



SOUTHERN TRAILS

ISSUE 389 February 2012



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The Editor

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

Next Meeting 14 February 2012

The deadline for material to be included in the next issue of *Southern Trails* is the Friday following the General Meeting 17 February 2012

**This month's magazine has been compiled by Michael Patrick
Cover photo by Sabine Meyer**

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General Meetings are held at the

Canberra Deakin Sports Club, Grose St, Deakin

at 7.30pm on the second Tuesday of each month.

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

Ideas for guest speakers are welcome. Contact Greg Taylor 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 700+ ha bush block in rugged country east of Bredbo. It is used for training, 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



Twenty-twelve is here and wishing you all a happy, prosperous new year with plenty of 4wdriving!!

A few changes on the committee, Kerry and Rob Lejsek have stepped down from their committee roles. Kerry and Rob's contributions over the last year to our club have been many. Their work together, particularly in organising and supporting social events including the 35th Anniversary Reunion has ensured the success of these for the club. Many thanks to you both for your efforts.

Kim Pritchard has taken over the Membership Secretary role, Mark Pritchard is now looking after our raffle prizes each meeting. If you haven't yet renewed your membership it is overdue so talk with Kim please.

We have had a surge in new members which in turn has put some strain on our training program. Peter Reynolds and the trainers are trying hard to get every new member trained but courses are full to overflowing. You will see we have placed several new member day trips into the trip calendar to help. Of course not so new members are also welcome.

Mind you, our trip calendar is looking fantastic for the start of the year and I haven't even put my trips up yet! I am struggling to find dates now that aren't clashing with other trips. Thanks to Richard Brand and all the trip leaders who have responded magnificently with their trips for members. Our trip for January in the high country was oversubscribed and three more trip leaders came forward to ensure everyone gets a place. Wow, what a club.

I had the fortune to join in with Chris and Julie Nicholls on their recce into the high country for five days just prior to Christmas. I will leave the details to the trip reports but a great time was had by all. The trip certainly helped me with a few tracks I have driven past several times and always wanted to know what they were like – now I know. A few of us were taking notes for future trips! I also took the opportunity to convince Frank Wolf that it was time for him to leap into leading a trip. Frank agreed as he has wanted to do this for some time and was planning a weekend to Davies Plain Hut – hey Frank just loves the high country.

Unfortunately, Frank busted his leg last week so we will have to put off that trip for a bit. Best wishes from all your mates Frank.

Another who has been on our not well list is Neil Telfer. Best wishes from all to Neil and Sandra. We hope to see you back on deck before too much longer – we are thinking of you both.

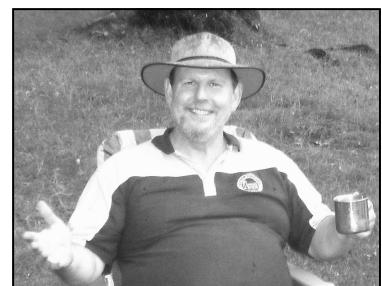
I also mentioned at our last meeting (January) that Brian Brodie and Trish Crossley will not be renewing their membership as they have moved to Queensland. Best wishes to Brian and Trish and they have left an address if you would like to drop in and say g'day. You may recall that Brian did some work last year with NSW Parks at Bendethera on our behalf. I am currently trying to arrange some working bees again with the park rangers so watch out in our forthcoming trips if you are interested.

As I am writing this, we are just about to start the working bees and lead up to our 2012 4WD Spectacular at Queanbeyan Show Ground. It is shaping up to be another fantastic event. I hope to see you all there busily supporting our club in our major fundraising endeavour for us and our charities. Apart from that it is just sheer good fun to work together and with members of our partner clubs. I hope you have your list of goodies ready to drive that bargain at the show. This only comes up every two years...maybe some plasma rope for Tonka to help lighten the weight???

Kathy Solomos has a supply of the new style club polo neck shirts for sale including ladies sizes. See her at our Club tent at the show or ring on 6297 2250. All members are encouraged to wear club shirts at the 4WD Spectacular. Be proud and show off our club!

Next month is March and our Annual General Meeting where among other things we elect our new Committee. You will see further information on the AGM in this edition of Southern Trails. Committee nomination forms are available on the website or from our Secretary, Jo Delaney.

Greg.



Funny How One Thing Leads to Another

Or how we became Campground Hosts by Ros & Jim Hanigan



Back in 2006, when on the Criss-Cross trip with Doreen and Plod, we arrived in Purnululu and were shown to our campsites by a fellow camper, who informed us he was one of the campground hosts operating under the umbrella of WA Department of Conservation and Land Management (CALM) which has now become Department of Environment and Conservation (DEC). As this was a new concept for us, one which sounded extremely interesting, we filed it in the memory bank to “look it up when we get home”.

At Geiki Gorge, there they were again, this time assisting with gorge cruises, weed eradication programs and education. Again, when we arrived at Karajini, there were more camp hosts, a couple working from a cabin with their camper nearby, checking in campers and providing local information. We learned more about the WA program, and decided to follow it up when in Perth.

Once in Perth, we contacted DEC for further information, but when we arrived home, ground to a stalemate: WA asking when we'd be there and us asking when would we be required?

Skip to 2011 and on a club trip to Hill End, “Meandering Mudgee and Mining Towns” with Jeanette and Ian, we noted a sign on the dunny wall asking for interested people to submit applications to become campground hosts with NSW National Parks. Similar posters were on display at Dunns Swamp and Newnes.

Application was duly made on the closing date, accepted and quickly followed by the NP orientation program in late November, at Bent's Basin on the Nepean – a beautiful camping spot near Bringelly. Orientation was provided by Diana Saucedo, Volunteer Coordinator, NSW NPWS.

We had a wonderful weekend, notwithstanding 22 hours continual rain that raised the height of the Nepean by some 3 metres and flooded low-lying areas of the large campground.

Nineteen keen prospective hosts from near Lismore down to the Victorian border received instruction and submitted their bids for their preferred campground from 22 parks involved in the program to date.

These campgrounds, at present, extend from sites on the Queensland border to the Victorian border and west to Hill End and the Warrumbungles. The NPWS hope to extend the program to other parks when resources permit. One of the limiting resources is the availability of trained hosts.

The duties of a Camp Host are not onerous and involve showing campers to available sites, advising on local regulations, and generally being the “eyes and ears” for the Park Rangers, noting any transgressions of park rules and reporting the details.

You have no power to enforce rules, only report. Likewise, cleaning duties are not required. Hours of duty may vary from park-to-park but the norm appears to be from 7-10am when you check on vacated campsites and 4-7pm when campers are arriving. Other duties may require reporting on flora and fauna, advising campers on local attractions in the park and passing on warnings currently in force such as park fire bans or total fire bans. Contact is maintained via mobile phone, NPWS radio or Satphone as provided by local ranger.

We were tasked to be campground hosts for 2 weeks in January at Dunns Swamp, our second choice. This is a beautiful spot and the water supply for Kandos and Rylstone. For the Easter period we will be hosting in the Warrumbungles. Camp hosts, once having attended orientation, have first pick of National Parks next time volunteering.

As articles for the February magazine must be submitted while we are at Dunns Swamp, we can only say we are greatly looking forward to our hosting experience and will report on it in a later issue. Diana Saucedo has offered to visit the club with the possibility of involving more campers/4WD drivers and has been invited as guest speaker at the February meeting.

See you there!

Ros and Jim Hanigan

Wanted

Richard Brand is looking for web assistants to help with the Club's website. To join the web team you should have a fast internet connection, ADSL or equivalent. Training will be provided so please discuss with Richard if you are interested.

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Annual General Meeting



In accordance with our Constitution Rule 15, notice is hereby given that the 2011 Annual General Meeting (AGM) of the ST4WDC Inc will take place at 7:30PM on Tuesday 13th March at the Deakin Sports Club.

An important business item of our AGM is to elect our committee. In accordance with By-Law 19, Owner Members, Family Members (Spouses/Partners) and Life Members are eligible to join the committee and to vote at the AGM. Associate Members, Family Members (other than spouses/partners of Owner Members) and Competition Members are ineligible to hold committee positions or vote at the AGM.

Nominations for positions on the committee shall be made in writing signed by two members of the Club and accompanied by the written consent of the candidate (which may be endorsed on the form of nomination and must be lodged with the Secretary by 3rd March (10 days before the meeting).

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

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


If there is only one nomination received for a committee position the person nominated shall be deemed to be elected.

If there is more than one nomination received for a committee position then a ballot shall be held. The ballot for the election of a committee member shall be conducted at the Annual General Meeting in such usual and proper manner as the committee may direct.

If insufficient nominations are received to fill all the vacancies on the committee then further nominations shall be received at the Annual General Meeting.

The committee is established under the Club's Constitution. The By-Laws describe the committee structure including the responsibilities of committee members. Both documents and the Committee Nomination Form 2012 are available on the Club's website (www.st4wdc.org.au) or from the Secretary. Only financial owner members and their partners, life members and their partners are eligible to serve on the committee.

2012 membership renewals were due on 31 December 2011. If you have not renewed your membership by 3 March 2012 you are ineligible to either nominate for a Committee Position or to vote at the Annual General Meeting on 13 March 2012.

SOUTHERN TABLELANDS 4 WHEEL DRIVE CLUB Inc COMMITTEE NOMINATION FORM - 2012	
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The Club's committee will be elected at the Annual General Meeting to be held on 13th March, 2012. Written nominations for committee positions must reach the Secretary at least 10 days before the meeting, i.e. by 3rd March 2010.

Nominations are invited for the following positions:

- | | |
|----------------------|--|
| President | Event and Trips Coordinator |
| Vice President | Publications Coordinator |
| Secretary | Public relations Coordinator |
| Treasurer | Property Coordinator |
| Membership Secretary | General Committee Members (Four Positions) |
| Training Coordinator | |

The committee is established under the Club's Constitution. The By-Laws describe the committee structure including the responsibilities of Committee Members. Both documents are available on the Club's Website (www.st4wdc.org.au) or from the Secretary. Only financial owner members, partners of owner members and life members are eligible to serve on the committee.

NOMINATION

Name of Member Nominated

Committee Position

Proposed by: Name

Signature

Seconded by: Name

Signature

TO BE COMPLETED BY NOMINEE

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

Name

Signature

Date/...../2012

Richard's Rite

Richard Brand



If you have ever worked on a Committee, you will appreciate that they can be quite quirky! It was very refreshing that on Greg's recent planning day, the attendees seemed ready, even hungry, for change. Even more surprising was the widespread recognition that we need to improve our record keeping – things like training records, committee minutes, even things like definitive versions of the Constitution and Bylaws.

Obviously, the website can help us keep centralised records, and provide appropriately secure access to them.

We have been toying with the idea of using a Committee Forum to reduce email traffic, and keep a centralised record of decisions and discussions leading up to them. In fact we have had a Committee forum for about a year, but committee members had to actively join it, and without a critical mass it never got used in earnest. I guess it is the old story of being resistant to change, even if we can see it might be good in the long run.

After the planning day, I decided to bite the bullet, and use the Committee Forum to collect and record approval decisions on new trip and event proposals.

Previously when a new proposal came in, I made a screen shot of it and circulated it to the committee in an email for approval or comments. To track the responses, I created an email sub-folder for every trip and event, organised into folders for each year. That's where I decided what the next magazine tag should be – and sometimes I would double up by accident.

When an email came in, I tried to file it, hopefully in the right sub-folder, and when there were roughly enough approvals, I published the trip on the website.

Since there are almost 100 events a year, each event generates about 20 to 30 emails, and I have folders going back to 2007 you can see how I have several thousand emails about trips alone, and no doubt other committee members may have their own archives. I'll guarantee there are unfiled and wrongly filed messages all the way through my email system – and I have 5,000 emails that did not seem worth reading at the time!

All this took up a lot of time and was a lot of work. For committee members, the new system is even easier than using email!

In fact, they do get an email generated automatically from the Forum whenever there is a new trip, or a new comment (a posting in forum parlance). It takes just one click to see the forum entry. If the post is a new trip that needs approval, all it takes is a second click on a Vote button for a Yes vote. A vote against requires one more click, or comments can be added as a new post. These get circulated to the committee automatically, and are centrally stored against the trip so anyone on the committee or with access rights can see the full message trail, and the vote scores.

Advantages of this new process are:

- incredibly easy to use for Committee Members
- everything is recorded centrally
- discussions about a trip are recorded in one central place
- Events and Trips Coordinator does not have to remember to send emails, the system generates them automatically
- committee members do not have to send an approval email to the Events and Trips Coordinator
- forum emails can be deleted because all the content is in the Forum
- there is no reliance on email redirection for emails sent to 'committee@st4wdc.org'
- Events and Trips Coordinator does not have to set up and maintain email folders about each event
- Events and Trips Coordinator does not have to manually track and tally approval emails
- handover to a new Events and Trips Coordinator will be much easier because all records are centralised

Disadvantages are:

- It takes a bit longer to set up each new trip for approval because an image file of the trip itself is created and imported to the website

New Membership Applications now on-line

When I joined the Club back in 1995, there was a general feeling that it was getting too big to be managed on a volunteer basis, and really needed a paid secretariat to be able to continue to function. In the intervening years, I have managed to think of several other ways of spending our money!

Richard's Rite

Richard Brand



We still do not have a paid secretariat. The secret must be to work smarter, not harder.

A classic example is handling membership applications. Until recently, the only way was to manually fill in a paper form (available for download from the website, and in the magazine). This form was usually posted to the Club's post box, routinely collected by the Secretary, somehow got to the Membership Secretary who then circulated the application by email to the committee for approval, while manually entering all the fields into the membership database. Once approved, the membership details had to be transferred from the membership database to the website, which was initially an intensive manual process.

The on-line application is so much simpler, because the applicant does almost all the work! That is, they record all of the information normally updated by the Membership Secretary when they first register as a user of the Club website.

The on-line application form reminds them what contact details they have in their User Profile (from their registration on the website). Then they just have to add the names of any partner and family members, their vehicle types and registration numbers, how they found out about us and how they have paid their membership application fees. When they submit their application, all the details are included in an email from the website to the Membership Secretary, who can circulate it to the committee for approval or request further information from the applicant.

Once payment has been confirmed and the committee has approved, it takes the Membership Secretary four clicks on the website to approve the membership application. Everything required to support the new membership is then created automatically. This approach will help to stream line the application process for new members, reduce substantially the workload for both the Membership Secretary and Webmaster (me!)

New User Profiles

First, User Profiles have always had the facility to add a personal page. Following a minor change this page is now generated automatically and by default contains a filtered extract from the Membership List showing your record, and a similar extract from the Member Records.

This means you can check these entries with just two clicks on your username, instead of waiting minutes for searches to complete. Also included is a list of all trips and training events you have participated in (according to the website). So you or a trip leader can see with just two clicks on your username: your financial status, your vehicle(s) and your experience level within the Club, including your recent training.

Because your User Profile now includes your personal page, you can add whatever else you like to it or even turn it into a mini-website. If you have a look at my profile, you may get some ideas. Easiest way is to look at the club contacts page, and click on my name. On my personal page I have a photo, a short biography and links to my vehicles, trailer and a couple of magazine articles. There are a few more photos of the vehicles and camping trailer.

You have a links module waiting for you to add links, and a text module where you can add writing and pictures. If you need more pages, just ask!

How we got Talooge Park

Greg asked me to jot down my recollections of how we managed to buy our own property, so here goes.

For many years we used a lease on a property at the back of Murrumbateman for basic driver training, and for the occasional Christmas Party / Funkhaha and chainsaw training. Some of the Christmas Parties had live bands and were major events!

Peter Thurbon, after whom Thurbon Flat is named, was instrumental in building a club house on the lease, and as part of the lease conditions we had to keep a firetruck handy. The first one I can remember was called Friar Tuck the Fire Truck which has to be said very slowly. He was replaced by Betty Bedford who currently lives at Talooge Park. Both have done sterling duty transporting Santa Clauses.

We had growing concerns that we were being shut out of many of our traditional tracks and destinations. We knew that our lessor Reid McLachlan wanted to sell up and move to Tasmania. Many club members felt the solution to both these issues might be to own our own block of land, suitable for basic and advanced driver training, recreational four-wheel driving, camping and big events.

Richard,s Rite

Richard Brand



After attending a committee meeting as an observer, I decided to stand for President on a platform which included getting our own property. The other planks included fixing the website, keeping Promo and making the monthly meetings more interesting!

A number of previous committee members had been scouting for suitable land, and Denis Dobie came up with a couple of properties back of Bredbo in the Tinderries, so we organised for the entire committee to take a look at them. When we followed Strike-A-Light Fire Trail to the peak looking out to Mount Dowling, I think we were all sold, but Denis insisted on showing us another couple of blocks being sold as a unit. These were at the end of the Fire Trail. I remember Peter Reynolds eyeing the side slopes down into Hole-In-The-Wall Creek, and then we got to the meadows on what is now known as Little Talooge, and we were even more sold!

Now the work really started. We had to find some way of finding the money, then convince the club to go ahead. As luck would have it, the club had been going for about 25 years, and had accumulated roughly \$2,000 a year so we did not have to find all the money. Assuming the land prices were what we had been told, and allowing for conveying costs, we would need to find an additional \$40,000.

There were many ideas, including selling life memberships, but it seemed to me the surest and most equitable way would be the conventional mortgage route. We just scraped in to the Commonwealth Bank's commercial mortgage guidelines, so most likely they would loan us the money on a ten year mortgage at a fairly high interest rate. Unfortunately, we needed more than \$2,000 a year to pay off the mortgage. We created a guideline that said the Club should always have \$10,000 available for emergencies, and worked out that we needed to increase the annual membership fee from \$60 to \$90 to pay off the loan, plus another \$10 to take membership to \$100 to cover normal cost increases. That is a 67% increase!

Around this time, I persuaded Rosemary to drive down to the blocks, so I could make a promotional video on a borrowed camera to inform the club about the land. In those days we had no video set up for meetings, and Neil Telfer kindly brought in his own projector and very large loudspeakers.

I had to borrow another camera to play the video. There was spontaneous applause at the end of the video – and I do not think it was because it had ended! The same video was shown recently at the 35th Anniversary, where many people thought the band was playing over it. Actually, the intentional soundtrack included *Over The Rainbow* and *Imagine*.

I mentioned in my introduction that Committees can be quirky, but now I was faced with the problem of getting the whole Club to agree to a 67% fee increase! Then if the Club agreed, getting the Committee to agree to the minutia of the purchase. We had a special general meeting and about 140 people turned up, and most wanted to have a say. Opinions were quite varied, to say the least. In the end, Lin Clayton stood up and said words to the effect that he had been a Public Servant all his working life, and if we wanted to achieve anything, we should let the Committee get on and do it. Then we had a vote on the fee increase – surprisingly, it was unanimously in favour.

The smaller a committee is, the easier it is to deal with, so we created a Subcommittee of just four to look after the details. We included a lawyer and a real estate agent, and started to line up all the ducks. My biggest worry was that the land price was too good to be true - \$75,000 for two blocks. What if that was actually the price of each block? In the end my fears were ungrounded and we bought the equivalent of 6,000 quarter acre house blocks for about \$12 each – not that we can build houses there under current regulations.

It was only after we completed the purchase that we found out there were weed-control orders on both blocks, which meant that if we did not suppress the weeds, Council could employ contractors to do it and that could easily have cost \$40,000 – helicopters are not cheap. Another nasty surprise was that Council refused our Development Application to build a club house on the grounds that our legal access on the maps did not align with our physical access on the ground.

I also had an expectation that our boundary fences would be somewhere close to the boundary. In fact, the long one on Little Talooge runs at 30-degrees to where it should be, so we own more weeds and fewer trees than I thought.

Membership Thingamybobs and Whosywhatsits



Big welcome to our newest members :

Kathy & Andy Anderson
Jamie Cooper
Bill & Karen Dykhoff
Wade & Kylie Harvey
Richard Jalland & Melanie Edwards
David & Jacqui Long
Andrew & Irene McColl
Stephen Pickard & Margaret Ryan
Mario & Irena Simunec
Chris Swan & Jessica Finlay
John & Judy Udvardi
Mark Walters & Maria Reynolds
Geoff & Rae Wells

For those of you who don't know me, I joined the club in 2007 after buying our first real 4WD, a Jeep Cherokee Sport. "A real 4WD?" I hear you say, well I had been driving soft roaders prior to the Jeep and after purchasing a camper trailer and finding towing somewhat laborious it was time for an upgrade. The Jeep had loads of grunt compared to the Rav4 & CRV and we could hardly tell the camper was following us. After spending many a trip listening to the jibes of our fellow tripees about the tracks being so clear after our Jeep had graded it for them (that little truck you all poked fun of took out first place in the 2009 Christmas funkana at Talooge, not so bad eh?) we finally decided to take the plunge and join the Prado pack, and we're loving it!

We have had a ball on all the trips we have been on so far and met some fantastic people in the club and we're looking forward to much more of the same ahead.

I was pleased to have the opportunity to take on the position of Membership Secretary just before Christmas and (if successfully re-elected) I look forward to taking care of all thing membership in the year ahead. We have a great club with loads of fantastic people who make it that way, it's exciting for me to see new members join, bringing their diverse experiences and skills to the club and helping to build a fine future for ST4WD Club and the future of 4WDing. And of course, the important stuff, just having a good time!

Don't forget, if you haven't already renewed your membership, you need to do so before the end of the next general meeting (14 February) to avoid the \$5 late payment fee. If you have, be sure to come and see me at the next general meeting to collect your membership card and receipt, I look forward to seeing you there.

Until next time, happy travels!

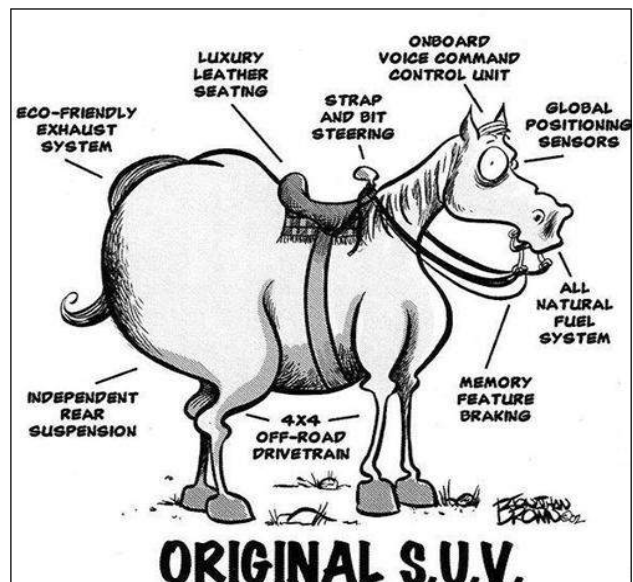
Kim



Richard's Rite Continued

There is no doubt that purchasing the blocks and turning them into Talooge Park changed the focus of the club for a while, and some who only wanted to do trips left. But from where I sit today, I see the trip calendar as healthy as I can ever remember it, more new members joining, and fewer members leaving. Talooge Park is worth far more than we paid for it, and we have virtually paid off the mortgage.

Oh what a feeling!



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



4 Feb **4WD Spectacular - Working Bee**

2012-010

Trip Leader: Marj Jones

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

Phone: 0427 284 236 (m)

Limit: unlimited

Start: 8:30 AM

Meeting Place: Queanbeyan Showground

Description: The major activities include completion of the test track, setting up the demonstration area, mowing walkways, delivering pamphlets and cleaning the administration area and kitchen. Breakfast of fruit juice, egg and bacon rolls plus tea or coffee will be provided - please notify Marj of catering numbers before 2 February

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

2012-003

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

Phone: 0427 284 236 (m)

Limit: unlimited

Start: 12:00 AM

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.

18 Feb **New Members Picnic**

2012-037

Trip Leader: Ian Goodacre

Email: newtricks@bigpond.com.au

Phone: 02 6291 0455 (h); 0457 168 402 (m)

Limit: 20 vehicles

Grade: 1

Start: 8:15 AM

Meeting Place: Williamsdale

Fuel: Full tank at the start

TRIPS AND EVENTS



- Maps: NATMAP SJ55-04 (edition 4) 1:250,000, Bega. Or equivalent. (Optional)
- Requirements: UHF radio (handheld will do), roadworthy vehicle, morning and afternoon tea requirements of your choice, sunscreen, insect repellent, drinking water.
- Description: We will be heading south-east to the Baja State Forest for lunch at the Cascades on the Tuross River and return via Michelago or Captains Flat, time permitting.
- Our route will take us to Bredbo the along the Jerangle Road past Strike-a-Light Fire Trail leading to Talooge, our bush block where we conduct our basic training and social events, to morning tea at a lovely shady picnic and camping area beside the Numeralla River.
- After morning tea we have a leisurely drive into the Badja State Forest and down to the delightful Cascades picnic and camping area for a relaxing lunch and some socialising. There are camping tables and a pit toilet under the trees beside the river but you should bring folding tables and chairs if you have them to be sure of your comfort. BBQ'd sausages and onions *a la Bunnings* will be provided at lunch but you should bring any salads, drinks and other accompaniments of your choice.
- After lunch the energetic, curious and happy snappers amongst us can do the 40 minute round trip stroll to the Cascades downriver should you wish to. Those thinking of doing the 2 hour round trip walk to Tuross Falls will need to come back another time.
- We will return home via the Slap Up Fire Trail through Gurock National Park, pausing trackside for afternoon tea, then home via either Michelago or Captains Flat with a brief tour of the viewing platforms at the old mine site.

24 - 26 Feb "Safe One" Basic Driver Training at Talooge Park 2012-012

- Trip Leader: Peter Reynolds
- Phone: 02 6251 1258 (h); 0428 623 458 (m)
- Limit: 16 people
- Start: 7:00 PM Friday Night
- 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 - 26 Feb Victorian High Country Mayhem 2012-009

- Trip Leader: Rob and Lynne Donaldson
- Email: aroundtownplumbing@grapevine.com.au
- Phone: 0407 072 573 (m)
- Limit: 8 vehicles
- Grade: 3
- Start: 7:30 AM
- Meeting Place: Williamsdale

TRIPS AND EVENTS



- Fuel:** Full tank - top up at Jindabyne for the Alpine Diesel mix.
- Maps:** Hema 1/200,000 high country Victoria, Hema 1/385,000 South East NSW, 1/25 000 maps of Thredbo, Suggan Buggan, Vic 1/25 000 Mt Cobberas, Biggara
- Requirements:** Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, camping gear including gas stove for cooking, food and water, happy hour supplies, bowsaw and or axe for track clearing and blind/tarp for water crossing. You should be prepared for all conditions, warm and water proof clothing and sleeping gear.
- Description:** We will travel to Jindabyne for a quick fuel and supply stop. Then off to Tom Groggin and have morning tea. Cross the Murray river and on to Davies Plain Track. Visiting Davies Plain and Charlies Creek Huts then onto McCarthy's Track, Limestone Creek Track and Camp at Native dog flat for the night. We then head on Limestone Rd, Cobberas trail past the Playgrounds to Macfarlanes Flat track and the Ingeegoodbee track. We will then head home via Barry Way with magnificent views of the Snowy river, stopping at Wallace Craigie look out and then Jindabyne.
- This is the plan but we may deviate to camp at other locations depending on our progress, many of these tracks will be unsuitable/unsafe in wet weather. Many of the locations and camp grounds we are visiting have toilet facilities - but as usual bring your shovel and paper, good sense of humour and camaraderie.
- This trip would not be for the faint hearted as sections of these tracks can be difficult and steep - high clearance vehicles are required.

29 Feb Cooma Diesel Tech Tips Night

2012-028

- Trip Leader:** Peter Reynolds
- Phone:** 02 6251 1258 (h); 0428 623 458 (m)
- Limit:** 25
- Grade:** 1
- Start:** 6:30 PM
- Meeting Place:** Cooma Diesel Service, 64 Kembla St, Fyshwick
- Fuel:** Water-free diesel preferred
- Maps:** Fyshwick
- Description:** Dave Webster from Cooma Diesel will be giving valuable tips on preserving and maintaining diesel fuel systems and components. This information night is a must, particularly for those who have a common-rail high-pressure fuel system. Dave will also explain the "WaterWatch" filtration system, which was featured on the ABC program The Inventors in May 2011, and the benefits it gives.
- Comments:** Did you know? Once water gets into a common rail fuel system it can cause catastrophic damage requiring repairs costing between \$5,000 and \$12,000. Be warned - don't let it happen to you

4 Mar "Safe One" Basic Driver Training Course Follow-up Day

2012-013

- Trip Leader:** Peter Reynolds
- Phone:** 02 6251 1258 (h); 0428 623 458 (m)
- Limit:** 16 people
- Start:** 8:00 AM

TRIPS AND EVENTS



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

10 - 18 Mar **Canberra Festival Balloon Spectacular**

2012-005

Trip Leader: Catherine Panich

Email: capan@home.com.au

Phone: 0412 866 375 (m)

Limit: unlimited

Grade: 1

Start: 6:00 AM

Meeting Place: Old Parliament House

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

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

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.

TRIPS AND EVENTS



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

16 - 18 Mar Tuff Truck Challenge 12

2012-029

Trip Leader: Michael Patrick (contact)

Email: Michael.patrick2@bigpond.com

Phone: 0412 377 941 (m)

Limit: unlimited

Start: 7:00 AM

Meeting Place: Federal Highway, Eagle Hawk car park

Fuel: Full tank at start

Maps: Hunter Valley. Maps will be supplied

Requirements: Camping gear and supplies for three days

Description: This year the Tuff Truck Challenge is in the Hunter Valley, and the organisers are looking for site assistants to direct people to camp sites and parking places. The job can be hot going but water and snacks will be provided to help you through. Preference is for site assistants to offer 3 x 4hr shifts, spread over the 3 days of the event. The rest of the time is yours to enjoy the event!

In return your entry fee will be made up to \$140 and refunded, you will receive a gift from the Tuff Truck Management Team, plus Certificates of Appreciation to you and to the Club, and a monetary donation to the Club.

Comments: Nominations for this trip will close 20th February 2012

20 Mar Social Evening at Jane and Jim Raleigh's Home

2012-031

Trip Leader: Jane Raleigh and Kerry Lejsek

Email: lejsek@grapevine.com.au

Phone: 0402 094 612 (m)

Limit: 16 people

Start: 6:30 PM

Maps: Navman to get to Jane and Jim's place (address will be circulated prior to the event)

Requirements: \$10 as a contribution towards Dinner, BYO Beverages

Description: This event continues the tradition of getting together catching up and talking about 4WD tips, trips and travel. The evening will be hosted at Jane and Jim Raleigh's home in Deakin and will include a dinner of homemade starters, main course and dessert.

TRIPS AND EVENTS



21 Mar **Cooma Diesel Tech Tips Night**

2012-044

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 25
Grade: 1
Start: 6:30 PM
Meeting Place: Cooma Diesel Service, 64 Kembla St, Fyshwick
Fuel: Water-free diesel preferred
Maps: Fyshwick
Description: This is an overflow evening due to exceptionally heavy bookings!

Dave Webster from Cooma Diesel will be giving valuable tips on preserving and maintaining diesel fuel systems and components. This information night is a must, particularly for those who have a common-rail high-pressure fuel system. Dave will also explain the "WaterWatch" filtration system, which was featured on the ABC program The Inventors in May 2011, and the benefits it gives.

Comments: Did you know? Once water gets into a common rail fuel system it can cause catastrophic damage requiring repairs costing between \$5,000 and \$12,000. Be warned - don't let it happen to you

7 Apr **Easter Saturday BBQ and Night Drive**

2012-008

Trip Leader: Rob and Lynne Donaldson
Email: aroundtownplumbing@grapevine.com.au
Phone: 0407 072 573 (m)
Limit: 12 people
Grade: 3
Start: 6:00 PM
Meeting Place: Casuarina Sands
Requirements: Basic driver training, basic recovery gear, torch, UHF radio, good tyres, well maintained vehicle.
Description: Meet at the Casuarina Sands BBQ area below the Cotter Pumping Station for a BBQ and Easter Egg Hunt for the kids, then after dinner we will head out to the Brindies for a night drive exploring the tracks then head up Mount Corree Summit to take in the views. Kids are encouraged to come along. Bring your own dinner and drinks.

21 Apr **New Members Picnic**

2012-038

Trip Leader: Ian Goodacre
Email: newtricks@bigpond.com.au
Phone: 02 6291 0455 (h); 0457 168 402 (m)
Limit: 20 vehicles
Grade: 1
Start: 8:15 AM
Meeting Place: Williamsdale

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TRIPS AND EVENTS



Fuel: Full tank at the start
Maps: NATMAP SJ55-04 (edition 4) 1:250,000, Bega. Or equivalent. (Optional)
Requirements: UHF radio (handheld will do), roadworthy vehicle, morning and afternoon tea requirements of your choice, sunscreen, insect repellent, drinking water.

Description: We will be heading south-east to the Baja State Forest for lunch at the Cascades on the Tuross River and return via Michelago or Captains Flat, time permitting.

Our route will take us to Bredbo the along the Jerangle Road past Strike-a-Light Fire Trail leading to Talooge, our bush block where we conduct our basic training and social events, to morning tea at a lovely shady picnic and camping area beside the Numeralla River.

After morning tea we have a leisurely drive into the Badja State Forest and down to the delightful Cascades picnic and camping area for a relaxing lunch and some socialising. There are camping tables and a pit toilet under the trees beside the river but you should bring folding tables and chairs if you have them to be sure of your comfort. BBQ'd sausages and onions *a la Bunnings* will be provided at lunch but you should bring any salads, drinks and other accompaniments of your choice.

After lunch the energetic, curious and happy snappers amongst us can do the 40 minute round trip stroll to the Cascades downriver should you wish to. Those thinking of doing the 2 hour round trip walk to Tuross Falls will need to come back another time.

We will return home via the Slap Up Fire Trail through Gurock National Park, pausing trackside for afternoon tea, then home via either Michelago or Captains Flat with a brief tour of the viewing platforms at the old mine site.

21 - 29 Apr **Rosehill Supershow**

2012-033

Trip Leader: Make your own way
Email: trips@st4wdc.org
Phone: 0418 568 358 (m)
Limit: unlimited
Start: 9:00 AM
Meeting Place: Rosehill Racecourse, Sydney
Description: NSW caravanning, camping, recreation and holiday supershow

28 - 29 Apr **Relax at Talooge**

2012-034

Trip Leader: Rob and Lynne Donaldson
Email: aroundtownplumbing@grapevine.com.au
Phone: 0407 072 573 (m)
Limit: unlimited
Grade: 1
Start: 9:00 AM
Meeting Place: Williamsdale
Fuel: Full tank
Requirements: Please ensure you enrol on the website or contact Lynne on 0418 631 669 so that we can cater for everyone

TRIPS AND EVENTS



Description: Come along and join us for a Lunch Time BBQ at 1 pm (\$10.00 per head for those who would like to participate) with steak sandwiches, salad and soft drinks. Relax and enjoy the company and scenery or drive the tracks and get to know your property.
New members welcome - come out for the day or spend the night getting to know each other around the campfire. All welcome.

Comments: You can come for a day trip, stay the night or anything in-between. Meet at Williamsdale at 9am Saturday morning or head on out at your leisure

5 - 6 May **“Safe One” Basic Driver Training at Talooge Park** 2012-014

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 16 people
Start: 7:00 PM Friday Night
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

12 May **“Safe One” Basic Driver Training Course Follow-up Day** 2012-015

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 16 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

12 - 13 May **OziExplorer Nav X** 2012-039

Trip Leader: Michael Patrick
Email: michael.patrick2@bigpond.com
Phone: 0412 377 941 (m)
Limit: 10 vehicles
Grade: 2
Start: 8:00 AM
Meeting Place: Williamsdale
Fuel: Full Tank

TRIPS AND EVENTS



- Maps: Will be supplied where possible. If you have electronic maps of the general area bring them along
- Description: This is a hands on OziExplorer Navigation Exercise. We will depart Willamsdale at 0800 and proceed to Talooge Park. We will then devote Saturday morning understanding trip planning and using Oziexplorer, and plan a route to Cowarra Gold mine. After lunch each vehicle will drive to the gold mine using their GPS and return to Talooge. Saturday evening will be devoted to planning a route to Tallaganda National Park and driving the tracks. On Sunday each vehicle will follow their trip plan prepared on Saturday night and drive the National Park with the aim of being back in Canberra by 1700.
- Comments: 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 this is not a basic introduction to OziExplorer but slightly more advanced.

20 May **A Social Event - Wine Walkabout**

2012-042

- Trip Leader: Rosemary Orr
- Email: ROrr@moray.com.au
- Phone: 0414 568 358 (m)
- Limit: 12 vehicles
- Grade: 1
- Start: 9:00 AM
- Meeting Place: Barton Highway Dinosaur Museum car park
- Fuel: Full tank at start
- Requirements: Morning and afternoon tea, a sense of humour, a co-driver if you wish to partake more than a tasting. Basic recovery gear, vehicle in good working order with high clearance, good tyres, basic driver training, UHF radio. We should not require many of the last requirements but it is better to be prepared than not
- Description: A fun day out before we hibernate for winter. A leisurely wander around some of the great wineries of the Canberra District. A good time to add to your cellar or find a drop to enjoy in front of the fire. We will be lunching at one of wineries so you will have to pay for your meal. Not sure if we will do Murrumbateman or Lake George at this stage but all will be revealed in the fullness of time.

27 May **Winching and Recovery Exercise**

2012-020

- Trip Leader: Peter Reynolds
- Phone: 02 6251 1258 (h); 0428 623 458 (m)
- Limit: 12 people
- Start: 8:30 AM
- Meeting Place: Cotter Bend Car Park
- 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

TRIPS AND EVENTS



27 May **Brindabella Classic**

2012-040

Trip Leader: Michael Patrick
Email: michael.patrick2@bigpond.com
Phone: 0412 377 941 (m)
Limit: unlimited
Grade: 2
Start: 8:30 AM
Meeting Place: Uriarra Homestead
Fuel: Full tank
Maps: ACT Region (1/100 000) and 1/25 000 maps of Bobbys Plains, Couragago, Umburra and Cotter Dam
Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, morning tea and lunch. Camera, binoculars and a chair are also a good idea. Bow saw / axe for track clearing if necessary.
Description: This day trip is a great way for new members to explore Canberra's back yard or more experienced members to also enjoy a day in the Brindabella mountains. We meet at Uriarra Homestead and then head to Picadilly Circus following Brindabella/Tumut Road. Take Gentle Annie fire trail to Flea Creek on the Goodradigbee River for morning tea. We will climb up Webbs Ridge to approximately 1200 metres and then on past the power lines to Waterfall fire trail. Dropping to the river again lunch will be at Lowells Flat or McIntyres Hut. Backtrack to Waterfall fire trail then Foley FT and Doctors Flat Rd and an afternoon stop at Pig Hill summit and finally air up and head for home
Comments: A great trip for members who have just completed Driver Training

11 - 12 Aug **Cold at Bendethera Caves**

2012-035

Trip Leader: Michael Patrick
Email: michael.patrick2@bigpond.com
Phone: 0412 377 941 (m)
Limit: 13 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, radiator blind for water crossings
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. There will be three water crossings that can be quite deep. We will depart Sunday midday and head out via Dampier fire trail and other tracks leading to Krawarree road. Parties may split up here to head to North Canberra. The rest will travel Snowball Road into Tallaganda National Park and eventually reach Michelago
Comments: Can possibly encounter snow in Tallaganda National Park

TRIPS AND EVENTS



8 - 9 Sep **Explore The Tracks of Abercrombie River National Park**

2012-036

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
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.

8 Sep **New members picnic**

2012-043

Trip Leader: Robert Tiele
Email: robert.tiele@bigpond.com
Phone: 0406 377 527 (m)
Limit: 10 vehicles
Grade: 1
Start: 9:00 AM
Meeting Place: Queanbeyan Red Rooster car park
Fuel: Full tank at Queanbeyan
Maps: Hema Australia
Requirements: Vehicle in good working order and registered, UHF radio (handhelds are OK). The Club will provide a barbeque but bring your own salads and drinks, plus morning and afternoon tea
Description: An easy drive on good dirt roads through Forbes Creek and Majors Creek visiting the Big Hole then back home via Braidwood and Mayfield. The trip is designed for new members who have not done the basic driver training, but old members are also welcome.
Comments: A great day out to meet new members

TRIPS AND EVENTS



14 - 16 Sep "Safe One" Basic Driver Training at Talooge Park

2012-016

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 16 people
Start: 7:00 PM Friday Night
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

15 Sep South Coast Forests Loop

2012-025

Trip Leader: Dan O'Hara
Email: ohara5@homemail.com.au
Phone: 02 6231 3872 (h); 0406 375 677 (m)
Limit: 0 vehicles
Grade: 3
Start: 8:30 AM
Meeting Place: Bredbo, Jerangle Road, 100-m off the Monaro Hwy
Fuel: Bredbo and Cooma. The estimated round trip distance is approx. 400kms.
Maps: The South Coast Forest Map
Requirements: Basic driver training, recovery gear, good tyres, UHF CB radio, well-maintained and reliable vehicle, food and water for the day.
Description: The basic route will be Bredbo, Jerangle Rd., Peakview, Badja F/T, Belowra Valley, Wandello Rd., Peak Alone and Brassknocker F/Ts, Wadbilliga Rd, Two Rivers Plain, Cooma and Monaro Highway. Return ETA 6.00pm.
Comments: Fire trails may be overgrown and if rain occurs in the days before hand fire trails may become more difficult. Wadbilliga River crossings are normally shallow. Tuross River crossing to be made as well.

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

2012-017

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 16 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

TRIPS AND EVENTS



28 Sep - 1 Oct 9th Australian 4WD Gathering 2012

2012-011

Trip Leader: John Turbill
Email: trips@st4wdc.org
Phone: 0418 568 358 (m)
Limit: unlimited
Start: 12:00 AM
Meeting Place: Gawler Ranges SA, Mt Ive Station
Description: The 9th Australian 4WD Gathering 2012 brings together four-wheel drivers from across the nation to participate in four-wheel driving, the opportunity to meet new 4WD friends and enjoy a brilliant long weekend in South Australia's stunning Gawler Ranges. The National 4WD gathering includes some meals, 4WD tours, demonstrations, guest speakers, workshops, bush dance, happy hours and much more... Whether you are in a 4WD Club, prefer to travel alone or with friends, you are invited to be part of this memorable 4WD Gathering event

6 - 8 Oct Mystery Bay Tuross R and Wadbilliga

2012-027

Trip Leader: Dan O'Hara
Email: ohara5@homemail.com.au
Phone: 02 6231 3872 (h); 0406 375 677 (m)
Limit: 12 vehicles
Grade: 2
Start: 8:30 AM
Meeting Place: Williamsdale
Fuel: Full tank at start. Fuel is available at Cobargo and along the coast, Bodalla, Cooma.
Maps: South Coast Forests, Zone 55 or Bega 1:250,000 topo. And for those with these Vector maps - OzTopo 3.0 or Shonky of course.
Requirements: Your camping equipment / trailer. Happy hour supplies. Food etc. Recovery gear, UHF radio. Vehicle and tyres in good nick. Basic Driver Training.
Description: Mystery Bay is one of the most beautiful spots on the South Coast, just a few kilometres from Narooma. We stay in the Primitive Camping Ground for a daily charge (to be confirmed). The camp area is huge, shaded by trees and close to beaches and fishing spots. A nearby lagoon is ideal for canoes. There are long drops and cold showers. The trip is suitable for off-road camping trailers.
Outbound we travel via Numeralla through Wadbilliga and Yowrie Roads to Cobargo then travel to the Primitive Camping Ground at Mystery Bay. We will stay there for two nights doing as you like. Home bound we travel through Bodalla, Nerrigundah, Comans Mine and along the Tuross River back to Numeralla. There will be water crossings but they should be fairly shallow.
If you forget happy hour supplies, Narooma is just a few minutes away.
Comments: Fees apply. We are going on the ACT Family and Community long weekend (off peak \$15 per site per night) rather than the Labour Day weekend. However, it may still be peak rates (\$25 per site per night). The name for this campground is Mystery Bay Camp Ground <http://www.mysterybaycampground.com/index.html>

TRIPS AND EVENTS



27 - 28 Oct River Crossing and Sand Driving

2012-022

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 20 vehicles
Start: 8:00 AM
Description: This is the Club's annual training course covering river crossings and sand driving. You must phone Peter to book this event.

9 - 11 Nov "Safe One" Basic Driver Training at Talooge Park

2012-018

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 16 people
Start: 7:00 PM Friday Night
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

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

2012-019

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

9 Dec Winching and Recovery Exercise

2012-021

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: 12 people
Start: 8:30 AM
Meeting Place: Cotter Bend Car Park
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

Misty Mountain & No Name Mountain Trails

13 November 2011

Jim Anderson



Dan O'Hara	Trip Leader
Ann O'Hara	Driver
Damien Magee	80 Series
Frank Wolfe	80 Series
Glynn and Lynne Sheppard	Challenger
Ian Goodacre and Ben	Hilux
Jim Anderson	Rodeo

We met at Braidwood at 8:30am. This was a good plan as Dan knew that all of us could get there (didn't he Ian) without travelling in convoy on the Kings Highway and affecting other road users.

At Braidwood we undertook the usual pre-trip activities such as topping up fuel, coffee, comfort breaks and checking out recent vehicle modifications and accessory purchases etc. After Dan conducted the roll call and reiterated the trip plan we departed from the corner of Main Street and Coast Road around 8:45 and set off on the Araluen road using club convoy procedure with Ian and Ben in Charlie position.

Anne was Dan's designated driver which meant Dan could concentrate on where we were going and provide commentary on the history of the area when those questions inevitably arose. The Braidwood, Araluen, Bendethera and Majors Creek areas are of course rich in early pioneering and settlement history including gold mining which resulted in a number of bush ranger gangs operating in the area. This generated a fair bit of discussion / conjecture along the way.

We meandered through the valley to the sleepy Araluen settlement - the pub was still for sale as it was when I attended the sand driving course in October 2010 (memories). Some of the local dairy cattle didn't seem to care that we were on a one day 4WD mission keen to get into the bush but eventually gave up possession of "their" public road so we could advance. I knew that the stuff flicking up underneath my vehicle wasn't mud as confirmed by it's the odour (cattle payback!).

On we ventured, letting some impatient P plated cars through the convoy and pulling over for the occasional oncoming vehicle.

Eventually we turned off onto Knowles Road (very sharp left) and onto the beloved dirt, aired down and drove up to the Wander Trig for morning tea. Anne's Christmas cake was a treat with a cuppa. We enjoyed a break and the views of the Moruya River mouth and the township in the distance. The communication tower was huge decorated with many microwave dishes and a variety of antennas. The tower with its air-conditioned equipment rooms certainly contrasted with the bush setting but everyone had great mobile coverage.

After morning tea we moved on turning onto the Gollarrabee Fire Trail, then the Quart Pot Fire Trail



(the naming of which generated much discussion) and onto the No Name Mountain Fire Trail which, as Dan indicated, had some very steep shaley climbs and steep clay descents. Whilst it was not challenging with the weather conditions on the day it would have been very interesting with a bit of wet weather.

Dan and Anne however anticipated this and did a reccie the previous weekend and developed contingencies including postponing the trip if necessary. I also noticed that there were number of very interesting looking steep tracks off the Quarter Pot and No Name trails worthy of further inspection.

Misty Mountain and No Name Mountain Trails

13 November 2011

Jim Anderson



Lunch was at the Buckenbowra River which has a great camping spot if you are lucky enough to secure it. Flat ground, shade and some good swimming spots for the kids when the water level is not too high. On the day the area was home to a group of trail bike riders who left a sentry to guard the camping equipment while they enjoyed their leisure activities. This was a very relaxing spot and we soaked up the "serenity". Dan walked the crossing that we took after lunch (or was he just enjoying a wade?).



After lunch we crossed the river (no blinds necessary on this occasion) and travelled along the Misty Mountain Road past the Corn Trail enjoying the views into the Clyde valley area through the trees.

A sharp left (again a U-turn) off Misty Mountain Road brought us back to the Kings Highway below the Clyde Mountain some thirty klms east of Braidwood. Here we aired up, had a cuppa and an informative discussion on GPS, tablet and android technologies and so on to assist us finding our way in lieu of paper maps. We finished the trip here, including convoy procedure, and headed home.

This was a very relaxing and steady paced one day trip that for me demystified just where that Misty Mountain Trail, that I see every time I travel to the coast, leads to. In summary a well organised and lead trip thanks to Dan and Anne's leadership and preparation.

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Safe One Basic Training

11-13 & 20 November 2011

Dennis Hartley



Instructors

Peter Reynolds, Peter Butterfield, Duck, Plod, Rob, Joe Briguglio, Julie, Thommo, Lindsay, Rod, Michael Darmen, Mike Sharp and trainee instructors Doreen and Michael Briguglio. Peter Watson joined us on follow up day.

Course Participants

Brad Wells, Clive Gibbs, Darren Broadbent, David Read, Elton Willis, Gavin Wright, Anita Wesney, Lizzy MacDonald, Alex Szabo, Grahame Mac Donald, Paul, Michael Cooper, Norman Goldsborough and Dennis Hartley

Friday Evening

Most of the participants and instructors met at the Bredbo Pub on Friday evening for dinner before moving on to the Bredbo Service Station at 7.00pm to meet up with those who arrived later. We were formally greeted by Peter Reynolds and briefed on convoy procedure, the route to be taken into Talooge (Strike-a-Light trail) and tyre pressures.

Unfortunately the entry gate into Strike-a-Light trail on the Jerangle Road was locked and the convoy had to turn around and enter via Southwell's. By the time we arrived at the Talooge boundary gate it was dark. We aired down under torch light, selected low range and headed for the home paddock.

For someone who had no 4WD skills the sight of the creek crossing just before the home paddock gate was a little disconcerting. I needn't have worried as the instructors on both sides of the creek talked all the vehicles through. A brightly lit Talooge was a welcome sight. We were warmly greeted by other instructors and Club members who directed us to our camp site. My immediate impression was that they had done this many times before as the operation ran like a well-oiled machine.

Setting up camp had to wait as it was straight into the training shed for coffee, introductions, name tags, a housekeeping session and general overview of the next two days training. We then went about setting up camp before heading over to the campfire for a drink and a chance to get to know the other participants a little better.

Day 1

Saturday's training started at 8am with the morning session spent learning about 2 and 4 wheel drive, traction, wheel placement, momentum, tyres and tyre pressures, basic driving techniques, after-market accessories and much more. It seemed like a like to absorb in one session. I listened intently, took a lot of notes and realised how much I didn't know. What had I let myself in for? I was also left wondering whether my recently purchased, not so cheap new vehicle, was as capable off-road as the manufacturer had led me to believe.

I left the morning session keen to start driving but at the same time unsure of my abilities.

After lunch we were split into two groups and each allocated a driver trainer. We proceeded to the front paddock to practice wheel placement and reversing before heading over to the offset mounds to take our vehicles through the holes and humps. Some Club regulars commented that the ruts were getting deeper. A couple of us got caught up first time through however, no problems second time around. Amazing what a little more momentum achieves. It was at this time I recalled the discussion in the training shed about suspension lifts. Maybe something to add to my wish list of after-market accessories?

***(insert Nissan Patrol/offset mounds picture here)

After the offset mounds we moved on to the tracks and practised hill stalls and starts in both forward and reverse. One instructor later informed me that they are "not real hills", they are more like nursery slopes. We spent the rest of the afternoon driving the easier tracks. We practised our push/pull driving technique between the trees on the sometimes narrow and winding trails. I'm sure the scratch marks on the new paint will rub out.

We practised our hill ascents and descents, first in one direction then covering the same ground in the other direction. The painted rocks and tree stumps in various spots along the tracks to test our wheel placement ability just added to the "fun" afternoon.

My instructor nearly went through the windscreen on a couple of occasions until I became more proficient with left foot braking. He must have nerves of steel because he showed no signs of panic and always spoke with a calm voice.

“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

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.

Safe One Basic Driver Training

11-13 & 20 November 2011

Dennis Hartley



He supported me with sound advice throughout the afternoon and by the end of the driving session my confidence had grown greatly. I believed that I could actually do this!

Late afternoon and we were back in the training shed for an information session on recovery gear and a debriefing of the afternoon's driving.

Happy hour started at around 6.30pm. About ten minutes later heavy rain set in. It's a cosy fit when all the trainees, instructors and their families gather together under the metal pergola near the BBQ. The rain eventually stopped and the evening was spent around the campfire exchanging stories of the day's adventures.

Day 2

Day two started with a session about radios and other communications equipment. The mention of HF radio, satellite phones, EPIRB and the like got me thinking again about that bottomless pit called 'accessories'. We were also given a demonstration on repairing a tyre puncture and a display of essential equipment that should be carried in 4WDs.

We then hit the driving tracks again to reinforce what we had learned on the previous day. Day 2 was a whole new level of difficulty. Although we covered some of the same ground as the previous day we also drove on new tracks which were steeper and with more loose rock and shale than the previous day. The steeper inclines provided the opportunity to practise the use of the hand brake for controlled descents and to find out how effective the compression braking was in my new Prado.

Duck's Crossing provided the opportunity to focus the mind on wheel placement and entry and exit angles.



We were back to the main paddock by lunch time for a quick snack before heading over to the slopes for a demonstration of winching and snatch strap recovery.

Mid-afternoon we had a final debriefing and a recap of the past two days before packing up our camp sites to head home.

I had a great time over the weekend even though I was out of my comfort zone a few times. I had done things that I would not have considered attempting without an instructor present to guide me.

Follow up Day

On follow up day we met again at Uriarra Homestead. It had been raining for most of the previous night but the rain had stopped, at least temporarily. However, the forecast was for further heavy rainfall.

We were taught on Day 1 of training, always be prepared and have a back-up plan. The instructors had decided that we could no longer safely drive the trails previously planned for follow-up day and an alternate route had been chosen. We would get to learn new skills in wet weather off-road driving.

We moved down the Brindabella Road in convoy before turning off into Uriarra Forest to practice snatch strap recovery. All trainees practiced completing a recovery and then being recovered. Light rain began to fall as we drove along Bullock Paddock Road and several other trails before re-joining the Brindabella Road near Thompson's Corner. The rain got heavier as we passed Piccadilly Circus and headed down Gentle Annie trail to Flea Creek Camping Ground for morning tea. Comments from the previous weekend by some instructors that scones and cakes would be highly regarded on follow-up day did not fall on deaf ears. The amount of scones, chocolate cake, slices, biscuits and other goodies baked by all the trainees was nothing short of amazing, but an obvious attempt to get in the good books with the instructors.

A decision was made over morning tea that we could not continue beyond Flea Creek because of the weather and the condition of the trails. With rain still falling we exited via Gentle Annie trail and drove to the Brindabella Valley where we huddled under vehicle awnings to eat lunch by the banks of the Goodradigbee River before returning to Uriarra Homestead.

Convoy Procedures

Rob Tiele



Trips can involve from a few vehicles to over twelve or more. For a trip leader to effectively manage a 'convoy' of vehicles there are guidelines for how we travel together. This also ensures that we end up at our destination with the same number of vehicles that left the starting point!

At the starting point the trip leader:

- assembles the drivers and passengers to provide a briefing of the trip and the arrangements they expect for the convoy,
- nominates a 'tail-end Charlie' who will be the last vehicle in the convoy,
- nominates the UHF channel to be used for the convoy. Channel 14 is the Club's usual channel but this may need to change due to heavy use of that channel by others or another Club convoy in the area,
- if necessary, place vehicles in position within the convoy. This may be necessary to space more capable vehicles throughout the convoy to assist with potential recovery situations in difficult terrain.

During the trip:

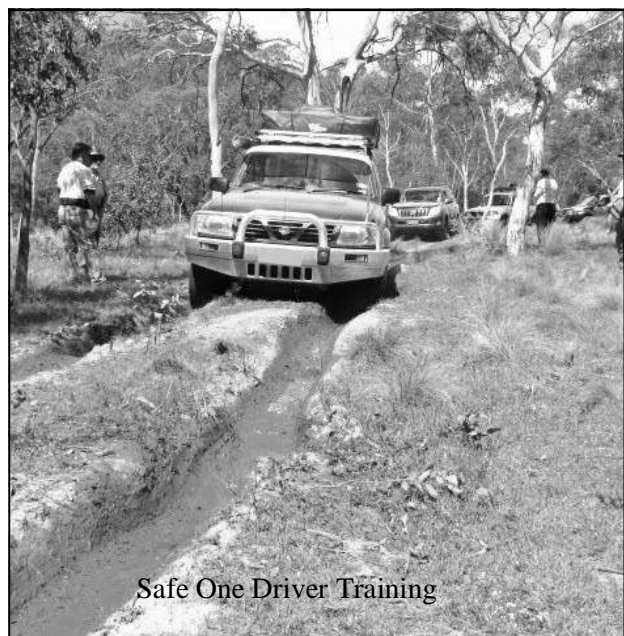
- all drivers are required to look after the vehicle behind them,
- trip leaders will normally inform the convoy by UHF where a major turn or deviation from the route occurs,

- wait for the following vehicle at any turn or deviation from the road/track, so when coming to a "T or Y" junction in the road, the first vehicle will stop and wait for the vehicle behind to catch up so the vehicle behind will know which direction the convoy is travelling,
- on cross roads "+" where no turn is effected and the convoy goes straight through, the vehicles in front do not normally need to stop for the vehicles behind as no turn has been made,
- similarly, where the main track is obvious and there are no turns or deviations to an obviously minor track there is no need to wait for the vehicle behind,
- the procedure is to continue on the main track until the vehicle in front has stopped to indicate the convoy is leaving the main track,
- following vehicles can sound their horn, flash their lights or use radio to inform the driver waiting for them that they see the turn/deviation.
- it is not necessary to keep the vehicle behind in sight at all times and is usually not desirable due to dusty conditions,
- turn your headlights on in convoy as this allows people in front of you to identify where you are and is a safety feature in dusty/wet conditions,

Safe One Basic Driver Training Continued:

By the end of the three days I had a better understanding of my vehicle, its capabilities and limitations and more importantly, my capabilities and limitations. I believe the three days was a very worthwhile learning experience.

Another participant commented that they had come a long way in such a short time. I can't help but think we probably all feel this way. This is due in no small way to the professionalism of the instructors. I am confident that all participants would join me in acknowledging the skills and patience of the instructors and to thank them all for the time they devoted to us over the three days.



Convoy Procedures

Rob Tiele

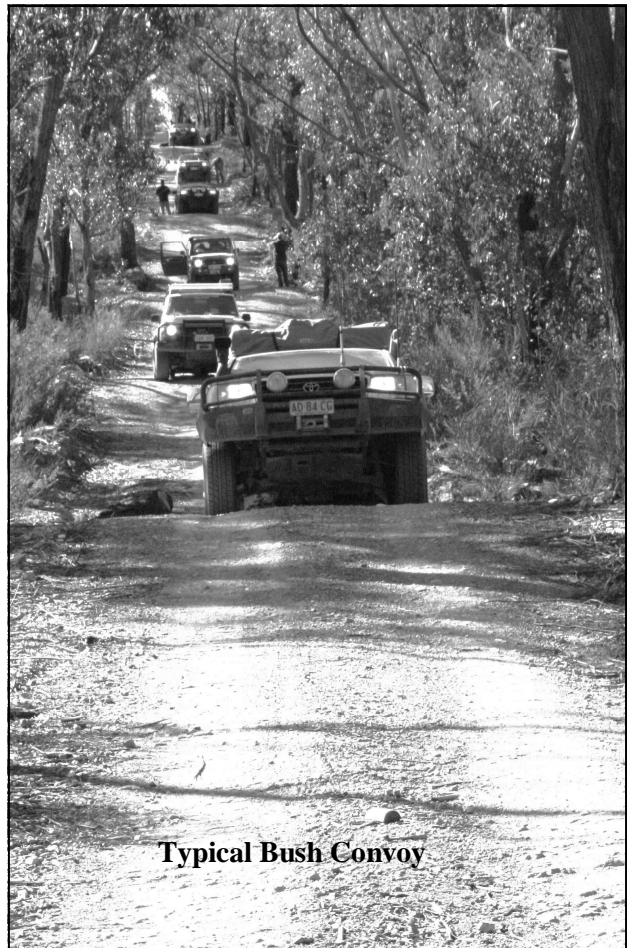
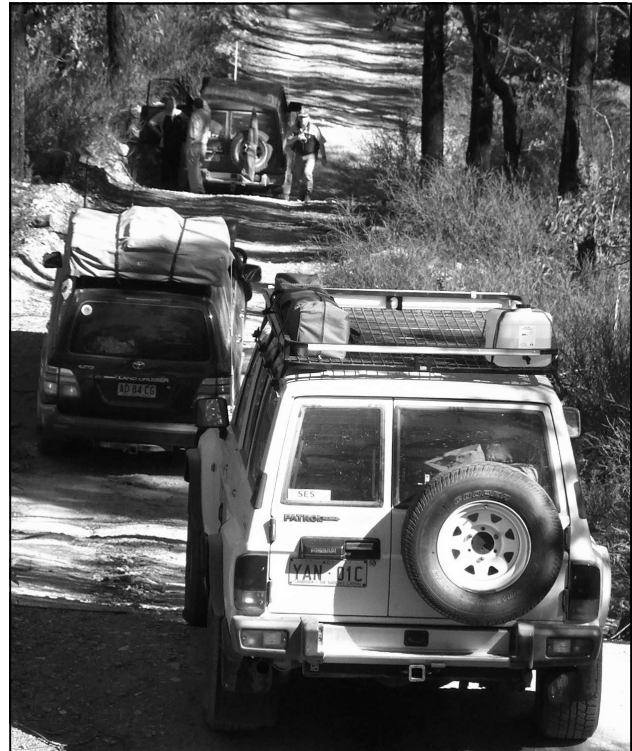


- the trip leader may halt the convoy from time to time to allow 'bunching' for better control and radio reception,
- all instructions given by the trip leader are to be acknowledged by Charlie and in turn Charlie's response acknowledged by the trip leader,
- Charlie will inform the trip leader by UHF once a turn has been made or something highlighted by the trip leader has been passed,
- where necessary, vehicles in the middle of the convoy can relay messages between the front of the convoy and Charlie, and,
- trip leaders will clarify when they are calling oncoming vehicles, generally, this will occur on dirt or gravel roads. Beware, oncoming vehicles can enter a convoy after the leader has passed – for example, from side tracks or farm entrances.

A few more points:

- When travelling through difficult terrain or negotiating difficult obstacles, such as, steep rutted or boggy mud sections, pull up after the obstacle and ensure the vehicle behind you clears the obstacle. You may be needed to assist their recovery.
- Keep radio discussion 'Clean and Lean'! That is, others are listening including possibly children. Holding long winded conversations does not allow for the trip leader to inform the convoy of oncoming vehicles, turns or other important messages.
- Just keep your messages reasonably short to allow others to contact the convoy if necessary.
- All drivers are required to look after the vehicle behind them – yes, simple isn't it!

Convoy procedure is not difficult and it helps to ensure the safety of all participants present on a club or private trip. If every driver plays their part there will be fewer disruptions to the trip, no lost vehicles and all participants can relax and enjoy the fantastic adventure!



Typical Bush Convoy

Work at Talooge



14-16 November 2011

**Ian Flannagan
Graeme Kruse
Don Wiltshire**

A small band of club members has been maintaining Talooge for some years, quietly working out of sight well under the radar. This is the Land Care Group. Because we are mostly retired folks, the activity usually takes place mid-week rather than on weekends. In that way we don't impact on driver training and other weekend users of the block.

In mid-November we spent another three days carrying out a range of tasks, some routine like weed spraying and others 'on demand' such as installing a new gate to fix a problem impacting large vehicles entering the Home Paddock.

Mowing

Graeme tends to be the bloke who does the mowing. The main aim of mowing is to keep weed growth down and prevent any from going to seed. We hope that in a few years time all residual seed held in the topsoil will be gone and fewer weeds will germinate. In conjunction with spot spraying this approach has been a great success in the Home Paddock. Compared to a few years ago, the weed problem in the Home Paddock has vastly improved. An added bonus is that after the mowing it looks good enough to be a golf course.

But as usual, first the mower has to be serviced before any work can be done. While this mechanical monster is rather old and requires constant maintenance, it certainly does a great job of making the paddock look good. This time the problem was that the bolts holding the drive mechanism to the cutting plate had sheared off. These bolts were cleverly hidden under the cover of the mower where they couldn't be seen. A temporary fix was made using some bolts scrounged from the machinery shed. Next visit will see a permanent repair put in place.

Over the course of the three days Graeme mowed the camping areas on Thurbon Flat, the river bank below the camping area and the ever present serrated tussock that has taken over the Nursery Slopes.

Weed Spraying

This was mainly around the Home Paddock and at the Off Set Mounds. In the Home Paddock the fence lines, BBQ pits and tree guards were treated. An area of verbascum (lamb's tongue) near the river bank also got a going over. The tracks approaching the Home paddock were sprayed for heavy serrated tussock infestations. The Off Set Mounds had not been sprayed for over twelve months and tussock had come back with a vengeance. We cleaned up from the road (Rayners F/T) down to the toilet block. Between the toilets and the boundary is a big area of tussock that we will have to get at in the near future. In total we put out over 200 litres of weed spray using backpacks.

New Gate

This issue was caused by unintended consequences from the tree planting completed earlier this year. A plot was planted near the gate used by people entering the Home Paddock via the Horse Paddock. The location of the plot made it difficult for longer vehicles to make the rather tight turn into the Home Paddock. Installation of a permanent gate further up the fence line has been on our wish list for some time. To overcome the problem in the short term a temporary 'cockies' gate has been put into the fence line directly in front of the exit from the Calabash gully. It means that longer vehicles can now come directly into the Home Paddock and avoid the tight turn. This gate needs to be replaced with a more permanent structure some time soon.

Tree Planting

Six new trees were planted at the lower end of Thurbon Flat. It might not sound like much of an effort but each tree has to have a tree guard built around it to keep out goats and deer. With some trees having struggled through years of drought, it is depressing to see instances where the past twelve months of good growth is destroyed almost overnight. Goats will eat anything within a metre of the ground, stripping any new growth very quickly. Deer take a different tack and seem to prefer plants that have gained some height. They rub their antlers up and down the trunks until there are no branches left and no bark. The tree usually dies.

Unfortunately having tree guards all over the place tends to make mowing more difficult.

Work at Talooge



To overcome this a little, the current tree guard 'design' is long and thin so the tractor can dance around them (can a very old Fergie dance?). It is expected that the trees will be forced to grow tall with any lower branches poking through the wire being quickly pruned by goats. We'll see how it goes.

The long term objective of tree planting is to make shade available throughout the camping areas. We also want to develop some heavy thickets of flowering understory bushes to attract smaller birds and provide secure nesting sites, something that is not generally available in the local area. During this trip we discovered a nest in one of the small eucalyptus trees in the camping area. So maybe the birds are giving us the thumbs up for effort.

Miscellaneous Jobs

There are always a number of random jobs to be done during each visit. Some are routine and others come out of the blue. You never know what to expect especially if there has been heavy wind or storm activity while nobody is there. During this visit we did the following:

Ian cleaned up the electrical wiring in the chemical shed,. We did a night drive to the top gate on Strike A Light F/T to check that the lock was in place,

We cut up the dead timber laying around the camping area and stacked it near the BBQ pits,

We cleaned up some piles of rubbish under the trees in the camping area,

We treated the toilets with BioMagic following the latest driver training weekend.

Next visit

During our next visit we hope to complete the following:

Repair the mower and finish mowing the Home Paddock,

The usual spraying of weeds (it never ends),

Plant a few more trees and build tree guards for them plus put guards around some existing unprotected trees,

Clean up all the 'stuff' stored against the chemical shed

Prepare a base for a wet bench on the eastern side of the chemical shed,

Consolidate the base for the water transfer pump following the paving of the chemical shed.

28-30 November 2011

Graeme Kruse Don Wiltshire

The main objective of this trip to the block was to clean out behind the chemical shed and make the area ready for paving and the installation of a work bench. In addition there were some follow up jobs from the trip on the 14 November such as fixing the mower and more weed spraying. The weather forecast wasn't good, with one good day, the following one with showers and the last with storms. They were right on the money. We left early on the third day because of continuing rain. A thunder storm on Tuesday night was 'exciting' with a couple of lightning strikes landing somewhere very close to the sheds.

Cleaning behind the chemical shed

Behind the shed there were some items left over from various construction projects. Items such as reinforcing mesh, sheets of galvanised iron and a couple of old roller doors. We moved all this up to the storage area above the top tank. The tractor and grader blade were then used to clean up the area and improve drainage around the sheds. Swapping to the gravel bucket, we collected two trailer loads of gravel from the river and dumped them behind the shed ready for paving. While the bucket was on the tractor we also used the tractor's lifting power to relocate two very heavy slow combustion stoves from around the sheds up to the storage area.

Implement Repairs

The temporary repair made to the mower on the previous trip was removed and a permanent fix put in place using high tensile bolts to replace the random bolts scavenged from the shed. Once he had welded various cracks in the metal covers, Graeme installed new locking bolts to secure the mower covers in place. He also took the opportunity to sharpen the blades while the mower was up in the air. It was an easy way to fill in half a day.

During a rock removal exercise earlier in the year it was noticed that the tip in the ripper had broken off. Graeme has now fixed this by turning the blade upside down and reinstalling it.

Weed Spraying

The open area at the base of the Nursery Slopes was sprayed to minimise regrowth of the serrated tussock that was mown on the last visit.

Work at Talooge



The chemical used works by inhibiting serrated tussock seed germination. Hopefully some of the native grasses will take over once the tussock competition has been removed. The wet weather stopped any further spraying.

Miscellaneous Jobs

In between showers of rain we did the following:

Installed posts to protect the water control taps behind the chemical shed

Planted three more trees and tree guards near Thurbon Flat

Trimmed trees outside Cooper Gate to allow the tractor to get underneath to mow the top bank

Whenever it was raining we did inside jobs:

Put up a whiteboard and paper towel dispenser in the Chemical Shed

Installed latches on the Driver Training Shed and on the Chemical Shed so the doors can be held open

Installed hooks behind the curtain in the Driver Training Shed to stop the curtains being blown out the window on breezy days.

Next Visit

Pave the prepared area behind the Chemical Shed

Install water diverters on the down pipes of the Machinery Shed and the Chemical Shed



4-7 December 2011

Ian Flannagan

John MacDonald

Don Wiltshire

John Mac is from over Bowral way and travelled with Ian on a Graeme Kruse led trip to the Simpson Desert earlier this year. It was good to catch up with him again (as well as his trusty chain saw!) Being a reformed farmer his bush skills were put to good use on the paving and preparation of timber for the post and rail fence.

Paving

For the past six years or so we have been filling backpacks on the ground using rainwater dipped out of 44gallon drums attached to the sheds.

While this has been a workable solution, the water in the drums was invariably full of floating matter that sometimes blocked the spray heads. One of our long term objectives has been to build a clean area with access to cleaner water. Our primary mission on this trip was to pave the cleared area behind the chemical shed to provide a flat area where we can build a suitable bench for filling weed spraying equipment using clean water from the storage tanks.

As usual Ian Flannagan was the leader for the paving project. On the previous trip we had dumped two trailer loads of river gravel in the area to provide a level base. Once this was spread and tamped down Ian got stuck in and had half the area paved very quickly. By lunch time we found that another trailer load of gravel was required, so it was out with the tractor and down to the river for more. We had also brought from Canberra half a trailer load of paving sand but again found we were short. This required a trip to Bredbo Sand and Gravel. By midday on Tuesday the paving job was finished and it really looked good.

We will eventually make a bench for the site that will enable us to fill four backpacks at a time plus have a sink and drain board for other work. The next step is to design and build a suitable bench, definitely a job for the new year.

Post and Rail Fence

Another project on our wish list is to extend the post and rail fence around the ruins on Thurbon Flat so that the black sallee eucalypt is included in the protected area.

Work at Talooge



Having completed the paving far sooner than anticipated, Ian and John decided to see if suitable timber could be found in the area burned by the RFS last year. In what seemed like no time a trailer load of posts were brought back to the chemical shed. John Mac set to with his chainsaw and split the logs for the rails plus cut the square holes in the posts. All the timber is now ready for holes to be dug and the posts set into the ground. There is a rumor going round that Jeanette F is keen to paint the timber (and the rest of the fence) before the new fence is installed. Looks like another job for January.

Other Jobs Completed:

Mowing

The bottom of Thurbon Flat was mown to reduce the fuel load and to eliminate seeding from weeds. It was not as pretty a job as Graeme Kruse would have done but what can you expect from us amateurs.

Weed Spraying

Most of the hill below the Driver Training Shed was spot sprayed for the usual cocktail of weeds. This year there seems to be a lot more St Johns Wort plus expanding areas where African Love

African Love Grass was recognised on the block for the first time last year and is now turning up in various spots right across the hill side. It is going to be difficult to eradicate.

Tree Planting

A final tree was planted along the fence line at the bottom of Thurbon Flat and a skinny tree guard built around it to keep off the goats and deer. The additional rain storms over the November/December period will give all the new trees a great head start before the drier times over summer.

Building Drainage

A range of PVC pipe fittings were installed on the machinery shed and the chemical shed to assist with diverting rainwater away from the buildings.

As we were packing up to leave on the Wednesday, Ian Goodacre turned up with a bunch of desperate looking koala counters. But that's another story.

Next Visit

- Paint the new timber for the post and rail fence
- Repaint the old fence
- Mow the hill below the driver training shed
- Check the new trees and water where needed





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Colour - Yellow

Dimensions: 47 x 69 x 50.5 (W L H)

Retail \$419.00 SELL for \$150.00

For Sale

Mandrel-bent 3" exhaust system to suit 80 series Landcruiser with 1HD-T engine. New and unused - purchased for upgrade project that is not now going ahead.

Bolts to existing dump pipe. Comes with all new mounting hardware, gaskets etc. Similar systems selling for close to \$1k - asking \$500 ono.

This is a quality system, not a cheap Chinese import.

VDO exhaust gas temperature gauge. New and unused - bought for the same upgrade project. Complete with temperature probe, mounting hardware, wiring loom etc. Purchase price \$350 - asking \$300 ono.

Will sell exhaust + gauge for \$750.

Warn winch - XD9000, complete. Used but stripped and fully rebuilt Dec 2011. Best offer over \$500.

Mike 0427 553 410

I am selling a share in a ski lodge near Thredbo. It is not a time share, but a company. The property is family oriented and includes a homestead and semi-detached lofts and can accommodate 50 people. The property also has 350 acres of bushland, with bushwalking and mountain bike tracks, outdoor swimming pool, tennis court, half basketball court and a small golf course. The property has a full time manager who lives in the homestead. It is close to both Jindabyne and Thredbo and is across the road from the Lake Crackenback resort (Novotel hotel). Shareholders have significant discounts in the use of Lake Crackenback Resort's facilities (ski, bike hire etc) and the lodge itself. There are only 126 shares and around 120 members.

The membership covers the whole family, including grown up children. The homestead has magnificent views to Ramshead, it is positioned adjacent to little

Thredbo River and the Kosciuszko National Park and the ski-tube is 500m away.

If you are interested in this rare opportunity, please call Boris on 0412 766 532."



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SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

GPO Box 2122, Canberra ACT 2601

MEMBERSHIP

Categories of Membership

Full details of the categories of Membership of the Southern Tablelands Four Wheel Drive Club Inc. (ST4WDC) can be found in the Constitution of the club. The following is a summary of the key differences:

'Owner Member'

Owner membership of the Club may be open to any person interested in the furtherance of the objects of the Club, who is an owner or part owner (at least 10%) of a four wheel drive vehicle registered in Australia. The partner of an owner-member has all the privileges of an owner-member.

'Associate Member'

Any person interested in the furtherance of the objects of the Club may be eligible for associate membership and entitled to vote at any general meeting but shall not be entitled to a vote at the annual general meeting or at any special general meeting. An associate member is not able to be a committee member of the club.

'Competition Member'

Any person interested in the furtherance of the objects of the Club but wishing to join the club for the principal purpose of participating in 4WD competition events may join as a 'Competition Member'. A competition member is not entitled to a vote at the annual general meeting or at any special general meeting, and is not able to be a committee member.

'Family Member'

Family membership is extended free of charge to those persons who are the immediate family of an Owner Member or an Associate Member provided that they are under the age of 21 and are domiciled under the same roof. Family Members who have already completed the Basic Driver Training course are entitled to a 50% reduction in the Owner Member Joining Fee provided they become Owner Members before their 22nd birthday.

'Life Member'

Life membership of the Club may be extended to any owner member who has been a member of the Club continuously for at least 10 years and has in the opinion of the Club Committee, contributed significantly to the endeavours of the club. Life members pay no annual membership fee.

Approval of Membership

Applications for membership of the ST4WDC are subject to approval by the club committee. The Club reserves the right to refuse a person membership. Reasons may be given at a meeting of the committee and the applicant.

Membership Entitlements

Membership of the ST4WDC entitles Owner Members (including Partners), and licensed Registered Family of Owner Members to attend the Club's training courses and to make use of the Clubs 700ha property Talooge Park. Participation as a driver on other than Grade 1 trips requires successful completion of the Basic Driver Training course, or recognised equivalent prior learning / qualification approved by the Club's Education Coordinator. Grades 4 and 5 trips also require advanced training. Details of Trip Grading can be found in **Southern Trails**, the Club magazine issued monthly (except January) to all Owner Members, Associate Members and Life Members.

Membership Fees

An initial joining fee and an annual membership fee are payable as follows:

Membership Category	Joining Fee	Annual Membership
Owner Member	\$230 (Note 1)	\$100 (Note 2)
Associate Member	Nil	\$50
Competition Member	Nil	\$50

1. Plus Annual Membership. A re-joining Member may be entitled to a reduced Joining Fee.
2. The Annual Membership Fee for new applications received after the July General Meeting is reduced to \$50.

The Club membership year extends from 1 January to 31 December.

To Join the ST4WDC

Please complete the New Member Application form on the reverse and forward together with your payment to:

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

Payment can be made by Bank Transfer to: **Account Name:** 'Southern Tablelands 4WD Club Inc'; **BSB:** 112-908; **Account No:** 040 037 027 (please include your name as a reference to identify the payment), or by Cheque or Money Order payable to the Account Name above.

You may also attend a monthly meeting (held on the second Tuesday of the month at the Canberra Deakin Football Club, Grose St. Deakin at 7:30PM) and hand the form with payment (cash acceptable) to the Membership Secretary. For additional information, contact the Membership Secretary by Email at Membership@ST4WDC.Org.



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:.....