



SOUTHERN TRAILS

ISSUE 397 October 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 9 October 2012

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

Cover Photos

A load of Nissans at Driver Training & End of the road at Nimmo plains

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All magazine correspondence should be directed to the Publications Coordinator.

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

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



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General Meetings are held at the

Canberra Deakin Sports Club, Grose St, Deakin

at 7.30pm on the second Tuesday of each month.

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

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

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

Publications

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

Southern Trails is the ST4WD Club monthly magazine.

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

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

Talooge Park

Talooge is the Club's 700+ ha bush block in rugged country east of Bredbo. It is used for club activities and members are welcome there for camping and enjoying the bush. Areas are set aside for basic bush camping. Some have firewood, but no other services – no water, no electricity, no phone, very limited mobile phone coverage.

Pets and the discharging of firearms are not permitted on the property.

Visitors should assume that they are solely responsible for their own well-being and be conscious of the risks of fire, snakebite, etc. In an emergency, neighbours Mr Richie Southwell and his sons, can usually be contacted using UHF ch 18.

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

Code of Ethics

These are the rules of conduct that we should all observe when using our vehicles in the bush. We should all take them to heart. Image is a difficult thing to change!!

1. Obey the laws and regulations for Recreational Vehicles that apply to public lands.
2. Respect the cultural, heritage and environmental values of public/private land, by obeying restrictions that may apply.
3. Respect our flora and fauna. Stop and look, but never disturb.
4. Keep to formed vehicle tracks.
5. Keep the environment clean. Carry your own, and any other, rubbish out.
6. Keep your vehicle mechanically sound and clean to reduce the environmental impact.
7. Adopt minimal impact camping and driving practices.
8. Seek permission before driving on private land. Do not disturb livestock or watering points, leave gates as found.
9. Take adequate water, food, fuel, basic spares and a first aid kit on trips. In remote areas travel with another vehicle and have Royal Flying Doctor Service, or equivalent, in radio contact.
10. Enjoy your recreation and respect the rights of others.
11. Plan ahead and lodge trip details with a responsible person.
12. Support four wheel driving as a responsible and legitimate family recreational activity.

Training

The Southern Tablelands Four Wheel Drive Club is devoted to providing the best driver training possible. The Driver Training Team provides a range of courses throughout the year. Students are assigned an instructor over the period of the course. The 1:1 instructor/student ratio ensures maximum transfer of skills and experience.

The current courses are:

Main Courses

Basic Driver Training,
Very Difficult Terrain, and
Advanced Recovery (for Grade 4 and 5)

Supplementary Courses

Water Crossing,
Sand Driving,
Winching
Practical Map Reading,
Navigation,
Route Planning,
GPS, and
Other specific training relating to Club activities such as camper trailers etc may also be introduced..

Training for Driver Training Instructors

Trainee Instructor,
Assistant Instructor,
Instructor, and
Chief Instructor

Visit the ST4WDC web page for full details which are expanded on in detail in the Driver Training Policy document located under the Training menu tab.

Partners are encouraged to undertake the Basic Driver Education course, and any of the other courses offered from time to time. Unfortunately couples cannot undertake the course at the same time as only one driver per vehicle can be instructed during a training course. Training of a member's child is subject to approval by Club management and only when spare places are available. Couples may attend the Navigation, Map Reading & GPS courses.

A special offer to travelers - Sewing Machine - medium/heavy duty - available for short term loan.

I have custody of a medium duty Singer sewing machine that is ideal for all those small canvas repair jobs or to create new tent peg bags, tool rolls, billy can bags, camp oven bags, etc. How far does your creative imagination go? The machine will handle up to three layers of medium weight canvas and uses very strong upholstery weight nylon thread that is great for reasonably heavy jobs.

Don 02 6161 1880 or 0408 649 732

Taylor Torque

Greg Taylor



Welcome to our new members:

Michael and Julie Loberger
Ben Penfold
Bill Sherwin and Gwen Allison
Simon and Liz Veitch
Deb Green
Bill Szydlik and Gabrielle Burns
Dennis Reardon

Congratulations to Peter Watson and Richard Brand on being awarded Life Membership at our September meeting. What an honour and well deserved recognition for your contributions to our club over many years. Thank you and well done! Their citations have been reproduced in this month's ST.

October is here and first up we have a vote regarding proposed rule changes at our general meeting. The changes are proposed by your Committee and were published in last month's Southern Trails. We want to make administration and understanding easier and we are not seeking to increase fees at all.

As I am writing this I have just come home from three days at Talooge. This visit was for some maintenance activities and was organised by Don Wiltshire and Graeme Kruse. Our property is looking fantastic and we had a good roll up of people seeking a few days of activities and socialising. Among other tasks we chose a spot for a new communal fire pit in the camping area near Cooper's Gate (left of the gate looking towards the clubhouse). Easier said than done I can assure you however we ended up with broad agreement for the site. A fire pit is necessary because while the smaller cooking fires installed are fantastic for cooking and a small group they are too small for larger groups.

Alan Jones and I took the opportunity to walk some of our boundaries and also track nine (which is closed) from the top of Strike a Light FT across to our gate on Rayners FT. I only made it half way as I had to go back and get the vehicle (true I did have to get Tonka it wasn't that my legs were tired really!). Alan said that there was plenty of water running off the mountain and that the three waterfalls were spectacular. Checking out our boundaries was also for the purpose of future planning including the possibility of new tracks being built along these fence lines.

While at the property we also met with the Weeds Control Officer from Council. He and Graeme went off to inspect the outcome of the aerial spraying we undertook in May as well as looking for any other problem areas. Overall, he was happy with our efforts to control and eradicate weed infestations and he was truly impressed with the records and plan produced by Graeme. I think he would have liked a copy for an example to show around. Well done Graeme, Don and the members who help with this problem. The ownership of property includes an obligation to care for the property. Unfortunately, sometimes that includes things like the expense and work to manage noxious weed infestations. We asked to be included in the next aerial spraying program scheduled for March 2013. This is a method that can have the greatest impact at minimal cost and labour on our part.

Our few days immediately followed the latest driver training weekend and the tracks were dry and dusty. This will only get worse with the coming hot weather so it is a good time to remind everyone to please stay on the tracks where possible which will give the grass a chance to live. Also, be mindful of the dust you create driving around other vehicles and campsites – minimising it preferably to zero will be greatly appreciated. The next event at Talooge is the Bush Skills Weekend and weather permitting we will see the need to keep dust down then as well.

So, if you have a spare weekend or a few days with nothing to do or nowhere in particular to go then your property is sitting there within cooee of Canberra! Ideal no cost camping for you and the family. Why not invite a few other members.

You may recall at our May meeting Bob Moon from the Kosciuszko Huts Association (KHA) came and talked to members. He discussed the caretaking role of the huts which interested many at the meeting. Since then, our club has joined the KHA and I am now having discussions with the Kosciuszko ranger about our potential roles in this area. I will be meeting with the ranger later in the month.

Taylor Torque

Greg Taylor



Our Christmas party in November will be here soon. Have you enrolled yet? What about your enrolment for the Funkhana? If you are bringing kids to the party please let Lynne Donaldson or David Whight know so that we can cater appropriately for them.

You will find included in this issue our submission to the Inquiry into the Public Use of Land in NSW. I know of one other member who made a submission to the inquiry and I found some interesting reading in the submissions made. There is clearly a variety of opinion on how our heritage bushland should be managed. Links to the parliamentary website can be found on the front page of our website.

Finally, thanks to everyone who helped on the track clearing for the training follow up day. Many hands do make light work and these chores are necessary to help deliver training to new and not so new members. All members should give some thought to participating in working bees, running trips or events, helping trainers, writing articles for Southern Trails or participating in other avenues of club activities. Not only will you get a richer experience from your club membership you will be supporting your club in a much needed way.

I will leave you with these questions: What is it that you would like to see more of in your club? What should be new or different? Lastly, what is stopping you from making it happen?

Greg.



I have a little Satnav
It sits there in my car
A Satnav is a driver's friend
It tells you where you are

I have a little Satnav
I've had it all my life
It's better than the normal ones
My Satnav is my wife

It gives me full instructions
Especially how to drive
"It's thirty miles an hour," it says
"You're doing thirty five."

It tells me when to stop and start
And when to use the brake
And tells me that it's never ever
Safe to overtake.

It tells me when a light is red
And when it goes to green
It seems to know instinctively
Just when to intervene.

It lists the vehicles just in front
And all those to the rear
And taking this into account
It specifies my gear.

I'm sure no other driver
Has so helpful a device
For when we leave and lock the car
It still gives its advice.

It fills me up with counselling
Each journey's pretty fraught,
So why don't I exchange it
And get a quieter sort?

Ah well, you see, it cleans the house,
Makes sure I'm properly fed,
It washes all my shirts and things
And - keeps me warm in bed!

Despite all these advantages
And my tendency to scoff,
I do wish that once in a while
I could turn the damned thing off.

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Trips and Events



5 - 8 Oct Hill End Exploring

2012-088

- Trip Leader: Greg and Vickie Taylor
Email: Vickie.Taylor@bigpond.com
Phone: 02 6241 3547 (h); 0411 281 087 (m)
Limit: 10 vehicles
Grade: 2
Start: 5:30 PM
Meeting Place: Federal Highway, Eagle Hawk car park
Fuel: Full tank at start - there will be opportunities for refuelling.
Requirements: Basic driver training, recovery gear, well maintained vehicle, UHF, food and water, happy hour supplies and a pot luck dinner to share. Bowsaw, axe for firewood collection.
Description: Leaving on the Friday afternoon of the Canberra long weekend, we will travel via Sutton, Gundaroo, Gunning and Crookwell and camp overnight in the Tuena camp area. Leisurely start next day for Blayney, Bathurst and Hill End via Sofala. Saturday night pot luck dinner and Sunday to wander the historic town of Hill End and surrounds. The ranger leads an interesting after dark ghost tour...
Hill End is a historic site largely managed by NPWS.
This will be an easy trip with fairly limited four wheel drive opportunities. However, on Sunday we may explore the northern end of the Bridle Track from Hill End towards Bathurst where the track was blocked by a landslide in 2010 and has been closed indefinitely.
This trip is suitable for Camper Trailers.
Comments: Camping fees will be payable at Hill End as we are staying at the caravan park. Sunday night may be a good opportunity to practice your camp oven cooking! Bring your gold pan if you have one as there are panning opportunities at Tuena and I suspect Hill End.

6 - 8 Oct Mystery Bay Tuross R and Wadbilliga

2012-027

- Trip Leader: Dan O'Hara
Email: ohara5@homemail.com.au
Phone: 02 6231 3872 (h); 0406 375 677 (m)
Limit: 20 vehicles
Grade: 2
Start: 8:30 AM
Meeting Place: Williamsdale
Fuel: Full tank at start. Fuel is available at Cobargo and along the coast, Bodalla, Cooma.
Maps: South Coast Forests, Zone 55 or Bega 1:250,000 topo. And for those with these Vector maps - OzTopo 3.0 or Shonky of course.
Requirements: Your camping equipment / trailer. Happy hour supplies. Food etc. Recovery gear, UHF radio. Vehicle and tyres in good nick. Basic Driver Training.
Description: Mystery Bay is one of the most beautiful spots on the South Coast, just a few kilometres from Narooma. We stay in the Primitive Camping Ground for a daily charge (to be confirmed). The camp area is huge, shaded by trees and close to beaches and fishing spots. A nearby lagoon is ideal for canoes. There are long drops and cold showers. The trip is suitable for off-road camping trailers. 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.

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



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 Mt Walker Exploration

2012-085

Trip Leader: Warren Shardlow
Email: wshardlow@spin.net.au
Phone: 0409 321 213 (m)
Limit: 14 vehicles
Grade: 3
Start: 8:00 AM
Meeting Place: Federal Highway, Middleton VC rest area
Fuel: Full Tanks. Refuelling opportunities will be available along the way (eg. Oberon) and Lithgow is not too far away if needed.
Requirements: Basic Driver Training, Sand and Water for those who want to play with water crossings.
Description: Mt Walker is located near Lithgow in the Marrangaroo National Park.
This area is legendary for a large choice of 4WD driving tracks, mud tracks and water crossings. Research has indicated that where there are challenging sections, there are always easier options.
Given the location, this long weekend has been deliberately chosen to allow an easy day's driving to and from, and allow a day for play.
There is a lot of history in this area and we may explore anything that is "along the way". For example, Jenolan Caves. Further information will follow about this after some research has been done.
Comments: Camping trailers are welcome, pets are not.

6 - 8 Oct Talooge Track Building

2012-086

Trip Leader: Robert Tiele
Email: robert.tiele@cit.edu.au
Phone: 0406 377 527 (m)
Limit: unlimited
Start: 8:00 AM
Meeting Place: Williamsdale
Fuel: Full tank
Requirements: Gardening tools and general personal protective equipment such as gardening gloves, long sleeves
Description: A very busy weekend of building and driving new tracks at Talooge
Comments: Club chainsaws may only be used by competently trained people. Chainsaw operators need protective chaps, eye protection, ear protection and tough boots - steel capped preferred.

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

Trips and Events



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

14 Oct **Brindabella Mini-Classic**

2012-090

Trip Leader: David Read
Email: twisty@live.com.au
Phone: 0431 980 487 (m)
Limit: 13 vehicles
Grade: 2
Start: 9:30 AM
Meeting Place: Uriarra Homestead
Fuel: Full tank
Maps: ACT Region (1/100 000) and 1/25 000 maps of Bobbys Plains, Couragago, Umburra and Cotter Dam. GPS
Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, morning tea and lunch. Camera, binoculars and a chair are also a good idea.
Description: This day trip is a great way for new members to explore Canberra's back yard. We meet at Uriarra Homestead for a 9.30am departure and head to Picadilly Circus following Brindabella/Tumut Road. Quick stop for a "photo op" at the Picadilly Circus sign. Then on to Gentle Annie fire trail to Flea Creek (toilets) on the Goodradigbee River for morning tea. We will climb up Webbs Ridge to approximately 1200 metres and then on past the power lines to Dingi Dingi fire trail. Back along Two Sticks Rd to Mt Coree (toilets) for lunch. Then return via Picadilly Circus and finally air up and head for home.
Comments: Preference will be given to members who have just completed Driver Training

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

Trips and Events



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

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

27 - 28 Oct **River Crossing and Sand Driving**

2012-022

Trip Leader: Peter Reynolds

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

Limit: 20 vehicles

Start: 8:00 AM

Description: This is the Club's annual training course covering river crossings and sand driving. You must phone Peter to book this event.

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

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



24 - 25 Nov

Christmas Party at Talooge Park

2012-050

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

25 Nov

Funkhana

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

Trips and Events

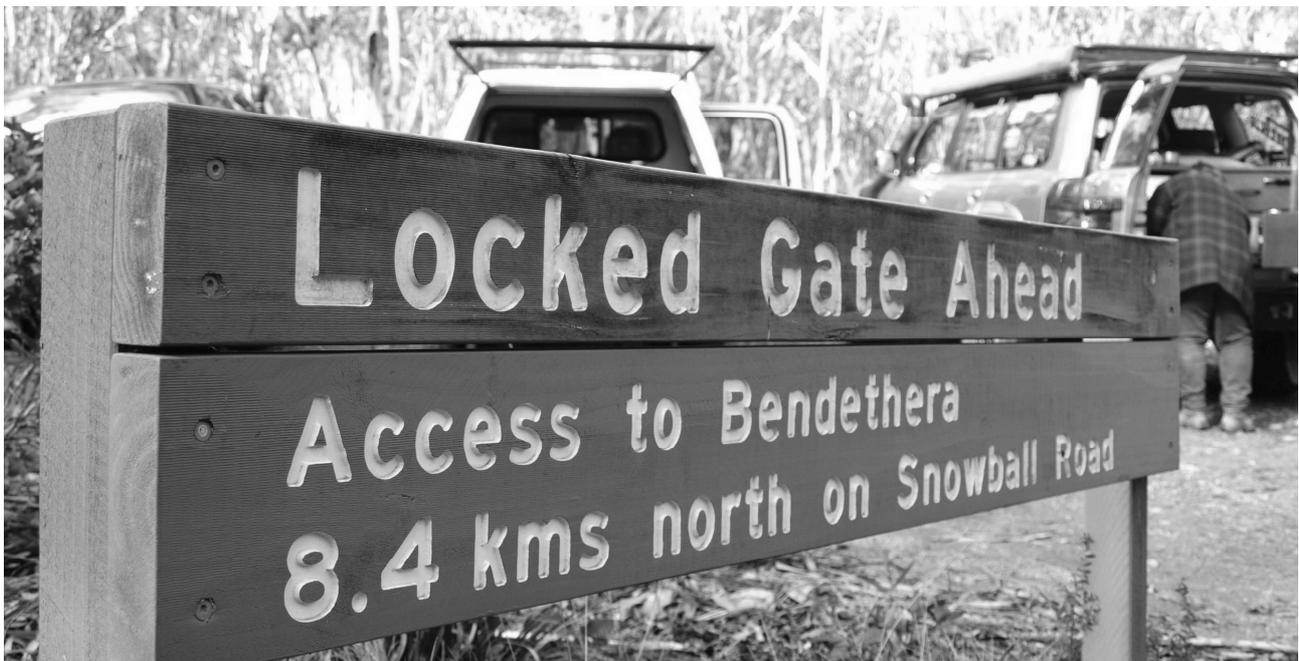


9 - 16 Mar

Vic High Mountain Country

2013-013

- Trip Leader: Michael Patrick
Email: michael.patrick2@bigpond.com
Phone: 0412 377 941 (m)
Limit: unlimited
Grade: 3
Start: 8:00 AM
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. No camper trailers
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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Patrol Chucks a Wobbly

Chris Nichols



Please Note: Photos are in the colour centre pages

I suppose that as my vehicle gets older, I should expect that some components are going to need extra attention in the servicing, and especially with a 4wd that gets used as the designers intended. My Nissan Patrol GQ is a 1992 model, and while the odometer reads 255,000km, the logbook records the fact that the original speedo was replaced at 67,000km, so the true count is about 322,000km. That's just entering middle age for a GQ 4.2 litre diesel! And I do try to ensure that the vehicle gets better than standard servicing considering the use it gets.

However I must admit to a minor "breakdown" on the third day of Michael Patrick's recent Vic Alps trip, when I discovered the inside of the front tyre on the passenger side was covered in a mix of grease and differential oil, which was escaping from the bottom of the steering knuckle. This indicated failure of the axle seal, and the end of four wheel driving until repairs could be effected, as the oil was washing the essential lubricating grease out of the CV joint. Fortunately the car was perfectly drivable in two wheel drive with the hubs unlocked, and I was out of the steep country when the problem was discovered, so I bid farewell to the group and headed for home, and my workshop.

Upon stripping down the hub I discovered to my amazement that the lower kingpin bearing was badly damaged with both the inner and outer bearing races broken into several pieces and the tapered bearings misaligned and misplaced. Effectively the bearing had collapsed, allowing the axle tube and trunnion to drop about 5mm relative to the steering knuckle. This in turn had caused the driveshaft to damage the axle seal and resulted in the oil leak. When I saw the damage I was surprised that the car had remained drivable, and in fact very well behaved on the drive home from Dargo to Canberra!

It was clear that a major bit of servicing work was required, and considering the age of the car and some uncertain service history I decided to replace all the relevant seals and bearings. Ebay provided a kit with Japanese bearings and seals within 24 hours, delivered to my door.

I did have to wait three days for Mr Nissan to supply a pack of shims necessary to set the correct preload on the new kingpin bearings, and that gave me plenty of time to carefully clean all the components and install the new seals and new bearings in the hub and the steering knuckle.

Now for the interesting bit – the analysis of the failure. The bearing that failed had been in service for less than 19,000km, and was in fact a replacement for a bearing that had failed after 22,500km!

Soon after I purchased the Patrol in 2006 I had some major steering work done by a reputable local specialist, including the fitting of "cast-o-line" bearings to the left hand side steering knuckle to correct the steering geometry and reduce the pull to the left commonly found on steeply crowned Aussie roads. In 2010 I noted some roughness in the steering, and returned the car to the same specialist. (Yes – only 22,500km travelled in four years – but that was mainly 4wd trips as we had other cars for the daily commuting tasks.) The specialist found that the lower kingpin bearing had collapsed and needed to be replaced, but could not explain why it had happened.

Fast forward to May 2012, a further 19,000km under the wheels, and the recent repeat failure of the same bearing. What's the saying? "Once is unfortunate, twice is a coincidence, and three times is a conspiracy!" I was thinking that the conspiracy had arrived early, and wanted to make sure that there will be no third time.

Bear with me here. Bearing races are normally perfectly centred, with the wall of the bearing race the same thickness all around. Cast-o-line bearings work by moving the central axis of the bearing slightly off to one side – the wall of the outer race is thinner on one side and thicker on the opposite side. Normally this would not be a problem as, again, ideally, bearing races are fully supported within a housing, in this case the spherical trunnion on the end of the axle housing that the steering knuckle fits on to. In the Nissan fitting, the edge of the bearing race protrudes from the trunnion by just a millimetre or two. Thus the outer edge of the bearing race is unsupported – in the event of a sideways loading that is not evenly distributed in the bearing, the outer edge of the race (the thinnest part), must bear the load with its own structure. (See Pic 2.)

Patrol Chucks a Wobbly

Chris Nichols



But bearings are supposed to always be evenly loaded, aren't they? Surely the housings are designed and machined to highly accurate tolerances to keep these bearings perfectly aligned? Well that's true, until you deliberately offset the bearing to change the steering angle. With standard bearings perfectly aligned with the designed kingpin angle, the angles and the bearing loadings are kept true. With cast-o-line offset bearings the inner parts of the bearings will be no longer be perfectly aligned with the outer races, and the loading will not be evenly applied within the outer race. In fact I can see the evidence of this in the wear pattern evident on the old kingpin bearing races I have removed from the axle trunnion. The lower bearing bears all the weight of that corner of the car. As the photos show, the lower kingpin bearing outer race collapsed at the edge, at the thinnest point. I suspect this was caused by uneven loading within the bearing and the unsupported edge of the bearing race, possibly exacerbated by incorrect tensioning of the bearing pre-load (adjustment shims were found to be missing when I disassembled the steering knuckle).

Lessons learned? My conclusion above is pure speculation on my part, and cannot be proved (nor have I found any mention of others suffering similar failures in a search of the internet). However I will not fit cast-o-line bearings again, if only for the cost savings (\$10 for a standard bearing vs. \$100 for a Cast-o-line bearing) and the expectation of better reliability. With new standard bearings throughout, the car is now steering smoothly and quietly, and tracking pretty well even on roads with a fairly high crown. Other lessons? Replacing all the seals and bearings in the steering knuckles and hubs is a bugger of a job, even for someone with all the right tools and the experience to tackle it! If you have any doubts about your steering get it serviced at your leisure, not when problems arise on a trip. And be aware that professional workshop time is expensive, and that they will therefore usually replace only what is necessary to solve immediate problems unless you give specific orders to do a 100% replacement of all seals and bearings. This last will cost more initially but should give you confidence that the steering should work properly for many kilometres to come.

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Club Awards



The Committee believe that any member, who has, over a long period, shown dedication and commitment to any facet of the Club, should be recognised in an appropriate way.

Two key awards are available in our club, the President's Award and Life Membership Award. These two awards, although they have been in the Club for several years, have never been formally worded. A sub group of the Committee developed criteria and process relating to these awards that was subsequently agreed by the Committee earlier this year

The wording for the two awards is as follows:

President's Award

Nominated by any financial member of the Southern Tablelands Four Wheel Drive Club (hereinafter called the Club) to the President for consideration at any time throughout the year.

Criteria:

The Nominee should, over a period of time, display:

Dedication and commitment to the aims and objectives of the Club in any area of the Clubs activities.

Presentation:

A framed certificate is to be presented to the recipient at a Club Meeting.

Life Membership

Nominated by any financial member of the Southern Tablelands Four Wheel Drive Club (hereinafter called the Club) to any member of the Executive, for consideration at any time throughout the year.

- The nomination must be written to the criteria.
- The written nomination is to be handed to a member of the Club Executive.
- The nomination will be considered by the Club Executive, who may make further enquiries relating to eligibility of the nominee but after due consideration will either award Life Membership or decline Life Membership.

Should the awarding of Life Membership be declined, the Club Executive may provide the nominator with the basis for such action but is not obliged to so do.

Criteria:

Over a period of a minimum of 10 years, the nominated member must:

- Be dedicated and have displayed an active commitment to the aims and objectives of the Club over and above those normally expected of a member of the Club
- Have contributed significantly to the endeavours of the Club.
- Have displayed outstanding service, loyalty, integrity, fellowship, and enthusiasm to the Club. Have promoted the Club and its ideals.

Presentation:

A framed citation and the Award will be presented to the recipient at an appropriate gathering of Club Members.

Note: Club Executive positions are President, Vice President, Past President, Secretary and Treasurer.

Southern Tablelands Four Wheel Drive Club

Life Membership – awarded 2012

Richard Brand

Richard joined our club in 1995 and has been a member for seventeen years.

During this time Richard has been a member of the committee for ten years and held the following roles:

*2003-5 President
2006-7 Past President
2007-12 Events and Trips Coordinator
2009-2012 Webmaster*

In each role he has been a strong and effective supporter of the club and club members. Richard has been an energetic driver for many changes in our club. His key accomplishments include:

- The purchase of the club property Talooge Park during 2004*
- Contributing significantly to the development and extensive configuration of the club website. This has involved a major effort to develop a new web site and populate and maintain the site.*
- Undertaking club Webmaster from 2009 in addition to his role as Events and Trips Coordinator.*
- He has been an active presenter of Club training materials including OziExplorer navigation, Trip Leader seminars, map and GPS and bush skills weekends.*
- He is an active supporter and participant in many club social events, working bees, the biennial 4WD Spectacular shows and community support events such as the Balloon Festival, to mention a few.*
- He is an active club trip leader with many enjoyable trips to his credit; his style of leading trips is informal, welcoming, fun and entertaining. Richard's turn-around tours have legendary status within the Club.*

He has been a prolific contributor to the club magazine Southern Trails.

Richard makes everyone welcome and to feel their contributions are appreciated. He is a true ambassador for our club.

Southern Tablelands Four Wheel Drive Club

Life Membership - awarded 2012

Peter Watson

Peter joined our club in 1996 and has been a member for sixteen years. During this time Peter has been a member of the committee for four years and the driver training team for fifteen years and held the following roles:

1997 -2012 Driver Training Instructor

1998-2001 Treasurer

His key accomplishments include:

Peter was a key contributor in the establishment and management of the driver training facility at Murrumbateman.

His drive, knowledge and expertise in driver training were invaluable in the establishment of driver training facilities when Talooge Park was purchased by the club. Peter contributed significantly to the design, planning and work necessary to cut and create training tracks for members.

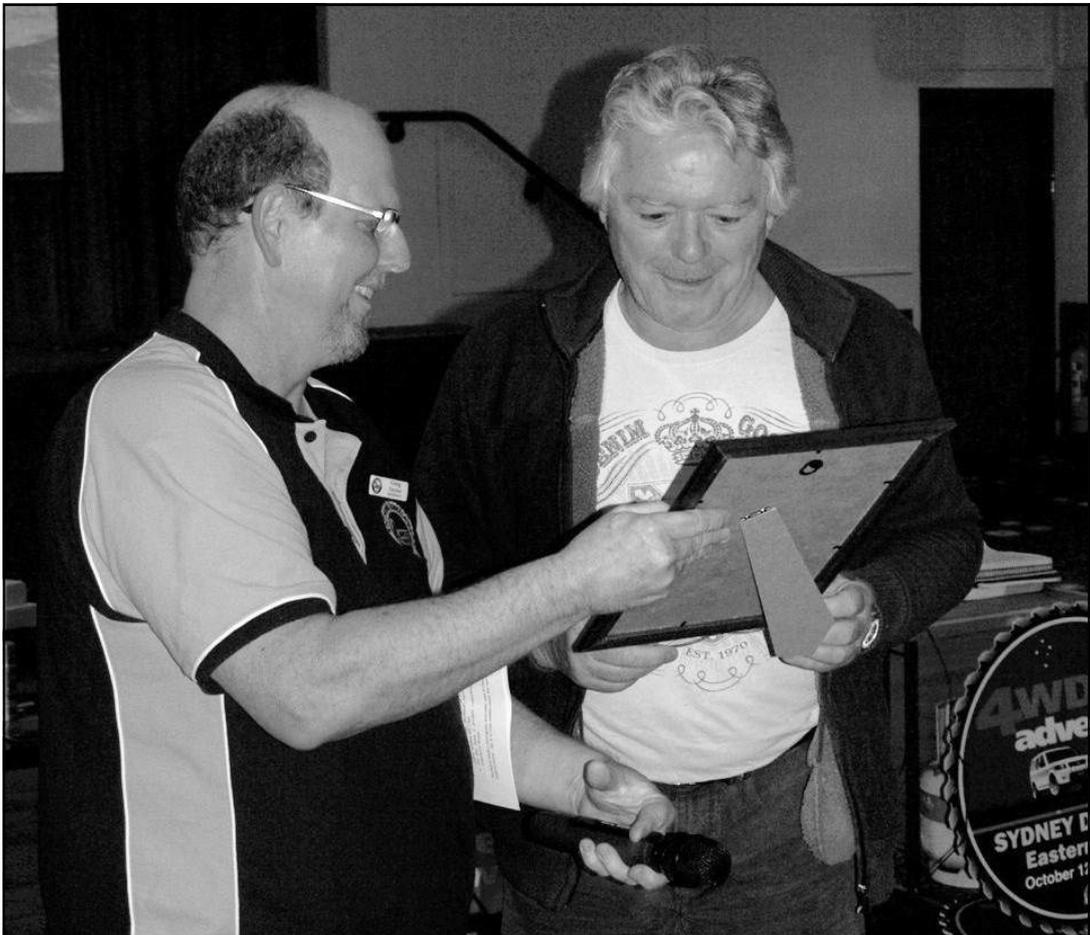
Over the last fifteen years Peter has made an enormous contribution to both the development of the driver training unit and club member driver training activities. A reason that our club is considered the 'premier club' for driver training and development is due, in part, to Peter's significant efforts.

Peter can be seen at each biennial 4WD Spectacular Show leading key 4wd demonstrations, working in the seminar tent, driving on the test track or just filling gaps for our club where needed.

He is always present and contributing to club events such as working bees and community support activities.

For many years he has provided welcome advice and support to new members. His guidance and shared expertise have impacted upon many of our club's members and he is widely respected for his contributions.

Peter has inducted many new members to our club and makes everyone welcome. He is truly an inspirational role model to all members.



Submission to the Inquiry into the Management of Public Land in NSW

Greg Taylor



Summary of response:

1. Increase access to tracks and trails – stop the closures that create exclusive access to only bushwalkers and NPWS/Forest staff.
2. Maintenance of tracks and trails – adopt the Victorian Track Classification program. <http://parkweb.vic.gov.au/iconic-four-wheel-drives/track-classification>
3. Develop an 'Iconic' 4WD tracks approach in NSW. This can encourage people to stay in their state and spend their money here as well as attracting interstate visitors.
4. Camping areas – stop herding/condensing greater numbers into smaller areas. There is room to expand without destroying our heritage bushland. Consider camping areas without facilities for those who are well prepared. More areas without unsightly bollards/cables.
5. Economic loss to NSW businesses – many four wheel drivers and others are taking their money over the border into Victoria as the Victorian approach is more considerate of the wide range of users.
6. Increase volunteer cooperation – with user groups. Four wheel drivers in clubs are trained and equipped to assist in clearing fallen trees and care for trails and tracks. Implement an 'Adopt a track' campaign with four wheel drive clubs/motorcycle clubs/horse rider clubs etc.
7. Better use of volunteer resources is a win/win situation for all. We get the access we seek and the authorities get volunteer assistance to manage our public lands.
8. Review access restrictions to existing wilderness areas – reverse decisions that have locked Australians out of their heritage bushland. Examples include: Goobarragandra Wilderness area in Kosciuszko NP (just one of many) which was closed so that people who enjoyed this area for generations were locked out.

Or, Broken Cart Fire Trail through Dubbo Flat to Long Plain Rd. This area was closed after continued vandalism. Look for a 4WD club to adopt the monitoring and maintenance of the area. There are many more examples of this lock it up mentality that has prevailed.

9. Greater consultation with users when considering access restrictions.
10. Stop the discrimination against older, infirm, disabled, unfit, people who wish to access tracks and fire trails in our heritage bushland by means other than walking. There is room enough to cater for all and still adopt low impact and Tread Lightly principles.
11. Do not punish those who value and respect our bushlands. Locking out everyone because of the poor behaviours of a few is unjust and repugnant. Better target those responsible for damage using education and specific enforcement strategies. Allowing clubs to adopt trails/tracks will provide additional monitoring for poor behaviour.
12. Develop new management approaches for our national parks where clubs/individuals who adopt the appropriate ethical approaches to land usage are not restricted in access.
13. Increase free camping opportunities in national parks and forests. Many families are penalised particularly with camping sites now charging on a per head basis.

Response to the Inquiry

Access and Camping

Overall, The Southern Tablelands 4WD Club (ST4WDC) is concerned with increasing trends to reduce vehicle access to large tracts of our heritage bushland. Alarmingly, once a wilderness area or national park is declared, the overwhelming management approach is to greatly reduce or restrict access by the public. Of course, you can access these areas if you are a Park Ranger or an avid healthy bushwalker – but this excludes the majority of the population!

Exclusive management and enjoyment of our public lands in NSW is abhorrent to many of the population who admire, respect and care for our bush.

Christmas Raffle

Great Cash Prizes

1st Prize - \$500.00

2nd Prize - \$250.00

3rd Prize - \$125.00

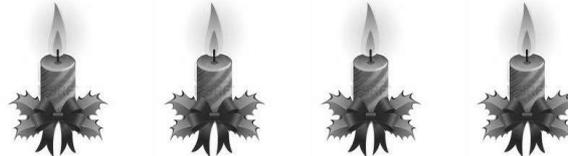
Tickets cost \$2.00 each and will be available at the club meetings

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

Date 24th November 2012

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

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



Wanted

High quality Photos of Club Trips

The editor created 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.

Happy to supply the disks

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

Michael Patrick Editor

Submission to the Inquiry into the Management of Public Land in NSW

Greg Taylor



Too often, there is a one size fits all approach when management authorities are responding to bushland vandalism. Seasonal closures are not included in this criticism at the moment, but from year to year we worry that seasonal closures of tracks will become permanent.

Management of public lands need to also recognise four wheel driving as a legitimate recreational pursuit that can also benefit management resources. We have witnessed increasing installation of locked gates to restrict public land access in parks and forests. Unfortunately, this approach also increases the pressure on available roads and camping areas.

This can be frustrating to many who wish to enjoy their bushland without being herded into small areas of the available park or forest. Again, not everyone is capable of walking through these bushland areas. ST4WDC preference is to enjoy the bushland on established fire trails and tracks. Moving through the bushland at a sedate pace allows our members the opportunity to better enjoy the natural flora and fauna of our bush. This pace is also much safer for fauna.

Creating more two wheel drive roads for general access is not the answer either as many of these roads are fast moving and do not provide the true bush experience of trails and tracks. There is a vast difference between the two modes of transport through the bush.

Our members prepare and set up their vehicles to negotiate trails and tracks and this includes a focus on vehicle based camping. Many NPWS camping areas now have bollards or cables restricting camping space to specific areas away from vehicles. This approach reduces our members to either camping in the car park which leaves fewer spaces for other vehicles or, finding more suitable camping areas elsewhere. This is increasingly an issue for our members with the somewhat 'over management' of camping areas. Many camping areas also do not cater for the increasing numbers of people now towing camper trailers. Again, looking around the immensity of the areas involved leaves people wondering about the management approaches being adopted.

Our preferences include enjoying secluded bushland settings largely with or without toilet facilities

bollards, rails and cables somewhat destroy the appearance of the natural environment. Where these devices are seen as necessary to reduce encroachment by humans in popular camping areas then perhaps more camping areas can be created or the area be increased to cater for the demand. Overall, these areas are a miniscule portion of any of the parks visited. We can accept that in some cases where there are very popular sites these measures are needed. However, we also believe that another model needs to be implemented to cater for the more adventurous off road (two wheel drive road that is) users of parks.

Camp fires / collection of fire wood

Increasingly, more and more parks are moving towards banning the collection of firewood for campfires within the parks. This approach makes sense when there are environmental concerns for threatened species or a distinct lack of dead wood. However, we are witnessing increased use of this policy as a tool seemingly to abolish the humble campfire. Where dead wood is in abundance often collection and controlled burning (in a campfire) may reduce the fire risk at track side. Fire is used for warmth and cooking and promotes the social aspect of camping in our natural heritage completely. We oppose moves to restrict or abolish the use of campfires in parks and forests as a general policy measure. The exception of course is the declaration of fire bans due to weather extremes and the seasonal fire ban period over the summer months. Our members are responsible in their use of campfires.

Discrimination must stop

Currently, large areas of public land have been restricted to park's staff and bushwalkers with the stated intention of preserving flora and fauna for future generations. This is blatant discrimination against the current generations who are denied access to these areas due to gates being installed across existing tracks and fire trails. If you are not able bodied then you are in a group who are denied access through these parks and declared wilderness areas. You are only entitled to travel on established two wheel drive tracks and roads if they exist. This is not how many people like to access and enjoy their bushland.

Submission to the Inquiry into the Management of Public Land in NSW

Greg Taylor



Is this just preserving our bushland/flora/fauna for future generations of bushwalkers and park's staff? Something that may not be used by the wider population may become a thing that is not valued and something that is not valued can be more easily lost for good. This would be a tragedy. It is our flora and fauna that we wish to see enjoyed by our current and future generations – but inclusively please.

Economic loss to NSW

Annually, the ST4WDC delivers approximately fifty trips and events for its members. One third to half of these would include travel through or to a NSW park or forest. Increasingly, we are leading more and more trips over the border into Victoria.

For example, this year our club ran four, four day trips and two, one week long trips in Victoria. The reason is Victoria has a better balance where it comes to managing its public lands – in particular, the Victorian High Country. Victoria embraces the simple notion that they are managers of public land for public enjoyment.

Victoria recognises the needs of four wheel drivers and other recreational groups and their love of the Australian bush. Parks Victoria have implemented a Track Classification Scheme jointly with the Victorian 4WD Association. Victoria has also recognised and promoted 'iconic' tracks that interest and attract four wheel drivers. Overall, the level of co-operation and understanding is greater with increased benefits to all parties. <http://parkweb.vic.gov.au/iconic-four-wheel-drives/track-classification>

So, increasingly our club members take their expenditure on accommodation, food, fuel, repairs, accessories and general items over the border into Victoria. This is an economic loss to NSW businesses that should be recognised.

About our Club

The Southern Tablelands 4WD Club (ST4WDC) was established in 1976 and is the largest four wheel drive club in the region. We currently have 538 members in our club and we welcome approximately fifty new members each year. The club's members largely reside in the greater Canberra region including Queanbeyan and Yass. However, we also have members from Goulbourn, Mittagong, Bungendore, Braidwood and the southern coastal and inland areas of NSW. Our memberships are held by individuals and families.

Key benefits of membership include learning how to drive safely off-road, gain experience on trips with other members, use and enjoy the club's 770 hectare property near Bredbo NSW and participate in a range of social activities.

Our club prides itself on the quality of its driver training and education. We deliver basic driver training, supplementary sand driving and water crossing courses, winching and recovery exercises and advanced driver training. Our basic training course is presented over a weekend at our club property and then all participants must complete a follow up day to complete the course.

In addition, we deliver navigational training, first aid, chainsaw operation and certification, photography, bush skills and other courses for our members.

ST4WDC is a member of the NSW and ACT 4WD Association and we have a code of ethics adopted from the state and national associations.

Code of Ethics

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.

Submission to the Inquiry into the Management of Public Land in NSW

Greg Taylor



Our Club Property 'TALOOGE'

ST4WDC owns a 770 hectare property near Bredbo named TALOOGE. Why that name? It means To Always Look Over Our Great Environment which indicates our members' respect for the bush.

We use our property for training and recreation and we have added facilities including secluded and group camping areas. Our club follows a conservation ethic and we have an active program of weed eradication and revegetation that has been partly funded by an Envirofund grant. Recently, we joined in with Cooma Council in an aerial weed spraying program.

Purchase of this property was seen as necessary to 'future-proof' our activities due to increasing track and trail closures of public lands in NSW. Other four wheel drive clubs have also similarly purchased land.

Community Service

Because of the keen interest club members have in our natural environment, the club has a strong commitment to conservation while advocating that access to National Parks, State Forests and other areas of scenic, historical and cultural value must be maintained for responsible use.

We undertake community service activities including:

- Recovery of derelict vehicles from bushland – a club exercise retrieved two wrecks from the Jerrabomberra Bushland Mountain Reserve on behalf of the Queanbeyan Council. Both wrecks were removed from bushland to points where commercial operators could access and remove the vehicles.
- ST4WDC supports the National Balloon Festival in Canberra by crewing and retrieving balloons for visiting and local pilots.
- Raising money for charities. The club joins with other 4WD clubs to organise and run the biennial 4WD Spectacular in Queanbeyan. This major activity not only promotes four wheel driving but raises significant amounts of money for a variety of charities. Major recipients of charity funds from the 2012 4WD Spectacular were:

- ◇ Snowy Hydro Southcare Helicopter Rescue Service
- ◇ Royal Flying Doctor Service, Broken Hill
- ◇ VKS -737 4WD National Radio Network
- ◇ State Emergency Service, Queanbeyan

- ST4WDC clears fallen trees from fire trails and roads. This has been at times on behalf of NPWS (NSW). This can be critical in times of high fire danger to keep fire trails accessible for fire fighters.
- Arrange and conduct working bees in parks on behalf of NSW authorities.
- Pick up rubbish in the bush and clear up camping sites.
- Assist lost or injured people in the bush. This includes assisting fallen motorcycle/bicycle riders, 4WD drivers, horse riders, walkers and others we encounter on club trips.
- ST4WDC assisted distressed members of the community with clearing debris around and in their homes following the devastating Canberra bushfires. This was using member's recovery equipment including winches and our expertise. The club then assisted property owners in the Brindabella Valley including clearing destroyed fences and removing fallen trees.

Current Public Land management practices need review and overhaul. A better business model needs to be developed that is more inclusive of other groups of people. These are people who also care for our heritage bushland and so the model needs to increase access opportunities.

I have included information about our club to provide you with our conservation and bush credentials. Many other four wheel drive clubs exist in NSW with similar skills, commitment, resources and the desire for increased access to our bushland.

Currently, we see an approach to the access of public lands dominated by extreme environmental views. We seek and advocate for a balanced approach that recognises and regards other users who also care for our flora and fauna in our natural heritage bushland.

Strzelecki Track and Other Places

Charles Jenkins



So, this was the plan. The girls and I (Rhiannon, 21, and Caitlin, 15) are going to hop in the truck and head for Innamincka. Fiona will have to stay at work because oldest daughter Lauren is expecting in August and Mum's gotta be there! On the way to Innamincka, we're going to meet up with cousin Anne and husband Willie, from Auckland. I haven't seen much of Anne since we were kids in Jo'burg, and Willie is a high-flying tax lawyer: but he seems to know which end of a 4WD is which because he grew up on a farm on the Highveld, and he is nursing a broken (mending) leg from a yachting accident. All sounds promising.

It was a great drive across to Broken Hill. Griffith is green, prosperous, and very Italian. Hilston to Ivanhoe, cotton as far as the eye can see, and then the stretch to Menindee was magic: a foretaste of what is to come, water in every creek, birds everywhere, the outback smiling. The Darling was green and fast, and the Menindee Lakes stretched to the horizon. All the campsites by the Lakes were inundated, but who's complaining?

Turn right at Yunta, and we were on our own – trailing a red plume across the constantly-changing landscape while the Flinders grew and reddened as the day lengthens. Wilpena Pound was a bit of a shock – full to the brim! How come this is on the “must do” list of the Lonely Planet in Latvian, Dutch and more? Anyway, they sell sleeping bags. Some of the team needed a supplement, as so far on the trip it was a bit frosty around 2am. Willie and Anne arrived safely from Adelaide in the Britz troopie with a pop-top. The doonas provided by Britz were designed for Latvians who sleep in the snow or something – more sleeping bags needed.

For a day off from the open road, we chose a tour round one of the many Flinders stations that offers access to their tracks. Willow Springs was great. A day in landscape and vegetation that graduates towards Lake Torrens in the rain shadow of the Flinders, lots of 4WD action. The track notes included “Dad's Gate.” Why is it called that, we asked at the desk. “Because Dad's been trying to fix it ever since I can remember.”

Then it was back on the track, heading past Arkaroola, the curious ice-blink of Lake Torrens on your right, in and out of creek beds, stretches of Sturt's Desert Pea marching along the verge like crimson, nodding aliens straight out of Doctor Who.

Some rain passed, then some more. Hmm. Quite slippery for a time. Turn right at Mount Hopeless and we were on the Strzelecki Track, easy as can be. We pulled in amongst the dunes at Montecolino Bore in time for a good supper, a fire, and a listen to the cries of the dingoes. It was curiously warm and still, with few stars. There were two other vehicles there, a sedan with a caravan, and a Kombi with a catamaran. The charming couple in the Kombi were on their way back to Queensland after racing on Lake Eyre.

At 3am the storm arrived. Well, it must have been grumbling and clattering its way towards us for some time, but I was sleeping the sleep of the just – aided perhaps by Willie's excellent choice of the bottled produce of the Barossa. The walls of the tent bent under the downpour, the lighting was incessant. We took what rest we could amongst the uproar. By 6am the tent was afloat and the dawn light revealed the car and caravan churning their way towards the track, trying to escape. The catamaran looked like a smart idea.

Around lunchtime the rain stopped and we took a look at the track. The car and caravan had not gone further than ten meters before sinking to the axles. It was clear we would wreck the track if we attempted to go anywhere, although a single deep pair of ruts vanishing to the north suggested that someone else didn't share that view. With the aid of shovels and Maxtrax, we turned around and returned to the Bore.

Later that afternoon, other vehicles began arriving. First was a group of three, winemakers from the Barossa, incredibly pulling substantial trailers: the roar of the low-range they needed to make progress was audible long before they arrived. They had been heading north; others arrived heading south. It seemed the storm front had been about 50 km wide, and of course The Authorities knew nothing of it; it was well into the next day before the infuriately bland Roads Hotline actually twigged to the idea that the Strzelecki Track was not a good place to drive. If this recorded message had the capacity to listen to the experience of its callers, real information could be crowd-sourced in no time.

By the second day there were upwards of 30 mud-caked vehicles at the Bore and it was a cheerful place.

Strzelecki Track and Other Places

Charles Jenkins



The surroundings were beautiful, with the dunes thickly carpeted with shrubs and trees and water lying in the swales. Hot baths in the Bore, sulphurous artesian water. Bird life was abundant. Local hero was a single dad, traveling with a toddler and a baby in nappies; he arrived, pulling a trailer he'd taken over from a Mitsubishi Pajero that had "failed to proceed". Apparently the Pajero and trailer tipped the scales at 4 tonnes – they were well prepared. Did I mention that baby was running a roaring temperature? But cousin Anne had a first aid kit that could have cured the Black Death. In fact, on the social side, many walks of life were represented at the Bore and many interesting conversations were had – especially with the itinerant windemakers (I recommend "Dusty Dog" – Google will find it). The focal point of the community was a high dune from which the track could be seen: here we would watch the progress of those who attempted escape. Few got out of sight without being stuck several times.

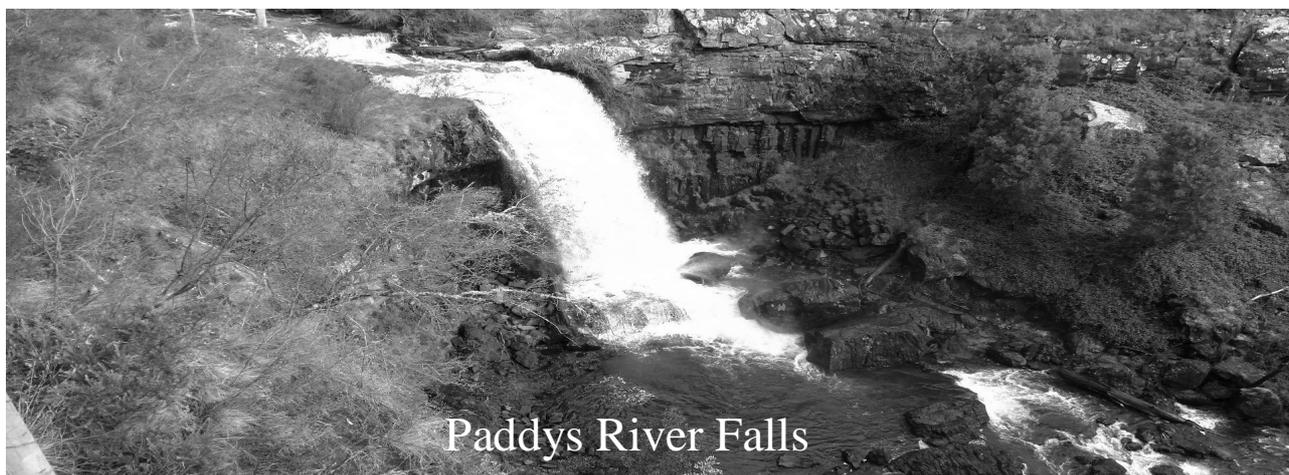
By Day Three, the weather seemed to be brewing again for something nasty. The recorded forecast from Adelaide was unhelpful, offering tsunami warnings or the metropolitan forecast. We packed the vehicles and crept out cautiously onto the Track; it looked like an aerial photograph of the Western Front. We headed south, back the way we had come. Ruts veered hither and yon through the deep sticky mud, and the truck barely maintained traction, showing a strong desire to progress sideways. The rises over the dunes were tense: imperceptible on the drive in, they now seemed impossibly steep as the wheels skidded and gripped. It was very quiet in the passenger seats. As we got out of range we radioed back to the listeners at the Bore; we're still going!

After about 20 km of worried progress, conditions improved rapidly and soon we were humming along briskly on our way to Lyndhurst. Our wine-maker friends had told us we could get a bed, and more importantly a shower, at the shearers' quarters at Mount Lyndhurst Station. They arrived not long after us, and we had another great evening of conversation (and some of their produce) amongst surroundings that tell the tale of a time when the country rode "on the sheep's back".

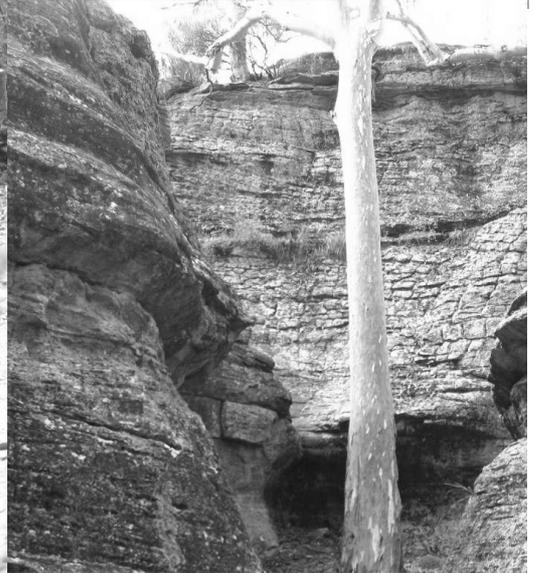
At Lyndhurst, we found a long queue of road trains in front of the "Track Closed" sign. The trip seemed in danger of anti-climax as we wondered what to do next; and then we thought – we'll take a flight over Lake Eyre! And so we did, which is another story, and another highlight of a trip full of unexpected good sights, sounds and companions.

And now for the coda. "with this hoonmobile of yours" my plain-spoken friend Matthew said, "we could get in close enough to do Jagungal in a weekend". He's referring to an iconic ski-touring target, remote in the Kosciuszko park. And the truck got us there, through flooded creeks and fresh snow until we were within 2 km of the park gate. We reached the summit of Jagungal on a perfect morning and saw the Main Range carpeted with snow as far as the eye could see. A wonderful contrast to only a few weeks before in the Strzelecki Desert.

So I would like to close with a thank-you to the club, its training program, advice, and companionship, for imparting the know-how and confidence (some of it misplaced!) for a fabulous winter exploring contrasting aspects of this great continent.



Paddys River Falls



Club Clothing

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

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

Kathy Solomos 0402 051 623



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“SAFE ONE” BASIC 4WD VEHICLE OPERATION COURSE

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

Purpose:

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

Meeting Time/Place:

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

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

**PLEASE BOOK A PLACE ON ONE OF THESE COURSES WELL IN ADVANCE AND ALSO RING PETER ONE WEEK BEFORE THE COURSE TO CONFIRM ATTENDANCE!
IF YOU DON'T, YOU WILL LOSE YOUR PLACE ON THE COURSE**

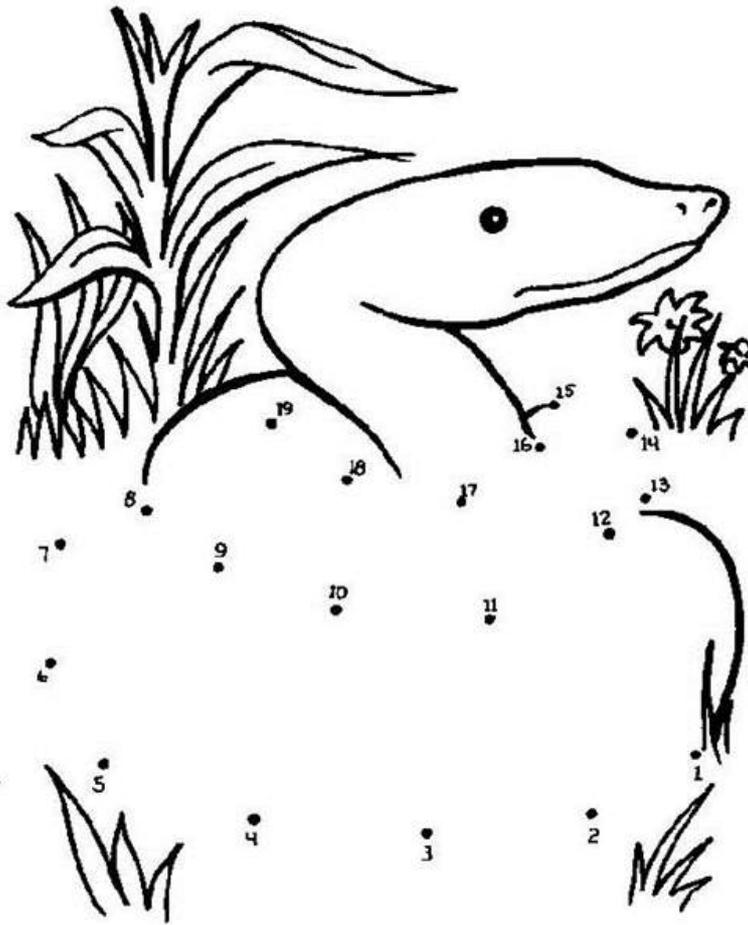
ONLY ONE DRIVER PER VEHICLE PER COURSE, THOUGH A SUPPORT CREW IS WELCOME.

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.



Recipe –Jacket Potatoes

Ingredients

Medium sized potatoes
Ham or bacon
Tomatoes
Grated cheese

Method

Wash and dry the potatoes
Cut the potatoes criss cross on the top about 1/3 of the way down
Dice up the ham/bacon tomatoes
Stuff the potatoes with the ingredients
Wrap up the potatoes individually with tin foil
Place the potatoes in the fire until cooked – parents help will be needed.

Facts

A goldfish has a memory span of three seconds.
A dragonfly has a lifespan of 24 hours.
Starfish do not have brains.



Talooge

Christmas Party

Come along and join us to celebrate Christmas at Talooge

Date 24th -25th November 2012

Pot luck Christmas dinner.

Desserts supplied by the club.

There will be Fun Activities for the adults and children.

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

Lucky door prizes.

Big Cash Raffle to be drawn on the Saturday night.

Preferably enroll on the website or

Ph: Lynne on 0418 631 669 or

David on 0438 882 696

FOR SALE/WANTED/LOST/FOUND

Advertising on this page is free to members but is restricted to
Two Months. Non-members will be charged \$20 per advertisement for 5 lines for the same period.



For Sale

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

This is the 1.4m wide model. The tent has an annex and a new vinyl cover. It is two years old. See <http://www.hannibalsafari.com.au/jumbo.html> for more information on the tent. Price \$2000.

ARB full length steel tent roof rack \$500.

I also have standard Nissan factory springs and shock absorbers front and rear for Series IV GU Patrol Y61 Free to a good home. Travelled approx 10,000k or less.

Greg 6241 3547

For sale

Good Year Wrangler HP Tyre and Rim

245x70R16

\$50.00 Jeff 0405 448 298

For Sale

Complete shelving system for 100 series Landcruiser.

Fridge slide, drawers, shelves, 60ltr water tank/pump with matching half cage barrier.

Second row seat false floor. All in good nick.

Located in Kambah. \$2000.

Mark 0404 847 899

Wanted:

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

Phone: John Wotzko (02) 6216 1293

For Sale

Winch 12000lb (5440kg) Supercheap: with 10mm Dyneema rope, new in box (purchased Apr 2012) unused, \$450.

Recovery kit, Black Rat: full kit in carry bag, plus drag chain, most components unused, \$200.

These items are perfect but surplus to requirements.

Peter 0414 606 537

For Sale

Tray from a 79 series Toyota tray top Landcruiser.

It is heavy duty standard tray size built by Thomas Trays in Terang in Victoria

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

The current color is Toyota metallic gray

Suitable for anyone buying a new cab chassis or any upgrade.

Price \$2000.00 Phone David 0427811484

For sale: Codan 8528 HF (High Frequency) two-way radio

Kit includes everything needed for a vehicle installation in a typical 4wd:

- Codan 8528 HF radio with mounting bracket, programmed with all RFDS and VKS737 frequencies
- Codan 9350 auto-tune antenna
- Mounting bracket for the aerial to suit rear door of Nissan GQ (if required)
- Antenna coax cable and control cable for 9350 antenna
- Terlin Survivor tapped whip with spring base and coax (backup aerial)
- Manuals and operating instructions

The radio is in full working condition, tested and used on a recent outback trip.

It is currently installed in a Nissan GQ and can be inspected and tested by the purchaser.

Price \$2000. I can assist with advice on fitting.

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

For Sale

Roof rack, ARB 1.8m steel with mesh floor, from 80 series Landcruiser, excellent condition, offers Driver's seat from 80 series, used, free to good home

Can be viewed at Cook, phone Phil on 0419 122572



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SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

GPO Box 2122, Canberra ACT 2601

MEMBERSHIP

Categories of Membership

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

'Owner Member'

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

'Associate Member'

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

'Competition Member'

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

'Family Member'

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

'Life Member'

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

Approval of Membership

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

Membership Entitlements

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

Membership Fees

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

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

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

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

To Join the ST4WDC

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

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

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

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



SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

GPO Box 2122, Canberra ACT 2601

NEW MEMBER APPLICATION

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

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

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

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

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