



# SOUTHERN TRAILS

## ISSUE 395 August 2012



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**The Editor**

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

### **Next Meeting 14 August 2012**

**Guest Speaker Dr Andrew Norwood, a chiropractor who will talk about back issues for 4 Wheel drivers**

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

**Cover Photos Victorian High Country**

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

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

# SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB INC.



## Directory



### **President**

Greg Taylor  
6241 3547  
Email: president@st4wdc.org

### **Vice President**

Marj Jones  
6284 3456  
Email: vpresident@st4wdc.org

### **Secretary**

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

### **Treasurer**

Phil Henderson  
Email: treasurer@st4wdc.org

### **Past President,**

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

### **Publications Coordinator**

Michael Patrick  
0412 377 941  
Email: publications@st4wdc.org

### **Education Coordinator**

Peter Reynolds  
6251 1258 0428 623 458  
Email: education@st4wdc.org

### **Membership Secretary**

Kim Pritchard  
0416 003 722  
Email: membership@st4wdc.org

### **Events and Trips Coordinator**

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

### **Property Coordinator**

Rob Tiele  
0406 377 527  
Email: property@st4wdc.org

### **Public Relations Coordinator**

Rob Dobson  
0414 736 892  
Email: public@st4wdc.org

### **General Members**

Ian Goodacre  
0457 168 402  
Email: ian@st4wdc.org  
Mark Pritchard  
0438 202 588  
Email: mpkc@tpg.com.au  
Lynne Donaldson  
0418 631 669  
David Whight  
0438 882 693

**General Meetings** are held at the

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

at 7.30pm on the second Tuesday of each month.

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

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

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

### **Publications**

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

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

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

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

### **Talooge Park**

Talooge is the Club's 700+ ha bush block in rugged country east of Bredbo. It is used for 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:**

## **Ian and Vickie Tarlington**

Last month another trip to Kanangra Walls had to be put off due to rain with the Kowmung River being impassable on the Kowmung fire trail. This is a deepish crossing at the best of times. Our change of plan to Abercrombie had to also be cancelled as the rain did not let up. So, instead a few of us went to Tumberumba and stayed in the pub for the night and helped Alan Jones to celebrate a milestone birthday. Alan still has not managed to get to the walls so another trip will be in the calendar soon.

However, the change of plans also gave a good excuse to recce for the Christmas in July trip. Mark and Kim Pritchard found us a great little area of tracks in the State Conservation Area (SCA) just out of Tumut on the Blowering Rd to Talbingo and Cooma. Follow this road past the playing grounds on the left and about two kilometres out of town take a right turn following the sign for SCA. These tracks are through the hills just behind Tumut and gives an interesting side trip to get between Blowering Rd and Adelong Rd heading for Batlow and Tumberumba. Next time you are in Tumut with some time up your sleeve go and check them out.

Speaking of which, what a great weekend we had at Laurel Hill two weeks later. There was the challenge of being creative with masks and little squishy figures but that is all part of the tradition. Brad and Suzanne Burnett took out the figures contest with their 'speciman'. Mark and Kim Pritchard were close behind with their abseiling figures. I better not give too much away from the trip report. Thanks everyone for a very memorable weekend – and to Marj and Alan leading the trip.

The committee has been busy with another planning day. We managed to cover a lot of ground looking at our information technology requirements and reviewing our systems and how they support our club activities. We spent a lot of time looking at our website and whether it is able to appropriately manage most if not all of our club's information management requirements. I and other committee members are keen to ensure that we can reduce work for volunteers where possible.

We put final touches on a scheme to provide some reimbursement of fuel expenses for those people who continually use their own resources to support our club. I will provide a full article on this next month but key points of the scheme include that reimbursement of fuel expenses will be at the discretion of the committee – there is no automatic entitlement. Reimbursement is partial reimbursement only in relation to fuel costs incurred for approved club activities and defined contributory roles. Presently, defined roles include trip leaders, trainers, property maintainers, event organisers and committee members.

Reimbursement is made by member claim and is not automatic and is subject to specific conditions being met. Again, this scheme is intended for frequent contributors to the club to help defray their personal costs and encourage continued participation and contribution to our club.

The committee has also been discussing proposed changes to our By-laws and Constitution with regard to membership rules. We are working towards some changes that will help to make rules easier for members to understand and administration work simpler. Where agreed by the committee a special resolution will be sought at a general meeting of members.

I expect to include a full article in either August or September Southern Trails detailing proposals.

Marj Jones, Mark Pritchard, John Kjar, Jenny Collins and myself have met with our partner 4WD clubs in the 4WD Spectacular. We are all working on the details of our agreement for the next several shows. I will add that there is a great atmosphere following our successful show this year. We just need to work out some finer details about our working relationships into the future.

This is also a timely reminder that each club provides three representatives for each show committee. Ideally, these representatives will be selected and ready for the first show committee meeting by December this year. A role on the show committee is a key job that can be demanding but rewarding too. If this sounds like something that will interest you please discuss with any of the above persons or myself. This is an opportunity to learn and participate in the commercial and administrative aspects of a major enterprise to say the least!

# Taylor Torque

Greg Taylor



Interestingly, Michael Patrick has recently had a trip approved for the Victorian high country for a week next March and it is already full!! I know things come up and there may be withdrawals between now and then but it does show a demand for these great trips.

I am planning a one week to ten day camper trailer trip down over the border next April to coincide with the school holidays. Any other trip leaders are welcome to get their plans in and trips approved early too!



Greg.

# Spectacular Show 2012

Marj Jones



At our last general meeting, those who were present formed a united front supporting the presentation to Southcare Snowy Hydro Scheme with a cheque for \$5000.00, being their share of our Spectacular Show charity donations.

As you are all aware the Show was a resounding success, not only in showcasing 4WD driving in our region, but financially, not only to our three Clubs, but to our nominated charities.

The final breakdown of the profits were:

Each Club	\$17,000.00
Queanbeyan SES	\$15,000.00
Broken Hill Flying Doctor Service	\$10,000.00
Southcare Snowy Hydro	\$5,000.00
VKS	\$5,000.00

As previously mentioned this success is due to the fantastic effort of everyone involved. The Show cannot run in its present form, without this unfailing support from all members of the three Clubs.

On 26<sup>th</sup> June there was a meeting held with members of the executive from each Club and this year's show committee members, to discuss the future of the Show as the MOU for the Show ended with this year's show.

It is with pleasure that I can inform you that there was a unanimous decision to carry on the Show in its present form. There was very good constructive and in depth discussion on several areas, including areas which would improve the next Show.

The sense of being a one group, not several individual Clubs, was very obvious in all discussion on the night - it was a pleasure to be part of it. This unity of the Clubs is one we have been striving for a long time and it will be the driving force to making our next Show run more smoothly.

On the point of our next Show, I would ask everyone to think about taking a part of the organising committee.

Each Club has to have three voting members on the committee. You do not have to be a voting member to attend the meetings and to assist in the organisation of a particular area.

Your commitment is one meeting a month for the first 8 months, with lots of email conversation using Yahoo group. Then two meetings a month, down to a meeting a week in the last month. Organisation skills and a commitment to working together as a group, is a real benefit. The comrade within the group, coupled with the satisfaction of creating a successful Show, is self satisfying and one that stays with you.

The first meeting will have to be held in November this year, (yes it takes that long!).

Nominations for our Club will be called for and the Club committee will elect our representatives.

If you need any more information, speak to either Jenny Collins, Wendy Holland, Mark Pritchard or myself as we have been on recent Show committees.



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# Trips and Events



## 5 Aug **Kowen Forest Reccy**

2012-078

Trip Leader: Warren Shardlow  
Email: wshardlow@spin.net.au  
Phone: 0409 321 213 (m)  
Limit: 20 vehicles  
Grade: 3  
Start: 10:00 AM  
Meeting Place: Kowen Forest gate  
Fuel: Half to full tank  
Maps: Any with Kowen Forest  
Requirements: Basic Driver Training, Recovery gear, sustenance.  
Description: A opportunity to enjoy a location very close to home, exploring the labyrinth of tracks/trails in Kowen Forest.

I did this a couple of years ago and whilst we did find many tracks, there are plenty more to explore.

For those who don't know me, I have been away for a while and I am slowly getting back in to the 4WDiving. You should also know that I like to find challenging, low range, tracks. So, if that is what you are after, you will get it. If you want to take it easy, you are still welcome as it is not compulsory to do difficult tracks, and there will most definitely be some easy driving.

## 17 Aug **Deadline for Southern Trails material/articles**

2012-064

Trip Leader: Publications Coordinator  
Email: michael.patrick2@bigpond.com  
Phone: 0412 377 941 (m)  
Limit: unlimited  
Start: 12:00 AM  
Description: Deadline for articles and material to be published in Southern Trails for the following month.

## 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

## 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



- 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

## 6 Sep      **Seminar on Leading Short Trips, Web 101**      2012-080

- Trip Leader: Greg Taylor, Richard Brand
- Email: webmaster@st4wdc.org
- Phone: 0418 568 358 (m)
- Limit: unlimited
- Grade: 1
- Start: 7:00 PM
- Meeting Place: Gungahlin
- Description: This Seminar is designed to answer your questions about how to lead your first day or overnight trip in the Canberra area. It will cover where to go, detailed planning, getting approval, publicity, managing bookings and what to do on the trip itself. It will also cover post-trip activities including trip reporting and feedback.
- The Seminar will highlight the support provided by the new website, and is a pre-requisite for budding web team members

## 8 - 9 Sep      **Explore The Tracks of Abercrombie River National Park**      2012-036

- Trip Leader: Michael Patrick
- Email: michael.patrick2@bigpond.com
- Phone: 0412 377 941 (m)
- Limit: 10 vehicles
- Grade: 2
- Start: 8:30 AM
- Meeting Place: Federal Highway, Eagle Hawk car park
- Fuel: Full Tank
- Maps: Taralga, Fullerton, Zone55 MGA OZF
- Requirements: UHF Radio, Good Tyres, Vehicle in good condition

# Trips and Events



**Description:** Abercrombie River National Park is located 60km North of Goulburn. The park preserves the largest remaining intact patch of low open forest in the south-west central tablelands area. Casuarinas stand beside deep waterholes on the park's three main waterways. We will transit to the park via Goulburn/Abercrombie road and enter the park via Felled Timber road and Brass Walls fire trail.

Once inside the park we will travel the various tracks Saturday afternoon and either camp at Silent Creek or at Bummaroo Ford. On Sunday we will re-drive the tracks and lunch at one of the river sites. After lunch we will have a leisurely drive back to Canberra.

**Comments:** This is a easy trip with only a couple of sections that will require definitive picking of the line. This is an excellent bedding in for new members. Bring food, water and happy hour supplies.

## 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.

## 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.

# Trips and Events



## 14 - 16 Sep      **“Safe One” Basic Driver Training at Talooge Park**

2012-016

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

**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



## 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

## 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.

# Trips and Events



- Description:** Mystery Bay is one of the most beautiful spots on the South Coast, just a few kilometres from Narooma. We stay in the Primitive Camping Ground for a daily charge (to be confirmed). The camp area is huge, shaded by trees and close to beaches and fishing spots. A nearby lagoon is ideal for canoes. There are long drops and cold showers. The trip is suitable for off-road camping trailers.
- Outbound we travel via Numeralla through Wadbilliga and Yowrie Roads to Cobargo then travel to the Primitive Camping Ground at Mystery Bay. We will stay there for two nights doing as you like. Home bound we travel through Bodalla, Nerrigundah, Comans Mine and along the Tuross River back to Numeralla. There will be water crossings but they should be fairly shallow.
- If you forget happy hour supplies, Narooma is just a few minutes away.
- Comments:** Fees apply. We are going on the ACT Family and Community long weekend (off peak \$15 per site per night) rather than the Labour Day weekend. However, it may still be peak rates (\$25 per site per night).

## 6 - 8 Oct **Rutherglen Winery Trip**

2012-060

- Trip Leader:** Ian Brown
- Email:** [ibr05930@bigpond.net.au](mailto: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 BallPark 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.

# Trips and Events



**12 - 14 Oct**

## **4WD and Adventure Show**

2012-079

Trip Leader: Michael Patrick  
Email: michael.patrick2@bigpond.com  
Phone: 0412 377 941 (m)  
Limit: unlimited  
Start: 7:15 AM  
Meeting Place: Federal Highway, Eagle Hawk car park  
Fuel: Full tank at start  
Requirements: Camping gear and supplies  
Description: Main aim of this trip is to volunteer to assist in the running of the 4WD and Adventure Show being presented by by Four Wheel Drive NSW and ACT. We will depart Eagle Hawk car park at 07:00 on Friday morning and proceed to Eastern Creek Sydney arriving midday. We will depart Eastern Creek at approx 1400 to proceed back to Canberra.  
Comments: The concept of this trip is to assist the association in running this event and see the show. Volunteers will receive free entry and camping. Camping fees must be paid upfront with reimbursement later. Non volunteers may accompany but will have to pay an entry fee and a camping fee. If you wish to volunteer I must know asap to enable the organisers to plan our work shifts. We will be required to work approx 3 hours per day

**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

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# Trips and Events



**27 - 28 Oct**

## **River Crossing and Sand Driving**

2012-022

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

**9 - 11 Nov**

## **"Safe One" Basic Driver Training at Talooge Park**

2012-018

Trip Leader: Peter Reynolds  
Phone: 02 6251 1258 (h); 0428 623 458 (m)  
Limit: 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](mailto:aroundtownplumbing@grapevine.com.au)  
Phone: 02 6161 8846 (h)  
Limit: unlimited  
Start: 8:30 AM  
Meeting Place: Williamsdale

# Trips and Events



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!

## 25 Nov      **Funkana**      2012-077

Trip Leader: Lynne Donaldson  
Email: aroundtownplumbing@grapevine.com.au  
Phone: 02 6161 8846 (h)  
Limit: 50 people  
Grade: 1  
Start: 10:00 AM  
Meeting Place: Talooge Park  
Description: Join in and test your skills in an array of driving challenges at Talooge Park. There will be lots of fun to be had by all. Please put your name down – this will not go ahead unless we have plenty of participants

## 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

## 9 - 16 Mar      **Vic High Mountain Country**      2013-013

Trip Leader: Michael Patrick  
Email: michael.patrick2@bigpond.com  
Phone: 0412 377 941 (m)  
Limit: 12 vehicles  
Grade: 3  
Start: 8:00 AM

# Trips and Events



- Meeting Place: Uriarra Homestead
- Fuel: Full tank at start
- Maps: NSW South, Hema Victoria East Gippsland, Hema High Country Victoria West
- Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle which should have good ground clearance (vehicles that have standard suspension will require approval by the trip leader), camping gear including gas stove for cooking (possible fire restriction could be enforce), food and water to last 4 days. Bow saw/axe for track clearing, and a blind/tarp for water crossing. If you have tyre chains bring them along. Fuel to cover 400kms in low range.
- Description: Day 1 travel via Tumut to Glen Dart old town and camp. Day 2 proceed to Bentley Plain hut and then on to Ensay and camp. Day 3 travel the Haunted Stream and numerous tracks to Italian Flat camp area. Day 4 proceed to Licola via Dargo, Billy Goat, Pinnacles and numerous tracks. Day 5 proceed to Gardeners Hut (Howqua area) via McAllister River track and assorted tracks. Day 6 proceed to Cobblers Hut via Mount Beauty covering Razorback hut, Howqua Gap hut, Stirling hut, Craig's hut & King River hut . Day 7 proceed to Mansfield via Wild Horse gap, Pineapple flats, Refugee hut, Bluff Spur track and Mount Buller road. Day 8 head home to Canberra via highway. Due to the nature of the Victorian High trip scheduling could change.
- Comments: This trip will encounter steep mountain trails and long deep descents into valleys. There will be quite a few water crossings at varying depths (blinds may be required). The mountain environment can change at any time so be prepared for hot and possibly cold extreme conditions. Camping will be at different sites. Long drops are available at all camp sites but not showers. Hot showers will be available at Ensay, Licola and Mansfield. There is a possibility that some vehicle recoveries may be required

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# Christmas Raffle

## Great Cash Prizes

**1<sup>st</sup> Prize - \$500.00**

**2<sup>nd</sup> Prize - \$250.00**

**3<sup>rd</sup> Prize - \$125.00**

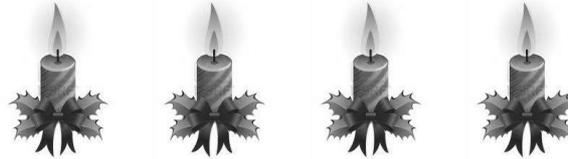
Tickets cost \$2.00 each and will be available at the club meetings

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

Date 24<sup>th</sup> 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

# Vic High Mountain Country

19-26 May 2012

Mark Young



<b>Michael Patrick</b>	<b>Trip Leader</b>
Frog, James	Prado
Frank Wolfe & Greg Taylor	80 series
Chris Nicholls	GU Patrol
Rob & Dan Donaldson	100 series
Mark Young & Peter Milton	100 series

For a full week away in the Victorian High Country, trip preparation questions inevitable arise, how cold will it be, will it snow, will it rain, how much food and refreshment do I need to take, and how much will this all weigh considering we'll be challenging some of the most iconic bush tracks (read vertical) in Australia. And then there's the recovery gear required as clearly highlighted in Michael Patrick's Trips and Events overview, "recoveries may be required during this trip". In the end it's previous experience that comes to the fore, take everything just in case!

Of course everyone knows that this trip was actually Take 2, we were supposed to embark a couple of months ago but foul weather, heavy rain, and the subsequent track closures put paid to that. It was a good call that Mike made to pull the trip back then, but better news that we were still going before the tracks were closed for winter. Now home safely, I can endorse that line that reads "good things come to those who wait!"

## **SATURDAY 19<sup>TH</sup> MAY 2012**

Brrr, hovering around minus 4 degrees, our starting point for this adventure was at Gold Creek on the Barton Highway. As Pete and I pulled into the Dinosaur Museum car park early on Saturday morning, we noted that conversations were already in full swing about the week ahead. Introductions were made, Michael Patrick being accompanied by an old Navy mate nicknamed Frog, and son in law James. Chris Nicholls in his well decked out GU would fly solo, and soon after, Rob Donaldson arrived with son Dan aged 13. What a trip for a 13 year old, something I might need to consider (I also have a 13 year old son). We were getting itchy to get moving, mainly driven by the subzero temperature, so it was decided to push on without Frank and Greg who would hopefully catch up soon. Just before we departed, however, someone noticed some water / oil under Mike's Prado. Discussion ensued as to how this spill may have occurred, and possible remedial actions.

A comment from Frog I think then set the tone of the entire trip, he simply suggested that Michael "just move the truck". Problem solved! And with that we were on our way.

Just as we pulled out on the Barton Highway, Frank and Greg joined us in the "Wolf-wagon" and our contingent was complete. Frank apologised for being late, griping that his lack of punctuality was due to the collection of a Nissan owner. Good quality sledging first thing in the morning, I for one was impressed.

Lots of driving was in store on this first day, only slowed by pockets of early morning fog through to Yass. Discussion moved to our vehicles, and it didn't take us long to discover that our group was in charge of a very capable set of 4WD's, with upgrades including lockers, lifts, suspension, and appropriate tyres to meet the various challenges we would face. If anything, it was Mike's unlocked Prado that may have been the "weakest link". Time would tell us otherwise.

The day turned to being sunny and warm. It was looking like the weather was going to be kind for our week away. The new point to point cameras were a point of discussion, someone suggesting that it was only Toyotas that got snapped. After a quick stop for coffee at Gundagai, we travelled the new bypass roads around Coolac, Tarcutta, and Woomargama. Holbrook is still to go. A quick stocktake of who brought what descended into silence when it came to chainsaws. A deep breath of relief followed when we all heard that Chris had in tow his trusty Husky. Phew! Noted also were the numerous possum flyover poles and small animal skybridges on the highway, good to see these little critters getting their access points to explore new horizons as well!

A quick stop at Wodonga saw us fuel up, and secure fresh fruit and veges all in line with Victoria's fruit fly rules. With the mountains in the distance showcasing our destination, collective excitement was now building. One mountain we passed that had been recently logged looked quite surreal with the ridges and valley's all in appropriate positions, Greg aptly nicknaming it Mt Brazilian. Our party travelled through a great part of the world, including historical villages the likes of Yackandandah, Mudgegonga, Myrtleford, and the old gold mining town of Harrierville where miners commenced their diggings way back in 1852.

# Vic High Mountain Country

19-26 May 2012

Mark Young



Various hypotheses were offered on how to predict the weather as we closed in on the end of the grazing country, one including that cows lying down in a paddock were an indication of impending rain. What the?

Pies and sandwiches were consumed at the picturesque town of Bright, and then it was up into the mountains and onto the very foggy Dargo High Plains Road. Finally, we were off the blacktop and that relaxed feeling so attached to dirt road travel returned. We aired down, collected a generous amount of firewood plonking it all on Rob's roof rack, and then made our way cautiously through the fog toward our first overnight stop at Talbotville.

Down, down, down, and into the Talbotville camping area. Lots of green grass and open space, this is an iconic camping spot right next to the Crooked River. We quickly set up camp, got the fire going, got dinner happening, and generally got settled for the night. We met a few of the other campers requesting that if they were going to play their music loud, that at least they play songs we liked. To our enjoyment they acquiesced. A little light rain on our first evening did little to dampen the excitement of what was coming tomorrow. My first night would be trialing my new single person Kamprite Tent Cot, and as thoughts about tomorrows tracks were flooding my mind, I remember drifting off to sleep to the sounds of Neil Young.

## SUNDAY 20<sup>TH</sup> MAY 2012

Our tip leader was almost maniacal in his fervor to ensure a departure time of 9am each morning, and this morning would be no different. Fair enough I say. This trip was very much about the journey, not the destination, so it was important that we got away to an early start each day. Departing Talbotville, we headed out onto Brewery Creek Track, and while we didn't spot any kegs or beer taps along the way, it was becoming quickly evident that the tracks we were going to transit as part of our week's trip would probably require a calming drink at the end of the day. That's what I'll blame it on anyway, and this day would not disappoint. By 9.30am we were admiring the magnificent views on offer atop a knob requiring traction aplenty to scale. Come 10.45am, we had forded a number of creek crossings, stopped to clear a tree that had fallen across the track, and had knocked over some morning tea at an altitude some 1,100 metres above sea level.

Some banter was happening over the radio, but my guess is that everyone was just enjoying themselves and glad to be here

You might be thinking it was cold, in fact the opposite, the weather was glorious, care of a nor-westerly that was relatively dry and carrying residual heat from somewhere in the middle of Australia. Soon after, we heard a crackly radio message indicating some other 4WD drivers were somewhere in the vicinity. Sure enough, 4 well decked out vehicles came down the track toward us, probably enjoying what the High Country has to offer just like us. In fact, I suspected the group may have been from my old club (TLC) in Melbourne. More creek crossings and an encounter with a very slow moving wombat (dead) then bought us to an obstacle that would require some mind and muscle to overcome. An enormous tree had fallen at right angles to the creek, requiring surgical precision to get around. Once the left right right left turns were made to face the creek crossing, the next obstacle was a vertical drop into the creek bed proper. Mike indicated his Prado was up for the challenge and tackled the drop, making it across but in a manner that suggested we turn into road builders before any additional attempts were made. Chris was immediately to the rescue with mattock and shovel, and along with a few other tools our problem entry point was soon made good. Subsequent attempts were much less dramatic, no doubt due to a less "gung ho" attitude than that displayed by our illustrious trip leader. He hosed down any thoughts of applying this more cautious approach telling us that the Prado's side rails were already bent! OK then... Six more creek crossings (less eventful ones) after lunch and we hit the Humphrey Track, and soon after Hearne Spur Track. This is one track that deserves caution, and for those that tackle it great reward. What can I say, it's just a great track, and one we would be back for more of later in the week. I think that at about this time, the level of trust and respect for what our vehicles could achieve ratcheted up a notch. Mine anyway.

Agreed, the weather was good, and the tracks were dry, but this was a day that was definitely confidence building.

As evening loomed, it was time to collect firewood, and move on to our second camping spot at Eaglevale camping area.

# Vic High Mountain Country

19-26 May 2012

Mark Young



Day turned to night very quickly but with everyone having quick set up camping gear, we were well ahead of any light loss. Our camping spot was right near the river, and with lots of wood on offer Pete and I prepared a roast lamb and veges in the Hill-billy. Being in the bush doesn't mean missing out, and from the menus that were on show, there was no doubt that our group were not only well prepared, but potential Masterchef competitors as well. It was then that a most unusual thing happened, this incredible noise started coming at us from on high. First we saw the lights, so knew it was a vehicle, but what was it dragging down the hill road. It became evident that in tow was a log some 600mm – 800mm in diameter, and approx 10 – 12 metres long. This we found out later was fire fodder for a blaze that kept a group of blokes called the Watto Crew warm for the night. These guys were serious, because no more that 15 minutes later, another log of similar size was being towed toward their campsite located about a kilometer away. Later in the evening with their fire lighting up the sky, Greg was the first to see a series of fireballs shoot up around 60 metres high. More on these guys later as we would get up close and personal with them later in our trip. That night after my shower, I started to feel that I had a sore toe for some reason. How it had happened I wasn't sure of, but it was to alter our plans in a major way. In fact that night I went to bed hoping I was going to be able to actually finish the trip.

## MONDAY 21<sup>ST</sup> MAY 2012

Bright suggesting and early next morning, the now extremely sore toe was inspected by a number of bush medicos. Greg it might be gout, and Mike indicated that only complete removal of the offending leg would solve said problem. Following a group meeting, it was decided that due to the fact that I had significant trouble walking, we should alter our planned day and instead seek greater levels of "black toe" expertise. A map and internet search revealed that Dargo would be our best chance, so we packed up and moved toward Wonnangatta Road. Before we departed, Mike wanted to see if we could find Harry Smith's Hut located somewhere nearby.

The search proved fruitless, so onto Dargo it was. Cruising into Dargo at 10.30am, I couldn't believe my luck, the Dargo Bush Nursing Service was open for business and ready to assist me.

The rest of the crew went into the village for some morning tea while I sought advice. To say I was impressed would be underselling how they treated me. While the clinic manager was a local, the nursing services are outsourced from hospitals located in larger towns further south. One nurse does Monday & Tuesday, with another the balance of the week. A point to remember, they do not open on weekends. The diagnosis was that I would live, and that I had most likely dropped something heavy on my toe while my boots (non steel cap) were on. With a prognosis that I should recuperate soon (a prediction that turned out to be totally accurate) I headed back to catch up with the crew, fuel up, partake of some lunch, and resume our trip. By the way, thanks everyone for your patience.

So, parked outside the Dargo Pub, and with one patient at least more confident of the future, the unthinkable happened. A new patient was suddenly identified, but this time not of flesh and bone. Chris Nicholls in a quick once over of his vehicle spotted oil coming from his from passenger side hub, not good. It seemed that in no time the decision was made, Chris would be leaving for home, his trip participation limited to just 2 nights. Farewells were made, and with that, Chris was gone. Not only would Chris's historical insight into the region, and keen bush skills be missed, but his little Husky (chain saw) went with him. It was decided then that a little more pre trip communication may have been warranted. The penny had dropped that with Chris went our ability to clear tracks, something that would haunt us later in the week.

Drama and lunch over, we decided to get back the main plan, and that was exploring the bush tracks of the region. We killed the next few hours by heading out on the Upper Dargo Rd, dropping into low range and getting stuck into the Matheson Spur track and then Mt Ewen Rd. Planned was to then head back to Dargo and stay at the local Dargo Caravan Park for the night. Everyone was looking forward to hot showers and just a few creature comforts. This was however not to be, as for a range of reasons better left for another time, the aforementioned Caravan Park was closed.

We gathered, reassessed, (all outside the Dargo Pub) and planned our next camp site. Not far away was Black Snake Camping Area so we saddled up and by 3.30pm were unpacking and settling in for the evening.

# Vic High Mountain Country

19-26 May 2012

Mark Young



Black Snake is a great camping location and I would recommend it highly, it's open, grassy, relatively flat, and right next to the Wonnangatta River. After dinner, the beverages flowed, and spirited discussion around a warming campfire ensued. No areas were off limits, with topics from towballs, tow points and D shackles, right through to how ST4WD Club could be of better value to all members. Being group president of the ACT's largest scout group, I probably sided with our president on most issues. Volunteer run clubs can be remarkably similar, with many of the issues common. At the end of the night everyone kissed, and all was good. Sleep was a little patchy that night as the wind came up (that's outside the tent!) and we were glad we had selected sleeping spots well away from any suspect trees. Another day over, but we were all looking forward to tomorrow, for it was going to be a big one. We would be tackling the iconic **Billy Goat track!**

## TUESDAY 22<sup>ND</sup> MAY 2012

Talk about keen, everyone was fed, watered, packed, and ready to rock and roll well before 9.00am. Billy Goat beckoned! When we got to the entry parking area, I was excited, as I'm sure everyone else was. Unfortunately, the "Billy Goat Track" sign was missing, probably now sitting in someone's bar as a souvenir. Pardon the pun, but 2 things that really get on my goat are vandals, and litterers. We all did a double check of our vehicles, arranged our convoy order, moved into low range, and were off. I for one was not disappointed, Billy Goat featuring easy sections, steep sections, rock shelf inclines, mud (well maybe a puddle), narrow sections abutted by cliffs on both sides, this track had it all. I was thinking that by conquering this track would come the bragging rights as well. I thought about how proud I would be to exclaim with pride "I've done Billy Goat" but on thinking about it more, possibly an alternate turn of phrase would be of better choice. I digress.

By 10.20am, Billy Goat was done, and onto briefly the Moroka track, and then a left turn onto Pinnacles Road Track. There was a bit more residual water up here on the plateau, and as we found out much colder as well.

We pulled into the Pinnacles turnaround area, and made the walk up to the lookout tower. There are a number of buildings, communications dishes, and supporting infrastructure that we thought some of must have been helicoptered in.

Magnificent views held us in awe at this location for some time, our party grabbing the obligatory Kodak moment, as well as text's to friends and family. While it was inspiring to be here, the cold eventually won out and it was back to the parked trucks for some morning tea, and into the warmth and safety of our vehicles. Our destination today would be Licola, so it was off for that long awaited shower. Not that anyone was starting to stink up or anything! Good distance was covered on surprisingly well maintained tracks / roads.

We traversed Horseyard Flat, over some new uncompleted bridgework at Little River, along Moroka Road, across McFarlane's Saddle, and then onto Tamboritha Road. It was about at this time as part of the normal radio banter that someone highlighted that there were in fact no women on this trip. It was boys only, something we reflected on, had discussion about, and subsequently came to the general agreement that this was an indeed sad outcome. Yep, that's really what happened! Well...

Travelling across the famous Lost Plain, followed by lunch at the Tamboritha saddle, we arrived at Licola at around 2.00pm. The streets were empty, the store was closed, the Caravan Park was vacant, it was like a ghost town. Being that we knew the owners would welcome at least some patronage when they returned, and the fact that they might have showers, we decided to survey the available sites at the Caravan Park. Discovering what we thought was probably one of the best campsites ever, we maneuvered into our preferred location right next to the McAlister River. If Darryl was with us, I'm sure he would have also recognised "the serenity" as we did. With no one within cooe, we set up, and started to hard job of relaxing. The best thing was that we knew that hot showers were at the ready now. And then, in an instant everything changed! And as it did, I could see Frank for one starting to have conniptions. It started with 2 vehicles arriving into the relatively small camping area we were at, the occupants of the 2 Toyota 4WD's being young blokes, the music blaring, and looking ready to party.

Our superior numbers provided some assurance, but this evaporated quickly as another 2 vehicles arrived, then 4 more, then 3 more. In total their party was 11 vehicles strong, noted was that their 4WD quiver consisted of 10 x Toyota's, only 1x Nissan.

# Vic High Mountain Country

19-26 May 2012

Mark Young



This was a reflection of our own party makeup! Noted also was that they were all ACT boys (and no chickie babes again). How the serenity can disappear in a heartbeat. No use hiding though, I went over and introduced myself to find out that they were the same crew that had the big fires and amazing fireworks 2 nights earlier at Eaglevale. And if we thought that fire was big, they proudly proclaimed that their blaze the previous night had consumed at least 6 tonnes of firewood. These guys were serious! Did I say that before? I went around and had a chat with quite a number of them to discover that they were actually a pretty good bunch of blokes and doing pretty much what we were, enjoying the Australian bush in the company of good mates. Nothing wrong with that! In fact this was their 16<sup>th</sup> year of what was known as the "Watto's Trip".

Watto was apparently a larger than life character that was a real leader, and inspiring of those around him. 16 and a bit years ago, from what I could gather, Watto put together what would become the inaugural trip that was to consist of dirt bikes, fourbies, etc, with the plan to head into the Vic High Country. All was organised, participants were primed, but unfortunately just before their departure Watto's life ended. The trip however went on, and the rest is history. Watto's contingent consisted in the main, of tradies from the Canberra region. There was however one of their members that was "out there" with a challenging attitude, and dreadlocks to boot. Impressed by Frank's set up (draws, rooftop tent etc), this character gravitated over to where Frank and Greg were set up intent on securing some information and insight that might assist him with his own upgrade plans on the 80 series he had at home in Melbourne. Frank performed admirably with this information swap, particularly as the "dreadlocked" one's mates were hollering from the distance that the only reason the inspection was occurring was so that he could come back later to nick items from Frank's truck. Of course it was all in jest, but I'm not sure Frank was so entirely sure.

Watto's crew we discovered were highly organised, very capable, most approachable, and in the end our fears of them partying till 3am were unfounded. They and we were all tucked up by around 10.30pm. It all proved that you just can't judge a book by its cover.

I for one would be happy to run into the Watto's crew anytime in the future. And long may their celebration of Watto's life continue.

## WEDNESDAY 23<sup>RD</sup> MAY 2012

A glorious morning greeted us again, and with it, t'was the kookaburras that woke me again from my slumber. What a great way to welcome in the day. It was also a special day for me as it would be the day that heralded another possible Qld win in the State of Origin series. More about that later.

Today as it would end up, would be a day of many miles, differing landscapes, and a few surprises as well. Our goal would be one of the famed camping sites near the historic Wonnangatta Homestead ruins, and this meant a getaway as quickly as possible would be needed. Before hand, some precursor activities would be essential. This included fueling up, supplies from the now open shop, but before any of that, another shower. Why you ask, well these have got to be the best value showers in Australia. For 20 cents you secure a 6 minute shower that provides not only piping hot water, but is at a pressure and volume that I swear would have a small person pinned to the far wall of the cubicle. And when you have been camping in the bush for a while, this type of simple essential becomes a longed for luxury. Once we were all squared away, it was time to leave Licola, the Watto's crew, the luxuries a Caravan Park provides, and head off back into self sufficiency.

After some initial confusion, we aired down, crossed the Barkly River, and turned right onto Bull Planes Rd. We passed some guys looking for a lost red and white pup, a big ask in this sort of wilderness. I suspect they had no luck. After turning into Black Soil Gully Rd, we got to the main track that would lead us most of the way to our ultimate destination. Butcher Country track is marked as a track that will take all day, and upon reflection I think the crew would agree with this synopsis. It is a track that provides a multitude of conditions, creek crossings, lowlands, highlands, open plains, and almost tropical surrounds.

Today was very much the pivotal day of our trip, lots of hours requiring clarity and unrelenting focus on the tasks at hand. This was the day that highlighted to all that good quality sleep was an underpinning requirement to get through unscathed.

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# Vic High Mountain Country

19-26 May 2012

Mark Young



As you would expect, the quality of our equipment, and the experience of our pilots came to the fore, and there would be no failures or recoveries required. Not that we didn't come close. After lunch, in pretty much the middle of nowhere, Pete and I were heading toward a ridgeline where we heard a loud snap. Was it something on the car, a tyre? All was revealed a split second later when a medium size tree hit the ground no more than 10 metres in front of us but parallel to the track about 2 metres in. Lucky! We shared the experience via radio with the rest of the crew, finding out later that from that time on a sharp lookout was kept when transiting heavily treed track sections located higher up.

Just before 3pm, on the top of the plateau we hit a series of bog holes, some quite deep and long. They were a lot of fun actually, but we thought that might all change when one of our party stopped pretty much in the middle of one of the holes. Initial thoughts that a recovery would be required were dispelled quickly however. Rob shared with us that his 100 series had a habit of stalling in water, not all of the time, just occasionally. While Rob had some ideas on what the cause might be, Frank offered another option into the solution mix. Suggested was that it might be the speedometer transducer on the side of the gearbox. We were all impressed with Frank's in depth knowledge. Injecting some frivolity into the conversation, I also offered another hypothesis, suggesting that it might be an RP14 fault. Silence ensued until someone couldn't help themselves. RP14? I shared with them that an RP14 was actually just a golf ball. Silly you say, quite so! In fact, in between the long radio silences, we came to understand the various styles of quirky humor that everyone had. On one instance we couldn't raise Frank or Greg, only to find out once Greg did respond that they couldn't answer because they were in fits of laughter.

Butchers Country track was a great track, I would recommend it to everyone. It is also featured as part of the Bicentennial Horse Trail, my Rooftop Map indicating that it is classed as one of the toughest day's horse rides on the whole of the national trail. I'd concur.

Just after 3pm, we were off Butchers, briefly onto Howitt Road, and then onto the Zeka Spur track. This track reminded me of the Clyde, or Macquarie Pass, but obviously long lost earlier versions. The Zeka featured lots of switchbacks, waterfalls, and significant declines all the way.

The area was heavily wooded as well, and if ever we were going to be in need of a chainsaw, this would be it. Some crackling over the radio revealed that there was a vehicle or vehicles in front of us somewhere further down the track. It turned out that it was just a single Nissan Patrol, a bloke and his wife travelling to some form of reunion. As radio introductions were made, our new trip lead indicated he had to stop as a large tree was across the track. As we did not have a chainsaw on board, and the fact that it was late in the day, everyone's fingers were crossed hoping that our new friend would elevate himself into hero status quickly. He did exactly that by sharing that the track would be cleared in a few minutes courtesy of his trusty chainsaw. How lucky were we! A short time later, we said our goodbyes thanking him for making short work of the offending obstacle. Tropical escarpments turned to dusty plains, and at 5.15pm we selected our location for the night right beside the Wonnangatta River and silenced the vehicles. Everyone agreed it was a BIG DAY! Following dinner and a few well earned refreshments, we settled in for the night. I caught the 2<sup>nd</sup> half of the State of Origin through crackly radio reception, and to I think everyone's disgust (or non interest) Qld won. I, as I think we all did after such a big day, slept very soundly that night.

## THURSDAY 24<sup>TH</sup> MAY 2012

Again it was the kookaburra's that heralded the entry of a new day. A few drops of rain at around 3am suggested that that our run of fine days might have been over, but this was not the case, not yet anyway. A long line of clouds in the distance suggested rain was however on the way, so pack up was effected quickly, and soon after we were gaining insight into lives long gone. The Wonnangatta Station ruins, huts, and cemetery were all inspected and with some wonder we peered back in time to the pioneering days. The cemetery I think provided the most profound insight, highlighting the heart-break that came with early life in the bush. For just a moment, maybe we had an inkling of how tough it really was. Along side the grave sites was a patch of rather unusual red mushrooms, no one dared touch them lest we morph into some hideous monstrosity. Exiting stage left, it was back to the vehicles, and onto our next adventure.

Today would be a day of creek crossings, firstly Conglomerate Creek, and then one after the other they came at us.

# “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.**

# Vic High Mountain Country

19-26 May 2012

Mark Young



The crossings were nothing too onerous, but very frequent and in fact most enjoyable. Today would also feature some live animal sightings. Frog, Mike, and James spotted a deer, Pete and I a pheasant. Greg suggested that some plucking offspring were probably nearby. Just before 10am we turned onto Herne Spur track, one you will recall covered several days previous. It was then onto Cynthia Range track, Eaglevale track and some morning tea not far from where we had camped on Sunday night. From there it was onto Dargo for pies and fuel. The sky was starting to share secrets unfolding, confirmation coming from Dargo locals that 100mm was on the way. BOM said 10 – 15mm. Considering reality lay most likely somewhere in between, we in retrospect wisely decided that we not position ourselves where the weather might minimise our options. Essentially, this meant we should take advantage of formed roads, and not stray too far from the blacktop. Our destination this evening would therefore be the Omeo Caravan Park, via Upper Dargo Road, Jones Road, Birregun Road, and some others we didn't write down. Along Jones Road, we spotted an activity I for one had not seen before. A number of Jack Russell (I think) dogs came toward us on the track. This in itself may not be unusual, but they were all fully wired with tracking antennae attached to their collars. The owners further up the track then shared that they were using the tracking dogs to seek out where wild dogs might be located. Man's best friend certainly has a multitude of uses, and these dogs were no exception. Regards our own dog at home, no such luck I'm afraid, in fact I'd put money on her winning the national laziness competition.

The weather had basically turned to yuk by the time we arrived at Omeo, with all except yours truly and my trusty companion Pete opting for the warmth and comfort a cabin would provide. I really wanted to test my wet weather set up, I am happy to report that it all came through with flying colours even with rain falling at around 3am that night I'd describe as being torrential. Rob, Dan, Frank and Greg opted for dinner in town with the park owners dropping them in, and pub staff dropping them back in the courtesy vehicle. How's that for service? From Greg's feedback the visually pleasing meal and conversation was also top notch. The rest of us knocked over meals we'd prepared prior to the trip, with a subsequent gathering of all trip members in Mike, Frogs, and James' cabin.

*Page 28*

The task was to agree on how we would proceed from here. Of course, the ever present lubrication also played into the broader conversation. Plans were made agreed, the trip would be shortened by one night and tomorrow would be our last day. With the sounds of heavy rain on the tarp, I settled into sleep thinking about how good we'd had the weather so far, and that even with one day cut from our trip plan, all of the challenges I'd expected to encounter had been delivered in full. Tomorrow would be the drive home, but one more curved ball was to come our way.

## FRIDAY 25<sup>TH</sup> MAY 2012

Again it was them kookaburra's that let me know it was time to get up. Our outdoor shelter had done well, and enjoyed was some brief respite from the rain providing a window in which to dismantle campsites, load and pack the vehicles. Into Omeo proper, we pulled over for some breakfast and coffee, and even though we initially decided to head home via Hotham, a late change of plan had us take an alternative route and head toward Mitta Mitta. Omeo had provided us with another positive experience, and even though the Caravan Park was virtually empty, the townsfolk had showed us every hospitality. The Golden Age Hotel stands proudly in the main street, but upon reviewing the history of the establishment, discovered was that this was in fact the 5<sup>th</sup> or 6<sup>th</sup> iteration. Hotels and fires seem inextricably intertwined.

With Omeo in our rear vision mirrors, we headed north on the Omeo Highway. I'm not sure if we really thought we would get snow on the way home, but that's exactly what happened. It started off as being light sleet, soon followed by snowflakes. What a way to top off a great trip! The minor details including the quick feed at Wodonga, and the drive home on the Hume, I will not go into, but I think we were all thinking along similar lines. And that is that the Australian bush provides a plethora of opportunities to explore, to experience, and to appreciate. This had been one of those trips. On behalf of all trip participants, I'd like to thank Michael Patrick for not only his commitment to leading trips for the club, but for his flexibility, easy going nature and laconic wit. Another note of acknowledgement should go to our Club President Greg Taylor, whose level headed approach to the way our club is led really is first rate, and who carries with him great wisdom in the bush. To Chris, Frank, Rob, Dan, James, Frog and my copilot Pete, many thanks for your great company.

I for one will be back for more.



# Talooge

## Christmas Party

Come along and join us to celebrate Christmas at Talooge

Date 24<sup>th</sup> -25<sup>th</sup> 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

# Peter Reynolds Profile

July 2007

Interview Val Wiseman



The ST4WDC started up in 1976. Peter joined up the following year so he has now been a member for 30 years. (*35 Years now*). For most of those years he has been part of the Club Committee, involved in running the Club, and the driver training program since its inception. This involvement has given him much satisfaction and enjoyment. This is Peter's story, how it all came about, while also revealing some of the history of our Club.

Peter grew up in Canberra after coming to Australia from England at the age of 7. He went to school at Ainslie Primary and Canberra High. He learned to drive when he was about 16 in a friend's Vanguard and a Ford Customline, driving around Civic and Braddon. His first car was an FJ Holden. He loved cars right from the beginning.

After leaving school, and aged about 19 he went to WA with a mate, driving across the Nullarbor, then an unsealed road, in an EJ Holden. He worked in a sawmill at Dwellingup for about 12 months and while there began repairing cars and discovered that was something he really enjoyed. Coming back east was an adventure in itself. Driving a Vauxhall Velox he and another mate hit a kangaroo (his first roo hit) and consequently had to deal with his first outback breakdown. The radiator came out and they got a tow behind a semi to a roadhouse where they stayed for a week or so cutting wood and doing odd jobs to earn their keep while they waited for parts to arrive.

He liked the vehicle work so much that on finally getting back to Canberra he embarked on an apprenticeship as a motor mechanic with the ACT government. This work gave him wide experience and he went on to work with Lennock Motors, the Canberra Sports Car centre and the Fiat dealership. At this time he was sponsored to drive the Fiat speedway car at Tralee, the start of a 16 year involvement in speedway driving. During that time he drove Holdens modified for speedway work and held lap records at tracks around NSW. He enjoyed that experience and found it very interesting. It was through speedway driving that he met up with fellow competitor Chris Nash.

To add more excitement, as the speedway work lost some of its challenge, Peter started riding motorbikes, doing enduros, short circuits, speedway and motocross, competing across NSW every second weekend.

He would take 2 or 3 bikes on a trailer, including his favourite, a Hagon 500cc Slider speedway bike. Sidecars were also great fun.

It was during these motorbike years that Peter met Debbie and together they started exploring the mountains by trailbike, getting to know the cattleman's huts around Kosciusko. It soon became apparent that they needed more space to carry their gear and tow the bikes, so they became the owners of a SWB 2A Landrover with a 4cylinder petrol motor, soon to be replaced with a 6cylinder Holden engine for more power, closely followed by V8 Chev for even more power. It was rough as guts – the car that is – it was necessary to keep your feet on the air vent as the floor got so hot.

During this time he realised that there were no facilities in Canberra where people could buy parts or get specialised service for 4WDs. So he started up the Monaro 4WD Centre in 1975, the first 4wd business serving the ACT. Peter built this business up over 25 years, only selling up 7 years ago.

Peter's second 4WD was an XY Falcon ute and in that vehicle he, Debbie and their first son had adventures exploring the local area including Bendethera. In the early years of ST4WDC he and Debbie went on many Club trips around the local area and parts of Victoria. When their second child Amy arrived they needed more vehicle space, so they bought a new Hilux 2.2 diesel dual cab ute in which they did more Club trips.

Peter and Debbie's first big trip was in the Hilux in 1982 when Jason was 7. By this time Jason was riding mini bikes, and the family travelled around with the bikes, so the big trip was to Rockhampton for competition. Extended travel was not really possible with a business to run and a young family, so there weren't many big trips at that time. But somehow he did find time to be the President of the Motorbike/Dirt Bike Club for 10 years.

By now there were five children to fit in, so the next vehicle was a brand new 1986 HJO60 Landcruiser wagon, which he still has today, having clocked up 400,000km in it. (*This vehicle was written off after an accident with a cow in 2010*)

Then followed many and bigger trips to Kakadu, central Australia, the Simpson Desert, the Victorian Alps and countless Club trips.

# Peter Reynolds Profile

July 2007

Interview Val Wiseman



A hair-raising experience occurred in 1987 on a Club trip in August. There was snow on the ground as they went to a Club BBQ at Blue Range. Half a dozen vehicles went on to Mt Franklin and Mt Ginini to play in the snow. The roads were very slippery and 3 cars slid off the road and turned back. Peter with the children and the 2 remaining vehicles continued on to the top of Mt Ginini where they played until after sundown. As the first car came down from the mountain he radioed back a warning of slippery ice further down. Peter was the second car – he was sitting on a saddle with the brake on when he noticed that the snow was moving alongside him. He applied more brake and the snow was still moving. He realised that he was already on ice and that there was another 80 metres of ice to come – and he was heading for a T intersection lined with big gum trees. Careering down the hill, trying to change gears and start the engine that had stalled, his life flashed before his eyes as the gums came rapidly closer. This was IT – he would be killed or Debbie would kill him for destroying the car. He was getting faster, there was no way to stop – except by using a speedway driver manoeuvre and throw the car sideways. There he was, going down sideways trying to get the tyres to grip and slow the vehicle. He went across the T intersection and hit a snow bank, tilting the vehicle over but it righted itself barely half a metre from the gum trees. Phew... scary!

By way of contrast Peter reckons that the best adventure he has had was last year on the Hay River/Simpson Desert club trip. Not much snow there.

Peter has watched the Club develop over the years, culminating in the purchase of Talooge, something he believes was necessary as a hedge against progressive track closures in National Park and forestry areas. He is particularly proud of the development and current high standard of the driver training team, which now has 14 members. The most challenging thing has been learning the people skills necessary to work in a club with such a diverse membership. His deft touch and elfish sense of humor bear out his success here.

The Club training system started in the early 1980s, and Peter started helping out. He and an ex police officer put together a training system from scratch. Although self taught in the ways of 4 wheel driving, by this time he had a lot of experience to draw on.

Peter has lost count of how many people he has trained – it would run to the hundreds or probably thousands. For 5 or 6 years the Club trained about 100 people each year. In those days membership was \$65. Many people joined, did the training and then left, creating a big turnover in membership without building up the Club. The subsequent increase in the membership fee actually increased the active membership as people realised that they were getting good value for their money.

Club training initially happened out of Blue Range Hut and also Peter's workshop. Then came the first lease at Murrumbateman that lasted for 6 or 7 years until the property was sold and the Club had to leave. It was then back to the Blue Range Hut, before the second Murrumbateman lease was offered by Reid McLachlan. The Club used that property for training for 10 years, initially erecting a large marquee on the Friday night before each training session, and pulling it down at the end of the session. Such hard work could not go on, so the training shed was built on the site. Since then the training has gone ahead in leaps and bounds, and now we have Talooge.

Peter sold the Monaro Off Road Centre in 2000 to club members Michael and Rodney Brewer. He then started his current business, 4WD Training Services, that provides training for most government departments in Canberra and surrounding areas of NSW. This business has grown so that it is now very much in demand, a source of much satisfaction .

Peter was one of a small group from the combined ACT 4WD clubs who started the 4WD Show in about 1986. Initially it was held at the Hall Showground but when it outgrew that venue it moved to the Queanbeyan Showground. Peter has been closely involved with the construction of the test track for each show, ensuring that a high track standard is maintained. In 2006 he became the Exhibitor Manager for the 130 exhibitors. He believes the show will keep growing and that it provides a good way for all the 3 clubs to build their membership.

Peter considers that the Club has been an important part of his life, and through it he has made countless friendships over the years. Becoming a Life Member, along with hardworking Jenny Collins, was something to be especially proud of.

# Peter Reynolds Profile

July 2007

Interview Val Wiseman



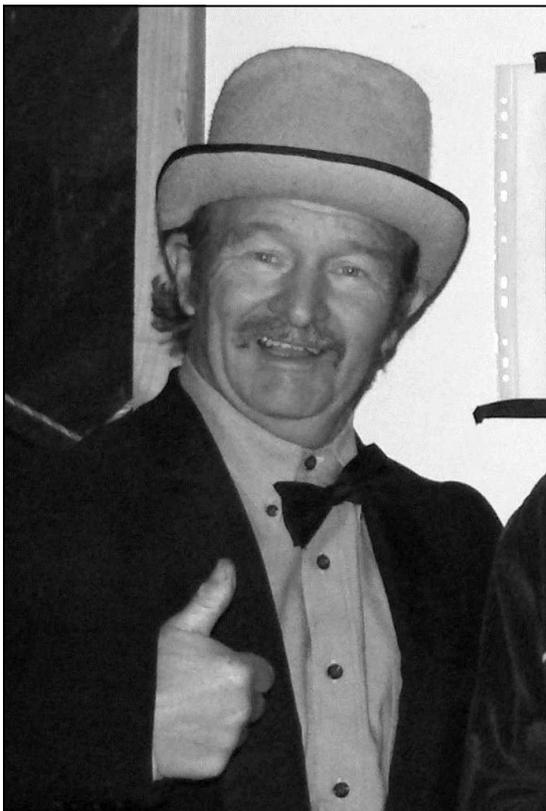
Another highlight was when he was approached by John Howarth to join him to compete in the International Outback Challenge in 2002 through to 2005. They competed in a purpose built Nissan Patrol against competitors from around the world. The Challenge was held over 7 days running out of Broken Hill and out as far as Tibooburra and Wilcannia. Peter and John were consistently placed in the top end of the competition.

One of his most satisfying times started the day after the 2003 bushfires came into Canberra. As Peter and Debbie went to check on a relative's house they saw the devastation caused by the fire and thought that they had to do something to help. Returning home he phoned Neil Craven and other members of the training group, realising that they had all the equipment – winches, straps, chains, chainsaws, and experience - required to help with the massive clean up across the affected suburbs.

The next day a small but dedicated group met to start the huge task of helping residents clear their yards of fallen trees and debris. They walked the affected streets, asking people whether they required help. Realising that the job was bigger than expected the Club President was called and asked to email as many members as possible. By the next day the group consisted of about 30 members and day by day the group grew until over 100 hard working members had joined in. They worked for 8 or more days making a huge difference to the clean-up campaign, removing tonnes of fallen trees and bushes. Peter was extremely proud of all these people and believes they deserved more recognition than they got. Although he was the co-ordinator, they were the people who put in the hard yards for 8 or more hours each day, so once again he would like to thank everybody concerned.

## Note

*Peter was awarded an OAM by the Governor-General, Ms Quentin Bryce AC CVO on 1st July 2010 for 30 years service to the club and the association in 4wd training*



# FOR SALE/WANTED/LOST/FOUND



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

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Three six stud 16 inch alloy wheels with Kumho Venture tyres 255/70 R 16. Miles of tread left – these came off my camper trailer. \$350

## Hannibal Jumbo Roof Top Tent

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I also have an ARB full length steel tent roof rack \$500.

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**Please call Rob Lejsek 0407037372**

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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

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## 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.

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# SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

GPO Box 2122, Canberra ACT 2601

## MEMBERSHIP

### Categories of Membership

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

#### 'Owner Member'

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

#### 'Associate Member'

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

#### 'Competition Member'

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

#### 'Family Member'

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

#### 'Life Member'

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

### Approval of Membership

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

### Membership Entitlements

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

### Membership Fees

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

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

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

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

### To Join the ST4WDC

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

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

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

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



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GPO Box 2122, Canberra ACT 2601

## NEW MEMBER APPLICATION

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

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

<i>Essential entries</i>	Member 1	Member 2 (Partner)		
Preferred first name, last name:				
Address:				
City/Suburb:		State:		Postcode:
Home Phone:				
Mobile Phones:				
Home Email:				
Work Phones:				
Work Email:				
<i>As a means of rapidly disseminating priority information, the Club occasionally makes use of Email to all members who have provided an Email address (which is hidden from other recipients), or SMS to all those who have provided a Mobile Phone number. You will receive these automatically unless you indicate otherwise. <b>Default</b> is shown in <b>Bold Print</b>.</i>				
Accept Club SMS:	Yes / No		Yes / No	
Send Club Email to:	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 <b>'Family' Members</b> ? Must be under 21 years, reside with Principal Member or Partner, and be Licensed or Learning to Drive.  Please provide both <b>Names</b> and <b>Dates of Birth</b> .	Name(s):			Dates of Birth:
Are you a returning Member? Yes / No	If 'Yes', what was your last Membership Year?			
<b>How did you find out about the ST4WDC?</b>				
<b>Payment of fees (\$ . . . . .) made by</b> (Please indicate): Bank Transfer / Cheque (enclosed) / Money Order (enclosed) / Cash				
<b>Signature(s):</b> Upon acceptance of this application, then for the duration of my Membership, I agree to abide by the Constitution and By-laws of the Southern Tablelands Four Wheel Drive Club Inc, as they apply from time to time.				
Signed:				Date:

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

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

Revision 5 – Jan 2011