



SOUTHERN TRAILS

ISSUE 394 July 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 10 July 2012

Guest Speaker Rob Tiele discussing gas tank safety

The deadline for material to be included in the next issue of *Southern Trails* is the Friday following the General Meeting 13 July 2012

**This month's magazine has been compiled by Michael Patrick
Cover photos are of Chain Saw Training at Talooge**

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General Meetings are held at the

Canberra Deakin Sports Club, Grose St, Deakin

at 7.30pm on the second Tuesday of each month.

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

Ideas for guest speakers are welcome. Contact Greg Taylor if you know of someone who could make an interesting and topical presentation.

Many members gather before and after the meeting to enjoy a meal or drink at the Canberra Deakin Sports Club.

Publications

Website www.st4wdc.org. The site is used to provide timely information regarding Club activities and variations from previously announced plans. Especially, check for any last minute variations to trips you are undertaking.

Southern Trails is the ST4WD Club monthly magazine.

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

Closing date for all material is the Friday following the monthly meeting. Send contributions to publications@st4wdc.org

Talooge Park

Talooge is the Club's 700+ ha bush block in rugged country east of Bredbo. It is used for club activities and members are welcome there for camping and enjoying the bush. Areas are 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 well-being and be conscious of the risks of fire, snakebite, etc. In an emergency, neighbours Mr Richie Southwell and his sons, can usually be contacted using UHF ch 18.

Members are urged to inform the Property Coordinator or President of their plans to visit Talooge as from time to time the club allows use by other organisations. Your visit may also coincide with maintenance activities that may pose health hazards (for example, aerial weed spraying). You can then be informed if there are any issues to be aware or confirm combinations for locks to the property including our clubhouse.

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,
Winching
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



Welcome to our new members:

Mhandii Tokesi & Ryan Van Engelen

Ashley & Karen Byrne

Bill & Vesna Vlastic

Peter Rozmus,

Stephen & Carol Crocker

Josh and Pat Crowe

Ian and Ponti O'Hara

Kerry & Narelle Hargreaves

David & Elizabeth Walter

Matthew Walter

I managed to get on a few trips last month including the week in the Victorian high country organised by Michael Patrick. As mentioned in my last article Frank Wolf and I teamed up for the trip. This certainly helped me as I have had an issue with a shoulder injury and sharing the load of travelling and camping for a week made it possible for me to go – thanks Frank.

A week 4wd driving in the 'Wolfwagon' which is an 80 series Landcruiser had folks asking me about the difference between this vehicle and my Patrol. Interestingly, or disappointingly for some, I found very little difference to talk about. There are some obvious gearing differences and cosmetics but both trucks are very similar in many ways – built for what we use them for and very capable vehicles. Both have similar power and I was impressed with the low range climbing ability of the petrol. I had thought that you would need more revs but this is certainly not the case and driving it was very similar to my diesel.

One thing that did strike me and the others on our trip around the mountains was the amount of rubbish on the tracks. Mostly beer cans or bourbon and cola cans but we did also see a McDonalds container on a track some several hours from the nearest Golden Arches store. Chris Nicholls picked up a lot of it but there was rubbish in some places that were so steep you could not stop. I don't remember seeing it this bad in my previous trips.

Also, at Dungey's Hut on the Wonnangatta River, Chris raked a full garbage bag of cans, melted bottles and other rubbish including a chair frame out of the fire pit. So, apart from what these morons are doing to our bushland, I do worry about the situation that on steep mountain trails you may come across people 4wd driving who are alcohol affected. This is not only dangerous for themselves but others like ourselves who happen upon them. Chris also mentioned that on a club trip many years ago, one of our club convoys was pulled up and breathalysed by police soon after leaving their overnight camp at Charlies Creek. For those that know this area it is 4wd access only and not somewhere I would expect to see the police. Unfortunately, perhaps there should be more of it.

One thing that has been bugging me and many others is the situation of a log across the track that has been narrowly cleared. You know the one I mean, it is cleared but only just wide enough to squeeze past for bigger 4wds. Many theories have been put forward for the reasons why the persons clearing the logs have not felt generous and made the clearance wider. Most of us just settle on feeling smug that we know about their parentage! Frank and I agree that we cannot possibly be following the same miserable person around the country and that more than one person has this habit.

When talking to NPWS at Moruya recently I asked them if this was 'policy'. That is, were Rangers required to cut logs as narrowly as possible when clearing tracks? I was happy to hear the reply was 'no' and that this annoys them somewhat too and so we were asked to clear logs to the width of the track if possible. It was with some satisfaction on a recent day trip we were able to widen one of these narrow half cleared logs on the Badja FT.

At our last committee meeting we considered a proposal from driver trainers to charge members fees for supplementary driver training. The committee has decided to implement fees from 1 January 2013 for the identified supplementary driver training of Sand and Water courses and the Winching Exercise. The cost for each course/exercise will be \$50.

Fees for identified supplementary courses are intended to acknowledge the value of supplementary driver training courses offered by the club.

Taylor Torque

Greg Taylor



These courses are often oversubscribed with many on waiting lists. Our driver training team endeavours to plan and manage these courses to include maximum participation. However, often members withdraw at the last minute or just don't show up which leaves no opportunity to offer places to other members on waiting lists. It is also intended that to confirm a place on this training the appropriate fee will need to be paid prior to the course. Any members withdrawing from such courses less than one week prior to the course will forfeit the fee paid.

These driving skills are also learned through experience on trips. For example, many of the trips to the high country involve multiple river crossings and some sand driving albeit much shorter than desert or beach travel. The club also runs a trip to Stockton Beach from time to time. This is a great trip to learn or practise sand driving. Discuss your experience level with the Trip Leader if intending to participate on such trips. They then can assist you with additional guidance if necessary on the trip.

The committee also agreed to amend two of our By-laws:

6 June 2012 17 changed "paragraph 16 (b)" to "paragraph (b)". 31 changed from "All listings of Club members are to be considered confidential to Club members. Individual Members have the right to request that their details are not available for dissemination in Membership Lists" to "The Register of members is to be considered confidential to Club members"

Amendment to By-law 17 was to correct a typing anomaly. Amendment to By-law 31 was considered by the committee to be necessary to allow for simpler administration of club activities. You can access our Constitution and By-laws on our club website.

On 30 June, the committee will be meeting for their second planning day this year. Items for focus include further review of our By-laws, membership fees, partial reimbursement of volunteer fuel costs and our club databases and systems.

Regarding the issue of track access and closure, our association President Peter Fenwick has advised that the NSW Government has announced an 'Inquiry into the management of public land in New South Wales'. The Inquiry will be holding public meetings from August. I will be discussing our submissions and potential attendance at hearings with both our committee and the association. Let me know if you too can help contribute in this area. Further information is available from the Parliament of NSW website.

Finally, it was very pleasing to be presented with a cheque for our club by the 4WD Spectacular Show committee representatives at our last meeting. This represents the culmination of many members' efforts with the show which remains unique as a 4WD Show put on by 4WDDrivers for 4WDDrivers.

Greg.



Editors Bit

Hi All

This is now our second run with the additional colour pages. I still require all your photos in high definition for these extra pages. Please make the effort to burn them to disk and either mail them to the club PO Box or give them directly to my self or a committee member.

The July edition has been well supplied with good material, but we are always looking for more.

We are open to any ideas for the publication. i.e.

- Tech tips**
- Truck builds**
- Driving tips**
- Trip ideas**
- Recipes**
- Any thing**



Southern Tails is your magazine and cost over \$16,000 a year to publish, so please make an effort to make this financial out lay worth while

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Trips and Events



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 \$76 per person paid by 30 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 30th 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: unlimited
Grade: 3
Start: 8:30 AM
Meeting Place: McDonalds Car Park Queanbeyan
Fuel: Full tank
Requirements: Reliable well maintained vehicle, good tyres, basic recovery gear, cooking gear, water, radiator blind for water crossings
Description: This will be a cold trip, temperatures will drop into the low minus so rug up warm and bring a good sleeping bag. Bendethera valley is great in winter, crisp and dry. The plan is to travel via Araluen and have morning tea at Dry Creek. From here will travel via Merricumbene fire trail. This track can be quite rutted and tricky in certain sections. There will be three water crossings that can be quite deep. We will depart Sunday midday and head out via Dampier fire trail and other tracks leading to Krawarree road. Parties may split up here to head to North Canberra. The rest will travel Snowball Road into Tallaganda National Park and eventually reach Michelago
Comments: Can possibly encounter snow in Tallaganda National Park

ABOUT TRIPS

TRIP GRADING

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

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

DRIVER EXPERIENCE

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

TRIP PLANNING

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

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

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



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
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.

Trips and Events



12 Sep

Information Night, Sand and Water course

2012-059

Trip Leader: Peter Reynolds

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

Limit: 25 people

Start: 7:30 PM

Meeting Place: Weston Club

Description: 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 organise 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.

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)

Limit: 10 vehicles

Grade: 3

Start: 8:30 AM

Meeting Place: Bredbo, Jerangle Road, 100-m off the Monaro Hwy

Fuel: Bredbo and Cooma. The estimated round trip distance is approx. 400kms.

Maps: The South Coast Forest Map

Requirements: Basic driver training, recovery gear, good tyres, UHF CB radio, well-maintained and reliable vehicle, food and water for the day.

Description: The basic route will be Bredbo, Jerangle Rd., Peakview, Badja F/T, Belowra Valley, Wandello Rd., Peak Alone and Brassknocker F/Ts, Wadbilliga Rd, Two Rivers Plain, Cooma and Monaro Highway. Return ETA 6.00pm.

Trips and Events



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.

23 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

**Are you selling or disposing of your vehicle? If so,
please remember to remove your ST4WDC sticker if
the buyer is not a member of our club.**

Trips and Events



6 - 8 Oct

Rutherglen Winery Trip

2012-060

- Trip Leader: Ian Brown
Email: ibr05930@bigpond.net.au
Phone: 02 6241 9468 (h); 02 6141 2754 (w); 0412 148 096 (m)
Limit: 6 vehicles
Grade: 1
Start: 8:00 AM
Meeting Place: Stromlo Forest Park
Fuel: full tank at start
Requirements: Well maintained vehicle, good tyres, UHF radio. Don't forget happy hour supplies and to sample wine responsibly
Description: Meet at Stromlo Forrest Park (bike park entry) at 8am on Saturday morning. Drive through Wee Jasper and on to Tumut. Follow back road through Wondalga and Rosewood to Holbrook then Culcairn aiming for Walla Walla, then Burrumbutick, Brocklesby, Balldale to Corowa. Stay at the Ball-Park Caravan Park, Bridge Road, Corowa. Happy hour

Sunday visit two small wineries, starting with Scion winery in Rutherglen and then on to and Valhalla winery near Wahgunyah for wine tasting with the wine makers. Enjoy wood fired pizza for lunch at Valhalla (small cost for pizza - but well worth it). An opportunity to find out about Valhalla's environmentally sustainable approach to wine making.

There are many other wineries in the area to fill the afternoon followed by happy hour to compare tasting notes.

On Monday travel home via Albury, Hume Weir, cross the Murray River on the Wymah Ferry (2 car ferry), through to Jingelic and on to Welaregang and Tooma and then to Cabramurra. From Cabramurra through Kiandra to Adaminaby and then the Boboyan Road back to Canberra.

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: 20 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).

20 - 21 Oct **Bush Skills Weekend at Talooge**

2012-054

Trip Leader: Rosemary Orr

Email: ROrr@moray.com.au

Phone: 0414 568 358 (m)

Limit: unlimited

Grade: 1

Start: 8:30 AM

Meeting Place: Williamsdale

Fuel: Full tank

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

Comments: Help wanted! This event takes a lot of preparation and will be cancelled if we have fewer than 30 web enrolments by the start of October

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.

Trips and Events



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

24 - 25 Nov

Christmas Party at Talooge Park

2012-050

Trip Leader: The Committee
Email: aroundtownplumbing@grapevine.com.au
Phone: 02 6161 8846 (h)
Limit: unlimited
Start: 8:30 AM
Meeting Place: Williamsdale
Description: This is our club's 2012 Christmas party at our property Talooge Park. Put it in your calendar now!
There will be lots of activities and fun for kids and the bigger kids too. A monster raffle is being organised to be drawn at the party as well as the riotous Adult gift giving / stealing game - the Gift Grab. We are planning a return of the famous Funkhana on Sunday to test driving skills, patience, trust and communication.
Further details coming soon - but get it in or on your calendar!

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Trips and Events



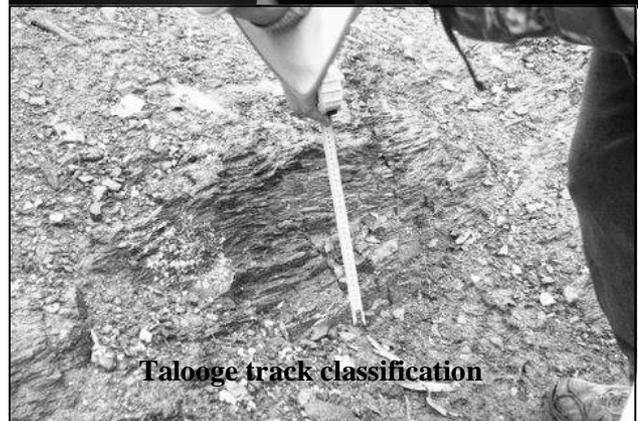
9 Dec

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

Everyone seems to be in such a hurry to scream 'racism' these days!
A customer asked, "In what aisle could I find the Guinness?"
The shop assistant asks, "Are you Irish?"
The guy, clearly offended, says, "Yes I am. But let me ask you something, if I had asked for Italian sausage, would you ask me if I was Italian?
Or if I had asked for German Bratwurst, would you ask me if I was German? Or if I had asked for a Taco, would you ask if I was Mexican?
The shop assistant says, "No, I probably wouldn't."
The guy says, "Well then, because I asked for Guinness, why did you ask me if I'm Irish?
The clerk replied, "Because you're in **Bunnings'.**"



Christmas Raffle

Great Cash Prizes

1st Prize - \$500.00

2nd Prize - \$250.00

3rd Prize - \$125.00

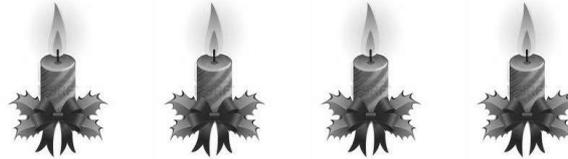
Tickets cost \$2.00 each and will be available at the club meetings

The raffle will be drawn at the Christmas Party at Talooge.

Date 24th November 2012

There will be lucky door prizes to those that attend the Christmas Party.

Bring along your money to the Monthly meeting and buy some tickets to be in for a chance to win some cash.



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



Four Wheel Drive NSW & ACT, INC

Presidents Report

Peter Fenwick



As an Association NSW & ACT has come a long way and achieved a great many things since our last quarterly meeting in February at Queanbeyan and especially since at Port Macquarie in May 2011. It has not been easy but we have managed some excellent results because our state executive has been encouraged by the member clubs and individual club members. It is that support and kind thoughts, both official and unofficial, that have kept us going, short numbered as we are (Still no Treasurer or Secretary).

The highlights are:

Our influence is increasing steadily through greater interaction with politicians and regulators and other motoring organisations and community groups

We have paid off all of our \$45K of debt and have a small amount in the bank

The cost has been high to the committee as we have not progressed many of our plans due to lack of funds and workers. The committee has also not sought to recoup out-of-pocket-expenses until 1 January 2012; phones, fuel and incidentals.

Land Managers & Access

We have been busy in the Lands and access areas as well. Me personally in the Response to draft ACT Trails Strategy in Jan 2012. Track classification teams have been trained and are planning further operations in the Sydney, Hunter and Canberra regions and are being supported strongly by local rangers.

Under the direction of the new state minister we have a single MOU being developed between ourselves and NP&WS, state lands and state Forests. We hope to finalise this by October.

Our Camp Host program is growing steadily with NPWS acknowledging our endorsement on all its materials and canvassing our members as camp hosts.

Membership

Membership is growing steadily despite the number of clubs decreasing slightly so there is clear evidence that 4WD NSW & ACT has turned the corner. This has been achieved through working together in the regional committees to achieve our objectives. It is through consistency, cooperation and unity that we will achieve our aims. There are currently 91 clubs in the Association.

During 2010 -2011 10 clubs folded, 1 resigned (Range Rover) and 1 was suspended (Suzuki) and chose not to re-affiliate. Despite this loss of clubs overall membership has remained fairly steady.

We have enquiries from 5 prospective new clubs about joining the Association and are building stronger ties with TLCC, Nissan and Suzuki clubs.

Shows

Plans are well advanced for the 2012 Sydney 4WD Show. The 2012 Show dates are now set for 12-14 October and we expect a modest net profit of about \$40K. If we grow the numbers through the gate it will be more. This year's show will include the small boat and fishing show and we expect to double the number of exhibitors.

The Canberra Region clubs held their bi-annual 4WD Spectacular in February and had about 10,000 paying visitors through the gates over the two days. This should net about \$45,000 for clubs and about \$30,000 for charities and local service organisations. This success is due to the fact that the show is staffed by volunteers and a strong management committee. Canberra is a strong region but unlike other regions it seems incapable of running a sorely needed regional committee to manage local matters, apart from the show.

Political

Our membership of the Australian Confederation Of Motor Clubs is working well for us in gathering political allies in both the Nationals and state Parliament. See separate report on ACMC and Motor Enthusiasts Conference (see youtube) held at Eastern Creek 26 February 2012. These are showing benefits in a strengthening relationship with the NSW Minister for Roads & Maritime Services (RMS replacing the former RTA). We also have a strong relationship with the Fishers & Shooters party that holds the balance of power in NSW parliament. Our performance in our training centre, RMS consultative committees and the 2012 show will strengthen these alliances.

National

4WD Australia (formerly Australian National Four Wheel Drive Council) is financially sound but has not achieved much in the last 12 months due to a number of issues including the political situation.



Four Wheel Drive NSW & ACT, INC Presidents Report

Peter Fenwick



This is partly understandable as all officers are part-time volunteers. 4WDA's main activities are;

- Production of the training manuals used by most RTOs delivering 4WD training
- managing and maintaining the Canning Stock Route permit system
- Developing the national 4WD Insurance scheme and maintaining it (includes distributing rebates to states)
- Coordinating the interaction between the state and territory 4WD Associations
- Providing national representation of the 4WD community to the public, industry, regulatory bodies and politicians
- Provide and maintain the national website <http://www.anfwdc.asn.au/index.php>
- I will place the reports from each state association on our website for your information as they become available.

The recent change in the Queensland Government should see a reversal of 4WD fortunes as the political climate improves for us as it has in NSW. However there is a great deal of work to be done.

The 9th Annual 4WD Gathering is on 28 September-1st October 2012 see our website for details. This is a significant event that I urge you all to attend at least once to meet and mix with fellow 4WDers from all states.

Peter Fenwick

President – 4WD NSW & ACT Inc.

Tel: 0406 379 913

Email: president@4wdnow.com

<http://4wdnow.com>



How to Shower Like A Women

Take off clothes and place them sectioned in laundry basket according to lights and darks.

Walk to bathroom wearing long dressing gown.

If you see husband along the way, cover up any exposed areas.

Look at your womanly physique in the mirror - make mental note to do more sit-ups/leg-lifts, etc.

Get in the shower.

Use face cloth, arm cloth, leg cloth, long loofah, wide loofah and pumice stone.

Wash your hair once with cucumber and sage shampoo with 43 added vitamins.

Wash your hair again to make sure it's clean.

Condition your hair with grapefruit mint conditioner enhanced.

Wash your face with crushed apricot facial scrub for 10 minutes until red.

Wash entire rest of body with ginger nut and jaffa cake body wash.

Rinse conditioner off hair.

Shave armpits and legs.

Turn off shower.

Squeegee off all wet surfaces in shower.

Spray mould spots with Tile cleaner.

Get out of shower.

Dry with towel the size of a small country.

Wrap hair in super absorbent towel.

Return to bedroom wearing long dressing gown and towel on head.

If you see husband along the way, cover up any exposed areas.

Easter Saturday BBQ and Night Drive

7 April 2012

Glyn Shepherd



Rob & Lynne Donaldson Trip Leader

Participants

Cast of Thousands

Easter Saturday dawned and seemed like a nice day for a bike ride around the lake so we took our mountain bikes down to the lake on the back of the car and off we went. It is good to get out and about and we are lucky here in Canberra to have such a good bike track. The electric motors on the bikes sure make it more enjoyable on the hills!

Speaking of motorised things, just before leaving the lake while having a coffee near the High Court, we noticed Segways being hired out and they seemed very popular. These are the things that look like an old push lawn mower that's been electrified and you stand on it and buzz around. Might be good for a club outing that! Looks like fun.

As the afternoon progressed it was decided we should head off and prepare for the night drive. We went home and loaded some recovery gear into the back of the car and the Esky with some bangers and onions. This seemed like the thing to do for a night drive. Couldn't think of any other preparation. We had headlights, driving lights, fog lights and a torch to see what we were doing for the tyre pressure thingy.

We took a camera but, yep, it's night time. Something different this. Off we went to Casuarina Sands to gather for a BBQ dinner while there was still daylight. The BBQ facilities there have recently been upgraded with the closure of the Cotter picnic area and we gathered around an electric BBQ to throw our bangers and onions on in a group effort. We had a bit of a natter around the BBQ as the sun went down and then headed off for our night drive. As the bitumen came to an end we aired down and noted how good a headlamp is on the head when your hands are full.

As we headed towards the Flea Creek camping area the first obstacle was coping with dust in a convoy after dark. Lucky for us the dust didn't last long, but gave us a chance to try different lights to see what worked the best. In the end fog lights seemed the best as, like in fog, the light spreads underneath instead of reflecting back into the drivers eyes.

We continued on to Flea Creek up hill and down dale. The bush takes on a whole different look after dark and you need to be a bit more careful when the lights point skyward. In all it isn't as difficult as what it may seem at first.

My driver was on her first outing after recently completing the driver training and notched up a bit more experience in a different environment. As we crossed the creek into the Flea Creek camping area it became obvious that there were quite a few Easter campers holed up here with several fires going and tents scattered throughout the bush. We parked down by the creek and marveled at how far that little creek had come up after recent rain. It must have been a raging torrent.

It was then on to McIntyre's Hut. This drive was a little more tricky as there were lots of switchbacks or hairpin bends and the headlights don't see around corners very well. One of those new LED light bars on the roof might have helped, or a dolphin torch out the side window. We all navigated down the hill safely to McIntire's Hut named after Les McIntire the founder of the Raiders, and stopped for a cup of tea and some Easter eggs. I particularly liked the small Turkish Delight Easter eggs. McIntire Hut was built for trout fishing I gather, and is now known for being nearby to the site of the start of one of 2003 bush fires. After a bit of a chat we climbed the hill back out which was quite steep in sections and wound our way back on the tracks and headed for Mt. Corree, the base of which we reached about 11pm. A few cars headed off home as it was getting a bit late and the rest of us headed up the track to the top. Well, it was a bit foggy on that road to the top and the fog and hairpin bends were not a good combination, but we all managed to get up there and compress ourselves into the small parking area. It was a bit cool and dark at the top and the fog did not allow the view to Canberra we were hoping for, but anyway, it was an adventure and a lot of fun. And so we all said farewell to Mt. Corree as we picked our way down the track and headed for home.

A big thank you to Lynne and Rob for organising this trip.

Vehicle Breakdowns in Remote Areas

John Kjar



Have you thought about what services are available when your vehicle 'refuses to proceed' in a remote area? It is an important issue that you need to think carefully about before such an event occurs. My vulnerability was revealed to me recently when my truck refused to proceed while in the Vic High Country.

First, where not to seek assistance. I have talked with NPWS rangers, NSW police officers and State SES staff and all advised me they do not provide a vehicle repair or recovery service. Some individual sections may help out in an emergency but they have limited resources and training in these activities. At best, they may arrange for a tow truck to assist you, at your expense.

Prevention is the best cure. So you did have your vehicle checked and serviced by a competent 4WD repairer before your trip, didn't you, and you have Peter Reynolds' advice firmly imprinted in your brain that you need to consider whether you really need to go there, didn't you! And you did bring your vehicle service manual with you plus some key tools and spare parts (even if you can't read the manual or use the tools there may be others who could help with these).

So, where do you look for help? First, (after securing the vehicle and your safety) sit down and relax with a cup of tea. Next, self-help is at hand. By following a few basic steps outlined in your vehicle manual you may be able to at least identify the problem and maybe fix it.

In my recent case, I was fortunate to have others on the trip who were able to get me mobile. Amazing the skills, knowledge and ingenuity of Club members. The next best resource is other 4W Drivers in the vicinity – they may be contacted by your UHF radio (set it to scan to find who is nearby) or a HF radio (VKS747 provides a great service to stranded motorists). Many 4WDers will provide assistance when asked (preferably nicely, a cup of tea is a good bribe).

Your next best option may be to contact the professionals. One professional may be your vehicle repairer/servicer (contacted by mobile phone, HF radio, Satellite phone) as they may be able to assist the diagnosis and repair

Another professional may be a commercial tow truck operator. Costs vary between states, with distance and terrain etc. but some typical charges are about \$300 plus \$3-6 per km each way. The Birdsville Roadhouse charges \$300 per hour for recoveries in the Simpson Desert.

NRMA Roadside Assistance (or similar) is another professional – you did take out Premium Care insurance didn't you? NRMA provide Australia-wide roadside assistance for vehicles (and trailers) that have broken down or suffered damage from an accident – either to get you mobile again (with temporary repairs) or tow you to an NRMA Approved Repairer. While part of the towing may be free (50/100 km depending on location) (and there may be additional financial assistance in some cases) there are several important exemptions that will often apply to the recovery of your vehicle. Some of these are that the vehicle is on a road accessible by a 2WD vehicle, your vehicle is less than 3.5 tone laden mass, repairs have not been attempted by anyone, the vehicle has not suffered water damage etc. etc. It is recommended you carefully read the conditions in their handbook (<http://www.mynrma.com.au/images/Members-PDF/membership-tcs.pdf>). Where exemptions apply (or they are unable to help) you may well have to pay for a commercial tow truck!

Finally, one of the great benefits of being in a club such as ST4WDC is the ability and generosity of Club members. By contacting the President (or a Committee member) you may be able to tap into a willing group who will come out and help you if you are near Canberra (or we know of someone in your vicinity).



Wine Walk About

20 May 2012

Dan O'Hara



Rosemary Orr Trip Leader

Mel and Tony (Rosemary's friends)

Pauline and Garry Lymbery

Doreen and Plod McEncroe

Jane and Jim Raleigh

Anne and Dan O'Hara

Julie and Thommo Buttriss with granddaughter

Hayley (joined us for lunch)



We met at the Dinosaur Museum at Gold Creek at a very respectable 9:30am. Sun was shining, the birds, that weren't still frozen, were tweeting and the conversation convivial and varied. All was looking well for a few tasting tipples that day.

Rosemary displayed great familiarity with the wineries she had chosen and had been diligent in ensuring the five wineries were expecting us at particular times and us as timely arrivals.

First winery was Brindabella Hills. We progressed onto Jeir Creek and then Long Rail Gully.

Lunch saw us at the Murrumbateman Hotel. They had a great variety of counter meals and the feeds were sizable. The beer was cold and other drinks weren't too bad either. We were joined for lunch by Julie, Thommo and Hayley. More good conversation flowed and included the passing of photos and stories of overseas trips.

After lunch we went to the final two wineries – Clonakilla and Dionysus.

The trip home was a loop that took us past Poachers Pantry. We hit the highway at, another respectable time, about 3:30.

Although some of the wineries advertise a charge for the tasting glass none actually charged us. That was appreciated.

Also appreciated was the tasting of olive oils at the occasional winery and the generous supply of cheeses at Long Rail Gully which we visited just before lunch.

The scenery at each vineyard was fantastic as were the drives along the back roads of Murrumbateman. Unfortunately the early part of our day was marred somewhat by a pathetic little man who used the anonymity of radio to pass on his thoughts. However, a change of radio frequency and some time spent at the first winery chatting with the vintner saw the day improve.



And you may ask what secrets came out as we tippled our way around Murrumbateman – well they remain within the group but be assured that all participants (except perhaps the author) were modest drinkers.

And what was the best wine? To my taste, it was



the un-labeled 2003 Shiraz from Long Rail Gully.

Thank you Rosemary for organising a well balanced variety of wineries and ensuring all aspects were timely put together and executed.

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OziExplorer NAV X

12-13 May 2012

Roger O'Sullivan



Michael Patrick **Trip Leader**
Chris Nicholls **Trip Leader**

What an interesting weekend – a lot of learning and a little bit of 4WG'ing, mixed in with a tad of drama! About eight club members, some accompanied by their better halves, converged on Talooge on the weekend of 12-13 May to learn more about off-road navigation using the OziExplorer GPS program. We arrived at Talooge about 9 o'clock on Saturday to find the kettle boiling and fires burning in the kitchen and training room courtesy of Adrian who had arrived the night before.

After a short time warming up, out came a vast variety of computing hardware – laptops and GPS of various makes, sizes and models. After everyone had set up, the training room resembled a high-tech IT facility rather than a shed in the bush! Personally I learned that despite the saying “size doesn't matter”, size in fact DOES matter when it comes to GPS devices, as I was using a 5 inch model when everyone else had a much easier to use 7 inch screen. Suffice to say my first action on return to Canberra was to buy a 7 inch model off eBay!

Michael Patrick was our leader for this activity and he was very capably supported by Chris Nicholls, both of whom clearly had a great deal of experience using OziExplorer. As they were both self-trained, they were able to demonstrate different ways of using the application that certainly added to the overall value of the activity.

After everyone had cranked up their hardware, there was a flurry of USB dongles and SD memory cards passing around as some interesting concepts were shared among the participants. Michael and Chris explained some of the basic aspects of OziExplorer such as the purposes of and differences between Waypoints, Tracks and Routes and Michael showed us some interesting examples of some of the tracks from his past trips, including some through the Victorian High Country. They also showed us some great hints and tips on how to better use the program, which is not very intuitive and unfortunately doesn't have much of a user guide.

Once we had at least partially mastered some of OziExplorer's capabilities and tricks, we got down to planning a route to the Cowarra Mine Ruins to put our new learned skills into practice. Unfortunately Adrian found out that the software on his GPS was corrupt and he couldn't use it for the weekend, but he was able to work with another person in the group and hopefully picked up as much knowledge as the rest of us. Without doubt, there will be some actions quickly underway to replace the 'broke' program.

In the early to mid-afternoon, most of the group headed off for the mine site, while some stayed behind to try to better master the intricacies of OziExplorer in the classroom. The travelers all returned safely, although some turned back before reaching the mine site due to failing light. In the evening, a roaring fire was a very welcome site with all of the group sitting around sharing stories and pickies. Most retired early due to the cold night.

However, the dramas started later in the night when the wind picked up to become a roaring gale! Glynn and Rosemary, and Chris who were in camper vans were relatively secure although Glynn and Rosemary learned the benefits of actually pegging down their camper tent top to stop it being blown in on them. While David's and Graeme's (or Gary??) tents withstood the wind blasts, Sen's and Waruni's, and Jenny and Roger's regrettably didn't fare so well! Trust me it is no fun trying to catch a runaway tent at 2 AM in a howling gale in near freezing temperature. The Wijeratne and O'Sullivan couples ended up spending the rest of the night huddled in the front of their trucks, which was much less than comfortable or warm! Michael very kindly informed us in the morning that the bunk-beds in the shed were available but it was a bit late by then! At least we had an early start and were packed ready to roll before breakfast.

The morning was spent in the classroom planning a route back to Canberra via the Tallagandra National Park. We broke up into two contingents, one David (leading), Sen, Glynn and Roger and the other with Graeme and Gary who travelled their pre-planned route in convoy. The idea was for us to individually plan an agreed route then to use our GPS to follow the route and get safely back home.

“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.

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.

OziExplorer NAV X

12-13 May 2012

Roger O'Sullivan



The larger group planned a route along Crow Valley Fire Trail, around Bald Peak and through Bush Paddock, while the other group headed for the Water Wheel at the north end of the Park via a different route. Winston had to head back to Canberra due to other commitments but will certainly have opportunities to put his OziExplorer knowledge into practice in future.

As is often said, no battle plan survives first contact with the enemy and we found the same for our route planning. Michael had earlier made the statement that maps are never wrong; they just mightn't always tell you everything. Well we found this to be true when we followed our planned route from the map, only to find that the track petered out in a bog hole at the bottom of a fairly steep hill. The wise choice was not to proceed further along this 'track' which didn't seem to have been used for many moons – we didn't look forward to bogged vehicle recovery in the cold! At this point, we decided it was a good lunch spot and time to re-plan our route.

After a pleasant break and on completion of planning, our contingent headed off on our newly re-planned route towards Captain's Flat. There was some relatively mild 4WD required but we were all anxiously watching the heavens as we passed through a few light rain showers which were interspersed with a sprinkling of sleet. There were no further problems with our return, with most of us back in Canberra by mid-afternoon. Glynn and Rosemary had to back-track to Talooge to collect their camper trailer, so they would probably have had a long day, especially after the wind-disrupted night.

This was a great learning weekend for those of us with GPS running OziExplorer, and we left Talooge with a greater sense of confidence that we could better use and rely on our devices. A big thank you to Michael Patrick and Chris Nicholls for running the training and sharing their wealth of knowledge with us. It was greatly appreciated by all participants.

How to Shower Like A Man

Take off clothes while sitting on the edge of the bed and leave them in a pile.

Walk naked to the bathroom.

If you see wife along the way, shake willy at her making the 'woo-woo' sound.

Look at your manly physique in the mirror.

Admire the size of your willy and scratch your bum.

Get in the shower.

Wash your face.

Wash your armpits.

Blow your nose in your hands and let the water-rinse them off.

Fart and laugh at how loud it sounds in the shower.

Spend majority of time washing privates and surrounding area.

Wash your bum, leaving those coarse bum hairs stuck on the soap.

Wash your hair.

Make a Shampoo Mohawk.

Wee.

Rinse off and get out of shower.

Partially dry off.

Fail to notice water on floor because curtain was hanging out of bath the whole time.

Admire willy size in mirror again.

Leave shower curtain open, wet mat on floor, light and fan on.

Return to bedroom with towel around waist.

If you pass wife, pull off towel, shake willy at her and make the 'woo-woo' sound again.

And finally

Throw wet towel on bed.





Talooge Christmas Party

Come along and join us to celebrate Christmas at Talooge

Date 24th -25th November 2012

Pot luck Christmas dinner.

Desserts supplied by the club.

There will be Fun Activities for the adults and children.

Face painting, candy cane relay, whip cracking, Bush Poetry, Funkana and much more.

Lucky door prizes.

Big Cash Raffle to be drawn on the Saturday night.

Preferably enroll on the website or

Ph: Lynne on 0418 631 669 or

David on 0438 882 696

Cryovac

Butcher Lindbeck



One option to improve the “tenderness” of fresh meat is to add a tenderizer (pineapple or wine/marinade is often used) or beat the meat with a mallet. Peter (aka Butcher) Lindbeck told us the method used by butchers is to “age” the meat, thereby allowing the natural enzymes to break down the muscle tissue in meat. The longer the ageing process the tenderer the meat.

But light, moisture, air, heat and bacteria can cause the meat to deteriorate during this process. Use of large amounts of salt and preservatives and storage in the “Coolgardie safe” was what the old timers did to store their ‘fresh’ meat. Today, butchers will hang the meat in a dark cool-room with circulating air for up to two weeks to improve its tenderness. However, removal of air from a plastic bag enclosing fresh meat (referred to as vacuum sealing or Cryovacing) and storing it in a cool, dark environment such as a fridge has also been used by butchers, and more recently by those participating on extended and remote trips, to “age” and preserve their fresh meat (and fish).

Peter told us an important ingredient if you are planning to Cryovac the fresh meat is to obtain it fresh – i.e. ‘same day,’ not a week or so after slaughter (as will usually apply for ‘ordinary’ meat). This will usually require making arrangements with the butcher several days in advance. Another important measure is to store the meat as large lumps – the more cuts/slices the greater the scope for more juice/moisture on exposed surfaces thereby reducing the safe storage times. And fridge temperature is important - two degrees is best for meat and zero for fish.

In such ideal conditions, a lump of beef can be kept up to eight or more months, while corned beef, e.g. silverside as well as salami, beef jerky etc. can keep for months. But meat with bones, such as lamb and pork chops, T-bone steak etc. will have bone dust on the meat surfaces which attracts bacteria causing the meat to deteriorate – recommended storage times are up to three weeks. Mince does not normally contain preservatives these days – so with the exposed juices and heating caused during the mincing process, fresh mince can be stored after Cryovacing for only a week. Similarly, chicken breasts, fresh fish, kangaroo and pork steaks are moist and should be stored for a max of two weeks. But the good old sausages do contain some preservatives and can keep for up to three weeks.

But users need to be careful when Cryovacing meat. Butchers use a bone guard around exposed bones to prevent the plastic bag from being holed. The plastic bag can also be punctured if the meat and bag is subsequently frozen (the meat expands when freezing). If that happens, Peter recommended drying the meat surfaces and then freeze it (or cook it). The Cryovac process can suck out the mince from sausages leaving a messy residue, although still edible. And the Cryovac machines we use in our homes may not be as effective in removing the air as the machines used by butchers (these can cost from \$10 to \$30,000 – Butcher Lindbeck charges \$1 to Cryovac a bag of meat). You need to ensure the plastic bag is “skin tight” with no creases and air pockets. Even with these results you will probably not achieve the same results with your Cryovac machine as when Cryovaced by a butcher. And be sure you clean your machine after its use to remove all traces of bacteria etc. To address some of these concerns, some people will pre-cook their meat and partially freeze it before Cryovacing (this can also stop the food from being sucked into the Cryovac machine), and some will then freeze the product and keep it at the bottom of their fridge-freezer.

Using the Cryovac system, Peter believes outback travelers can eat fresh meat for months, provided they use these simple rules and plan to use the meats with the earliest use by dates first.

The presentation was followed by a discussion that even Tony Jones, moderator of the ABC Program “Q and A” would have been proud. Thanks Butcher for a great presentation that was full of good advice, humor and distilled wisdom. That will be of use to many as we venture forth into the great outback.



The Rivers Run

20 May 2012

Richard Stevenson



Ian Goodacre

& Andrew York

Edward, George and Sam Killen

Alex & Andrea Szarbo

Graeme and Georgina Booth

Joe Briguglio & Ben

Phil & Sue Rayner

Jed Barlett & Di Archer

Stephen O'Connor

David & Kate Read

Richard Stvenon

Trip Leader

Hilux

Hilux

Hilux

Jeep Wrangler

Nissan Patrol

Toyota Landcruiser

Nissan Patrol

Nissan Navara

Nissan Patrol

Mitsubishi Challenger

The Rivers Run day trip was designed to give participants the opportunity to check out some of the wild rivers of the Snowy region, as well as some amazing scenery and great camping spots. As it turns out, it also threw us a bit of a curve ball, but more on that later...

After meeting at Williamsdale at 8.00am on a very chilly Sunday morning, we all headed south down the Monaro Highway. Bypassing the center of Cooma we continued towards Nimmitabel and the promise of hot pies and coffee at the famous bakery there. Our hearts sank when we saw a large tourist coach outside the bakery, but luckily it only had a few people on board so we were able to get in and fed pretty quickly.

Back on the road again we made our way to Bombala where we made a small side trip to hopefully catch a glimpse of some platypus in the wild in the Bombala River. There was much conjecture about whether they should be called platypuses or even platipii, but in the end it didn't matter as the crafty critters kept a very low profile and apart from a couple of ripples they weren't to be seen.

We continued on through Delegate and it is here that the scenery changed quite dramatically. After several hours of travelling through open, straw-coloured grazing land we crossed the border into Victoria and were immediately enveloped by lush, green eucalyptus forests.

Turning off onto McKillops Road soon after, we wound our way alongside the beautiful Deddick River and there was quite a bit of radio chatter about whether or not there would be good fishing in the area.

Unfortunately, no-one had thought to bring along a rod so the fish lived to fight another day. We pulled into a shady clearing beside the river for lunch, and everyone took the opportunity to have a chat, admire each other's trucks and even test the temperature of the river water (it was freezing!).

After lunch we continued along McKillops Road for another few kilometres, where we reached the very impressive McKillops Bridge. Constructed during the Great Depression, the bridge was built largely to allow livestock to pass easily across the high country and between NSW and Victoria. At the time, it was thought to be at the leading edge of construction technology thanks to its arc-welded steel trusses, though the top structure consists of hefty timber sleepers. The original bridge was largely washed away by flood waters just a few days before it was due to be officially opened in 1934, so the engineers added an extra 5 metres height to it just to be on the safe side!

After walking out onto the bridge and taking a few pictures, we jumped back in our vehicles and continued along McKillops Road. At this point, the road rises steeply into the mountains and there are some spectacular views both up and down the Deddick Valley. Be warned though, with some very steep drop-offs, you'll want to make sure the driver has their eyes on the road! About 15km on from McKillops Bridge, we turned off onto a short side road to Little River Gorge. A walking track of about 400m leads you to a platform with a breathtaking view of the gorge, which is around 4km long and up to 500m deep in some places.

After a quick cuppa we drove for about ten minutes to the intersection with the Snowy River Way. This road leads to Jindabyne (changing its name to Barry Way at the NSW/Victoria) and the trip would normally take around two hours to make. Unfortunately, we came across a very new and shiny sign informing us that the road was closed at the border (we later found out it was due to storm damage) and there was no way through to Jindabyne. Uh-oh.

The Rivers Run

20 May 2012

Richard Stevenson



After some lengthy discussions and peering at maps, it was decided that the best option was to take the longer (but safer) route back to Canberra on sealed roads via Buchan, Orbost and Cann River and then back up through Bombala to Cooma. Not long after setting off, a comment was made over the radio about how strange it was that it was 4.00pm, we were still in Victoria and we were still heading south!

By the time we reached Orbost it was just before 6.00pm and just about everyone elected to top up with fuel just to be on the safe side. We were now

One thing that the trip reinforced is that you should always expect the unexpected when travelling, particular in rural areas, and you should always have a backup plan ready. Ian had done his planning and research perfectly, and there was no way of knowing that the road we were wanting to travel on had been blocked. Fortunately, we were able to consult our maps and quickly work out an alternative route that got us home safely



on the Princes Highway which meant that the road was much better, though we did notice the extra traffic including quite a few semi-trailers.

We made it into Cann River at about 7.00pm and the call was made to find somewhere to pull over, stretch our legs and grab some dinner. After a feed we were back in our vehicles and finally heading north again

I'd like to thank Ian for organising and leading a really fun trip which has given me some great ideas for a long weekend family camping trip once it gets warmer (**though I'll be checking the roads are all open first!**).

Safe One Basic Driver Training & Follow Up

5-6 & 12 May 2012

Nicole Thomas



The sun rose over a crisp frost and highlighted the beautiful landscape surrounding us. The convoy from Bredbo to Talooge Park happened under the cover of darkness the previous night, and I awoke to my first daylight view of the property affectionately known as 'Talooge'. This was the country side we would be exploring over the weekend of the Basic Driver Training course, and 15 fresh faced drivers in shiny vehicles were ready to go!

The team of driver trainers, all donning their fluorescent yellow shirts welcomed the group with warmth and good humour and explained what we could expect from the course. The weekend was a combination of theoretical and practical learning, as well as the opportunity to mingle with likeminded 4WD enthusiasts. Theory lessons covering 4WD systems, tyres, difficult terrain driving, essential equipment, bush communications, and vehicle recovery were taught by various trainers over the weekend, which became a valuable source of knowledge when we hit the trails.

Following a short exercise on wheel placement, trainers and participants set off in different directions to experience the trails The Block had to offer. Driving along nursery slopes, tracks with alternating ruts, steep slopes, doing stall recoveries, dodging rocky sections, narrow tracks and weaving through trees, you quickly realise how big your vehicle actually is, how well it actually handles, and for the beginners we realised what these machines were actually capable of... and this was just the tip of the iceberg.

Whilst driving through the tracks with Jo, the very calm and reassuring driver trainer at my side, I was taught the practical do's and do not's whilst behind the wheel of a 4WD. After travelling around a particular section of track, and returning to our start point I was feeling just a little proud of my efforts, when Jo turned to me with a thumbs up and said "Well done. We have just completed the loop, and now I'd like you to do it in reverse". At this point I turned white, and stuttered "Uh, in reverse... you want me to do that again in *reverse*?" Thankfully my terror was quickly allayed when Jo informed me with a smile "No mate, we will be doing it in the reverse direction... not in reverse gear!" Chalk up my rookie error number one for the weekend.

Sunday afternoon 15 tired and smiling drivers travelled in their muddy vehicles back to Canberra, excited for the next session the following weekend. If everyone was the same as me, their dreams that night would be along the lines of ... "More momentum, don't touch the clutch, more momentum, don't touch the clutch, more momentum, don't touch the clutch".

The follow-up day on Saturday presented another stunning display of scenery, lovely weather and great track conditions. Excited and filled with anticipation for the day we assembled for a brief, and then set off in smaller groups with an allocated number of trainers to practice the skills taught on the previous weekend. This day was an eye opener for many participants as to the capability of their vehicles, with many people commenting that they never expected they could travel such terrain. It was also when a couple of drivers got to experience vehicle recoveries first hand, and I learnt the importance of knowing your left from your right!

At the base of the hill I turned to Duck, who was my driver trainer for the day, and thought "Are you serious?" He must have seen that familiar look on student's faces before and just smiled and said, "Let's go for a walk". Our group wandered up the hill, planning the path, determining the wheel placements, and taking note of the various ruts and rocks. It seemed a very long way up. Back behind the wheel at the base of the hill we talked through the tricky sections and determined a plan of attack. With white knuckles on the wheel and a furrowed brow of concentration we made our way up the hill. A little left, a little right, straighten up, more momentum, things were going well until the tricky section, when "Clunk!"... Stalled. With the vehicles nose in the air, and my foot hard on the brake, Thommo approached my window to help direct me to a better location to recover. "Take it nice and slow... back a little, right hand down (my left hand goes down), right hand down (my left hand goes down again), right hand..." Clunk! Into a hole we went with two wheels off the ground and both spinning. As the realisation sunk in I turned back to Duck and said "I think we are stuck". Thanks to the swift and skilled work from the experienced driver trainers, it was not long until we were back on four wheels and off to finish the days driving.

Safe One Basic Driver Training & Follow Up

5-6 & 12 May 2012

Nicole Thomas



During the final debrief, everyone had their share of anecdotes from the day and it was wonderful to sit and swap stories. The day wrapped up with some final words of wisdom from the driver trainer team, and the group travelled back to Canberra.

On behalf of the May 2012 Basic Driver Training group, I wish to extend a whole hearted note of thanks to the ST4WD club Driver Training Team. Your knowledge and expertise combined with your patience and good humor gave us a strong foundation of knowledge and made the three day course a pleasure to participate in. Cheers!

STUDENT WHO OBTAINED 0% ON AN EXAM

Q1. In which battle did Napoleon die?

* **his last battle**

Q2. Where was the Declaration of Independence signed?

* **at the bottom of the page**

Q3. River Ravi flows in which state?

* **liquid**

Q4. What is the main reason for divorce?

* **marriage**

Q5. What is the main reason for failure?

* **exams**

Q6. What can you never eat for breakfast?

* **Lunch & dinner**

Q7. What looks like half an apple?

* **The other half**

Q8. If you throw a red stone into the blue sea what will it become?

* **It will simply become wet**

Q9. How can a man go eight days without sleeping ?

* **No problem, he sleeps at night.**

Q10. How can you lift an elephant with one hand?

* **You will never find an elephant that has only one hand..**

Q11. If you had three apples and four oranges in one hand and four apples and three oranges in other hand, what would you have ?

* **Very large hands**

Q12. If it took eight men ten hours to build a wall, how long would it take four men to build it?

* **No time at all, the wall is already built.**

Q13. How can u drop a raw egg onto a concrete floor without cracking it?

* **Any way you want, concrete floors are very hard to crack.**

Club Clothing

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

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

Kathy Solomos 0402 051 623





Christmas in July

7th – 8th July

*Laurel Hill Forest Lodge
Tumbarumba*

Join us for a fun-filled weekend.

*A leisurely drive through our beautiful countryside,
Enjoying a lunch break in Tumut.*

*Arrive at the lodge just in time for a delectable Afternoon Tea.
Time to choose and settle your accommodation then relax and prepare
yourself for a mouth-watering Three Course Dinner.
To complete the evening, join everyone in some great activities.*

*The next day, after an appetising breakfast, there will be a meandering
trip back through the Snowy region, perchance of some snow.*

WHAT you need to bring

*A great attitude and a sense of humour.
Morning tea/lunch for Saturday.*

Bedding/towel

Own drinks/nibbles

*An imaginative outfit suitable for a Christmas function for Saturday
Dinner.*

Please book on the Web, or contact Marj by email

*Cost will be \$76.00 per head, payable before 30th June either to Marj
personally or through the Club account.*

Track Classification at Talooge

2-3 June 2012

Matt Warmington



Graham Kitchener; Graeme Kruse; Chris Nicholls; Matt Warmington & Anne Douglass

Once upon a time, in a land far, far away.. well what better way to avoid getting bogged down in the details? But seriously, it's been quite a while since yours truly and several other members of the club attended the track classification training weekend run by 4WD NSW & ACT, we even got nice certificates and everything!, so we thought it was time to put what we'd learned into practice.

And where better to start than our own backyard I hear you say. So thanks to Graham Kitcheners motivational and organisational skills, and maps and track logs from Chris Nicholls and Rob Tiele, we trundled out through the cold, fog and rain to spend the weekend classifying the tracks at Talooge.

To recap the classification system, it is represented by the four ratings shown below which indicate the overall level of difficulty in terms of driver skill and vehicle capability. The classifications are the result of an assessment against set criteria in the categories of profile, gradient and surface. The criteria shown below are a general guide, and there are several additional factors considered including the extent of the conditions. Conversely there are also maximum limits for some criteria such as profile and gradient.

Tracks are classified in sections defined primarily by intersections so a clearer picture of the conditions in each section of a track can be shown. If one assessment criterion jumps into the next category up so does the overall rating of the track. For example, if a perfectly stable track with little or no pot holes or ruts exceeds 15 degrees in any one section, the track rating goes from Easy to Medium because of the gradient. Similarly if a level track with little or no holes or ruts has a loose surface the same is true because of the surface. The classification system removes subjectivity to a great degree by providing clear definitions around each category.

Tracks are supposed to be classified in dry conditions but the weather was not on our side. The whole weekend was drizzling rain and fog, though we persisted anyway and just imagined it to be dry. After getting the beds set up in the driver training shed and getting the heater stoked we split up into two vehicles and headed out to take a gander at Tracks 5, 6 and 7.

We met up with Rob Tiele who was also out on the property. Rob gave us the drum on finding tracks 8 and (especially) 9 though he warned they would be better walked in the prevailing weather conditions which was, to use a technical term, bleerrghh. As it turned out we left these tracks to another day as it would have been too dangerous to attempt them in the slippery conditions.

Some of you may know that the tracks at Talooge have already been classified and marked by the driver training team using the four level "ski run" markers shown in the previous table, unfortunately we didn't think to note the existing markers but it would be interesting to see how the results from our assessment compared. From my hazy recollection they were similar though. The ratings we came up with are shown below, note the track section classifications between intersections.

Some tracks were pushed over into a higher classification because of one feature. This is the importance of classifying tracks in sections. Boundary Track (Track 5) was a stark example with most of the track classified as Easy, and only the sections between the Bottle Shop intersection and Ducks Crossing pushing it to Medium then the climb out of Ducks Crossing to Strike a Light having a section at 21° which pushed the rating to Difficult.

Hole in the wall creek crossing was a little tricky due to the eroded ruts on one side becoming quite slippery in the wet. As the classification was supposed to be in dry conditions the rut was excluded from the assessment because it could be avoided, though the 16° gradient pushed the rating to Medium.

Track Classification at Talooge

2-3 June 2012

Matt Warmington



Something I learned over the weekend was that Graeme Kruse and his partner in crime Don contribute countless hours and effort in weed control, regeneration, looking after the wombats and getting rid of ferals, and many other such pursuits at Talooge. I found out that Graham spent part of his career as a teacher and he certainly hasn't lost the gift. He educated us about serrated tussock and how to get rid of it, and on innovative ways to medicate sick wombats.

We learned about the professionalism of the sporting shooters who came out to help with the feral goats, and even a few inconsistencies between surveys and fence lines. I really had no idea how much science goes into managing our property and I am all the more fascinated with the knowledge of our members and the work they put in to the benefit of us all.

So the upshot is that Graham Kitchener is in the process of creating a laminated map with each of the tracks colour coded to represent its classification. We intend to place a copy in the driver trainer shed at Talooge and it may even find its way on to the web site for members.

Track	Name	Rating	Comments
1	Petes' Track	Medium	Strike a light to Track 3 = Medium due to gradient; Track 2 to Track 3 = Easy; Track 2 to Rayners = Medium due to loose surface.
2	Rocky Track	Difficult	Due to profile and gradient.
3	Coo-ee Track	Medium	Track 1 to Track 4 = Medium due to gradient; Track 4 to Rayners Rd = Easy.
4	White Gum Track	Easy	
5	Boundary Track	Difficult	Rayners Rd to Track 6 = Easy; Track 6 to Bottle Shop = Easy; Bottle Shop to Ducks Crossing = Medium due to gradient; Ducks Crossing to Strike a Light = Difficult due to gradient.
6	Link Road	Easy	Rayners Rd to Track 7 = Easy; Track 7 to Ridge Track = Easy; Ridge Track to Track 5 = Easy
7	Hole-in-Wall Track	Medium	Due to gradient at Hole in the wall creek crossing.
8	Winch Hill Track		We didn't classify this track due to conditions.
9			We didn't classify this track due to conditions.
	Honeymoon Bay Track	Easy	
	Chicken Run Track	Easy	
	Ridge Track	Easy	
	Rayners Road	Easy	
	Strike a Light Fire Trail	Easy	

Track Classification at Talooge

2-3 June 2012

Matt Warmington



Criteria and Rating				
Profile Depth of ruts, pot-holes, ledges, rocks, river crossings, etc.	<150mm	150 – 300mm	300 – 400mm	400mm+ Crossings >750mm
Stability Looseness, softness	Firm	Loose Surface	Loose, deep surface	Very loose, deep surface
Gradient Average with minor extremes	<10°	10°-15°	15°-20°	>20°

Talooge Update

Rob Tiele



Hi all

It is bitter cold at Talooge!! But don't let that hold you back from going out and relaxing in front of the fire or going for a walk and breathing in that fresh un polluted alpine air. The tracks are open and clear and await your expert driving skills navigating some tight turns and little rocky outcrops.

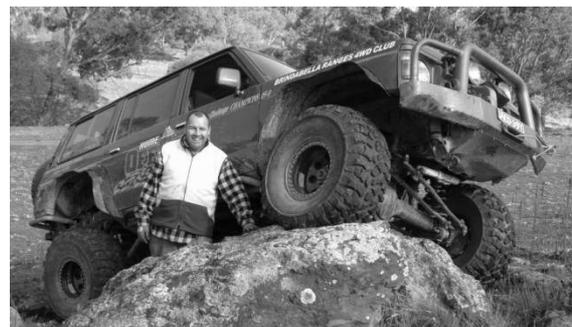
Beware there are some wild pigs making good use of your fresh green grass on our property.

Thank you to all those people that have used Talooge in the last month, for keeping me and the president informed of your movements at Talooge. As a gentle reminder to all and sundry that if you use Talooge, can you please ensure the gate locks are fully locked and latched and the codes are returned to a random number, not related to the opening codes. If you see somebody on our property that you don't know or recognise you can go and say hello or you can take down there rego plate number and I will cross reference this with our membership data base.

Please do not camp under the big trees on Thurbon flat as they are dangerous with limbs that could fall down and squash you favourite toy or worse injure somebody.

The kids and I will be going out to Talooge for a few days in July from the 9th to the 12th, I will be doing some ods and sods, so come on down and enjoy the crisp mountain air.

Rob Tiele



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.



For Sale KAB 411 suspension seat base available for sale. Asking \$200.

Contact Chris on 0409 329 080(m)
calypso1@gmail.com.

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

For Sale

Cavalier Camper (no trailer – fits any 7x4)

Manuf. Adelaide, suits Australian conditions
Features heavy duty rip-stop canvas,
9 foot fold out annex with PVC floor,
This one has extra inside zip access feature,
Aluminium shell with ply floor to bed base,
Large Q bed with high density mattress,
Full length removable awning, with walls and fly screens makes add-on huge family area,
Been in storage 4 years, never been used.

Brand new condition, why buy new?

\$3,450 ono (I paid \$7,600 for it).

located Oxley (Tuggeranong)

Ph. John (02) 6216 1293, mob. 0407 514 012

For Sale

Hand winch Big Haul 1,600kg used once \$300
Folding boat trailer Real Ezy Nymboida excellent condition \$900

Rear boat loader Rhino Rack excellent condition \$950

Tyre deflator ARB \$25

Please call Rob Lejsek 0407037372

For Sale

Tray from a 79 series Toyota tray top Landcruiser. It is heavy duty standard tray size built by Thomas Trays in Terang in Victoria

The tray is in very good condition - heavy duty side boards and heavy loading board.

The current color is Toyota metallic gray
Suitable for anyone buying a new cab chassis or any upgrade.

Price \$2000.00 Phone David 0427811484

For Sale

Sub tank – 45 L – from ‘96 80 series – Offers Alloy Bull Bar – Non winch compatible – Offers Pajero (2002 Model) – 3rd seat (as new)

OzTrail Dome tent “Villa”: 9-12 man. 4 rooms, 2 years old. Blue in colour. Has Fly and all ropes, poles and pegs – New \$750, today \$250

Self inflating Hiking Mat – about 2.5cm thick when open \$10

Self Inflating 4WD mat – 190x70x8cm – \$40

Home made Rear Shelving for 80 series. Provides a false floor about 25cm high and wraps around a lower false floor for the fridge (it had a 40+L Engel on it). Solid and light. Stainless angle for joints of this timber structure. All fixing points. Make an offer!

Simon Briggs 0433 511 960

For Sale

4 x Goodyear Wrangler Duratrac tyres LT225/75R16

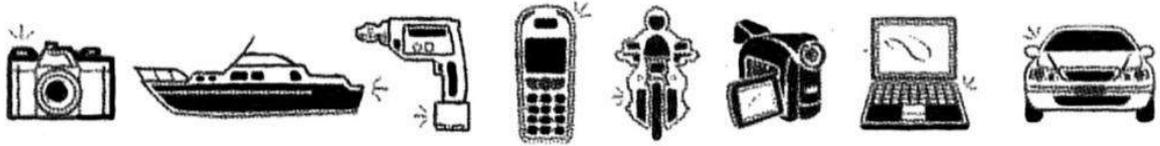
Aggressive all-terrain / mud pattern, yet quiet on road . Load rating E (10-ply). Travelled only 2000km. Fitted to original 60 series Landcruiser chrome rims. Asking \$800

Peter 0414 606 537

Wanted:

Broken or Damaged Black Rat or Big Haul 2.5T hand winch - can be internally destroyed, but must have good r/h case please.

Phone: John Wotzko (02) 6216 1293



Canberra: 95 Grenville Court Phillip

(behind Discount Tyres)

email: southcanberra@batteryworld.com.au

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- Toilet and tap repairs
- CCTV inspection of blocked drains
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- 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





SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

GPO Box 2122, Canberra ACT 2601

MEMBERSHIP

Categories of Membership

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

'Owner Member'

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

'Associate Member'

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

'Competition Member'

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

'Family Member'

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

'Life Member'

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

Approval of Membership

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

Membership Entitlements

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

Membership Fees

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

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

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

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

To Join the ST4WDC

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

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

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

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



SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

GPO Box 2122, Canberra ACT 2601

NEW MEMBER APPLICATION

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

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

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

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

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

Revision 5 – Jan 2011