



# SOUTHERN TRAILS

## ISSUE 390 March 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 13 March 2012

**The deadline for material to be included in the next issue of *Southern Trails* is the Friday following the General Meeting 16 March 2012**

**This month's magazine has been compiled by Michael Patrick**

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

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

# SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB INC.



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**General Meetings** are held at the

### **Canberra Deakin Sports Club, Grose St, Deakin**

at 7.30pm on the second Tuesday of each month.

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

Ideas for guest speakers are welcome. Contact 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](http://www.st4wdc.org). The site is used to provide timely information regarding Club activities and variations from previously announced plans. Especially, check for any last minute variations to trips you are undertaking.

**Southern Trails** is the ST4WD Club monthly magazine.

Trip reports, and articles that are relevant to Club members are welcome, as are photographs and illustrations.

Closing date for all material is the Friday following the monthly meeting. Send contributions to [publications@st4wdc.org](mailto:publications@st4wdc.org)

### **Talooge Park**

Talooge is the Club's 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



Well our bi-yearly or biennial (whichever you prefer) 4WD Spectacular is almost over again. Thankfully the powers of positive thought helped again and we enjoyed '25 and sunny' or thereabouts for most of the weekend. The weather was certainly looking nasty on the Thursday and Friday prior though! Some exhibitors I talked to coming through the gates on the Friday were nervous about needing gum boots again!

What is left is the final wash-up for the show. This includes finalising financials, making payments to our charities the Australian 4WD Radio Network VKS-737, SouthCare and the Royal Flying Doctor Service (RFDS) and reviewing the lessons to be learnt for our next show in 2014.

While many, many people are involved in the show from our club - there are our representatives on the show committee. These people are Marj Jones, Mark Pritchard, Jenny Collins and Jo Delaney. They have been quietly working in the background for the last eighteen months to make our show a success. I had the opportunity to speak with many exhibitors who were very impressed with our show and the professional way it is organised and run. Thank you very much for such a great show your efforts are certainly worth it and appreciated too. Please shout them a drink when you get a chance!

Our club calendar over the next few weeks is choc a block. We have many things happening at once including our Annual General Meeting, the Balloon Festival and Michael Patrick's week in the Victorian mountains. Catherine Panich is still looking for people to help with the balloon festival - apart from the free rides and hearty breakfasts there is a lot of fun setting up, launching, following, catching and packing up the balloons. If you have some spare time to help then give Catherine a ring. Details are in the Trips and Events section.

For our newer members, Ian Goodacre is running a picnic in April that will take in some of the great country of Baja Forest, the Tuross River and the Cascades. Well worth getting on this trip to enjoy the wonderful company and explore our region.

On our training program front, Peter Reynolds discussed with the committee some of the changes being made to accommodate training new members following the show.

Also, new members who have completed their basic training are encouraged to go on club trips to gain some experience and develop your new skills before enrolling for the next level of courses such as sand and water training and the winching exercise. Ideally, these courses would be undertaken in the second or subsequent years of membership for most members. Of course there are exceptions and Peter as our Education Coordinator will have the final approval for potential students in our training program. Gaining experience before undertaking supplementary training in these areas will help you to really gain the maximum benefits from your training.

With our AGM of course is the election of the new committee for the next twelve months. I have enjoyed being your President and I am again standing for the position. I hope I have passed muster and will have the opportunity to build on much that I have learnt about our club over the last year. With some of the candidates I see nominating for the committee I am excited for our club and the opportunities I see in the coming year.

Vickie, daughter Caity and I had a fantastic time on the High Country Hill Billies trip over the Australia Day long weekend. Weather forecasts of some rain did not happen and we had a very dry and dusty tour (25 and sunny) of some fabulous mountain areas. This month I am also including an article on video cameras and trips - a topical conversation piece around a campfire on the trip. With the other three convoys led by Chris Nicholls, Rob Tiele and Rick Holland we had four convoys criss-crossing East Gippsland and the surrounding national parks. That is some thirty-plus trucks of happy ST4WDdrivers in the mountains over that weekend. It will be interesting to see and read all of the trip reports.

As mentioned at the last club meeting, we lost our camera at Buenba Flat on our first night's camp. Sunday night at home I received a phone call from the bloke who found it (Jim Hodgkins from Mitta Mitta) who rang the first club he came across in the Canberra area! It is really a small world. Vickie now has her camera back and all is good with the world again!

# Membership Thingamybobs and Whosywhatsits - Kim Pritchard



Hi,

a very big welcome to our newest members:

**Raul Abell**

**Shane & Trudy Taylor**

**Malcolm Scholes**

**Zac Maybury & Rebecca Davey**

**Peter & Jo Maybury**

**Greg Selmes & Sarah Husband**

**Dave & Suzanne Foulds**

**Nicole Thomas**

We were all kept very busy talking to people at the club tent during the 4WD Spectacular. Another big thank you to all of the people that helped talk to potential members and just those interested in our club. There were many helpers including those who were not rostered to assist but stayed and helped in any case.

If you have not renewed your membership for 2012 please do so immediately. My contact details are in the directory of the magazine.

## **Taylor Torque (continued)**

February has seen me buy another camper trailer – this will be our fourth camper over many years. All of our campers were bought at different times to suit different circumstances including specific major trips and available finances. With the many bits and pieces we carry to be self sufficient that includes vehicle spares, safety/recovery gear, fuel, camping stuff, food, water and so on, I am back with towing a trailer to provide a ‘third axle’ to spread the load. More so for the long distance remote area touring type trips but it doesn’t go astray on some of the shorter weekend trips either. Yes, getting soft I hear you say...

Rob Dobson has helped me with looking at used trailers for sale and subsequent set up including many useful modifications he has made on his camper. Thanks Rob. Now we just need to find some free weekends to put in trailer trips!

Lastly, if you haven’t yet renewed your membership it is way overdue so talk with Kim Pritchard please.



Cheers, Kim.



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# Applying the 4 psi Tyre Inflation Rule

Rob Dobson



A quick search of the Internet will show that many people are using the 4 psi rule to adjust their tyre pressures. I am not advocating the use of the 4 psi rule, however if you are going to use it, care needs to be taken on how you apply it. (It appears that this rule originated with a Pirelli tyre engineer some time ago.)

The 4 psi rule states that “if your tyres are inflated correctly then the tyre pressure measured when the tyres are hot (after travel) will be 4 psi greater than the pressure measured when they were cold (before travel)”.

If the pressure change is greater than 4 psi, then the tyre is under-inflated and the tyre pressure needs to be increased. If the pressure change is less than 4 psi then the tyre is over-inflated and the tyre pressure needs to be lowered.

This rule may be OK if the ambient air temperature is the same for both measurements, but this is usually not the case. Most people start early in the morning and then drive through the day when the ambient temperature is significantly higher than it was when the trip started.

**To jump to the conclusion without going through all of the analysis;**

***You need to add 1 psi to the 4 psi rule for every 6C temperature change between the cold pressure measurement and the hot pressure measurement.***

What pressure difference does the different air temperature cause?

Fortunately there is a law of Physics known as the Gay-Lussac Law that relates the initial Pressure(Pi) and Temperature(Ti) to the final Pressure(Pf) and Temperature(Tf) for a fixed quantity of gas.

Basically it states that  $Pf = Pi \times Tf/Ti$  for a fixed quantity of gas. Note that adding or releasing air from a tyre changes the quantity of air, even though the volume contained by the tyre is substantially the same.

Where Pi and Pf are absolute pressure (you need to add 15psi atmospheric pressure to the tyre pressure reading as your pressure gauge measures pressure above the atmospheric pressure of 15psi.)

and Ti and Tf are absolute temperature (you need to add 273 degrees to the Celsius temperature reading. Minus 273C is the temperature at which all molecular motions ceases.)



Example 1:

Typical northern outback temperatures in the middle of winter, when most of us travel that region are around 15C average minimum and 30C average maximum. These values will be used in this example. A cold (15C) starting pressure of 35 psi will be assumed in this example.

$$Ti = 15 + 273 \text{ or } 288 \text{ degrees absolute}$$

$$Tf = 30 + 273 \text{ or } 303 \text{ degrees absolute}$$

$$Pi = 35 + 15 \text{ or } 50 \text{ psi absolute}$$

$$Pf = 50 \times 303/288 = 52.6 \text{ psi absolute}$$

Measured pressure will be  $52.6 - 15 = 37.6$  psi

So the measured pressure at 15 degrees Celsius is 35psi and the measured pressure at 30 degrees Celsius will be 37.6psi or the pressure change due simply to the change in outside temperature will be 2.6 psi with no movement of the vehicle. This is an average of 1 psi for a 5.8C change in ambient temperature.

If the start temperature had been 10C and the mid day temperature had been 35C then:

$$Ti = 10 + 273 \text{ or } 283 \text{ degrees absolute}$$

$$Tf = 35 + 273 \text{ or } 308 \text{ degrees absolute}$$

$$Pi = 35 + 15 \text{ or } 50 \text{ psi absolute}$$

$$Pf = 50 \times 308/283 = 54.4 \text{ psi absolute}$$

Thus the pressure change due simply to the change in outside temperature will be 4.4 psi with no movement of the vehicle. This is an average of 1 psi for a 5.7C change in ambient temperature.

Applying the 4 psi rule without allowing for ambient temperature differences will not make sense under these circumstances. People will be increasing the tyre pressure because they think they are under-inflated based on the measured pressure difference. The fact is that they may be over-inflated and not under-inflated.

So as a ‘rule of thumb’ if you add 1 psi to the 4 psi rule for every 6C temperature rise in ambient temperature, you will be much closer to implementing the intention of the 4 psi rule.

For example if the difference in ambient temperature between the ‘cold’ pressure measurement and the ‘hot’ pressure measurement is 18C, then 3 psi should be added to the 4 psi, making a total of 7 psi difference.

Note that in practice you may have the sun shining on one side of the vehicle causing further temperature and pressure increases.

## ABOUT TRIPS

### TRIP GRADING

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

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

### DRIVER EXPERIENCE

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

### TRIP PLANNING

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

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

### UHF 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



**10 - 18 Mar**

## **Canberra Festival Balloon Spectacular**

2012-005

Trip Leader: Catherine Panich  
Email: capan@homemail.com.au  
Phone: 0412 866 375 (m)  
Limit: unlimited  
Grade: 1  
Start: 6:00 AM  
Meeting Place: Old Parliament House  
Description: The Club has been asked to provide crew support for the Canberra Festival Balloon Spectacular. Crewing for part or the entire event means early starts, about 6am; meeting on the lawns of Old Parliament House to assist pilots in crowd control, setting up and inflating their balloons. Then comes the chase and retrieval of your balloon. There is always a 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 we will make our way to Dargo and camp. We will then travel the numerous tracks around this area ie. Haunted Stream, Billy Goat and the Infamous Franks Track. We will also explore the Grant Historic Mining area. Return trip will be via Omeo and Tumut. This is a flexible trip due to the nature of the Victorian High Country so each day's proposed plans may change.  
Comments: This trip will encounter steep mountain trails and long deep descents into valleys. There will be quite a few water crossings at varying depths (blinds may be required). The mountain environment can change at any time so be prepared for hot and possibly cold extreme conditions. Camping will be at different sites. Long drops are available at all camp sites but not showers. Hot showers will be available at Dargo and Swifts Creek. There is a definite possibility that some vehicle recoveries may be required

# TRIPS AND EVENTS



## 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.  
Comments:        As space is limited to 16 people (including trip leaders) please book for each individual person attending via the website or contact Kerry Lejsek on: 0402 094 612

## 21 Mar      **Cooma Diesel Tech Tips Night**

2012-044

Trip Leader:      Peter Reynolds  
Phone:            02 6251 1258 (h); 0428 623 458 (m)  
Limit:             unlimited  
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 this year, 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

## 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

# TRIPS AND EVENTS



- Grade: 1
- Start: 8:15 AM
- Meeting Place: Williamsdale
- 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 picnic 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 - 22 Apr **Tantangara Trout Expedition**

2012-045

- Trip Leader: Glen Watts
- Email: glen.jane@optusnet.com.au
- Phone: 0418 243 071 (m)
- Limit: 10 vehicles
- Grade: 2
- Start: 9:00 AM
- Meeting Place: Tharwa, just over bridge
- Fuel: Full Tank
- Requirements: Basic driver training, basic recovery gear, good tyres, well maintained vehicle, food water, supplies for happy hour (fish smokers welcome). Wood to be collected on the way
- Description: This is a weekend trip and could be done as a day trip for those not wanting to camp at Tantangara. Travel is via Bomboyan Road through to Tantangara Reservoir, camping on the lake fore-shore past the old quarry. Return will be via Port Philip Trail, Broken Cart Trail and Brindabella Road . Camper trailers and boats welcome. Tantangara is an alpine region and people wishing to camp must be prepared for sudden changes in weather, snow can be likely at this time of the year. For the tryhards this is the prime time to catch a trout, for the diehards I'm sure the competition will be on

# TRIPS AND EVENTS



## 21 - 29 Apr      **Rosehill Supershow**

2012-033

Trip Leader:      Make your own way  
Email:              webmaster@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  
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:                20 people  
Start:                8:00 AM  
Meeting Place:    Bredbo Service Station  
Description:       This is the Club's official and accredited basic driver education course.  
Comments:        You must phone Peter to book this event

# TRIPS AND EVENTS



## 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: 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

## 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  
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 Williamsdale 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

# TRIPS AND EVENTS



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: Casuarina Sands  
Requirements: Basic driver training, vehicle with electric winch or hand winch, full recovery kit  
Description: Winches are great if they are working and you know how to use them. This training day will help on both counts.  
Comments: You must phone Peter to book this event

## 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.

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# TRIPS AND EVENTS



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

## 7 - 8 Jul **Christmas in July, Laurel Hill, Tumbarumba** 2012-046

Trip Leader: Marj Jones  
Email: marjorie.jones@det.nsw.edu.au  
Phone: 0427 284 236 (m)  
Limit: unlimited  
Grade: 1  
Start: 9:00 AM  
Meeting Place: Uriarra Homestead  
Fuel: full tank at start  
Requirements: Cost \$74 per person paid by 24 June, BYO sheets, blankets, pillows, towels and personal items, BYO alcohol / drinks (tea and coffee are provided)  
Description: This trip continues the tradition of Christmas in July at Laurel Hill Forest Lodge, Tumbarumba. After meeting at the very respectable time of 9am at Uriarra homestead we will travel via the back roads over the Brindabellas for lunch in Tumut and then on to Laurel Hill in time for afternoon tea.  
Accommodation is in the lodge style cabins that have been converted from the low-security gaol / forestry camp. Each lodge accommodates 8 to 12 people on a twin share basis in separate bunk-rooms. The lodges have a common area with a heater, fridge, chairs and tables and a sink.  
The weekend is well catered with afternoon tea of homemade biscuits and cakes on arrival, a three course Christmas dinner on Saturday night and full breakfast comprising bacon and eggs, cereal, fruit, toast and homemade Jams on Sunday morning. After breakfast we pack up and head off again via the back roads on a different route for the drive home.  
Comments: special dietary requirements and times for meals can be catered for – please notify the trip leader of these by 20th June 2012

## 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

# TRIPS AND EVENTS



- 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 Tallanganda National Park and eventually reach Michelago
- Comments: Can possibly encounter snow in Tallanganda National Park

## **8 Sep      New members picnic**

2012-043

- Trip Leader: Robert Tiele
- Email: robert.tiele@cit.edu.au
- Phone: 0406 377 527 (m)
- Limit: 10 vehicles
- Grade: 1
- Start: 8:00 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 existing members are encouraged to participate.
- Comments: A great day out to meet new members.

## **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

# TRIPS AND EVENTS



**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.

## 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:** 20 people  
**Start:** 7:00 PM  
**Meeting Place:** Bredbo Service Station  
**Description:** This is the Club's official and accredited basic driver education course.  
**Comments:** You must phone Peter to book this event

## 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)  
**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:** This will be largely the same as Ian Goodacre's trip in April 2010. Some variation from the route may occur. 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.

# TRIPS AND EVENTS



## 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: 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

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

2012-011

Trip Leader: John Turbill  
Email: webmaster@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.

# TRIPS AND EVENTS



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)

## 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: 20 people  
Start: 7:00 PM  
Meeting Place: Bredbo Service Station  
Description: This is the Club's official and accredited basic driver education course.  
Comments: You must phone Peter to book this event

## 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

# TRIPS AND EVENTS



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: Casuarina Sands  
Requirements: Basic driver training, vehicle with electric winch or hand winch, full recovery kit  
Description: Winches are great if they are working and you know how to use them. This training day will help on both counts.  
Comments: You must phone Peter to book this event

## INFORMATION NIGHT SAND & WATER CROSSING COURSE

Wednesday 12th. Sept. 7.30pm. At Raiders Club Weston.  
{ old Royals Rugby club. }

This is a compulsory once only pre-meeting to give all members that are booked in all the information required to get your vehicle prepared in advance for this challenging course.

There will not be any other opportunity to get this information so please don't miss it.

We will confirm your place and organize convoys on the night.

Please bring pen and note pad as we will have DVDs to look at and lots of information for you.

NO need to confirm Just turn up OR send someone to fill in for you.

Peter Reynolds O.A.M. 0428623458

Education Coordinator.....

## Wanted

### High quality Photos of Club Trips

The editor is currently creating a picture library of club trips. Can any club member please burn their high quality photos onto disk and either mail them to the club PO box or drop them off at the club meeting.

This is not just for the past but any club trips in future

Michael Patrick Editor

# A Farewell To A Mate

Ro



In 1985 a bloke by the name of Keith Richardson joined our club. He drove a blue HJ 60 Land Cruiser in which he and his wife Susan and their three girls explored the bush. In later years Richo changed allegiances and was the proud owner of a Range Rover.



He was a man who was larger than life and an enthusiastic member of the club. His enthusiasm was contagious. He loved the high country where he led a number of trips. He was so enthusiastic with his trips, he would quite often forget to do a reckie and so his trips were named "Richo's turn-around tours" – he would always find a dead end track.

He also joined the driver training group for a while and was part of the training held at Murrumbateman. In fact, Keith organised the concrete slab for the training shed (he was a concrete truck driver) and was instrumental in obtaining the concrete for our big shed at Talooge.

When it came to social events, those organised by Keith were always extravaganzas. They were well run, well attended and heaps of fun. Plenty of food, plenty of the elixir of life and plenty of people. It was not unusual to have 50 or more vehicles at social events in the early years of the club.

In 1992 the first 4WD show was held at Hall with ST4WD going alone and the Land Rover Club and the ACT 4WD Club being invited to have a display at the event.

Keith was pivotal in getting the three clubs to combine to stage the next 4WD show. He was Chairperson of the Show until 2000 and brought Boral on board as a major sponsor of the test track. Keith ran the show from his phone and "G'day Bloke I need ..." or "G'day Bloke can you do this" was his call sign. As for the ladies he just had to ask. With his trusty side kick Jenny Collins, Keith set the foundations on which we have continued to build our very successful 4WD Spectacular event.

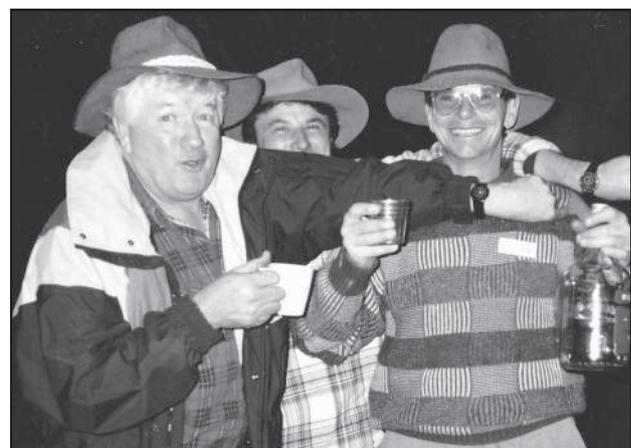


All those who knew him said a big "thanks Richo" as he shepherded the storms around the showground at Queanbeyan on our recent big weekend. Great organisation bloke!

Keith's other passion in life was fishing. There were many trips to Cape Melville so that he could indulge this pastime. He continued to enjoy this pastime after his retirement to Bermagui.

Keith suffered a major heart attack prior to Christmas and was revived by a work colleague. After a time in hospital he was recuperating at home at Bermagui when he suffered another heart attack and passed away on 2 February 2012.

The bloke has gone fishing! – we'll miss you mate!



# Lights, Camera, Action!

Greg Taylor



Is the shout often attributed to the film director to warn all on set that they were ‘shooting’ or filming a scene. We still seem to call this activity filming or even videoing when we are recording motion and sound on digital media - something so easy nowadays for many of us to do. Most have mobile phones capable of still pictures and video. Most digital cameras can also record motion and sound. Then there are the actual video cameras that record motion and sound – and can take still photos too. Vehicle mounted miniature cameras are now becoming available and popular.

So, there are endless ways or opportunities to capture images and sound or even be captured digitally in our daily activities. This also extends to our club activities, events and trips. Many of us enjoy (or sometimes cringe when we get a mention!) at trip reports presented at our meetings and increasingly, video is being used for trip reports either supplementing photos or replacing them entirely.

I am writing this article following a campfire session recently on our trip to the high country. Our group discussed our thoughts and feelings regarding videoing of trips and there were some pretty definite opinions expressed.

It seems in our group that most people are happy with still photography as it is usually (but not always) obvious that someone is taking a picture. This is very obvious when we are part of a group posing for a photo like at the top of a mountain or at a campsite etc. We also are aware that a still photo captures an instant in time and does not include sound.

Some thought video is ok for personal use but others were still not happy with video. People became increasingly concerned with the prospect of ‘negative’ video being used for trip reports. Negative in a sense of the way the individuals are portrayed or see themselves portrayed. We are not always at our glamorous best and certainly not always while camping. Scenes may be humorous for other viewers but not for the subjects themselves. The sentiment was that whether around the camp or driving tracks people did not really want an unfortunate bit of driving or a bit of silliness in a group to be replayed for a wider audience. Which when a clip is popular to the wider audience it can happen ad nauseam – over and over.

We have all perhaps seen the video clips that go ‘viral’ – once out there you can’t stuff it back in the box either. So, posting ST4WDC trip ‘clips’ to the internet was also another area raised.

I have discussed this topic with some other members including David Evans-Smith who has taken video on a recent trip.

Some of the things David and I thought were appropriate things to either consider or do for people videoing on trips included:

- talking to people from the outset of a trip that you intend to take video
- have some consideration for their feelings about video – they are their feelings in any case even if you disagree
- seek people’s agreement to be ‘filmed’ and make your videoing obvious – do not secretly shoot video of others on a trip
- offer to allow the participants to see the video before it is presented at a club meeting – mind you circulating the video via email or uploading to a shared site is not the way to do this
- consider a group or personal showing with the subjects only
- if anything is likely to cause offence or embarrassment then you should either seek permission from those involved or just ditch it
- put yourself in your subject’s shoes – would you be happy with the video being shown to strangers, friends, work colleagues or family?
- if in doubt then don’t do it
- learn how to edit your clips and don’t just leave everything in because you could not be bothered
- sometimes removing sound may remove any unintended offense
- where conversations or sound recorded on a clip is not required or inappropriate consider replacing with music

# Lights, Camera, Action!

Greg Taylor



On the other hand many people would like to see video of themselves on trips. They do appreciate the effort that you have made to provide this record and to share it with the group and other members. It is about being sensitive to people who either may not like themselves in video or really would like to be consulted in the first place.

I find the added dimension of recording sound is or can be a dangerous thing. Many people may say things that would not be repeated in a wider group. A few sherbets around the campfire certainly reduce inhibitions! The circumstances of travelling together and camping are somewhat intimate and people behave and converse for the people present. Not for those who may be watching a recording some time later without the benefit of the situational context.

It would be a pity that people will start to be restrained or behave stiltedly if they think their actions and conversations are being recorded – but this may become a consequence of this technology. Big Brother TV seems to be the exception here or is it more of a generational change thing? I think BB really sought out people with extreme personalities to start with who are not representative of us mainstream lot.

Technology is changing fast and this is not a new issue as video for personal use has been around in one form or another for many years. However, video is becoming increasingly prolific so many of us may just have to get used to it. Having just said that, I think it would be very sad if people stopped going on trips due to the prospect of being in videos. If this were the case perhaps we could identify video and non video trips when advertising them!

Interestingly, on our trip Michael Briguglio was talking about the miniature cameras that you can get and mount to your bull bar or elsewhere on the vehicle for that matter. This technology has been around for the consumers for a while but like most new things, it has been further refined, miniaturised and has become more affordable for us.

I had the opportunity recently to review some of this new stuff with Rob Dobson. Rob had two cameras to try – one was less than sixty dollars and the other retailed for a few hundred and a bit more for the add on accessories.

Hopefully Rob will prepare an article on these or present at a meeting (nudge nudge wink wink).

Both cameras worked well using internal windscreen mounting with suction. Immediately I was taken by the quality of the imagery and then the ability to easily record difficult four wheel drive challenges to replay later. Whether for personal use or club presentations it was obvious to me that as this technology becomes even more affordable and I think we will see it more and more on members' vehicles.

Perhaps there will be the day that all new vehicles will have cameras installed to provide evidence in the case of accident? Regardless, I was aware that with the camera running on the windscreen all sound was also recorded. That included our conversation over thirty minutes of driving or so. A not so obvious consequence is that all radio transmissions would too be recorded if the windscreen camera was on and recording. So you may be in your vehicle talking to someone on the UHF and have no idea that your conversation is being picked up by their on-board mini camera and recorded. Not until the trip report presentation at the next club meeting that is! The old saying of treating all microphones as being on and recording has now to include many of our hand held or vehicle devices too. More food for thought!

So, enjoy your cameras and videos but pause for a moment and consider others on the trip and their feelings about capturing moving pictures and sound. Please use your judgement, discretion and the edit function and we all can continue to enjoy the fine footage that is produced.

Cut! That's a wrap!



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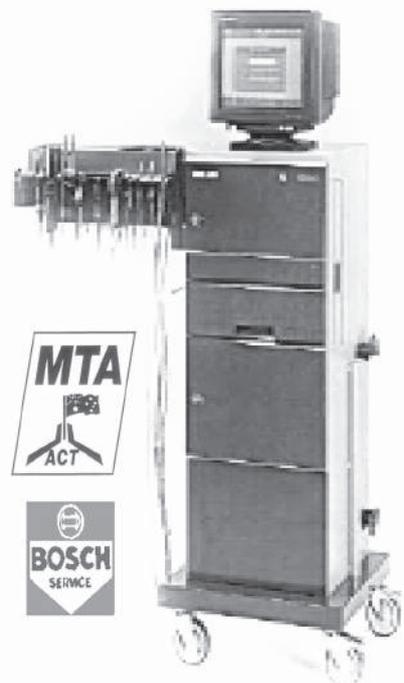
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**OPEN MON - FRI**

8.00am - 5.00pm

**SATURDAY**

8.00am - 12.00



# Camp Ovens

Ro



With so many new members joining the club recently I thought it might be timely to publish something about our most popular method of cooking in the bush - "The Camp Oven".

There are a number of camp ovens on the market and the most popular would be the good old cast iron oven and the "Bedourie" which is made of spun steel and is much lighter.

Have a look around at our 4WD Spectacular show and you will see other more modern methods of cooking as well as the more traditional.

However there is nothing better than to have a camp oven sitting in the coals around a camp fire cooking away while you enjoy the company, the scenery or just reading a book.

Both types of ovens need to be seasoned before you use them to prevent rust and to keep them in good condition. This is how it is done:

For cast iron camp ovens – the first step with a new cast iron camp oven is to peel off any labels and then wash the oven and lid in warm water only, rinse and dry completely. Grease the oven and lid inside and out with a good grade of olive or vegetable oil. Do not use lard or other animal products as they will spoil and turn rancid. Do not use a spray in coating the oven but rather use oil soaked in a paper towel.

Heat the oven until the oil starts smoking. This can be done in coals on the open fire, it can be done in your oven at home or in a hooded BBQ. You may like to repeat this process to obtain the desired uniform black patina that provides the non-stick qualities and protects your oven from rust.

When cleaning your oven do not use detergent. If detergent is used you will have to re-season your oven over again. Use hot water to clean the oven and dry thoroughly. Once dry lightly oil all surfaces and then pack or store in a dry place with the lid ajar.

Seasoning a spun steel camp oven is different. Wash your oven in hot soapy water to remove any of the manufacturing oils then dry. Slowly melt a tablespoon of cooking oil or fat in the oven, using a wooden spoon to coat the bottom surface thoroughly. Remove from heat and with a paper towel, coat the sides with oil.

Using another paper towel, wipe off excess oil. If the amount of black showing on the towel is excessive, let the oven cool and repeat the process.

Do not continue repeating until the towel is spotless, only until a good amount of grease is rubbed into all surfaces. Wash your oven using mild soap - never strong detergent. After each wash place the oven on a burner or fire to dry thoroughly. Do not let it remain on the heat longer than necessary for drying.

Now once you have done all that why not try cooking the all time favourite - a roast!! A slow cooked piece of meat and roast vegetables in the meat juices takes a lot of beating. You can use lamb, beef or pork as a roasting meat. If the piece of meat you are using is not too big make the vegetables chunky and place them in the camp oven the same time as the meat.

Use a quality olive oil when camp oven cooking. Place a sprinkle of oil on the bottom of the oven and then rub more all over the meat and vegetables. Don't use a trivet unless the meat is fatty. For extra flavour sprinkle some dried rosemary and mint on the meat.

One trick is not to put too many coals under the oven as this can result in the juices drying out and everything burning to the bottom of the oven. Also to get nice browned vegetables put extra coals on top for the last half an hour of cooking. Cooking time will depend on the size of the meat being cooked.

The other favourite is the "Damper". Just typing this is making me hungry. There are many recipes for this dish but why not start with a simple one and as your confidence grows add what ever takes your fancy. It's that simple. You can use beer instead of water or milk, you can add dried fruit, you can add cheese or olives. The possibilities are endless.

Here is a simple recipe to get you started.

In a bowl mix 250g self raising flour, ½ teaspoon salt, 25g butter and 175ml milk. Mix the flour and salt, rub cubed butter into the mixture with your finger tips until it is a fine crumbly mix. Stir in the milk to make a soft dough. Place the dough on a floured surface and shape into a ball. Put the dough on greased foil or baking paper and flatten to make a disk slightly smaller than your camp oven. You can cut grooves in the top of the dough and brush with milk or egg. You may want to use a trivet to prevent the damper burning on the bottom.

There are heaps of recipes on the web and many books on camp cooking available. So get out there and get cooking, it's the best way to learn.

# “SAFE ONE” BASIC 4WD VEHICLE OPERATION COURSE

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

## **Purpose:**

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

## **Meeting Time/Place:**

Service Station in Bredbo (right hand side of highway) no later than **7.00pm** on the Friday evening preceding the course.

**The Club's Education Coordinator is Peter Reynolds,  
Tel (h) 6251-1258 or (m) 0428 623-458.**

**PLEASE BOOK A PLACE ON ONE OF THESE COURSES WELL IN ADVANCE AND ALSO RING PETER ONE WEEK BEFORE THE COURSE TO CONFIRM ATTENDANCE!**

**IF YOU DON'T, YOU WILL LOSE YOUR PLACE ON THE COURSE**

***ONLY ONE DRIVER PER VEHICLE PER COURSE, THOUGH A SUPPORT CREW IS WELCOME.***

**COURSES FOR 2011 WILL BE HELD ON**

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

## **WHAT TO BRING**

Yourself & family and a 4WD in good mechanical condition  
Camping gear for overnight stay  
Food and Cooking gear for 2 days  
Chairs to sit on in lessons and around the fire  
Recovery gear, if you have it, but not essential  
Garbage bags for all your rubbish to take home  
Notebook & pen  
Camera  
A full tank of fuel  
Torch  
Drinking water.  
UHF Radio (optional – talk to Peter)  
Front and Rear Recovery Points preferred.

**There is a large First Aid Kit at Talooge. Also a large gas BBQ**

**PLEASE DO NOT BRING PETS OR FIREARMS.**

# High Country Hillbillies Group 3

26—29 January 2012

Cath Blunt



## Rick & Wendy Holland Trip Leaders

Peter & Cath Blunt	Prado
Charles Jenkins & Fiona Hall	Landcruiser
Ryka Moore	Prado
Jamie Ericsson	Kia
David & Sue Evans- Smith	Prado
Dan & Anne O'Hara	80 Series
Jeff Anita Wesley	Navara
Rob & Kerry Lesjak	80 Series
Steve Smith	Pajero

It was an Australia Day Spectacular featuring all the big acts: blue sky days, Man from Snowy River country, bush camping beside alpine streams, top of the world views, Milky Way nights and a group of diverse punters ready and willing to immerse themselves in the show and share an adventure together. Directors Wendy and Rick kept us all on track, ably assisted by Rob and Kerry bringing up the rear. It was three days of living the dream - an authentic and unforgettable way to celebrate Australia Day!

It started out with a long drive on Thursday to our campsite at Native Dog Flat, via Wallace Craigie Lookout (894m), the lower Snowy and Barry Way. We travelled on the Ingeegoodbee Track up to the Helipad for lunch where we had grand views which continued throughout the day.

Wendy was a very authoritative leader and Jill of all trades, keeping the group informed of directions, talking us up and down steep rocky sections and pruning and clearing logs off the track. The McFarlane Flat Track, the Cobberas Trail and the Limestone Road were all followed in numerous switchbacks and which kept us on our toes and eager to "get there".

The vegetation was varied, from patches of tall, dark green Alpine Ash forests to those zapped by the 2003 bushfires, a dead environment of tall white trunks and limbs that gave an insight into the heat that seared so much of the Alps nine years ago. Apart from the Alpine Ash, the bush had regenerated well, with long sections of open woodland, chock a block full of sprouting branches and new growth.

A sumptuous happy hour kept the crowd happy, with fried chorizo with horseradish sauce taking the cake as far as hitting the spot was concerned.

The mountains lived up to their usual unpredictability by becoming cold that first night and we moved in close around the fire, exchanging stories and passing Dave's "star binoculars" around to see Jupiter's moons more clearly.

We were woken early by the neighing of brumbies (apparently the same ones seen on the reccie) and those of us up early enough watched with delight as one of the foals careered around the flats, using up typical kiddie energy first thing in the morning as the parents chomped nonchalantly on the long grass.

The drive to the campsite at Buenba Flat on day 2, involved some steep descents down Limestone Ck, with deep ruts requiring good concentration and accurate wheel placement.

The wildflowers provided accent and colour as our eyes were drawn to patches of the purple Canberra bluebell, sprinklings of yellow billy buttons and some places where white flannel flowers bordered each side of the track. We all commented on the beauty of the scenery, with our resident aesthete Dan always providing thoughtful observations which drew our attention to a view, or environment as our convoy trundled past.

It was a hot and tired group that set up camp in the early afternoon, and then promptly made way to the creek which although less than two meters wide soon had just about everyone bobbing around enjoying a cold, refreshing dip. There has to be nothing better than a plunge in a mountain creek after a few days driving.

The men very thoughtfully dug a ladies latrine and erected a tent for "Jimmy's Thunderbox", which soon had every woman in a state of profound gratitude for all things constructed regarding toileting. This set the scene for a hilarious show and tell later that evening. No detail was spared as Kerry (the poo guru) explained the innermost workings of the glorious porta-potty, in a way that would have put the most experienced Tupperware hostess or supermarket demonstrator to shame. It was hilarious and so incongruous – here we were out in the middle of nowhere, talking toilets!

All the dishes came out that night for the pot luck meal, and we sat around the fire feeling full and satisfied.

# High Country Hillbillies Group 3

26—29 January 2012

Cath Blunt



Rob had promised us “the best day 4WD” and it wasn’t long on the following day before we knew what he meant. We had a fabulous drive ahead of us – up Mt Gibbo and Mt Pinnabar. The cars crawled up the rock shelves with Wendy giving directions for the first few and then we were on our own. Our resident kamikaze cameraman Peter put the little go-pro movie camera under the path of cars or stood just in front of the lurching vehicles right until the last minute when he leapt spectacularly out of the way after the moment had been captured. Everyone made the climb with massive grins (Geoff’s was a standout) accelerated heart rates and without stalling. Passengers held on for grim death, Anita getting a blister from gripping so hard!

It was an excited group that spilled out of the cars at the top of Mt Gibbo for morning tea, exclaiming over the view of wave after wave of ridge lines descending all around us. The still, sunny weather gave us visibility that is rare in the mountains and only provided on “classic” days and we had one. Maps and compasses were produced and Charles pointed out Mt Kosciusko.

The road down past the Tooma dam was narrow and crumbly in parts, hugging the side of the mountain as we made our way down to our last camp site.

Lobs Hole was beside the Yarrangobilly River and turned out to be a much warmer swimming experience than the previous night. The cascades were soon full of bodies positioned so that the plunge pools provided an “extreme spa-ing” experience, as backs were massaged and tension bubbled away. The smooth rocks made ideal seats and the open views up the river to more cascades followed by big pools amplified the bush experience.

That night we were treated to a movie show of the shorts Pete had taken – complete with water splashing over the camera lens. We were very proud of ourselves for making it up those rocks and through the mud puddles and it was all on camera! Alas for the Kindle misbehaving and losing the “Man from Snowy River” as we were all geared up to give a rousing rendition – oh well, another time. Wendy produced a birthday cake for Rob, cleverly produced with just an idea of a recipe and her extensive experience with a camp oven. Is there nothing these ST4WDC women cannot do?

Day 4 was another great drive, as the road out of Lob’s Hole proved better than the way in (despite advice to the contrary) and we headed out to Cooleman Homestead for morning tea. The Long Plain Rd was like Pitt Street, as we passed a cavalcade of multiple horse trailers leaving their camp sites and heading home.



We went back via the normal route to Canberra, having lunch at Brindabella and making an exciting diversion along an electricity line that had appeared on Dan’s map and that took us down to the Brindabella Road.

It was an elated group that said goodbye at Picadilly Circus, not wishing the stunning Spectacular to come to an end and the camaraderie that we had all shared to be broken.

Directors and producers are essential to the success of a gala event and the work Wendy, Rick, Kerry and Rob did in preparing and executing this trip gave us punters the security and confidence we needed to have a fabulous time. Thanks to them and all the other actors who were such good fun



# Club Christmas Mystery Event

26-27 November 2011

Andrea Szabo



## Richard Brand

## Trip Leader

Allan & Marj Jones

Peter Fenwick & Catherine Panich

Julie & Phil Henderson

Charlie & Helen Montesin

Matt Warmington & Anne Douglass

Alice & Beth

Alex & Andrea Szabo

Saturday, 26 November we sat off from Weston Creek and it was raining- not a good sign!!! We arrived at Eagle Hawk on time to find they were all inside, some having breakfast while others were just having coffee and a chat. Alex and I were the last to arrive – but still on time. Shortly after our arrival we left in convoy driving north on the Federal Highway to Collector. We turned right off the Federal Highway and grouped up again.

It was a very talkative trip. Alex and I found out how long our fellow 4W drivers had been in the Club, what they have done and what their current roles are. We found it very informative as we drove along!

We went through Tarago and stopped for morning tea by the Shoalhaven after crossing Oallen Ford, where we noticed some people were camped for fishing and sluicing for gold!!! Then on the road again, this time to Nerriga and Tianjara Falls. Even before we got out of the cars, we could hear the falls and when we had a look, they were just awesome to see. A local was heard to say that they have not been as full as that for a long time – the rains had made them so much louder!!!

After lunch, it was back on the road again. From Wandean Road, we turned on to the Jerrawangala Lookout Road where we hit mud for the first time that day. The views were very much worth the side trip – a panoramic spectacular from forests in the south to lakes and coastline in the east.

Further on down Wandean Road, we came to a creek crossing. Marj and Allan were leading, so Marj got out and walked across – the water came to just above her knees and it was deemed safe to cross.

Richard's other comment was that this was the first time he had been recovered without actually being stuck!!! The only mishap was that Alex on his first ever real water crossing drove too fast through the creek, created a mini-tsunami, and Phil twisted his leg jumping out of the way!

We also had company after that – three trail bikes, one of which kept breaking down. All three of them would pass us then they would stop, temporarily fix the bike then start up again. They kept us company all the way to the Princess Highway. When we got to the Highway, Richard filled up his car and most of us took the opportunity to stop for a break.

Marj and Allan had to depart so, after the farewells, it was a quick drive up the Highway to the Shoalhaven Ski Park at North Nowra. We arrived at the Ski Park about 2pm in the afternoon. After setting up camp, some of us sat by the river and watched the world go by. Richard got his kayak off his car and went for a paddle with Peter.

About 4pm we all got together and played Egg Toss with what we thought were hard boiled eggs – only they weren't hard boiled at all. Richard & Alice won the game by managing to throw the egg the most times without breaking it. After much hilarity, we all sat down for "Happy Hour" with drinks and nibbles.

We also had the "Santa Grab" which was a Christmas version of "Spin the Bottle". Presents were chocolates, cutlery, set of decorative plates, mini Boules, etc. It was all in good fun.

The Christmas Dinner was a wonderful variety of offerings – there were two green curries, chicken paprika, prawn dish, etc. All consumed at lovely decorated tables, with Richard running a wine tasting guessing game. After dinner, we sat by the campfire and told yarns before toddling off to sleep.

After breakfast the next morning, Richard and his partner Lea led us on a walk along the shoreline at the bottom of the cliffs to the site of an old farm house built in the 1920s and the cavernous Grotto. Not far into the walk, Lea saw not one but two snakes on the path – they soon vanished into the bush. The so-called short walk was more like 1½ hours.

On return to the campsite, some of us headed off back to Canberra, as there were chores waiting to be done at home before the working week.

All in all, a very successful weekend and thoroughly enjoyed by ALL!

# High Country Revisited

26-29 January 2012 Day 1 & 2

John Oost



## Robert Tiele Trip Leader

Learna & Alexander Tiele	Patrol
Paul Oboohov, Rita & Callum	100 Series
David Buckley & Carol Croxford with Arianne Waterman	100 Series
Norman & Margret Goldsbrough	Pajero
Mike & Danyell Sharp	79 Series
John (Snr), John and John Oost (Jnr)	Colorado
Thommo and Julie Buttriss	80 Series

The car was ready, packing finalised, and my father, son and I were finally heading to meet up with the convoy from Canberra. The convoy had met up at Williamsdale at 7am and were heading South down the Monaro Highway. Living in the Cooma region, we arranged to meet on Polo Flat Road on the Eastern Cooma bypass.

I was excited, and although feeling well prepared I must admit to being a little nervous - this was the first overnight club trip I have been on since basic training. I knew that we have four exciting days ahead.

Eight vehicles in total were on this trip, one of four trips down to the Snowy Mountains for the Australia Day Long weekend. Weather reports indicated there was a chance of some showers over the weekend, but at this point the day was absolutely perfect with blue skies.

Initial instructions were to use Channel 23 UHF, but we had issues and picked up the convoy on Channel 14. We later found out that Channel 23 is used for data and therefore does not work using voice on all CB's.

The convoy passed and with professional instructions we jumped in at car seven (in front of Charlie). This was it, we now were part of a group whom majority had not met. Over the days ahead very good friendships were built.

After heading East along the Monaro Hwy and then South towards Victoria, our first stop was Bombala. We all topped up with fuel and met back at the picnic area with amenities by the river. We enjoyed morning tea, all introduced each other, and had an initial briefing on the trip ahead. As we were departing, the coffee shop opened and a unanimous decision saw us all lining up for that final good brew before the trip really began.

The wait was longer than we hoped, although the girl pouring coffee did a great job seeing as she was also covering a staff colleague who had not turned up to work. The coffee was worthwhile, but we were all glad when back on the road.

Heading South we bypassed the usual turn off down the Cann Valley Highway and continued down the Bonang Highway. We cut across through Delegate to MacKillops Bridge Road and soon stopped to air down tyres.

We progressed through Warbisco and Minchin tracks. Before too long, we had a casualty. One of the convoy had what appeared to be a gear box or transfer case issue. Norman and Margaret in their Pajero had to make the tough decision to head back. They could not engage 4WD, so were successfully escorted while in 2WD out of the mountains by Thommo and Julie. Norman and Margaret decided they would spend a couple of days in Bombala at the caravan park before heading back to Canberra. We had not progressed too far, and the day was quickly getting late.

We continued along some marvelous tracks, and stopped at a potential campsite. We had a group discussion, and decided to proceed further. Young Callum with Paul and Rita was a little irritable in the car, but they felt he would be okay at this point to continue on. We were unsure if we would make our planned overnight destination at Jackson's crossing, or have to setup camp elsewhere. We continued on to the track to make up time.

The convoy travelled at a steady pace, dust was an issue at times so had to drop back from the vehicle in front. Time was made up quite well. We made it to the well-known 'Staircase' and proceeded up. This was our first significant challenge. The climb was testing, but a thrill. Steep, spoon drains and some loose rocks. Training from Pete Reynolds and his team kicked in well, which it did on many occasions during this trip (Thanks team!!!). Getting to the top was a buzz, and a bit of a relief.

The remainder of the day saw us head along Yalma Track then down to Jackson's crossing. It was fantastic to see the Snowy, and a relief to stop as it had been a pretty full day.

# High Country Revisited

26-29 January 2012 Day 1 & 2

John Oost



We had time to setup camp in the last of daylight, had dinner and spent an enjoyable evening around the fire telling a few stories and having a few quiet drinks. Then, off to bed and ready for the crossing of the Snowy first thing in the morning.

We got up pretty early, had breaky, packed up camp then wandered down to the river for some photos.

Then a short drive to the area for the crossing. Robert, our Trip Leader did a walk across, moved a few rocks and showed us the best path to take. There is a small island in the middle, breaking the crossing into two. The crossing is reasonably wide, but was only up to a couple of feet deep.

We decided the car bras were not needed. I took it pretty cautiously, and enjoyed the trip across. I jumped out of the car to see Sharpy in his 79 Series heading through with water spray shooting up into the air – Great Photo shots. We then went through the second part of the crossing with Sharpy again giving us a few good shots.

Heading out of the Snowy, there was clearing near private property and a beautiful large rock escarpment. Again photo shots of the convoy and then proceeded on through a few steep climbs up to New Guinea Track and Tulloch Ard Road. We hit Gelantipy Road near W-Tree Falls and aired down. Drive through Murrindal and into Buchan, an area famous for its limestone caves.

We had morning tea at Buchan, Robert and the Sharp's arranged a mention in the Buchan Bulletin (careful with your B's, and this story is left for another day), fuelled up then continued towards Bruthen. Paul and Rita turned back to Buchan as a handbag had been left behind. Some of the convoy overshot the turnoff back onto dirt, but we continued on and had some lunch. Thommo and Julie waited for Paul and Rita who soon turned up and we continued on.

The hi-light of the afternoon was Haunted Stream. We had 54 (or some say 55?) water crossings, I'm not much good at counting once getting into double figures. Each crossing was beautiful, some easy, some with testing entry or departures. This was a great way to build skills. This is a track that definitely should be travelled if given the chance.

We then continued onto Swifts Creek where we stayed at a caravan park. Yes - was great to have a shower and an enjoyable dinner at the pub. The local Swifts Creek pub is one of those little pubs



that you have to stop at. It burnt down a few years ago from an electrical fault and has been rebuilt with a lot of pride. You could spend a couple of hours viewing the photos and interesting bits and pieces on all the walls.

At the end of Day 2, we all head off to bed after maybe just one too many sherbets. The trip and friends made have been brilliant. Many thanks to Robert and Larna for organising.



# Brindabella Breakdown

David & Kate



## A series of fortunate events.

A recent two night camping trip to Lowells Flat delivered a learning opportunity for this new family of 4wd travellers. I write this to thank and acknowledge all those who willingly involved themselves in our recent ... uummm ... close call. But, of course, every story needs a beginning.

Some six months ago “shreq” was adopted as our surrogate child (all the rest are now over 18). Primarily to replace my dual fuel '84 Holden Statesman Caprice (nice ....) that was slowly being shaken to death by the roads to the farm. Shreq is regularly serviced, insured, and washed.

Shreqs' new mum, the Lady Fiona, was keen on “camping” but I had resisted. I'd done my time in the military (ours of course!) and “camping” had been one of the chores, along with parades. In short, I relented. But how do I go about this? I already had the vehicle and I also had no good argument, or good reason, to deny my good Lady her request. We did the “getting to know you” relationship stuff, with “shreq”, with short trips to the farm and a trip to Lithgow and Kanangra. But this wasn't enough.

I wanted more! I know I am a little “OCD” and I wanted the GOOD info! Where to go and how to get there. Easy, I'm a practical bloke. Technical background, computer semi-literate and, uummmm ... experienced. Joined the online forums, read the posts and collected my data. Shreq grew slowly. Being a farmer I recover bogged/stuck cars with a tractor, so, a new members of the Southern Tablelands 4WD Club (ST4WDC) was conceived (July 2011). A roof top tent and annex, awning and fly screen are purchased, fitted and used. We've done the basic course (a big thanks to the training team led by Peter) and ONE club trip (via Lowells Flat). We've “camped” at Flea Creek, ONCE, and travelled Gentle Annie, maybe half a dozen times.

My Lady has three days off. Sunday, Monday, and the next one. I've planned this. A recon of the area was conducted only weeks before during a ST4WDC “Brindabella Classic” trip. I knew the track, I knew the conditions (as farmers pretend to) and knew my Lady would over cater. I let family know where we were going and when we expected to be back.

All I had to do now was get us there, set up, pack up, and get us home. Easy.

Nope, not the way it happened.

Now, don't take any offence. We have a fair and equitable division of responsibility. My Lady makes sure I'm well fuelled and cared for; and I lift heavy stuff. It works for us. Anyway, I was ready! It took us six hours (noon till 6pm) to travel 120km on tar and 60km to Lowells Flat via Flea Creek. Four hours on tar, going to the supermarket for FRESH food, filling the gas bottle, and losing a credit card (amongst other minor distractions). I'd also decided to take the big 12v fridge with us. I'd cleaned it, checked it operated properly, ran it over night, and had a backup plan! Eskys (from woolies) but no ice. I swallow my frustration on the tar and imagine the vista I will present to my Lady at a new camping site. Well, it was only for two nights. What else could go wrong?

Conder Hut deflate to 30psi (roof top tent etc). Show my good Lady how to do it and tell her why. She deflates both tyres on the left hand side, correctly. 2WD to Gentle Annie and then 4WD low. See now, Shreq is an auto, the best for a beginner, ... oh ... and dual fuel LPG. Travel is easy. I know where we are and, where we are going. Flea Creek is PACKED. Luckily we're moving on.

Now, Lowells Flat is a NICE spot. Even Dave the Ranger said so (don't tell anyone else). I suggested we go straight to Lowells and stop in at McIntyres for a look on the way home. It was getting late. But our trip in was again punctuated, this time by a muggle (muggle = non club person for this example) who waved us to stop. Are we going to McIntyres? Sort of, why? Well, see, there's a Rover down there with a flat tyre. They can't get the spare off and need a 27mm spanner. The driver was being driven back to mobile phone range by another muggle (gods bless him and her) to organise help. We'll keep an eye open for them.

I “chortle” to my Lady, “at least I can change a flat tyre”. And, I've thought about it, pipe lever, puncture repair kit (I saw one being used at the basic course), bottle jack and sand plate, uphill and down. All good! Anyway, I'm organised and have a plan! Ah ... there they are. They pull over and wave us down. Same story, can't get the spare off. And can we give them a lift back.

# Brindabella Breakdown

David Read



Umm ... sorry ... no. I point in the back of Shreq, fully loaded, and there is no room on the roof with the tent there. Their "lift" agrees to take them back.

It was late and I was getting tired. I could smell the turn off to Lowells. What more can we do?

I'm sure my Lady saw the look in my eyes.

"What if it was us?" she mused aloud.

We drove to McIntyres Hut and made sure repairs were underway. It was now that I noticed the reduced engine idle speed. That's odd. Anyway, backtrack and head to Lowells to arrive at about 6pm (we left home at midday). Set up camp, unfold roof top tent, organise putting my feet up.

Long story short. We spent two brilliant nights at Lowells Flat. Relaxing, entertaining and peaceful. I thought the fridge was "suspect" but, hey, we were here. I got sunburnt despite my Lady's attention, and she paddled in the River. We laughed at a bunch of (four) young men playing "silly buggers" floating down river. I had unplugged the fridge when we first got here and ran it the next day off a large portable battery we had. We were going home tomorrow anyway. We got rained on both nights just before sunset. My Lady still cooked, under an umbrella. Nice.

Tuesday morning and time to pack for home. It's all good. Awake early, sort of, and start the pack up after my first coffee. On time and ready for an 11am departure, home by 2pm. The camp site is clear, the tent packed and situation normal. Some food has gone off so I double wrap it for the stinky trip home. Our chairs are always the last items packed.

"Oh baby, I'll just start Shreq before we're finished to warm up a before the climb out". Damn Karma!

"Okay" ... "I don't want to leave" ... "can we come back?"

Me ... "Sure".

Shreq ... turns over but does not start. I'm still coming to grips with the cold start peculiarities that Shreq imposes on me. bit concerned.

It's no thing ... try again

Raaa ... raaa ... raaa, Raaa ... raaa ... raaa

Don't panic. Remember what Peter told us on the basic course ... left foot brake ... no, no, no ... uuuummm ... don't panic. I think we have a problem. I try to start Shreq every five minutes and begin my diagnostics. No fridge (died), and food going off, no beer.

Bugga. Now Karma kicks in, sort of.

Andy and his three friends (remember the young blokes we laughed at) could hear Shreq trying to start. Andrew stayed and helped me fault find, test and try. Nothing. The conclusion at 1pm (two hours) was dire. We'd checked for spark; okay. A fuse check revealed a blown fuel pump fuse (Andy) and replaced by Andy from HIS spares. Now I'm embarrassed. A fuse. But still no start. Likely suspect is now the fuel pump. We had checked the fuel lines while disconnected and found no fuel being pumped.

Bugga. I write all the relevant information down. Andrew has agreed to make some calls for us. Now this might sound a bit ... odd ... for a man my age but, I gave Andrew my mums' number. If anyone was going to get things happening, it was my mum. A farmer and farmers wife for most of her life, mum was my "go to" hitter. So we waved good bye to Andrew with our precious notes and best wishes. Ring mum, the mechanic, and the club. Now we wait.

This was the worst bit for me. Knowing the message had gone out (in a bottle) and hoping we might have some reply, sometime. So I sat and pondered, but eventually resigned myself that we would be camping again for one more night.

Then Ranger Dave appeared about 3pm. What a relief.

"Are you okay?" I sob my tale of unfairness, bad luck and karma. He takes my details and, radios "base". A dialog is quickly established and "base" has ALL the info. Base rings my mum. While a communication protocol is being established between my mum, "base", Dave the Ranger and us, Dave checks McIntyres Hut and returns to update us on planned rescues.

Our mechanic wants to help but doesn't think an onsite repair is feasible. Mum has contacted the ST4WDC. The message is ...

"Help is on the way ... tomorrow



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# Brindabella Breakdown

David Read



Phew ... let this sink in. The best bit for me is knowing our SOS got through. And right there is Ranger Dave, telling us that we WILL be checked on again tomorrow. Do we have water, food? We have ample of both. Dave sits with us in the shade and we chat now. We talk about the river and who is using it, road closures and other camping sites. "Club members huh ..." Dave questions. "Yup, recently though" and I explain our history. Dave nods, "yeah, Peter did our training a while ago". Funny that. It can be a small world.

Resigned to another night in the tent we wave goodbye to Dave the Ranger. He passes just out of site over the hill. I'm up from my chair and ready to fold the tent out and organise for the night.

"Honey ... " my Lady calls. "Why don't you try it again"

Yeah ... women. I've been trying for almost six hours now! Feeding fuel into the injectors by tube and trying to pressurise the fuel system with the tyre compressor. I've tried.

"Yeah ... let's give it a go. Wouldn't it be funny if ..."

Shreq ... Raaa ... raaa ... raaa ...vroom.

## YOU ARE KIDDING!

Pack up, quick! Select 4wd low and try to catch Dave the Ranger. I know we have a PETROL problem related to the fuel pump, so, we're on gas and I know it isn't enough to get us home. Will we make the black top? Back up Waterfall, left via Webbs Ridge onto Dingi Ridge (call mum when we have reception to update and stress our lack of fuel), then Blue Range Hut and get lost (stupid GPS). Keep heading down hill until ... tar ... black-top ... Brindabella road.

We are home safe by 7.30pm with a quick stop at the NEAREST lpg outlet. It is only now as I make calls to cancel any planned rescue that I start to comprehend the wheels I (and mum) had set in motion.

I'm pleased to say that, today, my expectations of others have been exceeded. Andrew for his help, concern and reliability. Dave; for his support and professionalism.

My Lady for her patience with my volatile nature. And my club.

By 8pm I had made all the calls I could to assure people of our safe return. The ST4WDC was last, intentionally. They receive my biggest thanks. There was already a group of club volunteers (organised by the president) leaving at 6.30am tomorrow to come tow us out.

I'm glad it wasn't required but we're ... stunned ... that our club came together so quickly to help such a new member. Consider us ... "gob smacked" and grateful.

Thank you (in order of appearance).

Andy. The muggle that stopped to help and took our first message out.

David. Parks and Wildlife Ranger who made us feel safe and relieved.

Greg. Southern Tablelands 4WD Club. You guys rock!

And most of all too my mum, thank you. It's great to know you're there.

Epilogue

Roadside assist arrived at 9am. A spray can of carby cleaner goes down Shreqs throat and away he goes. A couple of hours on a hoist and \$300 later Shreq is all patched up, easy. He even gets a drink and wash (with cold water). I suspect my mood would be darker if we had to spend the third night camped.

With time to reflect the idea of being towed out is, awful. For many reasons but not limited to embarrassment at having to be rescued and the danger of the recovery (remember, no engine = no power brakes or steering, and, auto = no engine braking). The club was going to tow a two and a half tonne LUMP that could not stop or turn some 35kms on grade 2/3 tracks.

**Just goes to show ... you can still get into trouble in your own backyard!**

My biggest suggestion for anyone contemplating remote area adventures.

## Join a club!

# Funny How One Thing Leads to Another The Sequel

Ros and Jim Hanigan



Last month we promised a follow up article on our experiences during January 2012 as Campground Hosts so here is a summary of our two and a half week stint at Dunns Swamp in Wollemi National Park.

Usually we prefer not to be away from home during January, mainly due to anticipated high temperatures and dry conditions and the consequent need to look after our garden. The prospect of cooler weather made our decision to go camping a little easier and on 10 January we arrived at Dunns Swamp, met our NPWS Supervisor, Adam Henderson, and set up in a spot reserved for us – one of the perks of the job.

The role is not an onerous one, mostly to note and report, but there were a few “down sides” which required attention, the first of which occurred on the day after our arrival when a camper advised that two children’s kayaks had been removed from the river area. This news was doubly upsetting as the single mum had struggled to buy the kayaks for her two young daughters as Christmas presents and another woman and young child were seen taking the items. In all our years of camping, this was our first encounter with theft from a campground

The next challenging event was on the second Friday of our stay when a group of young people aged 20+ arrived with a 9 gallon keg, set up in an amphitheater in the rocks and proceeded to party the night away as a birthday celebration for one their number. A request to quieten down resulted in the music being turned off but the voices and arguments continued at full volume. As instructed, around 11:00pm police were called, but as they were well occupied with other matters in the vast area that they cover, did not appear until 1:00am. At that time all went quiet but, ten minutes after the patrol departed the party was back in full swing and behaviour became really offensive as alcohol took hold. The extent of this was not apparent until the next morning when we were able to canvass other campers. When the ranger arrived later on the Saturday morning he gave the remainder of the party until noon to get out of the park. It would have been interesting to screen those driving back into town.

Our third challenge occurred the following night when a couple of “mates” in our camping area had an alcohol fuelled discussion accompanied by a few swings, most of which missed and none of which showed any damage in daylight. Others in their party settled the protagonists down but not before some fairly ripe comments that were probably heard a kilometre away had been exchanged.

Enough of the “downers”. There were plenty of “uppers” which really made our stay worthwhile. The people we met were great, specially the teenagers and younger children. It was also good to learn from the adults that in the difficulties we encountered, there was always a number of the other campers “watching our backs” and prepared to assist if required. We were also invited to share meals or drinks with many of the camping parties.

The anticipated heat wave did not arrive at all during our stay and temperatures only exceeded 25 degrees on one or two days. Mostly we had overcast skies and some drizzle or light rain. Apart from our twice-daily walks through the campground to check on vacant camps or direct vehicles to the appropriate sites, we had time to read, watch the birds and other wildlife, take some of the walks in the area and paddle our own canoe which had been generously made available by the NPWS.

The campground was, as are most NP sites, dog free and any sightings were to be reported to NP. Disturbances were also to be reported upon, with descriptions and vehicle registration details, likewise incidents involving speeding in the shared areas.

Firewood was brought in for cooking and we needed to ensure that it was shared around. Gathering of wood is not permitted within the park and we were able to advise campers that it was just a short drive out to the state forest where they could gather wood if they wished to have campfires for atmosphere or warmth.

We took most of our provisions from home but had one trip to Kandos for some supplies as well as a day off in Mudgee when coffee deprivation kicked in.

# Funny How One Thing Leads to Another The Sequel

Ros and Jim Hanigan



Due to the overcast weather, our solar panel was not quite keeping up with the current drain, so these trips gave our secondary vehicle battery a bit of a charge to transfuse into the trailer battery.

From comments received from regular campers, the fledgling program is being well received and is seen as a positive step for National Parks.

Attendees at February's meeting will have heard the talk given by Diana Saucedo, NSW NPWS Volunteer Coordinator. So impressive was she in explaining the program, which is supported by the National 4 Wheel Drive Assn, that at least two families signed up to become hosts.

## **Fast facts about the program:**

The NSW Campground Host program runs during the Easter and summer holidays in selected parks throughout the state.

- Easter 2012 program will run from 6 April to 22 April in 22 campgrounds.
- Participating campgrounds for summer 12/13 will be announced mid-winter 2012.

A vital part of the campground community during busy holiday periods, a campground host provides much needed assistance to visitors, campers, and NPWS staff. Hosts are asked to:

- Commit up to a week to two weeks during the holiday period. All hosts are welcome to stay longer!
- Attend a training weekend in Sydney a month prior to volunteering
- Easter's training weekend is 2-4 March 2012. Sat 3 March 2012 8:30am to 5 pm is the most important day.

The training is a great opportunity to socialise with park staff and fellow volunteers as well as camp at Bents Basin State Conservation Area, a beautiful spot on the Nepean.

## **NSW National Parks provides:**

- Training costs, including meals, campsite, and training materials
- Travel vouchers to nominated campgrounds
- A free campsite during the program
- Support from NPWS staff

Trained hosts are also welcome to volunteer during the July school holidays and October long weekend in campgrounds where there is need & they have an existing relationship with staff.

## **Partnership:**

If a local club is interested in sponsoring a campground during a holiday period, group trainings and site induction can be arranged. A sponsoring group would ideally cover the entirety of the holiday period and would have co-branded signage.

Information on participating campgrounds, volunteer duties, and the online application can be found at the Campground Host web page. The page is updated regularly with seasonal information.

Contact details for Diana, and the NP Campground Host program are shown below. If you would like to do your own research on the internet check the following URL: [-http://www.environment.nsw.gov.au/volunteers/NPWSCampgroundHostProgram.htm](http://www.environment.nsw.gov.au/volunteers/NPWSCampgroundHostProgram.htm)

## **Diana Saucedo | Volunteer Coordinator**

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[www.environment.nsw.gov.au/volunteers](http://www.environment.nsw.gov.au/volunteers)

# High Country Hillbillies Group 2

26—29 January 2012



## Chris & Julie Nicholls Trip Leader

Glynn and Rosemary Shepherd

Sabine Meyer

Alex de la Mare & Nicole Nijskens

Gary Chapman & Judith Wilton

David O'Connor & Teena Browning

Glen Tor & Christine Fulton

John & Andrea Kjar

Alex & Andrea Szabo

Planned Route : Planned Route: Williamsdale – Cooma - Jindabyne - Tom Groggin (lunch) - Davies Plain Hut - Charlies Creek (camp Thursday night). Sth on Mt Misery Trail to Limestone Rd - East on Limestone Rd almost to Native Dog Flat, Sth on Native Cat Track, Nunniong Rd, Garron Point Track to Hells Gate (steep descent) - Sth on Escarpment Track to Moscow Villa Hut / Bentleys Plain (camp Friday night). West on Nunniong Rd to Bindi Rd, Great Alpine Rd to Omeo (coffee and refuel) - Nth to Benambra - Nth on Benambra – Corryong Rd - on to Besford Track, Turnback Creek Track - Buenba Gap Track - Buenba Flat (camp Saturday night). Buenba Log Rd, Mt Gibbo, Mt Anderson, Mt Pinnibar Track - Tom Groggin and homewards from there.

## Day 1 by Andrea Szabo

On Australia Day, we all met at Williamsdale at 8:30am and headed to Jindabyne for morning tea with Sabine as Charlie. On the way, Alex thinks he almost reached terminal velocity in the Hilux when he passed a truck on the Monaro at 115km/h. Going through Cooma some of our group's cars were stopped by the Cooma Police for a breathalyser test but they caught up to us at Jindabyne where we refuelled with Alpine mix diesel and had morning tea.

After morning tea we headed to the KNP entry station and passed through okay without having to pay Park fees as we were proceeding straight through to Victoria without stopping. We all paused before crossing the Murray River at Tom Groggin to let down the tyres and Sabine made a blind for her Grand Vitara. Everyone went through the crossing with no dramas.

We continued on to Buckwong Creek campsite where we stopped for lunch. After lunch, Andrea went for a walk and coming back saw a tree fall down onto the track. Chris got out his saw and after about 5 minutes, we were on our way.

We passed some motor cycles and horses on the way up the mountain to Davies Plain Hut where we had afternoon tea.

After the Hut we did not get far as the motor cycles came along and when one of them could not get up the steep gradient and kept coming off, David, Glen and Alex helped him up and then we were on our way again.

Soon after came the call that there were about 6 cars coming through, so we pulled over to let them pass. When we got going again, David & Teena had problems with a branch that had caught under their car. Glen had stopped and, by the time we caught up with them, David found he had a flat caused by a wood splinter in the inner sidewall of his front right hand tyre. By this time the others were out of radio contact.

While the guys were changing the tyre, the same motorcyclist that they had helped came back looking for his SPOT tracker which had fallen out of its case. When he couldn't find it, he came back to us he told us that his group was heading for Omeo for the night and he had run out of water. Glen and Christine helped him with more water and he rode away to meet up with his friends (we all pondered whether 'friends' was a good description!).

When the three of us got going again we drove through some brilliant scenery together and, when we had nearly reached Charlies Creek, we came into radio contact with the main group again. With helping the motorcyclist and changing the flat tyre, our 1 hour, 11km trip had taken us well over two hours.

After setting up camp, we had Happy Hour and caught up with everyone around a brilliant fire. Some of us even had dinner round the fire and afterwards everyone came back to talk about the events of the day. There ended an adventuresome Day 1 on our first extended trip with the Club – so far, so great!

# High Country Hillbillies Group 2

26—29 January 2012



## Day 2 by John Kjar

Morning mist shrouded the trees as we emerged from our tents on Friday morning. However the sun soon broke through and we were on our way. The route was to take us to places with names that could have been a warning – including Mt Misery, Dead Horse Creek, Forlorn Hope, Nunniong Road, followed by a steep descent into Hells Gates and up the Escarpment Track to Moscow Villa, bypassing Mt Deception and Diggers Hole. However our leader led us through these challenges and delivered us a splendid day of High Mountain country touring.

Wildflower season was near its peak on the hill-sides and plains and we were easily able to see at least twenty different species in bloom including a wide range of daisies, the Canberra Bluebell and hardenbergia. Wildlife was also prevalent with sightings of cattle that may have been the remnants of larger herds from earlier days. Brumby poo was also abundant along the tracks and finally our leader was able to sight some of these majestic animals in their 'natural' environment. Morning tea, held on Mt Misery track near Windy Point was a social affair as the Hillbillies One group joined us for a cuppa and chat.

Moscow Villa is a delightful mountain hut, built in the early 1940's and despite threats from bushfires and the ravages of time it is still in remarkably good condition. The origin of its name is interesting – it was being constructed while Moscow was being attacked during WW2 and, so the story goes, the name was seen as 'politically incorrect' until the owner said its name was an acronym for "My Own Summer Cottage Officially Welcomes Visitors Inside, Light Lunch Available". The adjacent camping areas are capable of accommodating up to twenty vehicles in three separate areas, have two toilets, fresh running water and a pleasant 800 metre walk through the lush forest.

## Day 3 by Christine Fulton

Day 3 began with leisurely departure at 10.am from the Moscow Villa Hut/Bentleys Plain campsite. With a later departure time, some hillbillies could enjoy a sleep-in after a demanding day 2, or those more energetic could enjoy the walks close to the campsite (Bentley Plain Walk or the Douglas Reserve walk).

Travelling along Nunniong Road, we stopped to walk around the Washington Winch – a relic of past logging operations. The Washington Winch is the only steam-powered engine of its kind in Australia with engine, spars, and cables still rigged for work. Build by the Washington Iron Works Company (Seattle, U.S.A), it was able to haul large logs up steep slopes, carrying them onto the road, and then loading them onto trucks.

As we were all marveling at the engineering capabilities of the Washington Winch, unexpectedly the ST4WDC Hillbillies 3 convoy drove in. This was a great chance to catch-up and compare our various 4-wheel drive/camping activities over the last few days.

Back on the road again, we travelled into Omeo for fuel, provisions, and for those who felt the need, showers at the local caravan park. After enjoying our lunch break in Omeo, we got back on to the dirt, stopping to take a group photo of vehicles and people. We drove on some incredibly dusty roads. The talcum powder like dust was incredible. Many had to stop, waiting for clearer vision (which seemed to take ages) before moving on. Having travelled about 800 metres up the Besford Track, we were disappointed to find the track closed with no explanation for the closure.

Turning around we travelled back to Benambra relieving our disappointment with an ice-cream stop. We then travelled on Limestone, Beloka and Mt Hope Roads.

We travelled on to Buenba Flat for our final campsite. The camping area at Buenba Flat was limited, and unfortunately, there was no stockyard for the horse that used the area recently. Undeterred we set-up camp avoiding the solids, and again enjoyed a final happy hour with great company around the campfire.

## Day 4 - Nicole Nijskens

Day four dawned with perfect weather once again, with not even a shower of rain overnight to dampen down the dust for us! Chris called out over the radio for a volunteer for the Day Four Trip Report, and I eagerly agreed, to Alex's consternation! In response, I claimed responsibility for penning the report, saying... "This will be the easy trip report, we'll just say that we had a lot of dust, a nice view at the top of the mountain and a great trip home". Little did we know!!!

# High Country Hillbillies Group 2

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We headed up towards Mt Gibbo along the aptly named Mt Gibbo Track, a fantastic bit of trail with some fun scrabbly rock ledges and amazing views. It was a lot of fun listening to the radio chatter, as Chris and Sabine took the track on first. Our Jeep, "Bean", crested the top of the mountain in triumph and we were rewarded with a spectacular vista. As we basked in the view, we heard the voice of the "other Alex" (Szabo) come through over the radio... "We've heard a loud bang, and we're going to have to investigate". Upon inspection, it turned out that the Hilux's "loud bang" was not just a benign diff scrape, but a broken rear driveshaft! With over half the convoy at the top of the mountain, and the others stuck behind, we were starting to get worried...

Luckily, Chris is one of the most patient and knowledgeable Trip Leaders you could ever hope for. As we were stuck at the top of the mountain, we could only follow the ensuing action through the radio, but we were there in spirit as Chris and Alex disconnected the rear driveshaft and so Alex and Andrea could at least have front wheel drive. They spent the next few hours winching and nursing them back down the track until they could get to the easy grade road and limp home. Glen and Christine generously volunteered to accompany Alex and Andrea back home to Canberra, forgoing the end of our adventure... but not before taking a quick trip up to the top of the mountain so they could experience the vista for themselves!

The rest of the convoy moved onwards, in the face of a threatening cloud front. We had a lot of fun driving up to Mt Pinnibar, where another glorious vista greeted us. Chris caught up with us at the top of the mountain, and we were soon on the 'easy run' back down to Tom Groggin, only a little later in the day than expected.

I was attempting to take 'artistic' pictures of ferns out of the window of a jolting, dusty jeep (a very unsuccessful endeavour), when John and Andrea Kjar called in, letting us know that they were pulling over to check out a bad smell from their Landcruiser. Half a minute later, a surprisingly calm voice came over the radio... "Chris, I think we're on fire", followed by someone saying "I don't think they have a fire extinguisher".

". For those of us at the back of the convoy who missed some of the communications, it was a tense few minutes as the cars with extinguishers raced forwards through the convoy, imagining the worst!!!

Luckily, it turned out John had an extinguisher quick to hand! The transmission fluid hose on the way in to the radiator had split, and the fluid spilling out onto the hot engine had caught on fire. There were some confused discussions as to the legitimacy of the NRMA when we were so close to the Tom Groggin crossing into NSW, and some great exploratory work by Dave and Teena. Once again, Chris came to the rescue, with his calm demeanour and great bush mechanic skills! (Note from Chris – John and Glynn put in some great work to locate the damaged hose in an area dripping with transmission fluid.) With the moral support of everyone in the convoy (or everyone that was left), a solution was found by bypassing the oil cooler and within an hour, we were back on the road once again. There were some pretty deep ruts on the last little road, a challenging and fun way to end our low range adventure.

We caught our breath on the other side of the Tom Groggin crossing and reflected on an action-packed day. Luckily, everyone in the convoy limped home safely, very tired after a very long day. We got back into Canberra at 10:30pm, with some others making it in even later after stopping to let the Kjar's transmission cool down. What a great trip, with a fantastic group of people! We couldn't have asked for better companions (especially in adversity!) and despite the action packed final day, we were blessed with great weather, dry camping and fun driving. We'd be #2 Hillbillies again any day!

## **The Unbreakable Hilux Breaks – Buzzer!**

### **Alex Szabo**

Andrea and I were on the last day of High Country Hillbillies Group 2 trip, feeling quite proud of ourselves and the 91 Hilux for having been able to do all that the newer or more powerful vehicles were doing. Now we were headed for Mt Gibbo, up a steep and rocky track with step ups. So far so good, thinking to myself that this is the most challenging driving I have done so far, using 1st Gear Low and some momentum to make up for lack of torque and power from the asthmatic old girl (the Hilux, not Andrea).

# High Country Hillbillies Group 2

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BANG!!! We've stopped dead in our tracks. Basic training kicks in: key brake stop, handbrake on. Radio call to the group. Struggle to get out – damn, that's steep! Better start chocking the wheels so it won't move – fortunately the next car is quite a ways back, but the nearby people are already helping. Lots of rocks under the three wheels that need them.

Now, let's have look – broken drive shaft! Hmmm, if the mighty Hilux was struggling before, we're sure not going any further upwards now. Trip Leaders Chris and Julie make their way back down to help assess and get us mobile again. Unfortunately, we only now have front wheel drive in a tail-heavy under-powered old Hilux. Fortunately, we have front wheel drive to get us back down and home. Chris takes charge and we remove the four bolts at the rear of the drive shaft and put it all away for safe keeping.

Now the challenge is to turn the beastly around and point it down-hill. Reverse winching is required. We hook the Mighty Hilux to the Mightier Patrol and brief how to back down to a relatively flat spot to do the turn around. Start the engine – nuh, won't start. My only guess is that lights etc were just too much for the starting battery (it's since been checked and passed the load test – go figure). So out with jumper cables and the little booster bought recently. The combined ergs of the starter, service and booster batteries did the trick and it started. So we back it into the turning spot, unhitch the winch rope, and try to drive out.

Of course, the tail-heavy truck didn't have enough traction to the front wheels to pull it out of the turning spot. We tried extra weight on the front right hand side, we tried the MaxTrax (the wheel just spat the MaxTrax out behind), so it was another winching job. Chris positioned the Patrol to take advantage of an offset tree, and with the aid of a snatch block pulled the Hilux far enough forward so that I could drive it onto the track.

Now for the next challenge – I got this far up in four wheel drive, how will I go back down with just front wheel drive and brakes? Well, you're reading this, so we were obviously successful; but not without challenges.

It was steep and rutted in places, and at times I thought the tail wanted to swing out and overtake the nose, but the downhill bits were completed without assistance. But every so often, we needed to go uphill a bit on loose surfaces and the front wheels didn't have enough traction. Fortunately, Chris was in front and using my snatch straps he towed me through.

We had an exciting moment when to keep from losing traction I caught up to Chris in a cloud of dust. Radio call, "I'm coming up behind!" Chris steps on it and accelerates, with me following in his dust cloud. Thank goodness it was smooth in that area and I managed to stay on the track.

We got back safely to the main fire trail and now had to work out how to get home. Chris suggested heading back to Benambra, then home on better dirt and sealed roads. Glen and Christine had followed us down the hill and volunteered to keep us company for the 'long way round' trip home. We thanked and farewelled Chris and Julie as they headed back to the group – by now having moved on from Mt Gibbo to Mt Pinnibar – sights we would only see from photos. The Hilux and its Land Cruiser escort headed for Benambra, where we aired up and refueled.

We headed south to almost Omeo, then travelled the Omeo Highway northwards (so named because it's the high road to Omeo, not because you can maintain any speed on it). Because we were going to hit the Murray Valley Highway towards 7pm, we decided that the Hume was a better option than via Cooma, so we turned left for Albury where we had a lovely pub dinner before the four hour slog home, arriving safely in Duffy at half past midnight.

So that was the adventure. Importantly, we survived and so did the Hilux (albeit in a few more pieces than when we left). So what did we learn from the (mis)adventure? Here's my thoughts:

- in challenging terrain, s\*%t happens, so travel with friends, or be prepared to make some! A huge thanks to Chris and Julie, Glen and Christine, Dave and Teena for all of their help. Had we been on our own, we could still be up there with the broken truck.
- cool heads and cooperation make for successful (and friendly) outcomes.

# High Country Hillbillies Group 2

26—29 January 2012



ST4WDC Basic Training is excellent! Apart from helping me get as far as I did, it also helped to get us out. OK, we hadn't done winching – but the demo and wise words was enough to be able to understand and work with Chris and get it right. The emergency key stop was imperative (I remembered not to depress the clutch this time), the reversing downhill that we practised, the inching down in first gear, the practice snatch recoveries were all used at some point.

- the old Hilux is a good truck, but it has limitations – and I now know where at least one of them is. Until we invest in 'son-of-Hilux' in a few years time, we will practice, keep to Grade 3 trips unladen and Grade 2 trips with the camping pod on.

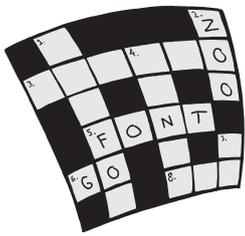
- momentum is not always the answer. Because we were heavy in an underpowered, normally aspirated 2.8D truck, momentum seemed the only way to keep going uphill (this is after I had already decided 1st Low was the best option). Trouble is, momentum also caused some bounce and probably therefore the broken drive shaft. Don't think I was going very fast – this was 1st Low after all.) As an aside, I had the chance to drive the new Amarak and BT-50 at the 4WD show on the week-end. Both crawled up the steep incline in first at idle and wouldn't stall; guess what I'm dreaming of as 'son-of-Hilux'?

- have the recovery gear handy. Mine was stashed behind the rear seat. From now on, it will be in the foot well behind the driver's seat.

- 20km from breakdown point to Tom Groggin as the crow flies, is 600km + the long way round via Omeo and Albury. A big thanks to Glen and Christine for keeping us company on the trip home – lots of interesting chats over the UHF and dinner!

Thanks for reading about our little (mis)adventure. Also, check out the pix on the ST4WDC Flickr photo store at <http://www.flickr.com/groups/st4wdc/>.





# STAWDC TIME OUT

A B N E G A W S K L O V M  
 C H O L E N X T R A I L I  
 P A T R O L I Z U Z U D T  
 E P R A D O D F G H I J S  
 T O Y O T A M J I M N Y U  
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TOYOTA	PATHFINDER
NISSAN	XTRAIL
JEEP	WRANGLER
SUZUKI	PAJERO
MITSUBISHI	TRITON
HOLDEN	D MAX
FORD	VITARA
VOLKSWAGEN	JIMNY
IZUZU	
PRADO	
LANDCRUISER	
PATROL	

How many words can you create from these letters?

D	R	O	Z
P	K	D	Y
S	I	U	E
U	N	N	Qu

## Australian Possums—Did you know?

- The Australian Possum is perhaps the best known possum in the world.
- The largest Possum can reach the weight of 7kg.
- Possums are nocturnal animals that spend some part of its time in trees (and roofs).
- The most common species is the brush tail possum.
- Usually lives in vegetative habitat.

What is then next number?

48 46 42 38 ?



# FOR SALE/WANTED/LOST/FOUND



Advertising on this page is **free to members** but is restricted to

**Two Months.** Non-members will be charged \$20 per advertisement for 5 lines for the same period.



**Wanted** – one only 2<sup>nd</sup> hand tyre in reasonable condition for use as an additional spare.

Preferred is an all terrain tyre, size needed is 285/75/16 Light Truck No wheel required

**Mark Young 0418 207 129**

**Wheel Rim.** One only, 5 stud, 16 inch by 7inch alloy rim ( 7.0JX16 AH2 / ET57.0 / E-DOT ) as new, ex Disco. Free to good home (or truck).  
Call Jim on 6291 6392 or 0427 483911

**For Sale** KAB 411 suspension seat base available for sale.

Asking \$200.

Contact Chris on 0409 329 080(m)

[calypso1@gmail.com](mailto:calypso1@gmail.com).

## For Sale

Parts for Nissan ST Patrol GU2

Standard springs (as new)

Main fuel tank

Reserve fuel tank

Side steps

ARB steel full length roof rack, with floor mesh

Tony Wade 0439 974 433

## For Sale Techni Ice 80 Litre Cooler - NEW

Outer casing high density polyurethane

Inner casing food grade liner

Double thickness dual seal lid

Stainless steel latches + constant pressure pull downs

Anchor points and large bung

Colour - Yellow

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

Retail \$419.00 SELL for \$150.00

BONUS – 5 Techniice Ice Packs – N/C

## SECOND HAND TYRE SALE

**3 X Cooper S/T 265/75/16 8ply**

**1x Cooper STT 265/75/16 10ply**

**Has been repaired but very good tread.**

**1 X BFG All Terrain 265/75/16 10 ply**

**1 X BFG All Terrain 235/85/16 10 ply**

**All Tyres \$50 each.**

**5X 15x7 White Spoke Rims - 6 stud Nissan of Toyota \$35 each.**

**Peter Reynolds**

**0428623458**

## For Sale

Under instruction from the boss, who wants more storage space in the garage, the following have to go. Best offers invited:

1 x Warn XD9000 Winch rebuilt Dec 2011.

1 x VDO exhaust gas temperature gauge kit. New and unused.

1 x steel roof basket (black) 1600 x 1200 x 170. (Note - has a rear cutout for long loads).

1 x Rhino bar (black), complete.

## Wanted

2 x 20L plastic gerry cans (for petrol)

Mike 0427 553 410





## Canberra: 95 Grenville Court Phillip

(behind Discount Tyres)

email: southcanberra@batteryworld.com.au

**24 Hour Roadside Service**

**Phone 13 17 60**  
and speak to your locally owned and operated store.

# Around Town Plumbing Services

ABN: 11 227 406 122

For all your plumbing needs !

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

Call us for:

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



Call Rob or Lynne on 0418 631 669

[www.aroundtownplumbing.com.au](http://www.aroundtownplumbing.com.au)





# SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

GPO Box 2122, Canberra ACT 2601

## MEMBERSHIP

### Categories of Membership

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

#### 'Owner Member'

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

#### 'Associate Member'

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

#### 'Competition Member'

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

#### 'Family Member'

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

#### 'Life Member'

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

### Approval of Membership

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

### Membership Entitlements

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

### Membership Fees

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

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

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

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

### To Join the ST4WDC

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

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

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

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



# SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

GPO Box 2122, Canberra ACT 2601

## NEW MEMBER APPLICATION

Membership requested (Tick):  - Owner Member  - Associate Member  - Competition Member

Please complete the following. Completion of shaded boxes is essential, others are optional.

<i>Essential entries</i>	Member 1	Member 2 (Partner)		
Preferred first name, last name:				
Address:				
City/Suburb:		State:		Postcode:
Home Phone:				
Mobile Phones:				
Home Email:				
Work Phones:				
Work Email:				
<i>As a means of rapidly disseminating priority information, the Club occasionally makes use of Email to all members who have provided an Email address (which is hidden from other recipients), or SMS to all those who have provided a Mobile Phone number. You will receive these automatically unless you indicate otherwise. <b>Default</b> is shown in <b>Bold Print</b>.</i>				
Accept Club SMS:	Yes / No		Yes / No	
Send Club Email to:	<b>Both</b> / Home / Work / Neither		<b>Both</b> / Home / Work / Neither	
<i>of the Email Addresses provided above.</i>				
Employer:				
Occupation:				
Vehicle (Make & Model):				
Reg'n   State   Colour:				
Camper Trailer (if applicable)				
Registration No   State:				
Please register these <b>'Family' Members</b> ? Must be under 21 years, reside with Principal Member or Partner, and be Licensed or Learning to Drive.  Please provide both <b>Names</b> and <b>Dates of Birth</b> .	Name(s):			Dates of Birth:
Are you a returning Member?	Yes / No		If <b>'Yes'</b> , what was your last Membership Year?	
<b>How did you find out about the ST4WDC?</b>				
<b>Payment of fees (\$ . . . . .) made by</b> (Please indicate): Bank Transfer / Cheque (enclosed) / Money Order (enclosed) / Cash				
<b>Signature(s):</b> Upon acceptance of this application, then for the duration of my Membership, I agree to abide by the Constitution and By-laws of the Southern Tablelands Four Wheel Drive Club Inc, as they apply from time to time.				
Signed:				Date:

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

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

Revision 5 – Jan 2011