodnadatta, Cooper Pedy, Maree, Tibooburra, Broken Hill and home to Canberra.  
This is the plan but we may deviate to camp at other locations depending on our progress each day and weather/road conditions. Many of the areas we are visiting have toilet facilities – but remember your shovel, toilet paper and good humour. Camper trailers welcome.

**2 - 3 Jul**

## **Christmas in July, Laurel Hill, Tumbarumba**

2011-045

- Trip Leader: Rob and Kerry Lejsek  
Email: lejsek@grapevine.com.au  
Phone: 02 6161 7597 (h)  
Limit: unlimited  
Grade: 1  
Start: 9:00 AM  
Meeting Place: Uriarra Homestead  
Fuel: full tank at start  
Requirements: Cost \$74 per person paid by 24 June, BYO sheets, blankets, pillows, towels and personal items, BYO alcohol / drinks (tea and coffee are provided)  
Description: This trip continues the tradition of Christmas in July at Laurel Hill Forest Lodge, Tumbarumba. After meeting at the very respectable time of 9am at Uriarra homestead we will travel via the back roads over the Brindabellas for lunch in Tumut and then on to Laurel Hill in time for afternoon tea.  
Accommodation is in the lodge style cabins that have been converted from the low-security gaol / forestry camp. Each lodge accommodates 8 to 12 people on a twin share basis in separate bunkrooms. The lodges have a common area with a heater, fridge, chairs and tables and a sink.

# TRIPS AND EVENTS



The weekend is well catered with afternoon tea of homemade biscuits and cakes on arrival, a three course Christmas dinner on Saturday night and full breakfast comprising bacon and eggs, cereal, fruit, toast and homemade Jams on Sunday morning. After breakfast we pack up and head off again via the back roads on a different route for the drive home.

Comments: special dietary requirements and times for meals can be catered for – please notify the trip leader of these by 20th June 2011

## **9 - 23 Jul School Holidays - Corner Country NSW**

2011-060

Trip Leader: Vickie and Greg Taylor

Email: greg.j.taylor@bigpond.com

Phone: 02 6241 3547 (h); 0401 710 071 (m)

Limit: 8 vehicles

Grade: 3

Start: 8:00 AM

Meeting Place: Barton Highway rest area near ACT-NSW border

Fuel: Full tank at start - fuel will be available at towns along the way. If you have a small fuel capacity discuss with trip leader.

Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle which should have good ground clearance, camping gear including gas stove for cooking, food and water plus happy hour supplies.

Description: From Canberra we will head northwest to Griffith and Ivanhoe. Then onto Menindee Lakes/ Kinchega National Park, Broken Hill and Mutawintji National Park for a few days. Up to Sturt National Park including Tibooburra and Cameron Corner then to the back of Bourke heading south for home through Gundabooka National Park.

This trip is for the duration of the ACT school holidays and there will be some camping fees at National Parks and Caravan Parks. Also, we will be passing through the fruit fly exclusion zone on day two so don't pack too much fruit and veg - we can buy this in Broken Hill.

Comments: This is the plan but we may deviate to other locations depending on our progress each day and weather/road conditions. Many of the areas we are visiting have toilet facilities – but remember your shovel, toilet paper and good humour

## **17 Jul Monga Meandering**

2011-051

Trip Leader: Dan O'Hara

Email: ohara5@homemail.com.au

Phone: 02 6231 3872 (h); 0406 375 677 (m)

Limit: 8 vehicles

Grade: 2

Start: 10:30 AM

Meeting Place: Braidwood, corner Main Street and Coast Road

Fuel: Full Tank from Canberra

Maps: South Coast Forests or mainly - 8826 1N (Monga), 8826 1S (Araluen) and 8826 4N (Bendoura)

Requirements: Basic Training, UHF radio

Description: We start at 10:30am sharp in Braidwood. This will give you time to have morning tea before we head off. The trip is an open figure 8 through the Monga National Park. Return is through Tal-laganda to Captain's Flat.

# TRIPS AND EVENTS



From Braidwood we head off down the Araluen Road onto Reidsdale Road. The trip gets more interesting as we turn off onto Granite Bluff Road and follow a circuit along Macquaries Rd, Milo Rd past Penance Grove to our lunch stop at the Mongarlowe River (yes there are toilets etc). After lunch we travel along River Forest Road then turn left to traverse the Old Araluen Road joining up with Monga Lane before travelling on our return home via Majors Creek Mountain Road and Wallaces Gap.

Most of the trip is easy but there will be steep bits and a little water to cross. The forests and views will be highlights.

## 30 Jul - 21 Aug Simpson Desert West to East

2011-058

- Trip Leader: Lindsay Jones  
Email: lejones@bigpond.com  
Phone: 02 6259 2018 (h); 02 6204 6360 (w); 0407 490 530 (m)  
Limit: 5 vehicles  
Grade: 3  
Start: 8:00 AM  
Meeting Place: Barton Highway rest area near ACT-NSW border  
Fuel: Full tank at start and jerry cans if necessary. There will be lots of places to refill on the trip.  
Maps: Hema Great Desert Tracks – South East maps 1:1 250 000, NSW and SA.  
Requirements: Basic driver training, Sand and Water Crossing, basic recovery gear, UHF radio, personal locator beacon or equivalent, good tyres, well maintained and reliable vehicle which should have good ground clearance, camping gear including gas stove for cooking, food and water plus happy hour supplies. There will be various places to stop for supplies including Broken Hill, Maree, William Creek, Oodnadatta, Mt Dare, Birdsville and Innamincka  
Description: We will be traveling up to Willandra, Minidee Lakes, Finders Ranges Lake Eyre, Painted Desert, Dalhousie Springs then crossing the Simpson Desert to Birdsville. From Birdsville to the Dig tree, Innamincka, Theldarpa Station, Broken Hill, Mungo and home to Canberra.  
This is the plan but we may deviate to camp at other locations depending on our progress each day and weather/road conditions. Many of the areas we are visiting have toilet facilities – but remember your shovel, toilet paper and good humour

## 30 - 31 Jul The Rockpecker Challenge

2011-054

- Trip Leader: Chris Nash  
Email: c.c.nash@bigpond.com  
Phone: 0438 418 011 (m)  
Limit: unlimited  
Start: 8:30 AM  
Meeting Place: The Rock Farm  
Description: This is an Extreme competition event run by our sister organisation, the Brindabella Ranges Club.  
Comments: Spectators are welcome. Take Dromore Road on the right just past the Numeralla river bridge on the Monaro Highway about 20-kms north of Cooma, then follow the arrows. More details as they come to hand

# TRIPS AND EVENTS



## 13 - 14 Aug Cold at Bendethera Caves

2011-047

Trip Leader: Michael Patrick  
Email: michael.patrick2@bigpond.com  
Phone: 0412 377 941 (m)  
Limit: 10 vehicles  
Grade: 3  
Start: 8:30 AM  
Meeting Place: McDonalds Car Park Queanbeyan  
Fuel: Full tank  
Requirements: reliable well maintained vehicle, good tyres, basic recovery gear, cooking gear, water  
Description: This will be a cold trip, temperatures will drop into the low minus so rug up warm and bring a good sleeping bag. Bendethera valley is great in winter, crisp and dry. The plan is to travel via Araluen and have morning tea at Dry Creek. From here will travel via Merricumbene fire trail. This track can be quite rutted and tricky in certain sections. We will depart Sunday midday and head out via Dampier fire trail and other tracks leading to Krawarree road. Parties may split up here to head to North Canberra. The rest will travel Snowball Road into Tallanganda National Park and eventually reach Michelago  
Comments: Can possibly encounter snow in Tallanganda National Park

## 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)  
Limit: 20 people  
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

## 17 - 18 Sep Explore The Tracks of Abercrombie River National Park

2011-042

Trip Leader: Michael Patrick  
Email: michael.patrick2@bigpond.com  
Phone: 0412 377 941 (m)  
Limit: 10 vehicles  
Grade: 2  
Start: 8:30 AM  
Meeting Place: Federal Highway, Eagle Hawk car park  
Fuel: Full Tank

# TRIPS AND EVENTS



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.

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 a 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. Bring food, water and happy hour supplies.

## 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)

Limit: 20 people

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

## 8 - 9 Oct Remote First Aid Course

2011-006

Trip Leader: Jo Delaney

Email: [ijdelaney@iinet.net.au](mailto:ijdelaney@iinet.net.au)

Phone: 0423 223 045 (m)

Limit: unlimited

Grade: 1

Start: 8:00 AM

Meeting Place: Talooge Park

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)

# TRIPS AND EVENTS



## 19 - 28 Oct **Meandering Mudgee and Mining Towns**

2011-059

Trip Leader: Ian Flanagan  
Email: jfl37242@bigpond.net.au  
Phone: 02 4872 1382 (h); 0448 864 558 (m)  
Limit: 8 vehicles  
Grade: 2  
Start: 9:00 AM  
Fuel: Readily available throughout the trip  
Requirements: Basic Driver Training  
Description: A leisurely trip, staying two nights in Hill End, visiting Sofala on the way. Three nights at Mudgee with trips into the surrounding district, to places such as The Drip, also there is the option of visiting some of the wineries. Three nights at Dunns Swamp and a couple of nights at Newnes  
Comments: Camper Trailers Welcome

## 22 - 23 Oct **Blue Waterholes**

2011-052

Trip Leader: Dan O'Hara  
Email: ohara5@homemail.com.au  
Phone: 02 6231 3872 (h); 0406 375 677 (m)  
Limit: 8 vehicles  
Grade: 2  
Start: 8:30 AM  
Meeting Place: Point Hut Crossing Car Park  
Fuel: Full tank  
Maps: Zone55 MGA ozf  
Requirements: Basic training, UHF radio, reliable vehicle, happy hour supplies, camping equipment.  
Description: Blue Waterholes is located in the Kosciuszko National Park and has excellent camping facilities. The plan is to depart Point Hut crossing and head to the southern side of Namadgi National Park. We will travel the Boboyan Road then to Adaminaby for morning tea via either Yaouk Rd or Bobeyan Rd. From there we will head up the Snowy Mountain Highway and turn onto Tantangara Road. A stop at Currango might be worthwhile before crossing Tantangara Reservoir via the Port Phillip Fire Trail (if open - if submerged we will proceed back to the Snowy Mountains Hwy). We then go north along Long Plain Rd until we turn onto Blue Waterholes Trail. We will have another stop at the 1905 rebuilt Coolamine Homestead before setting up camp at Blue Waterholes.  
There is a lot to see from Blue Waterholes and the caves that are abundant in this area. We will depart Sunday after lunch and proceed via Long Plain and Broken Cart back to Canberra. At the moment a part of Broken Cart and Barnetts Lane is closed (Dubbo Flats area) so this is a very easy trip and off road camper trailers are welcome.  
Comments: This area is closed over winter until the long weekend in October. If we have a long winter the trip may need to be rescheduled.

# TRIPS AND EVENTS



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

2011-020

Trip Leader: Peter Reynolds  
Email: trips@st4wdc.org  
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.

## 5 - 6 Nov **ST4WDC 35th Anniversary Event**

2011-031

Trip Leader: Kerry and Rob Lejsek, Rick and Wendy Holland  
Email: lejsek@grapevine.com.au  
Phone: 02 6161 7597 (h)  
Limit: unlimited  
Start: 7:00 PM  
Description: This event is still in the planning so mark this weekend in your Calendar to Celebrate the Club's 35th Anniversary!  
  
So far we have booked Yarralumla Woolshed for a big celebration on Saturday Night and are planning a spit roast dinner, deserts, decorations and a DJ - more information will be published as planning progresses so please mark your Calendar...

## 11 - 13 Nov **"Safe One" Basic Driver Training at Talooqe Park**

2011-016

Trip Leader: Peter Reynolds  
Phone: 02 6251 1258 (h); 0428 623 458 (m)  
Limit: 20 people  
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)  
Limit: 20 people  
Start: 8:00 AM

# TRIPS AND EVENTS



## 11 Dec Winching and Recovery Exercise

2011-019

Trip Leader: Peter Reynolds  
Email: trips@st4wdc.org  
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

## 26 - 29 Jan High Country Hillbillies 2012

2012-002

Trip Leader: Greg and Vickie Taylor  
Email: greg.j.taylor@bigpond.com  
Phone: 02 6241 3547 (h); 0401 710 071 (m)  
Limit: 16 vehicles  
Grade: 3  
Start: 8:00 AM  
Meeting Place: Williamsdale  
Fuel: Top up at Jindabyne for winter diesel mix. Discuss with Trip Leader if you have little capacity as you may need to carry additional fuel. Can also top up at Seldom Seen, Gelantipy, Delegate or Bombala.  
Maps: Hema High Country Victoria Eastern Sheet 1:200,000. Various 1:25,000 maps.  
Requirements: Basic driver training, basic recovery gear, UHF, good tyres, well maintained and reliable vehicle with good clearance, blind for water crossings, food water and cooking stove, bush saw/axe, tyre chains if you have them, supplies for happy hour and pot luck dinner.  
Description: South to Jindabyne for a top up with winter mix fuel, then across the Murray River at Tom Groggin. We will head up to Mt Pinnibar, Mt Anderson, Mt Gibbo and camp overnight at Buenba Flat and have a happy hour to celebrate Australia Day! Buckwong Hut, Limestone Rd/Black Mountain Rd to Little River Junction or McKillop Bridge for our second camp. Then the Deddick Fire Trail to Waratah Flat for our third camp and a pot luck dinner. We will wander through Delegate and the Delegate River Tunnel then Bombala and home.  
Comments: This is the plan but may deviate due to weather or track conditions. There are some toilets on this route and in most of the camping areas but cannot be guaranteed. So, dont forget your shovel, toilet paper and a big smile.

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# “SAFE ONE” BASIC 4WD VEHICLE OPERATION COURSE

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

## **Purpose:**

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

## **Meeting Time/Place:**

Service Station in Bredbo (right hand side of highway) no later than **7.00pm** 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**

<b>14-15 MAY</b>	<b>WITH FOLLOW-UP ON</b>	<b>22 MAY</b>
<b>17-18 SEPTEMBER</b>	<b>WITH FOLLOW-UP ON</b>	<b>25 SEPTEMBER</b>
<b>12-13 NOVEMBER</b>	<b>WITH FOLLOW-UP ON</b>	<b>20 NOVEMBER</b>

## **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

# TRIPS AND EVENTS



## **11 - 12 Feb 4WD Spectacular and Camping Show**

2012-003

Email: marjorie.jones@det.nsw.edu.au

Phone: 0427 284 236 (m)

Limit: unlimited

Meeting Place: Queanbeyan Showground

Description: This Show is run every two years by ST4WD, Landrover and the ACT Clubs. This is our major bi-annual event for our Club. Put these dates in your diary now! The Club needs lots of help before and particularly during the Show where we need people to staff our Club tent, talk to visitors, help with parking control, work on the test track and be of general assistance in many other ways. There will be at least 120 commercial stands which will offer significant discounts on their products. There is also no better way in Australia to try out new 4WDs. Be there to help YOUR Club and enjoy the benefits and bargains while contributing to charities.

## **10 - 17 Mar Vic High Mountain Country**

2012-001

Trip Leader: Michael Patrick

Email: michael.patrick2@bigpond.com

Phone: 0412 377 941 (m)

Limit: 12 vehicles

Grade: 3

Start: 8:00 AM

Meeting Place: National Dinosaur Museum, Barton Highway

Fuel: Full tank at start

Maps: NSW South, Hema Victoria East Gippsland, Hema High Country Victoria West

Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle which should have good ground clearance (vehicles that have standard suspension will require approval by the trip leader), camping gear including gas stove for cooking (possible fire restriction could be enforce), food and water to last 4 days. Bow saw/axe for track clearing (chain saw if you have one), and a blind/tarp for water crossing. If you have tyre chains bring them along. Fuel to cover 400kms in low range.

Description: Travel via Hume Highway to Bright and camp over night. From there will will make our way to Dargo and camp. We will then travel the numerous tracks around this area ie. Haunted Stream, Billy Goat and the Infamous Franks Track. We will also explore the Grant Historic Mining area. Return trip will be via Omeo and Tumut. This is a flexible trip due to the nature of the Victorian High Country so each day's proposed plans may change.

Comments: This trip will encounter steep mountain trails and long deep descents into valleys. There will be quite a few water crossings at varying depths (blinds may be required). The mountain environment can change at any time so be prepared for hot and possibly cold extreme conditions. Camping will be at different sites. Long drops are available at all camp sites but not showers. Hot showers will be available at Dargo and Swifts Creek. There is a definite possibility that some vehicle recoveries may be required

# OziExplorer Nav X

28-29 May 2011

Graham Kitchener



**Michael Patrick** in a Suzuki was our trip leader for this trip. Participants included:

- Chris Nicholls in a Nissan GQ Patrol
- Frank Wolf in a Toyota 80 series
- Graham Kitchener in a Toyota Prado 120
- Lindsay Jones in a Toyota 100 series
- Rob Donaldson in a Toyota 100 series
- Simon Moyle in a Isuzu Dmax

The aim of this trip was to learn more about the practical navigation side of using OziExplorer GPS software to plan out a trip.

We all had some 'turn-arounds' because what appeared to be the track in front of us was not the route we had planned in the morning. We soon learnt how to identify a wrong direction was taken, within 100 meters of taking a wrong turn and corrected the situation. We all enjoyed this practical side and all managed to successfully navigate to the gold mines and back to Talooge in time for happy hour. The only incident of the day was a puncture to a tyre that required a spare to be used.

Sunday morning began with a review of the previous day and what we had learnt. Next was to plan a trip though Talaganda national park and return home to Canberra before it got dark. After the trip planning was done and transferred to our GPS units, we packed up and proceeded to drive our planned route. All managed to drive their planned routes safely and return home. The only incident of day two was another punctured tyre.

The whole weekend was very well run and thanks to the input from everyone, we all learnt a lot

more about the practical use of OziExplorer. A big thank you to Michael for organising a great event.



We all met a Williamsdale on Saturday morning and proceeded to Talooge. The morning session was the classroom theory part, where Michael explained how to plan out trips using OziExplorer. He went through the terminology used in OziExplorer and explained what routes, tracks and waypoints were all about. We discussed the merits of too many waypoints versus few points and where people went wrong with planning their trips.

After the theory part we had to plan a trip to Cowarra gold mine using a track that Michael had recorded using OziExplorer on a previous trip. We had to set out our own waypoints and create a route from the waypoints. The next part after lunch was to go and drive the route that we had planned out in the morning. The group departed leaving a good space between each of us. The aim was not to follow each other but follow our planned routes on the GPS.

*Turn-arounds are very common on trips and usually the trip leader gets a bit of harrowing from members, now we know how and why a turn-around can occur*

**ED**



# Safe One Basic Driver Training

14-15 May & 22 May

Peter and Cath Blunt



## Assorted Reflections

After several months of anticipation and some “mods” to the car the meet up at Bredbo on Saturday morning saw a very varied bunch of vehicles including a few Prados, Navarra, assorted series cruisers, Suzuki Sierra and Vitara, Bravo, nervous drivers and a couple of partners.

Thanks heaps to the training team who had gone down the night before to collect firewood, check trails etc. That night led to stories of frozen door handles when rain turned to snow and froze everything. It must have been cold out there.

The theory session Saturday morning was fascinating and packed with new information. Pete willingly shared his knowledge with us newbies and as well as learning heaps, at times it was like a free entry to the ST4WD comedy festival. I’ve not laughed so much in ages.

Out on the trail we were all facing our challenges – the first port of call showing who had a “real” 4WD. If only I had thought to buy a front live axle at the ARB sale to retrofit my car I could have joined the “series...” club who kept all wheels on the ground in the offset holes.

On the trail we twisted through the trees and rocks, crossed the gullies and tackled what we thought were steep ups and downs. The trainers were incredibly patient as they gave one on one individual driving coaching training. I wondered how many times they had driven those tracks!

I was really glad Cath came. I had wanted to upgrade the tyres for a while and after Pete’s talk she had

the cheque practically signed there and then. We want to do some desert trips and I couldn’t believe I had to step in after the talk on comms when she started talking about adding a HF radio so we could join the 6.00pm call ins. Special thanks to the trainers who spent the weekend and the following Sunday out with us away from their own partners and families.

I couldn’t get the proper recovery points prior to the day in the Brindies. Our car had a new fangled electronic start which made stall stops and starts problematic and the factory fit tyres were still on. I was hoping it didn’t rain too much. The day was a real step up – washouts, steep tracks up and down, picking lines, wheel placement – I swallowed hard several times before committing. The benefit of the individual training was demonstrated as we all had the confidence to progress. It was a great feeling to be cheered in by the group as we each made it through the harder sections with our different vehicles. The trainers knew and worked with all the special characteristics and requirements of our cars.

Over the three days we spent hours in our cars with different trainers who sat in the co-pilot seat and shared so generously so many stories, so much knowledge of places to go, how to do it properly and the world off the beaten track. Overall the course was fabulous. I’d learnt way more than I expected, drove where I never would have before and have a new admiration for automotive technology. I have a back-

ground in conducting and participating in training. This was the best, most professional and well organised training I have participated in - all provided by an incredibly generous voluntary group of people. It was a great introduction to the ST4WDC. Thank you to all the training team – your wise words will be ringing in my ears as

I venture out to the

Gammons and Lake Eyre this July.



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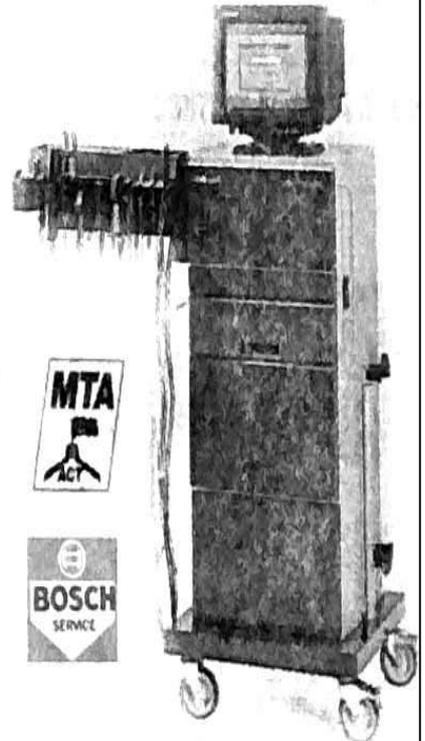
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8.00am - 12.00



# Bendethra Weekend Getaway

7 – 8 May 2011

Glen Torr



## Trip Leader

**Rob, Lyn, Daniel & Gemma Donaldson 100 Series  
Plus Tom**

## Participants

Ian Goodacre & Ben	Hilux-
Alex de la Mare & Nicole Nijekens	Jeep Wrangler
Lindsay Jones	100Series
Garry and Pauline Lymbery	Nissan Navara
Greg & Vicki Taylor	Nissan Patrol
Matt Warmington & Anne Douglass	Nissan Patrol
Glenn Torr and Christine Fulton	200 Series

This trip had been delayed from 2-3 April due to high river levels in

the Deua National Park but was able to run on the weekend of 7-8 May 2011. The participants met at the Queanbeyan MacDonald's before the convoy made its way to Braidwood in foggy conditions.

Braidwood was the morning tea venue and the bakery was calling. Ian found a

new bakery (Dojo) which is quite good according to Ian and Ben. We proceeded through Araluen to Dry Creek.

Radio discussion was enlightening to new members and some themes for the trip were established during the morning's drive. These ranged from the practical: organising departure the next day as it was Mother's Day to the less practical: wombat's life cycle including death and why they do their doings on prominent rocks. Subjects developed during the weekend.

After air down on the gravel past Araluen we travelled on the Dry Creek fire trail and then the Merricumbene fire trail. This trail also provided our lunch venue with spectacular views over the ranges. The rest of the trip

We arrived in the Bendethra valley to find it swarming with cyclists and walkers. These groups had many tents in the more popular areas. We found a suitable area near the entrance with a nearby toilet and a fire pit. Camp was set up, fire wood gathered and the evening settled into. One interesting aspect of the camp fire was that Matt had kindly brought some wood for the fire. (I noticed on the Office of Environment and Heritage web site it is required that you bring fire wood to Bendethra.)

Dinners were prepared and happy hour beverages enjoyed. The talk of past and future trips was fascinating. A number of camp fire discussion subjects had arisen during the day and the one I was interested in was remote communications. Matt, Anne and I were very pleased to see how Lindsay carried

out a "report in" to VKS737. We all gained helpful insight into communications. An interesting thing Lindsay said was that in the final event if the vehicle were to catch fire all your communications is lost so an EPIRB should be easily to hand so you can grab it as you leave the vehicle.

The night drifted on and weary people wandered off to their tents. In the post dawn period as consciousness was seeping in we were awoken by a very strange call. It sounded like a werewolf. This was a very new sound in the Australian

bush. Some follow up comments from Ian indicated that our werewolf was indeed Ben.

In the morning the group prepared for departure amid pleasant leisurely conversations about equipment and techniques. We also found out that the group near us were doing 10 days mountain biking and were a local Canberra school group.

The morning was Mother's Day and Gemma gave the ladies a chocolate rose to celebrate the day. This was a very touching gesture and much appreciated by the ladies. We had decided to leave Bendethra early to allow people to attend Mother's Day events.



# Continuation of Bendethra Weekend Getaway & June Report



*Continued from page 85*

We left via the Dampier Mountain fire trail and there was discussion about the first hairpin and who could get around in one go, but alas I took two goes. More interesting driving and learning followed. It is great for new members to be able to practice for long stretches in expert company after completing the basic course.

We followed Middle Mountain Road and other roads to the morning tea break. During this part of the trip we were entertained on the radio with Anne's observations of "Tonka's bum" [1]. After the morning tea break the North Canberra contingent (Greg, Vickie, Lindsay, Garry and Pauline) left from here via Captain's Flat for home. Later



we heard that Garry had further vehicle problems. Five vehicles followed Snowball Road/Slap Up Fire Trail to Michelago where we had an ice-cream, aired up and said our fare-wells. This sector was exceedingly quiet on the radio. This was put down to a missing "Tonka Factor".

A great time was had by all and big thanks to Rob and Lynne for leading this trip and others who helped in various ways. It was Christine and my first overnight trip with the club and it was great. Basic training was wonderful but it does indeed get better. What a great bunch of people.

*Continued from page 6*

The **Baja MTZ** tyre is designed for those planning to use it 40% on bitumen and sand with 60% use on gravel and mud. Tread pattern is aggressive and it has strong three-ply walls including Mickey Thompson's patented "Powerply" construction. It also has effective sidebiters, stone ejectors (small ribbing on the tread that helps to eject any stones) and provides good traction in wet weather conditions. It has a relatively low level of on-road noise.

The **Radial FCII** is for those using their tyres 60% on road and sand, 40% dirt and mud. It is suited for outback travel, has deep, wide grooves in the tyres that help remove mud and stones, has increased chip-resistance and a stiffer central tread pattern that provides greater directional stability. It is marketed as a good touring tyre.

The **Baja ATZ-4 rib** is designed for 60% road and sand users. It has wide grooves in the tread pattern, has good traction and effective sidebiters and gives good off-and on-road traction.

The new **Baja STZ** is for 70% road and sand users. It has a new and unique tread compound designed to reduce chipping and tread block damage off-road while increasing on-road grip in all-weather conditions. The new tread design also provides low road noise when driving on bitumen.

The **Baja ATZ-5 rib** is also designed for 80% road and sand users. It is especially suitable for bitumen roads and provides good straight-line driving stability and wet weather handling.

The Mickey Thompson brand also markets a range of alloy wheels

Mickey Thompson tyres are available in sizes suitable for most off-road 4WD's and the price is competitive – for example expect to pay about 5% more than equivalent tyres in the Cooper Tire range. . The tyres and wheels can be purchased in Canberra and throughout NSW from authorised Mickey Thompson stores.

Further information on the tyres and dealers and more can be obtained from the website [www.mickeythompsontires.com.au](http://www.mickeythompsontires.com.au) or by free-calling 1800 050 060.

Thanks Ian and Mark for another interesting presentation.

# Our Quick Trip To Lake Eyre

May 2011

Wendy Holland



## Participants

Rick and Wendy Holland	Landcruiser
With Trayon (The Turtle)	
Jim and Ros Hanigan	Jackaroo
With camper trailer (Seamus)	

What do most people do with a week off from work – go to the beach, take time out to read or catch up with things at home? Well we wanted to see Lake Eyre full of water, so decided a quick trip there and back would be better than not going at all.

We were planning to head off on our own, thinking that no-one else would be silly enough to want to do such a quick trip, but chatting about our plans at a ST4WC social night we found that Ros and Jim Hanigan were interested to join us, and so it was that the 4 of us headed off on Frid 6<sup>th</sup> May. The plan was to have a couple of long travel days to get to Lake Eyre as quickly as we could, and then take our time coming home.

Due to work commitments Rick and Wendy weren't able to leave until lunch time. Ros and Jim without the same constraints set off in the morning, with plans to meet up in Burra Saturday night if not before.

## Day 1

With the Camps 5 book as our guide we found a lovely bush camp site to stop for the night near Darlington Point, on the Murrumbidgee River. One thing the Camps book wasn't able to tell us about was the mouse plague, which we discovered as we sat reading after dinner when they started knocking on the door, and eventually after we had gone to bed when one joined us inside, and Rick had to encourage it outside again!! After stuffing all potential entry points with socks and tea towels, the rest of the night passed uneventfully.

## Day 2

After a cool start (frozen fingers packing up), but the start of a lovely sunny day, we were pleased to meet up with Ros and Jim for lunch at Lake Colleraine where we caught up on the previous day's events and then continued on to Burra. Arriving in Burra late in the afternoon, we all enjoyed the magical views of the afternoon sun casting soft light over the ranges. We had hoped to take advantage of a bush camping site near Burra, but it was full of RVs, so we continued on and enjoyed a night in the Burra caravan park instead.

## Day 3

Another fine day dawned, and after an enjoyable coffee stop in Crystal Brook (we discovered the owner of the shop had spent time living in Goulburn and knew Canberra well) we wound our way towards Port Augusta, with the familiar and spectacular western side of the Flinders Ranges and pretty green/yellow large flowered eucalypts to distract us.

Stopped for wood supplies, and lunch on the side of the Stuart Highway, we watched as a long train chugged by, taking its goods north.

We made good time to Woomera, and took some time to have a look around the museum there, with Jim pleased to discover a Canberra Bomber on display there that he had flown in as Navigator.

After some reminiscing from Jim (and photos of him with his 2 favourite "birds"), we set our sights on a nice camp spot somewhere the other side of Roxby Downs. There were not a lot of sheltered areas there, but we were able to find a nice spot off the road in some low dunes, where we enjoyed a pretty sunset, then dinner around the campfire. It was here we were surprised to find some tiny frogs (we think they were trilling frogs) that decided to come and join us around the fire (fortunately they didn't try to get inside).

## Day 4

Having decided on a relaxed start after our few long days, we took our time getting moving. We heard a dingo howling just after dawn, and I was lucky enough to see it when I went for a walk over the dunes.

The Borefield Road we were travelling on was very well maintained and easy to drive, although it showed signs where it had been affected by the recent rain. We reached the Oodnadatta Track by 11am and shortly after stopped for our first view of Lake Eyre. This was a view to Lake Eyre South, and there was plenty of water to see.

We continued on to Coward Springs for lunch, and a walk around the area, enjoying the information displays about the Old Ghan railway and the restored buildings with information on how the area was developed.

# Our Quick Trip To Lake Eyre

May 2011

Wendy Holland



The Oodnadatta Track was in very good condition (having been closed a few weeks, and again a few days before we travelled it) with some areas showing signs of water damage, and grading and repairs underway.

We had a second stop at Beresford Siding, where there was a large dammed spring being enjoyed by a lot of birdlife. There were a number of other places we felt were worth stopping at, but decided to leave them for the return journey, so we kept on to William Creek arriving mid afternoon. Having confirmed our flight for the next day, we had the rest of the afternoon to wander around, then relax with a good book and a cool drink before walking across to the pub for dinner. We were a bit disappointed to find that a lot of the "decorations" we had heard about in the pub had been removed after a health inspection earlier in the year.

## Day 5

We were up early, excited about our upcoming 2 hour flight at 8am, and discovered we had a perfect still, clear sunny day. Having met our pilot and shared our weights, (important to know for fuel loads!!) we walked across to the airstrip followed by the company cat that took a liking to us, and wanted to join us in the plane. Having run through the safety checks, belted up, put on our head sets, thrown out the cat, and shut the doors, we were on our way for a magical 2 hours.

Our pilot took us out across the lake over Halligan Bay, circled around a small peninsular with pelicans on it, to the Cooper (full but not flowing that day but expected to again within the next few weeks), up to the top of the lake to see the Warburton in flood, then down over the Warburton Groove (there is an obvious channel where the water flows far down into the Lake) and then, reluctantly, back to William Creek. The colours where the Lake met the horizon, the salt, the mix of salt and fresh water, and the changes in the colours on the ground made for stunning views and many photos.

Once we had our feet back on the ground, and after a coffee at the pub to relive our impressions of the flight, we packed up and set off back down the Oodnadatta track.

There were a number of places of interest on the track we hadn't stopped at on the way, so they were on our agenda for the trip back to Maree. First we stopped at Blanche's Cup and the Bubble where we saw interesting mud formations and fantastic patterns in the water constantly forming. Then we went on to Curdimurka Siding for more photo opportunities and wondered at the remoteness people must have coped with living there. After that we made our way to Muloorina Station 50km north of Maree to camp for the night. We found a lovely spot by the dammed spring there, and again enjoyed a lovely sunset listening to and happily spotting the many bird varieties, including a family of baby budgies in the hollow tree above us.

## Day 6

Another beautiful day, and we were on our way, stopping first in Maree for a photo of the Lake Eyre Yacht Club building and then again at windy Farina, where there were a number of teams diligently working at restoring a number of the old township buildings. It was suggested we head down to the campground for morning tea and we were delighted to find such a great camping spot that was very well cared for and quite pretty with showers and toilets. Having noted this in our Camping book for future reference we continued on to Copley for lunch, then turned towards the Gammon Ranges hoping to find a nice campsite for the night. Unfortunately we discovered that all the camp areas in the National Park were closed for the week for wild dog baiting, so an alternative had to be found. As it was getting late in the afternoon, we decided to stop just out of the park off the road. We had picked up some lovely red gum branches on the way, so had a lovely fire to sit around that night.

## Day 7

We were all up early, setting off by 8.15, and other than a quick photo op of a patch of Sturt Desert Pea, we made good time on a well maintained dirt road towards Frome Downs. There was evidence of the road having recently being quite sticky after rain, but also a lot of road works building the road up for better all weather access. At 10.15 we decided to stop for morning tea, and it was just as well as we discovered that a wheel bearing had been destroyed on Ros and Jim's brand new trailer.

# Our Quick Trip to Lake Eyre & Return to Belowra Continued



## *Continued from page 28*

A couple of phone calls later to determine what replacement bits were necessary, and Rick and Jim headed off in the Turtle to Yunta (no parts) then to Peterborough where they were able to get the necessary replacement parts whilst Ros and I set ourselves up for a relaxed day to wait, knowing the boys would be gone for a few hours.

We amused ourselves with reading, going for a walk, and having a well needed hair wash then finding a suitable flat campsite off the road where the necessary repairs could be made once the boys returned from their 6hr round trip. We only had two vehicles pass the whole afternoon, from the road crew, but they stopped to check all was ok. Once the boys were back they got straight to work on the repairs, only stopping for a quick dinner, before finally finishing about 9pm. It had been a long day for them, so were soon to bed.

## Day 8

We all slept well, and just as we were packed to leave the next morning had a visit from one of the road crew, who had heard about us, and stopped to make sure all was ok, and to have a chat. Then we headed off to Broken Hill via Yunta stopping often to check the repairs (no problems). We were there in time for lunch, and left Roz and Jim to get some spare parts and minor repairs done, whilst we set off to have a look around Menindee Lakes where they planned to catch us up. We had stopped there before in 2007 when the lake was empty, so it was a very different view this time with it full of water. We discovered that most of the tracks in Kinchega National Park were closed because of the flooding so we headed to Lake Pamamaroo and found a fabulous spot beside the lake to set up camp, wait for Ros and Jim, and enjoy another pretty sunset.

## Day 9

After a warm night, it was a delightful morning with lovely reflections off the water. We reached Ivanhoe for lunch and then deciding to take roads we hadn't been on before, we turned north east to Lake Cargelligo. We headed out to the weir to find a spot to camp for the night beside the river, and made the most of our last night in the bush.

It had been a great week, good company, great scenery, relaxing and invigorating, and many happy memories.

## *Continued from page 8*

On to plan B, which was to try out the West Belowra Fire Trail as a more interesting way back up the valley – the road less travelled. Research from others who had travelled it a few years ago, plus information from Fergus (our temporary landlord) indicated a reasonable and interesting alternative way to get back to the Belowra Road. These estimates were 90% accurate except for The Hill. Fergus had mentioned there was “a steep pinch” and he was correct! Up until that point the track, although very green (i.e. not recently travelled and covered by grass) had been quite benign.

After the Mighty Patrol (and winch) had cleared The Hill the attentive members of the convoy quietly further lowered their tyre pressures and made it up over The Hill easily!! (sigh). Of particular note were Sabina and Dean, who had recently completed their driver training, and made it look easy. Sabine had the voice of Julie Buttriss in her mind as she claimed The Hill. The voice of Julie was telling her to keep it steady and keep heading up the hill – it worked!! And it Looked Easy. Sabina was so pleased she wanted to go and do it again.

Then came another Mighty Patrol (with trailer in tow) and George ran out of revs in 2<sup>nd</sup> gear!! Now we had to get out more recovery toys. In this case a couple of snatch straps. Luckily for the senior members of the club, Sabine had only the week before learned about how to join two snatch straps and she was right!! Prior to that we had a number of opinions on the subject. Well done again driver training team – passing information back to the old members through new members. Perhaps some of us need a one day refresher!! Hmm, not such a bad idea. What do you think Pete?

So back to George, who we had left hanging on the hill stalled out while we had the snatch strap joining conference. Chris Nicholls reversed back yet another Mighty Patrol (thankfully not a Toyota led recovery) and Chris gently snatched George up the hill. More a tow than a snatch. Certainly Chris's rock crawler gears showed up very well towing 4 tons of Mighty Patrol and trailer.

## *Continued page 31*



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# Return to Belowra Continued



*Continued from page 29*

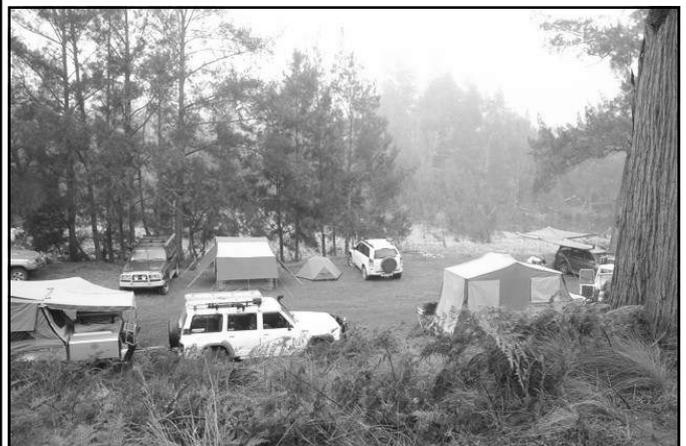
Further shame was administered to the Mighty Trailer Towing Patrols by Richard, who breezed up The Hill in his Holden Adventra with great aplomb and very little wheel spin. Hrrmph. Mind you, he had a steely gaze on as he whizzed past.

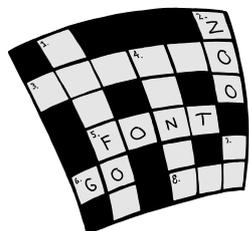
Thanks to Dave (Chairman of the Bored) Sutton, we didn't have to carry the recovery gear all the way up the rest of The Hill. Dave stopped and picked up the various bits of kit and returned them to their grateful owners.

The rest of the West Belowra Trail was much tamer, and except for the need to clear quite a few trees, and some confusion about "are we on the right track" we made it back to the Belowra Road. Couple of interesting points about West Belowra Fire Trail – Fergus thought it was regularly used by NPWS for bait work etc, but it was obvious to us that it hadn't been used for a long time. Also, the track on the 25 thou map is very hard to distinguish from contour lines, which led to some uncertainty at times. But, and here is an interesting factoid – as pointed out by Matt, West Belowra Fire Trail was accurately depicted on TomTom which was able to give the distance to the intersection with the Belowra Road – and that was reassuring.

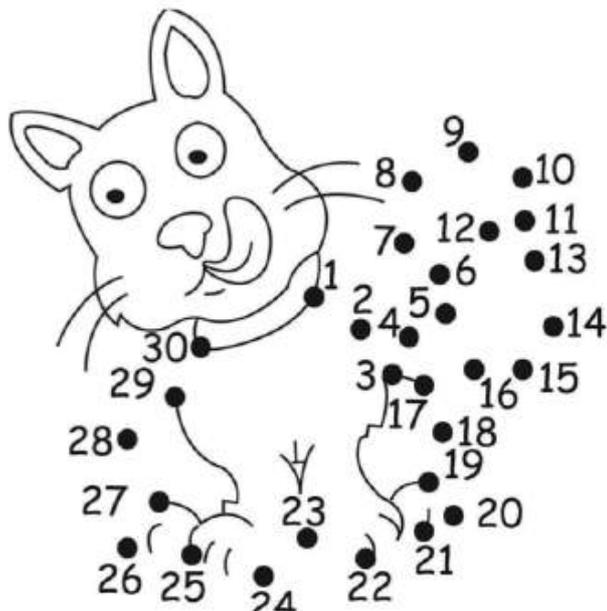
On back to Michelago via the Grade 1 route to save time. As we travelled through the Tinderrys, we were treated to lovely evening light with magnificent country views. Most aired up at Michelago just on dark. George provided the final excitement when his ARB deflator disappeared a tyre valve and his rear tyre let out all its air. Bugger. A spare valve was sourced and all was well.

All up a great weekend. Belowra is a picture of autumnal beauty, and we had a great time, drove some interesting tracks and made some new friends. Oh, and the weather was splendid. Autumn is a great time of year for camping.





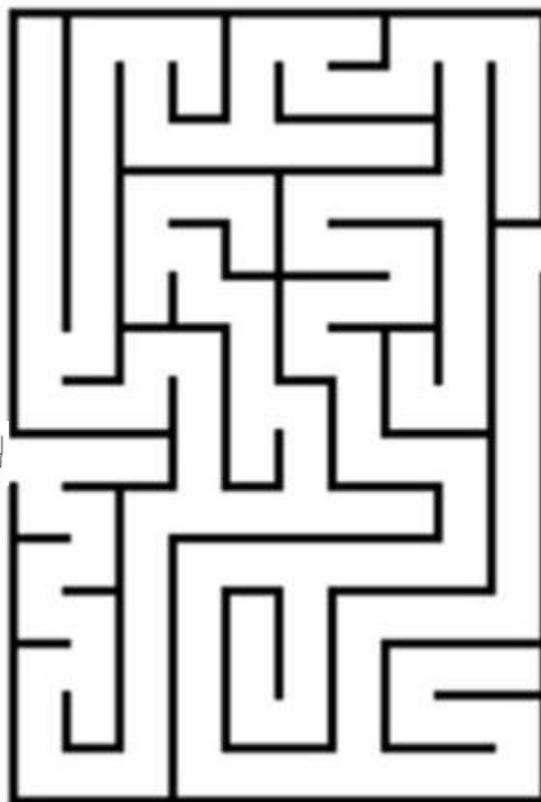
# ST4WDC TIME OUT



G	E	A	R	B	O	X	A	R	E	W	O	P
B	G	R	A	D	I	E	N	T	R	O	P	E
C	O	B	L	E	S	E	I	D	U	M	D	G
C	O	O	P	E	R	S	T	I	R	E	S	R
E	L	R	E	T	A	W	F	F	T	G	W	U
C	A	M	P	F	I	R	E	F	I	N	H	O
G	T	X	G	E	A	R	H	L	F	A	E	H
C	O	I	L	S	H	E	U	O	O	R	E	Y
F	O	O	D	E	I	X	B	C	R	W	L	P
J	E	R	R	Y	C	A	N	K	J	O	K	P
T	R	E	E	L	S	H	A	C	K	L	E	A
R	O	O	F	T	O	P	P	E	R	M	N	H

GEARBOX  
ARB  
TALOUGE  
COOPERS TIRES  
CAMPFIRE  
DIFF LOCK  
LOW RANGE  
SHACKLE  
RECOVERY  
GRADIENT  
HAPPY HOUR  
ROOF TOPPER  
AXLE  
DIESEL

TIRFOR  
JERRY CAN  
WATER  
FOOD  
HUB  
TREE  
MUD  
WHEEL  
POWER  
GEAR  
AXE  
PEG  
ROPE  
COILS



What is the next number?

66 71 76 81 86 91 ?

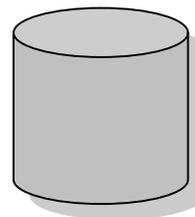
How many words can you create from these letters

T	Z	T	N
V	I	S	I
A	X	T	E
A	C	H	J

## Rabbits—Did you know?

1. Rabbits are not rodents, they are lagomorphs.
2. A male rabbit is a buck.
3. A female rabbit is a doe.
4. A baby rabbit is a kit.
5. The gestation period for a rabbit averages 31 days.
6. A rabbits teeth never stop growing.

Volume of a cylinder



$\pi \times \text{radius}^2 \times \text{height}$

$\pi = 3.14159265$

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Payment for any item is expected when ordering.

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<b>Shirts:</b>	<b>\$37:50</b>
<b>Vests:</b>	<b>\$47:50</b>
<b>Caps:</b>	<b>\$15:00</b>
<b>Hats:</b>	<b>\$15:00</b>
<b>Beanies:</b>	<b>\$15:00</b>
<b>Name Badges:</b>	<b>\$12.00</b>
<b>Rugby Tops:</b>	<b>\$48:00</b>

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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 22<sup>nd</sup> 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](mailto:Membership@ST4WDC.Org).



# 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. <b>Default is shown in Bold Print.</b></i>				
Accept Club SMS:	<b>Yes / No</b>		<b>Yes / No</b>	
Send Club Email to:	<b>Both / Home / Work / Neither</b>		<b>Both / Home / Work / Neither</b>	
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 <b>'Family' Members?</b> Must be under 21 years, reside with Principal Member or Partner, and be Licensed or Learning to Drive.  Please provide both <b>Names</b> and <b>Dates of Birth</b> .	Name(s):			Dates of Birth:
Are you a returning Member?      Yes / No	If <b>'Yes'</b> , what was your last Membership Year?			
<b>How did you find out about the ST4WDC?</b>				
<b>Payment of fees (\$ . . . . . ) made by</b> (Please indicate): Bank Transfer / Cheque (enclosed) / Money Order (enclosed) / Cash				
<b>Signature(s):</b> 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](mailto: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:.....