



SOUTHERN TRAILS ISSUE 403, MAY 2013



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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 is the 14th of May 2013

Guest Speaker will be Peter Reynolds presenting snow chains 101

The deadline for material to be included in the next issue of *Southern Trails* is the Friday following the General Meeting 17th of May 2013

Cover photos

Top - Advanced course pre-day, Brindabellas.

Bottom - Dargo Pub, Dargo

This month's magazine has been compiled by Brenden Taylor

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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.

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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 of 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



Coming up for me as I write is Yalwal for part two of the Very Difficult Terrain and Advanced Recovery course. My preparations for this have included installing a new winch with help from Michael at Monaro Off Road and reviewing all of my recovery gear. I also finally put the brackets that I have had in the shed for twelve months or so onto the roof bars to hold the Max Trax. Much easier than using straps each time and I can use a lock when I am not around.

Going through my recovery gear I did notice and change a few things. Firstly, I picked up spray paint from the hardware (a yucky orange) that I used to spray my shackles and snatch blocks (greased the blocks). I also went over my name on straps and other gear like damper bags using a permanent marker. This approach helps when doing a recovery as gear seems to be shared from many bags and vehicles. When the job is done this type of identification makes it easier to get all my items back to my truck.

I also noticed a slight tear in one of my ARB snatch straps. It was on the red sleeve that is sewn onto the blue loops at each end. A closer inspection of the little tear showed not only that the sleeve is damaged but also that a hole went neatly through the snatch strap loop and out the other side. I can only try to guess what happened but it could be that hooking up to a recovery hook saw the strap not fully over a 'hook' or perhaps ride up on the hook somehow. So, when the snatch occurred the hook has pierced the strap loop. The pointy looking recovery hooks you see on bull bars come to mind. A reminder to ensure all gear is correctly connected to recovery points in the first place. Also pays to check your gear thoroughly after it has been used and make sure it is still safe to use again.

A quick visit to David at Pride Autos/Roof Rack City in Mitchell saw me with a new ARB

snatch strap (orange – cant loose that can you!). Their 10% discount to club members helped with the price too.

My old GME 40 channel hand held has seen better days. Lending it out has seen it come back with a bent and battered aerial. It gave up the ghost during the balloon spectacular so off to Watts Communications to see what they have. I ended up getting the 2 watt Uniden 80 Channel that John at Watts recommended. Maximum power is 2 watt so you can turn this lower to save batteries. So far it has held up well and has a clip on speaker/mike so that you can leave the handheld attached to your belt or in your pocket. Only trouble is, when we are looking for a clear channel to use close to Canberra I am still limited by the other members in the group who have 40 channel radios! I wish you buggers would all get 80 channel radios.

As I mentioned at the April meeting, a significant learning for me has been the wider uses for Max Trax. I had only really thought them a tool for snow, mud and sand type environments and yet their capability to help bridge rock ledges or negotiate deep rutted sections has greatly impressed me. Part of this training is really getting to know and use your recovery gear to the best advantage in difficult terrain situations. For now, I am looking forward to being a part of our trainers and members working together in the bush 4wd driving in a challenging area – something our club does really well.

This month I have been talking to committee members about the general meetings. One area that has been a bit of an unknown for us are trip reports provided by members on recent trips. These reports have been and continue to be a great part of our meetings and with greater use of slide shows and movies some of these productions have been fantastic. But, as I mentioned these have been an unknown quantity time wise and can be short and sharp or somewhat longer particularly if there is more

Taylor Torque

Greg Taylor



than one member contributing or speaking and movies or slide shows are included. So for now, we will put a maximum limit of ten minutes per trip report. That includes multiple speakers or media being used – it is total time for the one trip.

Of course, there are some destinations or longer trips that deserve a bit more time. Or, your trip may have had special circumstances that warrant a longer discussion with members. That's ok, arrangements can be made with Michael Patrick prior to the meeting (not on the night) if additional time is required.

Another approach is to provide the longer presentation as a guest speaker. This too needs to be scheduled in advance. Talking of guest speakers, the committee also discussed whether we would have these at every meeting. Where we don't then there can be additional time for people to mingle at the break and perhaps get home a bit earlier. What do you think? I am also happy to hear of any guest

speakers that you may care to suggest. I am still trying to work out how we can get a club trip happening and joining one of the Self Drive Safaris for Africa. It certainly sounded like a unique and well prepared way to travel in those countries.

Arranging guest speakers is part of the Public Relations role that remains vacant on the committee – if you are interested, please speak to me or Chris Nicholls.

It was great to see our club clothing on display and literally walking off the table at our last meeting. A table or display of club clothes will now be set up at each general meeting.

Another thought for our meetings is the idea of having a table or two set up at each club meeting where members can bring in items of 4wd stuff or camping gear that they wish to sell second hand or swap. We can do this using a template so that you can fill in the information on the night and leave your item on the table for other members to peruse. Members will then know who to talk/haggle with during the break. This would be for items that are clean, in good condition and working order. Don't bring dirty items, greasy tools or parts as we need to respect the Deakin club property. If the items are quite large what about bringing photos to place on the tables? Items could include chairs, excess recovery gear, tents, gps, maps, camping books, cooking sets, camp ovens, uhf radios and so on. What do you think? Do you have gear gathering dust that you no longer use?

Have you enrolled for a trip lately?



Advanced Driver Training pre-day.

Greg. 



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prepare yourself for a mouth-watering Three Course Dinner.
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activities.*

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

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Bedding/towel*

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Montesin@TPG.com.au*

*Cost will be \$78.00 per head, payable before 19th June either
to Helen personally or through the Club account.*

Trip Report

Off The Walls at Easter

29 Mar - 1 Apr

Tony Warren



Ian Goodacre (Leader), Hilux

Alan & Marj Jones, Prado

Mark Pritchard, Prado

Senerath and Waruni Wijeratne, 100 series

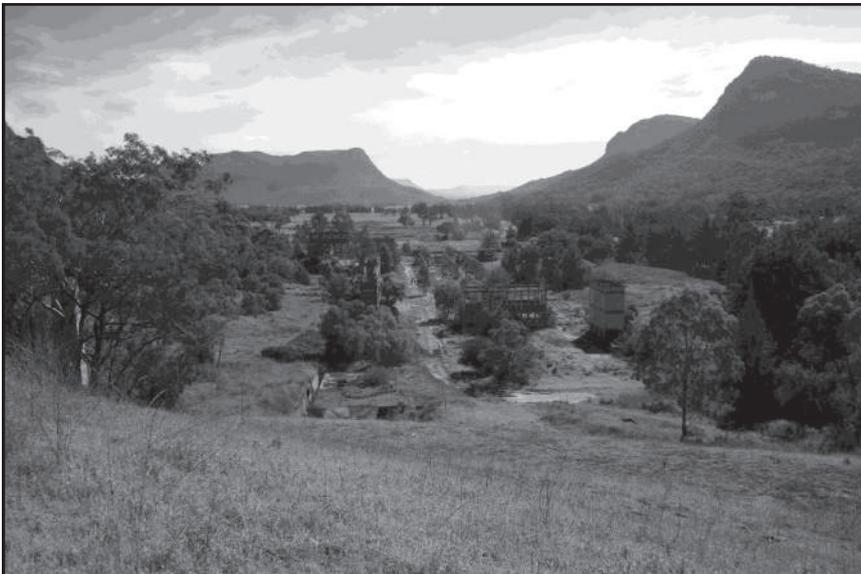
Bill Sherwood & Gwen Allison, Vitara

Tony, Julie & Alex Warren, Prado

With guest appearances from Richard Brand and
Barbara, Adventera

Good company, good weather, good food, good coffee (mostly). Throw in a smattering of fun 4WD tracks, dusty dirt roads and a pleasant campsite and you have the makings of a great Easter weekend. But with Ian as trip leader (sharing his extensive knowledge of the Blue Mountains region) we had far more than that, with a truly memorable exposure to the spectacular scenery and the industrial history of this region.

Day one commenced with a text book demonstration of convoy procedure and entertaining narratives with Ian ably assisted by Charlie (Alan and Marj). A pleasant drive to Goulburn and Taralga, we left the bitumen to travel via Dingo Dell 4WD track on to Kanangra Walls. Panoramic views, pleasant four wheel driving and a creek crossing or two made for a rewarding day's drive.



Along the way we were reminded of the broad cross section of people who are interested in four wheel driving. We encountered a group of 'gentlemen' who had usefully abandoned their vehicles in the middle of the track at Dingo Dell while they refreshed themselves with an early morning beer or two. We met them again a little later when we stopped to examine a creek crossing. They clearly had no intention of any such inspection and we were treated to a series of demonstrations of how not to cross a creek that would have a made a good video for basic training. Celebrating

their success in negotiating the crossing they again stopped for more beer! We met the 'gentlemen' once more at Kanangra Walls where we were surprised to see them willing to take the long walk (250m!) to the lookout, but then noticed that most of them were carrying beer on the walk – or in the case of one of the party, two beers! We decided we were safer to be ahead of the beer drenched convoy and set off for our ultimate destination, Newnes.

Newnes is a former shale oil mining settlement nestled in a scenic valley. It is a *very* popular spot at Easter and for a time we struggled to find a campsite. However, after crossing the river we were lucky enough to find space adjacent to it and once set up it was pretty surprising how the hundreds of campers in the area were barely apparent. Mind you, the thought of several hundreds of people seeking access to one pit toilet wasn't worth thinking about!

Day two commenced with a walk around the industrial ruins of the former shale oil mine. Ian and

Richard provided useful insights into the engineering challenges faced in establishing the mine, the settlement and the train line for this highly speculative endeavour. Unfortunately the mine was short-lived, with economic factors and labour unrest leading to its

closure after only a few years of operation. The site is well worth a visit with impressive remains providing a testament to the hard work of those who built the mine.

From Newnes we headed for Glen Davis via the pie shop at Wallerawang. Glen Davis is another former shale oil mining settlement but endured for a longer period than Newnes. Again the location is breathtaking, this time in the Capertee valley. The settlement of Glen Davis is clinging to life with clear signs of a small but active community seeking

Trip Report

Off The Walls at Easter

29 Mar - 1 Apr

Tony Warren



to promote tourism. The camping area is free of charge but provides showers and toilets and a simple café. One of the residents provides a comprehensive tour of the former mining site each week which is well worth the fee.

We returned to our camp site a little tired but contented. Following 'sundowner' drinks and nibbles we were treated to a potluck dinner that would have done any smorgasbord restaurant proud.

Day three was an extended tour of the many tourist delights of the region. The Glow Worm tunnel walk was a highlight (a part of the former railway route into the Wolgan Valley and Newnes), but it was a close run thing alongside an informative tour of the Lithgow State Mining Museum, a visit to the Blast Furnace Park and clambering around the simply spectacular Hassan's Walls lookout. We were fortunate to see the newly opened hologram display at the State Mine, but less fortunate to witness some stupid youth's dispose of a filing cabinet by flinging it off the lookout at Hassan's Walls! It was a busy, active and fun filled day with no time for lunch and so we rounded things off with a much needed evening meal in Lithgow. The day drew to a close with a night drive back to camp, the still air

leaving the dust hanging for so long that it was a slow trip 'home.' Unfortunately along the way one wombat came off the worst for its encounter with a vehicle, but one was much luckier and appeared to walk away unharmed.

The final day we reluctantly broke camp and began the trip home. Ian still had a few pleasant surprises to share with scenic villages, rolling hillsides and quiet country roads to enjoy. We made a brief stop at the scenic Lyell Dam, attempted to have lunch at Tarana (too many people) but settled for a good second best at Oberon. We broke convoy south of Goulburn and made our respective ways home.

And so 'Off the Walls' came to an end. A weekend shared with others keen to explore a little more of this great land while enjoying the 4WD and camping experience – in many ways the essence of this Club. It was a weekend with excellent company, breathtaking scenery and fascinating insights into the challenging history of the region. We would like to thank Ian for his good humour, his willingness to share his knowledge and experience and his impressive ability to gently 'herd' the group through a fulsome agenda. All in all, a great weekend!



Lynne's Latest

Membership Secretary

Lynne Donaldson



G'day everyone

I would like to introduce myself - my name is Lynne Donaldson and I have been elected as our Membership Secretary for 2013 -2014.

During 2012-2013 I enjoyed being a general committee member and thought for 2013 I would like to be more involved in the committee.

My family Rob, Dan (13 yrs.) and Gemma (10 yrs.) joined the ST4WDC in January 2008 and have enjoyed many trips and activities organised by the Club. We have also made a lot of good friends over this time. This year we hope to organise a number of family orientated trips with the Club.

Please feel free to give me a call or email if you have any membership enquiries and I will be happy to help in any way I can or point you in the right direction.

My contact details are at the front of the magazine and also on the website.

There will be a table set up at each meeting for you to consider and purchase Club clothing. This table will be ably manned by Kiera Taylor and she will happily assist you.

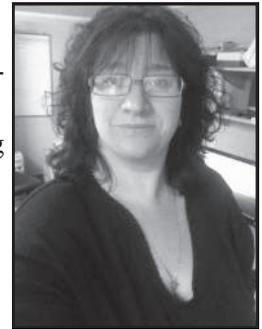
We have two new members this month:

Victoria Connell
Nick Herridge.

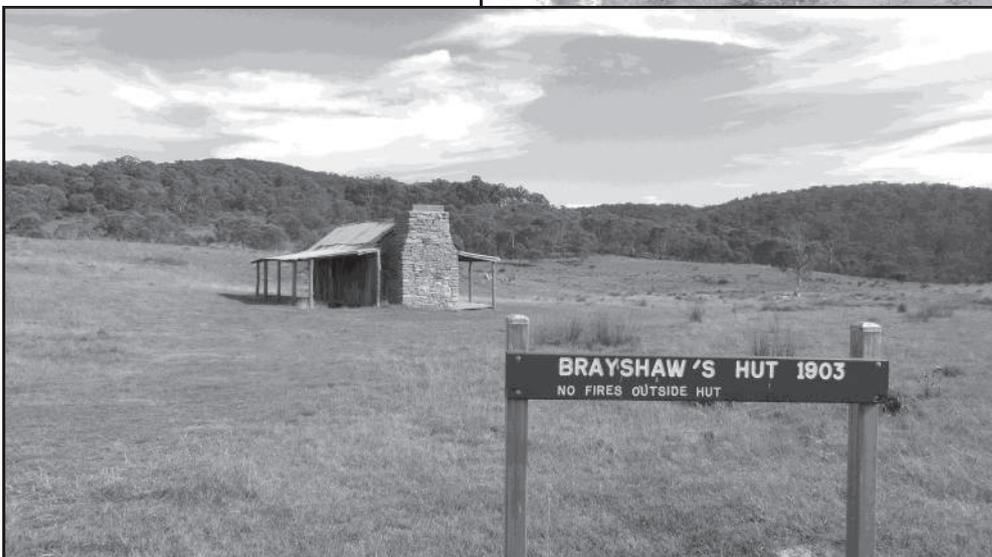
Please make them feel welcome.

Looking forward to seeing you all at the next meeting,
Safe travels.

Lynne 



↓ Brayshaw's Hut on the Blue Waterholes and Kiandra Trip ↓



↑ Yalwal Recce for ↑ Advanced Driver Training.

ABOUT TRIPS

TRIP GRADING

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

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

DRIVER EXPERIENCE

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

TRIP PLANNING

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

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

UHF RADIOS

The Club strongly recommends that a UHF radio be carried to facilitate convoy procedures. UHF channel 14 is used as the standard channel for trips.

FIREARMS & PETS

Firearms are not permitted on club trips. Pets are not allowed in National Parks, otherwise refer to Trip leader.

Trips and Events



3 - 5 May

"Safe One" Basic Driver Training at Talooge Park

2013-026

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: person limit
Start: 7:00 PM
Meeting Place: Bredbo Service Station
Description: This is the Club's official Basic Driver Training Course . For specific details about the course including participant instructions please refer to the club magazine "Southern Trails" or speak to Peter Reynolds at the club meetings.
Comments: You must phone Peter to book this event or see him at the meeting. Peter takes bookings manually for driver training and will give you additional information when he takes your booking. Peter's contact number can be found on this website or in Southern Trails.

11 May

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

2013-029

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

18 - 19 May

Cowarra gold mine is it still there

2013-055

Trip Leader: Michael Patrick
Email: michael.patrick2@bigpond.com
Phone: 0412 377 941 (m)
Limit: unlimited
Grade: 2
Start: 9:00 AM
Meeting Place: Williamsdale
Fuel: Full tank
Maps: Any maps of the Bredbo area
Requirements: Decent tyres and reliable 4wd. Camping gear and appropriate supplies for a day or overnight
Description: Cowarra gold mine is located East of Bredbo and is still rich with gold. This area is littered with the old mining infrastructure of the latter years. There is old shafts, dams and the most interesting part is the old village where the miners lived. A great trip for people interested in historical forensics. Currently there are plans to totally destroy the area and create a huge open cut mine. My plan is to see the area before it is destroyed.
Comments: This is an easy trip for all and people who have not completed driver training are welcome. This can be an overnighner or a day trip. We will depart Williamsdale at 0900 and transit to Bredbo for

Trips and Events



coffee. From Bredbo we will follow the country roads to Cowarra gold mine and explore the area. In the afternoon we will head to Talooge to camp for the night. Those who want to can head home from here. On Sunday we will hang out at Talooge and drive the tracks.

2 Jun **Winching and Recovery Exercise**

2013-030

Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Limit: person limit
Start: 8:30 AM
Meeting Place: Cotter Road, Cotter Bend carpark
Requirements: Basic driver training, vehicle with electric winch or hand winch, full recovery kit and any other equipment you would like to have inspected or trial.
Description: This course is designed to assist in understanding your winch and how to use it. You will get the opportunity to use your winch taking in recovery techniques at the same time in a secure environment.
This course has proven to be very popular giving our members the important background knowledge to use their winches and recovery gear in a safe and efficient way.
Winches are great if they are working and you know how to use them. This training day will help on both counts.

2 Jun **Brindabella Winter Classic**

2013-052

Trip Leader: David Read
Email: twisty@live.com.au
Phone: 0431 980 487 (m)
Limit: vehicle limit
Grade: 3
Start: 9:00 AM
Meeting Place: Uriarra Homestead
Fuel: Full tank
Maps: ACT Region. GPS. More information on the club web site under Trips/Destinations/Brindabella NP
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.
This could be a cold, wet trip. Plan appropriately. Track closures or/and poor conditions may require back tracking and alternate routes. The plan is ...
We head to McIntyres Hut (a quick stop, toilets) via Blue Range, Dingi Dingi fire trail and Waterfall Trail. Then a short trip to Lowells Flat (toilets) for a long lunch. Then back track Waterfall Trail and climb up Webbs Ridge to approximately 1200 metres, past the power lines to Flea Creek (toilets) on the Goodradigbee River for afternoon tea. We'll then head home via Gentle Annie fire trail, Brindabella/Tumut Road and Picadilly Circus to air up and a "photo op".
Comments: Preference will be given to members who have just completed Driver Training

Trips and Events



8 - 10 Jun

June long-weekend - Brass Monkeys!

2013-056

- Trip Leader: Chris & Julie Nicholls
Email: calypso1@gmail.com
Phone: 0409 329 080 (m)
Limit: vehicle limit
Grade: 3
Start: 8:00 AM
Meeting Place: Tharwa, just over bridge
Fuel: Fill up close to the high country to get alpine mix fuel (to avoid waxing in overnight freeze conditions).
Maps: Hema Victoria and High Country maps.
Requirements: Well prepared vehicle with good tyres, a strong battery (or two), fresh anti-freeze, good wiper blades, plenty of warm and waterproof clothing (and extras). Recovery gear will be essential, although we hope we won't need it. At least one set of snow chains is mandatory, and chains for all four wheels is advised if you can beg or borrow them. You will need to practice fitting your chains before the trip, and make sure they fit your tyres. Make sure of your shelter (tent) and warm sleeping gear.
Description: Brass Monkeys!
Let's see who can handle a bit of cold weather! The plan is to take a relatively easy three-day run up into the high country in the final days before the winter closure of the high tracks. If the weather is mild and dry this should be a very easy trip. If the weather turns nasty, with cold and snow, it should be a lot more interesting. If it rains it will simply be miserable, and we'll retreat to a warm pub somewhere!
Comments: I'd like to spend Sunday night at the Charlies Creek campsite at the south end of the Davies Plain, which is open through to the end of the long weekend. The Davies Plain track to the north of the campsite closes from early May, so we'll have to approach from the south. The rough plan at this stage is to leave from Tharwa on Saturday morning, head for Adaminaby, then over the Snowy Mountains (assuming that's open - otherwise detour) to Corryong, south towards Benambra and camp on Saturday night at one of the good sites along the Gibbo River. Sunday drive into Omeo to fill up with coffee and alpine mix diesel, and perhaps enjoy a good lunch at the Golden Age Hotel. Then head up the Beloka Road, to Buckwong Hut then up to Charlies Creek. On Monday morning the plan is to head down McArthy's Track and the Limestone Creek Track to the Limestone Road, head east through Suggan Buggan then north to Jindabyne along the Barry Way.

15 - 16 Jun

OziExplorer Nav X

2013-033

- Trip Leader: Michael Patrick
Email: michael.patrick2@bigpond.com
Phone: 0412 377 941 (m)
Limit: vehicle limit
Grade: 2
Start: 8:00 AM
Meeting Place: Williamsdale
Fuel: Full Tank
Maps: Will be supplied where possible. If you have electronic maps of the general area bring them along

Trips and Events



- Description:** This is a hands on OziExplorer Navigation Exercise. We will depart Willamsdale at 0800 and proceed to Talooge Park. We will then devote Saturday morning understanding trip planning and using OziExplorer, and plan a route to Cowarra Gold mine. After lunch each vehicle will drive to the gold mine using their GPS and return to Talooge. Saturday evening will be devoted to planning a route to Tallaganda National Park and driving the tracks. On Sunday each vehicle will follow their trip plan prepared on Saturday night and drive the National Park with the aim of being back in Canberra by 1700.
- Comments:** You must have a GPS using OziExplorer and the ability to transfer information from a Laptop to a GPS unit. If you have a laptop please bring it along. This is an exercise to enhance users skills in using OziExplorer for trip planning. Please note this is not a basic introduction to OziExplorer but slightly more advanced. (Note if you have other navigational devices ring me to discuss)

16 Jun **Brindabella Winter Classic**

2013-053

- Trip Leader:** David Read
- Email:** twisty@live.com.au
- Phone:** 0431 980 487 (m)
- Limit:** vehicle limit
- Grade:** 3
- Start:** 9:00 AM
- Meeting Place:** Uriarra Homestead
- Fuel:** Full tank
- Maps:** ACT Region. GPS. More information on the club web site under Trips/Destinations/Brindabella NP
- 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.

This could be a cold, wet trip. Plan appropriately. Track closures or/and poor conditions may require back tracking and alternate routes. The plan is ...

We head to McIntyres Hut (a quick stop, toilets) via Blue Range, Dingi Dingi fire trail and Waterfall Trail. Then a short trip to Lowells Flat (toilets) for a long lunch. Then back track Waterfall Trail and climb up Webbs Ridge to approximately 1200 metres, past the power lines to Flea Creek (toilets) on the Goodradigbee River for afternoon tea. We'll then head home via Gentle Annie fire trail, Brindabella/Tumut Road and Picadilly Circus to air up and a "photo op".
- Comments:** Preference will be given to members who have just completed Driver Training

16 Jun - 6 Jul **Googs Track and Gawler Ranges**

2013-059

- Trip Leader:** Catherine Panich and Peter Fenwick
- Email:** capan@homemail.com.au
- Phone:** 0412 866 375 (m)
- Limit:** vehicle limit
- Grade:** 3
- Start:** 5:30 PM
- Meeting Place:** Barton Highway rest area near ACT-NSW border
- Fuel:** Full tank at start

Trips and Events



- Maps:** Hema Australia's Great Desert Tracks South East Sheet, Hema South Australia, Westprint Googs Track
- Requirements:** Basic driver training, recovery gear, well maintained vehicle, UHF, food and water to last six days, camping gear, fuel to cover 400km in low range
- Description:** Googs Track is an iconic 4WD track built by John 'Goog' Denton and his son Martin 'Dinger' Denton over three years in the early 1970's as a weekend activity. The track runs through the Yellabina Regional Reserve and Yumberra Conservation Park
- The trip will also explore tracks around the Gawler Ranges, including the tracks at Mt Ive Station. The Gawler Ranges National Park is in the heart of big rock country and offers a diverse landscape and spectacular scenery plus amazing rock formations. Lake Gairdner is a large salt lake well known for hosting speed week.
- The Eyre Peninsula also offers a range of interesting drives through some of South Australia's lesser known conservation parks, not to mention the tracks in Coffin Bay National Park.
- Travel to Ceduna via Hay, Mungo National Park (2 nights), Mildura, Peterborough and Port Augusta. From Ceduna head north on Googs Track crossing around 300 sand hills, visiting Googs Lake and Mount Finke before arriving at Malbooma. Continue along the Trans Australian Railway line to Kingoonya and then head south to explore tracks around Mt Ive Station and the Gawler Ranges, including a visit to Lake Gairdner. Further exploration of the Eyre Peninsula before heading to Murray Sunset National Park for a couple of days then home via Mildura and Griffith. The core trip will be Googs Track and the Gawler Ranges. Participants can join the convoy in Canberra or join it in Ceduna on 20 June or somewhere along the way. Participants can leave the convoy any time once we exit the Gawler Ranges. Final decisions on how we get home will depend on time available and participant requirements.

1 - 19 Jul

Googs Track, Gawler Ranges and Eyre Peninsula

2013-038

- Trip Leader:** Ian Brown
- Email:** ibr05930@bigpond.net.au
- Phone:** 02 6241 9468 (h); 02 6141 2754 (w); 0412 148 096 (m)
- Limit:** vehicle limit
- Grade:** 3
- Start:** 9:00 AM
- Meeting Place:** Barton Highway Dinosaur Museum car park
- Fuel:** Full tank at start
- Maps:** Hema Australia's Great Desert Tracks South East Sheet, Hema South Australia, Westprint Googs Track
- Requirements:** Basic driver training, recovery gear, well maintained vehicle, UHF, food and water to last four days, camping gear, fuel to cover 400km in low range
- Description:** Googs Track is an iconic 4WD track built by John 'Goog' Denton and his son Martin 'Dinger' Denton over three years in the early 1970's as a weekend activity. The track runs through the Yellabina Regional Reserve and Yumberra Conservation Park.
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Trips and Events



head south to explore track around Mt Ive Station and the Gawler Ranges, including a visit to Lake Gairdner. Further exploration of the Eyre Peninsula before heading to Broken Hill for some culture and heading home via Hillston.

27 Jul

Christmas in July, Laurel Hill, Tumbarumba

2013-051

Trip Leader:	Helen and Charlie Montesin
Email:	montesin@tpg.com.au
Phone:	02 6238 3208 (h); 0402 155 240 (m)
Limit:	unlimited
Grade:	1
Start:	9:00 AM
Meeting Place:	Uriarra Homestead
Fuel:	full tank at start
Requirements:	Cost \$78 per person paid by 20th July. Saturday Morning Tea and lunch. BYO sheets, blankets, pillows, towels and personal items, BYO alcohol / drinks (tea and coffee are provided)
Description:	This trip continues the tradition of Christmas in July at Laurel Hill Forest Lodge, Tumbarumba. After meeting at the very respectable time of 9am at Uriarra homestead we will travel via the back roads over the Brindabellas for lunch in Tumut and then on to Laurel Hill in time for afternoon tea.

CLUB TRAILER AVAILABLE FOR USE

Free to ST4WDC members.

- Measures 2.1m x 1.6m x 0.54m
- High standing, tows level behind Hilux
- New fitted tonneau cover
- Standard 750kg carrying capacity - unbraked
- Much greater than standard box trailer volumetric capacity
- LED light fittings and standard 7 pin connector
- Removable jockey wheel
- Wheel bearings recently repacked
- Rugged good looks
- Not pretty, but practical
- Kept at Gowrie, Tuggeranong, ACT.

Contact Ian Goodacre on 0457 168 402 to arrange access and use.

Trips and Events



Accommodation is in the lodge style cabins that have been converted from the low-security gaol / forestry camp. Each lodge accommodates 8 to 12 people on a twin share basis in separate bunk-rooms. The lodges have a common area with a heater, fridge, chairs and tables and a sink.

The weekend is well catered with afternoon tea of homemade biscuits and cakes on arrival, a three course Christmas dinner on Saturday night and full breakfast comprising bacon and eggs, cereal, fruit, toast and homemade Jams on Sunday morning. After breakfast we pack up and head off again via the back roads on a different route for the drive home.

Comments: special dietary requirements and times for meals can be catered for – please notify the trip leader of these by 20th July 2013.

10 - 11 Aug Cold at Bendethera Caves

2013-032

Trip Leader: Michael Patrick

Email: michael.patrick2@bigpond.com

Phone: 0412 377 941 (m)

Limit: unlimited

Grade: 3

Start: 8:30 AM

Meeting Place: McDonalds Car Park Queanbeyan

Fuel: Full tank

Requirements: reliable well maintained vehicle, good tyres, basic recovery gear, cooking gear, water, radiator blind for water crossings

Description: This will be a cold trip, temperatures will drop into the low minus so rug up warm and bring a good sleeping bag. Bendethera valley is great in winter, crisp and dry. The plan is to travel via Araluen and have morning tea at Dry Creek. From here will travel via Merricumbene fire trail. This track can be quite rutted and tricky in certain sections. There will be three water crossings that can be quite deep. We will depart Sunday midday and head out via Dampier fire trail and other tracks leading to Krawarree road. Parties may split up here to head to North Canberra. The rest will travel Snowball Road into Tallaganda National Park and eventually reach Michelago

Comments: Can possibly encounter snow in Tallanganda National Park

6 - 8 Sep Penrith Supershow

2013-037

Trip Leader: Make your own way

Email: webmaster@st4wdc.org

Phone: 0418 568 358 (m)

Limit: unlimited

Start: 9:00 AM

Description: Penrith caravanning, camping, recreation and holiday supershow

7 - 8 Sep Explore The Tracks of Abercrombie River National Park

2013-031

Trip Leader: Michael Patrick

Email: michael.patrick2@bigpond.com

Phone: 0412 377 941 (m)

Limit: vehicle limit

Trips and Events



Grade: 3
Start: 8:30 AM
Meeting Place: Federal Highway, Eagle Hawk car park
Fuel: Full Tank
Maps: Taralga, Fullerton, Zone55 MGA OZF
Requirements: UHF Radio, Good Tyres, Vehicle in good condition
Description: Abercrombie River National Park is located 60km North of Goulburn. The park preserves the largest remaining intact patch of low open forest in the south-west central tablelands area. Casuarinas stand beside deep waterholes on the park's three main waterways. We will transit to the park via Goulburn/Abercrombie road and enter the park via Felled Timber road and Brass Walls fire trail.
Once inside the park we will travel the various tracks Saturday afternoon and either camp at Silent Creek or at Bummaroo Ford. On Sunday we will re-drive the tracks and lunch at one of the river sites. After lunch we will have a leisurely drive back to Canberra.
Comments: This is a easy trip with only a couple of sections that will require definitive picking of the line. This is an excellent bedding in for new members. Bring food, water and happy hour supplies.

18 - 20 Oct 4WD and Adventure Show

2013-058

Trip Leader: Catherine Panich
Email: capan@homemail.com.au
Phone: 0412 866 375 (m)
Limit: unlimited
Start: 12:00 AM
Meeting Place: Sydney Dragway, Eastern Creek, Ferrers Road
Description: The Sydney Four Wheel Drive and Adventure Show and the Western Sydney Tinnie and Tackle Expo have joined forces. This show is run by and for four wheel drivers so support your State Association and check out the latest equipment and specials

30 Nov - 1 Dec Christmas Party at Talooge Park

2013-023

Trip Leader: The Committee
Email: greg.j.taylor@bigpond.com
Phone: 02 6241 3547 (h); 0401 710 071 (m)
Limit: unlimited
Start: 8:30 AM
Meeting Place: Williamsdale
Description: This is our club's 2013 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. We will have the riotous Adult gift giving / stealing game - the Gift Grab. We are planning another famous Funkhana on Sunday to test driving skills, patience, trust and communication.
Further details will be in Southern Trails - but get it in or on your calendar!

Trips and Events



22 - 29 Mar

Vic High Mountain Country

2014-006

- 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 & camp; 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

Interested in joining our Club? Visit our website at www.st4wdc.org and Register. Then go to the MEMBERSHIP menu and select Applications Forms.

Returning member? Just pay the annual fee - full details at www.st4wdc.org under MEMBERSHIP > Renewals.

No internet access? Contact our Membership Secretary, Lynne, for assistance - 0418 631 669

Trip Report

Tallaganda Tour (South)

14 April 2013

Pat Farrelly



Peter Ogilvie (Trip Leader)	Landcruiser 60
Chris Harris	Landcruiser 100
Deb Green	Prado
Anil & Chandra Dyall	Prado
Alex Szabo	Mazda BT50
Bob & Cate Cooper	Ford Ranger
Jake Vanderstok	Hilux
Damien Magee	Landcruiser 80
Graeme Booth	Jeep Wrangler
Pat & Sue Farrelly	Prado

The trip involved a drive through the southern parts of Tallaganda State Forest and National Park which is a mountainous, remote area south of Captains Flat. After leaving Queanbeyan McDonalds shortly after 8.30 am, we re-gathered at Captains Flat to begin the trip in convoy. Peter provided a printed map of the offroad portion of the trip which helped us identify features along the route, and our progress throughout the day. We followed the Captain's Flat road towards Braidwood, turned right onto Cowangerong Fire Trail and aired down to start what would be about 70 kms of off-road driving for the day.

The route followed Cowangerong Fire Trail, Flat Range Fire Trail, Bald Peak Road, Jerrabatgulla Fire trail, Anembo Road and Tumanang Fire Trail, which looped back to Cowangerong Fire Trail which we had started out on. Most of the trip was at elevations between 1100 and 1400 metres.

The features of the trip included viewing the Canberra weather radar site which is located at Mount Cowangerong, and noting spots such as Tumatabulla Mountain, Bald Peak (no apparent reason for that name) and Mount Tumanang. There were good views looking west through the trees from the Tumanang Fire Trail, just below the top of Mount Tumanang. Most of the trails were through wooded forests, with some having substantial trees.

The regular stops for morning tea, lunch and viewing particular features allowed everyone time to

escape the confines of vehicles, view the surrounding bush, swap yarns and enjoy each other's company, and chat about how various vehicles were performing (and changes to be made to them).

The condition of the track for our visit was quite good. As there had been no recent rain, the bog holes (which Peter had been careful to warn us of) were reasonably dry, and did not pose a great risk if care was taken. There were some quite stony sections of track, which required care, particularly for vehicles with more limited clearance. The small creeks which were crossed were all flowing and had stony and rocky bottoms, but were not particularly deep, although the exit points in some places were steep. There were occasions where branches needed to be removed from the track and in some sections the generous layer of dust on the vehicles was striped by overhanging bushes.

Throughout the whole of the day on the offroad section of the trip, Peter did not have to call one oncoming vehicle, giving a good indication of how remote this area is. Our only contacts throughout the trip were seeing one person doing some gathering of fire wood (illegally we thought), and Peter gave a trail bike rider a lift for a short distance – he had come off his bike and was to be picked up by his mates.

Deb volunteered to be Charlie for the day and did a great job in that role – it was her first trip as Charlie. Thanks to Peter's careful planning, there was not one turnaround for the day, despite there being forks in the road and tracks in different directions in some spots.

There were no dramas with vehicles during the day, and drivers were able to practice their driving on trails which provided some challenge, and all successfully returned to the start point near the Captains Flat Road at about 5.00 pm. A big thank you to Peter for organising this trip which provided us with an opportunity to practice our skills, enjoy the company of family and friends and view the remote bush south of Captains Flat.



Trip Report

Victorian High Country

9th - 16th March

Charles Jenkins



Simon Moyle, (Isuzu Dmax) - Trip Leader
Joe Briguglio (Nissan Patrol)

Charles Jenkins, Fiona Hall & Caitlin Jenkins
(Toyota Landcruiser 80)

Jeff and Anita Wesney (Nissan Navara)

Trevor & Merrilyn McPherson (Toyota Prado)

Bill, Karen and Aaron Dykhoff (Mitsubishi Triton)

Chris and Julie Nicholls (Nissan Patrol)

Steve and Jennifer MacDonald (Landcruiser)

Route:

Day 1. Barry Way, Ingeegoodbee, McFarlanes and Cobberas Tracks, camp at The Playgrounds. Long day with some steep rocky sections on McFarlanes.

Day 2. Easily on the Limestone Track and then to Omeo and Swifts Creek, camp at Swifts Creek caravan park.

Day 3. Great Alpine Road to Tambo Crossing, Haunted Stream, Engineers, Jones Tracks, Dargo and night at the excellent Wonnagatta Caravan Park South of Dargo. One hard ascent with a ledge at an exit from the creek. Very pretty drive.

Day 4. Crooked River Road, then Billy Goat Bluff, Pinnacles, Marathon, Valencia Creek (steep descents), Blanket Wood, Castle Hill, McDonalds Gap, 65 Fire Trail (very long steep descent), Castleburn (closed at its end, not shown on map), so Reedy Creek (long steep ascent), sharp turn and steep descent of Macdonalds to bitumen at Peel Gap. Very long but rewarding day. Billy Goat Bluff is a formidably long, steep and rough climb. Night at Jimmy Iversons North of Dargo.

Day 5. Upper Dargo, Birregun, Cassilis Rds. to Swifts Creek. Vehicle fire leaving Swifts Creek area on Windy Ridge Track, retreated to Swifts

Creek camp site. Easy day (until the fire!). Scenic drive.

Day 6. Windy Ridge, Nunniong Tracks to Bentley Plain, South Escarpment, Garron Point, Nunniong past Brumby Hill to Limestone Track and Limestone Creek camping area. Easy day, very attractive drive.

Day 7. Limestone Track (some quite rough sections) to The Poplars on the Murray, McCarthy's, Davies Plain to Davies Plain Hut. Very steep and loose descent and return down Kings Plain Track to the Murray. Camp at Davies Plain Hut.

Day 8. Davies Plain Track to Tom Groggin, fairly steep descent, taken very slowly as one vehicle had drive train problems (fracture in front differential). Easily home.

This was a very eventful trip, through varied and beautiful country. It's hard to pick out highlights, as these could equally have been the stunning views from Billy Goat Bluff, the deep forest of the Haunted Stream, or the quiet pleasantness of Omeo, Swifts Creek or Dargo.

From the technical point of view, the most eventful section was probably a short ascent out of the creek on the Haunted Stream, where one vehicle rolled a tyre off the rim. (Note that it proved possible to bash out the dents in the rim and reseal the tyre, with the aid of a range of techniques, which perhaps could usefully be written down systematically in this magazine!). The ascent of the Billy Goat Bluff is simply a "must drive", with an approach down a beautiful valley, absorbing and demanding driving up very steep and rocky terrain with many ledges, and a view to infinity at the summit. The most amusing "problem" was the disappearance of a radiator cap in a cloud of steam and boiling wa-



2013-050

Trip Report Victorian High Country

9th - 16th March

Charles Jenkins



ter: after a systematic and disciplined search of the area, it was discovered resting upon the bull bar.

It was however on an easy drive out of Swifts Creek that we had to deal with an electrical fire in Simon's Isuzu. Joe Briguglio will write about this separately; this was a real emergency that was controlled by the calm and swift actions of those involved. One lesson I would convey here: you need to be able to reach your fire extinguisher in one movement when you really need it.

Another, separate lesson I would also stress: it is actually possible for a jar of honey to unscrew its own top.

As always on these trips, great and varied company and the chance to traverse remote and beautiful countryside, with a heaven full of stars and a camp fire to light the evenings. 

Photos: Panorama from The Pinnacles (Charles Jenkins)

Where There's Smoke There's Fire

Joe Briguglio



Vehicle fires are amongst some of the most frightening incidents facing any one of us participating in trips with the club. They can occur due to a number of reasons including fuel, electrical, friction, gas storage, under vehicle fires caused by grass or spinifex etc. and can get out of control very easily. On the recent Vic High Mountain Country trip we dealt with one such fire resulting in a favourable outcome. I would like to share this story in the hope that we all learn something from what happened and how the situation was handled.

After a hard days driving the previous day it was agreed that the following days drive would be much easier and a short day was planned. Leaving Swifts Creek we meandered up the Windy Ridge track and encountered a work gang clearing the overgrown track. Our trip leader, in his duel cab ute, slowed to speak to one of the workers when he noticed smoke pouring of the front of his truck.

Realising he had a fire he jumped out of the vehicle to investigate and at the same time I too noticed the smoke and sent the alarm through the convoy to stop and render assistance with a fire extinguisher. After the initial disbelief most of the convoy also leapt from their vehicles with extinguishers in hand to render assistance.

It soon became apparent that this was no ordinary fire with the source of the flames emanating from the start battery. After extinguishing those flames another fire started under the vehicle in the area near the gearbox and around the handbrake cable.

By now some of the convoy, with fire extinguish-

ers at the ready, positioned themselves to put out the spot fires around the vehicle. To our astonishment fire then re-started under the bonnet along the brake lines and around the master cylinder and in other spots along the fire wall.

By then we realised that the source of this fire was in some way electrical because the seat of the original fire was on the negative side of the cranking battery. On discovering the problem the next challenge was finding a 10mm spanner to take the terminals off the battery. By this time fire was noticed around the rear of the vehicle also.

Removing the negative terminal produced arcing from what was left of the cables and after removing both positive and negative leads we soon realised that the potential (power) was still in the car emanating from another battery. The normal vehicle ground (negative) was energised by the second battery resulting in uncontrolled current (short circuit current) finding a path through any low resistance path causing heat and in some cases fire.

Realising that the battery in question was housed in the rear tub of the duel cab we faced the possibility of that battery bursting into flames.

Quick thinking and unbelievable group effort saw most of the convoy work together to throw the contents of the rear tub outside the including a 4.5 kg gas cylinder before they were lost to fire. The battery in question was housed in a purpose built enclosure in the rear of the tub. By this stage smoke started billowing from the rear tail lights and rear of the ute.

Where There's Smoke There's Fire

Joe Briguglio



The only way to prevent the vehicle from being lost was to remove the power from the second battery (a 150Ah deep cycle unit) however this proved problematic due to heat coming off the terminals and the length of the fixing screws on the cover.

With a crew dousing any new outbreaks and working with gloves we managed to remove the screws from the cover and the terminals from the second battery. The feat made worse by heat from the high current on the negative terminal and arcing of the terminals when they were removed.

With both batteries disconnected the high fault current was removed and the crisis was temporarily over. What we didn't realise was that the drama was not over as a secondary problem was about to reveal itself.

When the dust (and powder from the extinguishers) had settled we took a look at the damage – burnt cables on the negative terminal and a melted battery end were the main issues. We proceeded to remove the smaller cables from the negative terminal of the battery and clean up and inspect the larger cables earthing the vehicle ensuring that the second battery was well isolated and out of the picture. After reconnecting the negative terminal we tentatively connected the positive and realised that there was a short on the battery isolator (we knew this because it began to chatter when we touched the terminal).

This confirmed my suspicion that the main cable that joined both batteries via the isolator had a major short circuit to the body of the car and was quickly rectified when we disconnected that cable.

Having diagnosed what we thought to be the problem we decided have a go starting the car to see if we could drive it out on its own steam. What happened next came as a complete surprise – on entering the vehicle to take it out of gear it rolled down the hill several metres coming to rest against an embankment only stopped by the open passenger door.

Turns out the vehicle had no brakes at all including the hand brake caused by the fire boiling the brake fluid in the master cylinder and in the brake lines along the fire wall. The handbrake cable was also burnt completely at the base of the handbrake.

Securing the vehicle was the next priority achieved by attaching a winch extension strap to one of the

convoy vehicles hurriedly move to the uphill side of the stricken vehicle. Another attempt to start the vehicle was successful and to our utter amazement it started and ran but could not be driven without brakes.

Credit is due to the convoy because all the vehicles managed to reverse to clear the track for some considerable distance back to the open fields. Lowering the stricken vehicle was a feat in itself and was achieved by turning the vehicle securing the ute around so both vehicles faced each other and lowering down by using the lead vehicle as brakes and working slowly down the track.

At this time the cause of the brake failure was suspected as boiled brake fluid and it was decided to lower the vehicle to a semi level clearing and bleed the brake system. A callout to the convoy revealed that we had ample brake fluid, clear hose, a bleed bottle and a high lift jack. With the combined expertise of the convoy the bleed was successful and the ute now had brakes.

With brakes and a running engine the vehicle drove out under its own steam back to Swifts Creek to allow us to evaluate the condition and our next move (over a well deserved beverage or two). While the engine ran and the alternator charged the battery it was clear that there were some lingering electrical issues but I can report that we continued as a group the following day and for the remainder of the trip.

What we learnt:

1. Safety first – this incident could of got ugly quickly so consider your personal safety first
2. Fires get out of control very easily and this one would have if not for the work of the convoy and the number of extinguishers at hand.
3. Always carry an extinguisher – in our case most vehicles had an extinguisher and most were used on this fire
4. Consider the location of that extinguisher – remember that it is probably best if you can grab the extinguisher from the driver's seat exiting the vehicle. Having it buried in the back can be an issue if the seat of the fire is there or if you need it in a hurry.
5. Roles are important – in this case roles were established quickly from front line workers to those assisting from a safe distance.

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Where There's Smoke There's Fire

Joe Briguglio



6. Most exited cars in a hurry to render assistance – one convoy member checked each vehicle to ensure they were secured properly with handbrakes engaged and in gear.
7. While we had no way of knowing that the entire braking system was affected we should have secured the vehicle sooner.
8. Know what tools you have and what spanners are required to disconnect your battery if needed.
9. This fire was caused by a direct short circuit when the heavy cable joining both batteries wore through the insulation at the tub due to the failure of the grommet in the tub. The short circuit caused high current to run through the body and chassis of the car and through earthing cables that were not sized to take it. Electrical current found a path through brake lines and random metal brakes and lines.
10. Consider installing a circuit breaker or at least an accessible isolator on dual battery systems especially those that run to the rear of the car. Consider also installing an isolator on winch cables
11. Get all work done by a reputable installer if you have limited knowledge and insist on a circuit breaker, high capacity fuse or isolator of the correct rating. This installation was done by a licensed auto electrician but an isolator or circuit breaker was overlooked.
12. If you are not involved in the incident look for ways to assist by looking for additional hazards, scene management or welfare of the party working the situation.
13. The actions of all members of the convoy and their willingness to assist were outstanding. For me it demonstrated the strength of numbers and the collective experience of the group. 



2014 4WD SPECTACULAR OUTDOOR RECREATION SHOW

1ST – 2ND February 2014.

Please note the new dates!

It was decided to move our Show to the first weekend in February after the committee discovered that, if held in the second week in February, it would conflict with a large Caravan Show. This, we determined, would be detrimental to our Show as a large number of our usual out of town exhibitors would be affected.

“ Dear Alcohol, We had a deal last night. You were supposed to make me funnier, smarter and a better dancer. I saw the video, we need to talk...”

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.

Caption Time!

This is a picture of Dave following the return to earth of the Peacock Balloon after becoming entangled in a tree during the recent Canberra Balloon Spectacular. As you can see it has given the first aiders something to do.

This picture has been submitted by Andrew Deans. He isn't sure if this is a look of agony or pure ecstasy!! BT.



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Trip Report

'Safe One' Basic Training

15-17 & 24 Feb

Christine Fulton



Instructors

Peter Reynolds, Peter Butterfield, Peter Watson, Joe Briguglio, Julie Buttriss, Thommo Buttriss, Lindsay Jones, Duck (Graeme Tonge), Robert Tiele, David Buckley, Mike Loberger, Michael Briguglio, and Doreen joined us on the follow up day.

Course Participants

Jane Dunlop, Jane Watts, Christine Fulton, Eric Adams, Anil Dyal, Tony Warren, Jim Derrick, John Dodd, Julian Robinson, and Les Dawson.

On Friday evening most of the participants and instructors met at the Bredbo Pub giving us an opportunity to meet everyone over a relaxed evening meal. I was so pleased to see that there were two other women undertaking Basic Driver Training, and even more delighted to see that Jane D. would be driving another Landcruiser 200 series.

Some interesting vehicle statistics for this particularly Basic Driver Training. Nine of the 10 vehicles were Toyotas (Oh what a feeling!!!). (The other vehicle was a Mazda BT 50). Seven of the vehicles were white. In our convoy procedure, we had to make sure we identified ourselves rather than just relying on the vehicle type.

The weekend followed the usual well-organised training programme. Friday evening drive in convoy to Talooge, then to training shed for house-keeping, general overview of weekend training, and at last, set up camp. Early start Saturday morning with morning sessions on the mechanics of four wheel drive engines, traction, wheel placement, approach and departure angles, tyres, tyre pressure, difficult terrain driving.

Saturday afternoon the actual driving began. Firstly, with our allocated instructor we practised wheel placement and reversing before heading off to the offset mounds. Then we moved onto the tracks beginning with the easier tracks. If you drive a Landcruiser 200 the tracks seem VERY narrow, but it is great practise for getting through tight or narrow places. Late in the afternoon we had a session on recovery gear, and a debriefing on the afternoons driving.

Another early morning start on Sunday beginning with a session on communication equipment, then it was out onto the driving tracks with increasing levels of difficulty. In the afternoon we watched and participated in winching and snatch strap recovery followed by a final debriefing and arrangements for the follow-up day on Sunday 24th February.

The following Sunday we all met at the usual meeting spot of Uriarra Homestead. It had been raining, but a break in the weather meant we could practise snatch strap recovery. Partnering with Jane D. and her Landcruiser 200 meant we could both appreciate snatching with the same vehicle. We then headed off to drive some of the more difficult tracks. Unfortunately, the rain started, and on one particularly hill I got first hand experience of a slippery, muddy track with spinning wheels, and unable to gain traction and continue up the hill. The only solution was to reverse down the hill in the ruts, and turn the vehicle around in a very small clearing. Some very impressive instructors who demonstrated their skills and expertise guided me in this recovery. The decision was made not to continue with the days training. After an early lunch we debriefed, and it was emphasised that we were all welcome to come to the next Basic Training follow-up day, or if we wished at any time re-do Basic Driver Training.

On a personal level, when my husband Glen did the Basic Driver Training, I went to Talooge for the weekend as well. So, I listen to the theory (and watched that video of the vehicle going over the side of the hill). I sat in the back seat and heard what the instructors were saying. What this gave me was some advanced preparation, which I found invaluable. The week before my Basic Driver Training, I practised left foot break, wheel placement, and reversing using side mirrors. For someone new to four-wheel driving like me it was really helpful.

A very big thankyou to a wonderful team of instructors. Your guidance, advice, and incredible patience, along with a sense of humour, are truly appreciated. You give up your weekends, as well as, all the other time required to organise training. An incredible commitment. Thankyou. 

Australian Paralysis Tick



Introduction

Ticks are bloodsucking, external parasites that are often encountered by people during activities in the Australian bush.

Natural History

The distribution of our most medically important tick, the Paralysis tick, *Ixodes holocyclus*, is roughly confined to a 20-kilometre band that follows the eastern coastline of Australia. As this is where much of the human population resides in NSW, encounters with these parasites are relatively common. Although most cases of tick bite are uneventful, some can result in life threatening illnesses including paralysis, tick typhus and severe allergic reactions.

The Paralysis tick can be found in a variety of habitats but are especially common in wet sclerophyll forests and temperate rainforests. They have very few predators, and are more likely to succumb to desiccation from high temperatures and low humidity.

Clinical Presentation

Tick paralysis is most likely to be seen in children. The initial symptoms of tick paralysis may include unsteady gait, increased weakness of the limbs, multiple rashes, headache, fever, flu like symptoms, tenderness of lymph nodes, and partial facial paralysis. Tick paralysis develops slowly as the tick engorges, which will take several days. Despite the removal of the tick, the patient's condition typically will continue to deteriorate for a time and recovery is often slow. Undetected ticks are another possible reason for any prolonged debilitation and should always remain a concern.

Allergic reactions are the most serious medical condition associated with ticks. These reactions can vary from a mild itching with localised swelling to widespread swelling with pain to a severe and life threatening anaphylactic condition. Unlike with most other medical conditions associated with ticks, severe allergic reactions may occur with any tick stage.

Treatment and Control

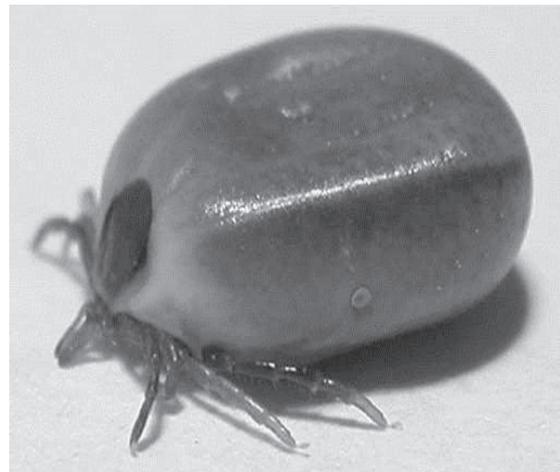
The best method of avoiding ticks is to stay away from known tick infested areas. If visiting such an area, light coloured clothing should be worn, as ticks will be much easier to detect.

Trousers should be tucked into socks and shirts into

pants. An insect repellent containing DEET or Picaridin should be applied, with a cream repellent applied to the skin and a spray repellent to footwear and clothing (note that DEET can damage some synthetic clothing). The repellent should be reapplied every few hours. All clothing should be removed on returning home and placed into a hot dryer for 20 minutes, which will kill any ticks that may still be on the clothing. Note that ticks can wander on the body for some two hours before attaching. This is how they become attached to the head (contrary to popular belief, they do not fall out of trees). The body should thereafter be searched well for ticks, especially behind the ears and on the back of the head. Children and pets should be examined for ticks after visiting bushland areas.

Tick Removal

If a tick is detected that is attached, never attempt to place any chemical such as methylated spirits onto the tick, nor should it be touched or disturbed, as the tick will inject saliva into the skin, which could make the situation worse. Rather the tick should be sprayed with an aerosol insect repellent preferably containing pyrethrin or a pyrethroid (if a repellent cannot be found which contains a pyrethroid, then Lyclear, a scabies cream containing permethrin will work fine). The combination of hydrocarbons and the pyrethrin acts as a narcotic and a toxicant, and prevents the tick from injecting its saliva. The tick should be sprayed again one minute later (or dabbed with the Lyclear) and left. After 24 hours it should drop off naturally or be gently removed with fine-tipped forceps. It is normal for a tick bite to remain slightly itchy for several weeks, however if other symptoms develop, then a doctor should be consulted immediately. 



Tech Talk

Redarc Battery Isolator

Chris Nicholls



I've just fitted a Redarc battery isolator over the weekend, and found it a very interesting and thought-provoking exercise.

I've always had dual batteries in the car, and the auxiliary is a cranking type battery as well. The previous isolator was a simple heavy solenoid arrangement, triggered from the wire to the fuel solenoid on the pump, so whenever the ignition switch was "on" the batteries were linked. With the ignition keyed "off" the batteries were separated.

That's been a very simple and reliable system with some interesting characteristics. In normal running the batteries are linked, so when starting the car, or winching, the load is drawing on both batteries. This can be good at times, as you have extra power available. The down side is that if you flatten the battery winching, you've actually flattened both batteries! Another potential problem is that a good auxiliary battery can hide the fact that the main cranking battery is failing. I once pulled out the auxiliary battery to treat some surface rust on the inner mudguard. Later that day I tried to start the car – and the engine wouldn't turn over! The main cranking battery was dead, and the linked auxiliary battery had been carrying the starting load, for who knows how long!

Recently I've had issues with the solenoid "chattering" when cold – rapidly switching on and off with an annoying rattle. I took the opportunity to upgrade to the Redarc. Now the Redarc works to a different system. It senses the main battery voltage, and links the main to the auxiliary when the main battery voltage rises above 13.2v. It will drop the linkage when the main battery voltage drops to 12.7v. This all happens whether the ignition is on or off – no difference. There's a bright red LED on the Redarc to indicate when the batteries are linked. In practice if the engine is running the batteries will almost certainly be linked unless the main battery has had some serious discharge and is below 12.7v. When the main battery has taken some charge and the voltage rises to 13.2v, the Redarc will link the two batteries together.

So what happens when starting the car? If both batteries are healthy and well charged the Redarc will keep them linked, even after a few days sitting around, because the voltage in the main battery won't drop below 12.7v. But when I turn the key, the diesel glow-plugs draw a good current, then the

starter motor draws a heavier current and the cranking battery voltage drops below 12.7v and the Redarc drops the link to the auxiliary battery. So the car is now starting on the main battery only with no support from the auxiliary. In some ways that's good, as I'll know straight away if the cranking battery is starting to fail. On the other hand, if I'm in the bush and trying to start on a minus seven morning, I might appreciate having two linked batteries powering that starter motor. If I'm around town, I'll be happy to get the warning; if I'm out in the bush (where I can't just duck down to Fyshwick to buy a replacement battery) I might be better off with the batteries always linked for starting.

Now the Redarc lets me have the best of both worlds. It allows the option of fitting a switch to force the linkage, even if the main battery has dropped below 12.7v. Redarc recommend a momentary-contact push button switch fitted somewhere inside the cabin on the dash, and using it when needed for just long enough to get the car started. That's a pretty good system as once the car is started the alternator can then concentrate on charging up the main cranking battery, as the Redarc will keep the auxiliary battery isolated until the main battery voltage has climbed past 13.2v, which should indicate a good state of charge if the battery is reasonably healthy. Once the main is charged (exceeds 13.2v) the Redarc links the auxiliary, and that starts to charge as well.

I took a slightly different approach, by fitting a toggle switch mounted on the inner guard next to the Redarc unit. I need to pop the bonnet up to use it, but this lets me switch on the linkage when I have that minus seven morning in the bush. And the diesel does start more easily with the two batteries linked. I have to admit that the main reason was because I've run out of places to put any more switches or wiring inside the cabin! Putting the switch next to the Redarc unit allowed me to keep the wiring to a minimum.

It's nice to have manual control over the battery linking. If I've been parked in one place and running the fridge for a couple of days, the auxiliary battery might be pretty well discharged and actually be a liability if linked to the main for starting. When two batteries are linked they level the charge between the two, and a discharged auxiliary battery could drag down the charge in the main cranking

Tech Talk

Redarc Battery Isolator

Chris Nicholls

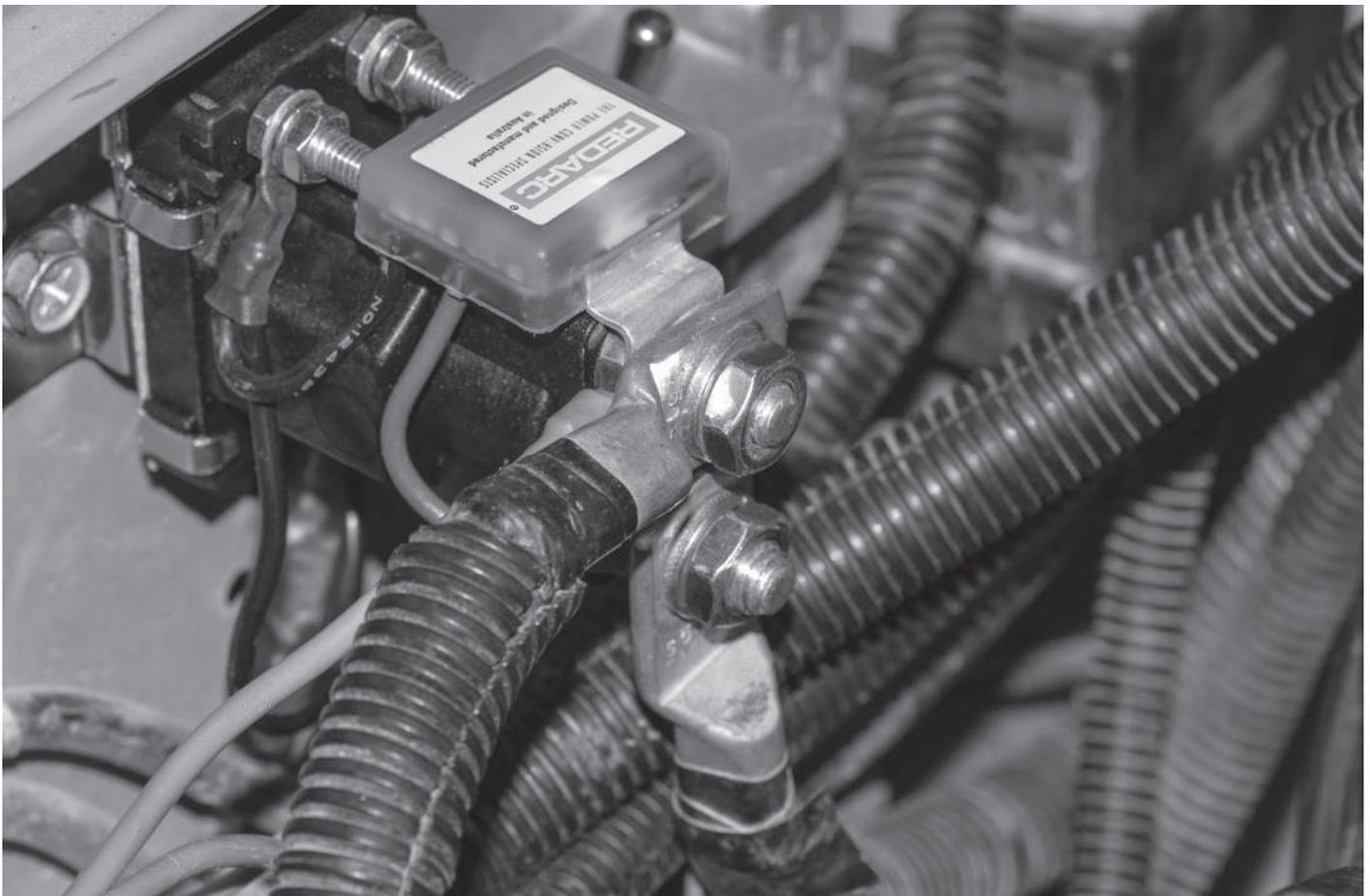


battery. In that situation I'll get out the multi-meter and check the voltages before deciding to link the batteries for starting.

In theory this manual control over the linking will also let me link the two batteries together for winching. I'm a bit wary of that as I only bought the cheaper 100amp unit rather than the more expensive 200amp model, and the Warn Hi-Mount winch can easily draw a couple of hundred amps. When I'm not using the winch I keep the heavy wire lead from the winch to the cranking battery disconnected from the cranking battery. I'm now going to start carrying another length of very heavy wire lead with terminals, and use this as a jumper between the main battery and the auxiliary battery (effectively supporting or taking over from the battery isolator). When I hook up the winch I'll also hook up the heavy lead between the batteries, to save me from burning out the Redarc unit.

I'm reasonably happy with this setup now that I understand how it works, and how to get the best out of it. It got me thinking about the battery in the

camper trailer too. That is also a cranking battery (as a spare for the main battery) and only powers a few LED lights and a water pump. I can hook it up to the car to recharge the trailer battery while we're travelling. There's a 50amp Anderson plug on the back of the Nissan, linked with 50amp cable to a 50amp auto-reset circuit breaker next to the auxiliary battery, and it's powered from the auxiliary battery. On the trailer end there's also a 50amp maxi-fuse next to the battery. Now, if I'm starting the car with the main battery linked to the auxiliary battery, and the trailer battery is also hooked up, all three batteries will be powering the starter! As far as I'm aware it has never popped the fuse on the trailer or the circuit breaker next to the auxiliary battery, but I'm going to be cautious and try to remember to disconnect the trailer battery before putting a heavy load on the linked batteries in the car. The starter draws a pretty heavy current, and I don't want to be trying to draw more than 50amps from the trailer battery through that 50amp wiring. 



April General Meeting Guest Speaker

Self Drive Safaris

Linda Schlencker



Self Drive Safaris are looking to organise a club trip in 2014.

This is a unique experience where you will drive yourself deep into the wilderness areas of Africa backed up by our support vehicle. The philosophy is "do it yourself" – you drive, set up camp, shop, cook and clean up. Just like on a club trip!

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have to do is arrive and travel through the remote and magnificent African wilderness where animals such as elephant, gemsbok, giraffe, lion and more roam free. You will also encounter many tribal cultures such as the Himba, Herero and Damara. During your adventure you have the security of travelling with a small group and the back up if or when you need it.

For more information and to register your interest, please contact Linda and Mike on:

info@selfdrivesafaris.com.au or 02 4861 3116.

Here are some links to look at for inspiration!

Website:

www.selfdrivesafaris.com.au

YouTube Video:

<http://youtube/O14cR5K5bno>

Facebook:

<https://www.facebook.com/SelfDriveSafaris> - there are lots of galleries on here and if you "like" us you'll see our regular updates. 

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Canberra ACT 2601

The club can supply discs for burning.



Response to Newnes & Lithgow Explorer Southern Trails 402 (April 2013)

Laurie Westcott



I enjoyed Ian Goodacre's easy to read trip report (Newnes and Lithgow Explorer) in the April 2013 ST and was particularly interested in his purely selfish choice of the "free camp on the Fish River between O'Connell and Tarana" and reference to the settlement of Sodwalls on the main western railway line as I frequented both Tarana and Sodwalls at a very early age.

My father managed the "Invergowrie" property at Sodwalls in the 1930s for a group of investors including my grandfather before it was sold towards the end of World War 2 forcing my family to move to Sydney and Dad to be called up into the air force. Unfortunately my parents are not around to throw more light on the settlement and its name but

I understand from conversations overheard on visits my family made to friends living in the area in the late '40s/early '50s that Sodwalls had its own school, church and other community facilities, including a small railway station/platform. Property owners/managers certainly relied more heavily on labour in the pre-war years bolstering the population and Dad did speak of using the Sodwalls siding to send stock to saleyards.

I visited the area with my siblings in early 2012 and attach some photographs of the entrance to and a side view of the old Invergowrie house behind the trees. 

(Photos are in the centre pages. BT.)

Cooking with Kiera

Kiera Taylor



After completing my apprenticeship as a Chef I thought that I might share some of the recipes that we have used when we go camping. They are easy to prepare and very tasty.

Smokey Paprika Chicken

4x skinless bone out chicken thighs
1x medium brown onion sliced
2x garlic cloves crushed
200g short cut bacon sliced
2 Tbsp. smoked paprika
1x 400g tin crushed tomato
300ml cream

(Serves 2)

Serve with Rice (It would be easier if you pre prepare the rice at home and then heat through before serving).

Heat fry pan and brown chicken (doesn't need to be cooked through as it will be returned for further cooking shortly) .

Remove chicken from pan and add onion, garlic and bacon. Fry until soft.

Add paprika and stir through. Season

with salt and pepper (not too much as bacon is already quiet salty).

Add tin of tomato, mix, then return chicken to pan (you may need to add a small amount of water if mix is too thick).

Simmer until chicken is cooked and then mix through cream, heat again and serve. 



Trip Report

Victorian High Country

9th - 16th March

Rosina Mansson



Michael Patrick - Trip Leader

James Carpenter

Bill Szydlik and Gabrielle Burns

Dan and Rosina Mansson

Frank and Elliott Wolf

Phil and Sue Rayner

Rob and James Dobson

Jim Anderson

Graeme Traynor

A bunch of intrepid travellers lead by Michael Patrick set off to the Victorian High Country on the Saturday before Canberra day. This trip saw a mixture of driver, some have been with the club for many years and for some this was their first long trip. Some had been to the Victorian High Country before and many had done so with Michael as their guide.

This trip was varied in that there was some easy off-road driving and some more challenging sections. Here I wanted to tell you about three tracks you should not miss if you go driving in this area, the Haunted Stream, Billy Goat and Nunniong Track. The Haunted Stream Track, near Dargo, was one of the most beautiful drives we did during this time. It consists of over 40 stream crossings and the scenery changes dramatically from hilltop views of the valleys below through to lush bush with fauna as varied as eucalyptus trees and ferns. It is on this track that the driving started to get challenging. The many water crossings, some of which have rutted and washed out entry and exit points means that you should never stop paying attention to the road ahead. Our group and the group lead by Simon Moyle bumped into each other along the way as there was a stream crossing followed by a steep ascend where if the wheels were not placed properly, the car was going nowhere fast. In order for all cars to get through undamaged, a couple of experienced guys walked up the hill to provide a different perspective and talk the drivers through the section via UHF radios. It is times like these that it is helpful to have experienced drivers and driver trainers in the convoy.

For those who wish get into the slightly more technical side of driving and to test out the capacity of their trucks, Billy Goat Track is a highlight in this area. It is a steep, rocky ascend with loose stones and rock steps all the way up and picking the right

line is fundamental. Once you get to the top, there is a short walk to the summit with a 360° view of the mountains and valley below. We met up with the man who guards the watchtower and was on the lookout for bush fires. On Thursday, we made our way towards the Moscow Villa via the Nunniong Track, climbing to altitudes of over 1500m and thus we were literally inside the cloud cover all day. Because of these factors, the ground was wet and greasy which added to the natural wonder of these hills and created an interesting driving situation. On a whim, we attempted a number of tracks including the Nunniong Track and the Escarpment Track which by sheer luck turned out to be a great combination of beautiful scenery and exciting driving. On a side note, the Moscow Villa hut has a really interesting history and the place is in fantastic condition. The fire place offers the perfect spot to bring out the camp oven on a cold night and the hut itself is roomy enough to house a number of people.

Our camping experience is not for those who want to know all the details in advance. On our first night, we were to go to a great campsite but a tree had fallen on the road. Thankfully, Graham spotted a flat campsite as we were driving along trying to work out what to do next. This was the pattern of our week, sometimes we got to where we were intending to go and sometimes plans had to change at the 11th hour. During our trip, we had a mixture of bush camping and paid sites. There are benefits to both; bush camping often affords you the luxury of being on your own. Also, it was on these sites that we found great rivers to cool down in, wildlife that came to say hello and berries that were not poisoned and thus we could have as a snack. The paid sites, of varying price ranges and varying facilities, meant we could have hot showers and a flushing toilet every second day or so. More importantly, as we were at times staying in nearby towns, this gave people the opportunity to refuel. Not only in the form of diesel but with a few well earned beers at the local pub. On the second night we first met up with Simon's group as we camped on a grassy area of Swift Creek. The town doubled in population by our arrival, and the pub was busy trying to keep up with the demand for schnitzels, pizzas and pints.

As we are new to the club, the whole trip was a great opportunity to meet new people. However this stop at Swift Creek gave us the chance to also

Trip Report

Victorian High Country

9th - 16th March

Rosina Mansson



mingle with those travelling in the other group. It's always rewarding to see how open and welcoming people are and how easy it is to strike a conversation either on the pub or by the camp bushfire.

The different members of the group will all probably have different highlights. For some it will be climbing the previously mentioned Billy Goat Track, for others it may have been having a beer at the iconic Dargo Pub or walking in the Buchan caves. The pub is an iconic site of this area as many 4WD magazine articles, TV shows and anecdotes include colourful stories about the place. It has often become the visual representation of the Victorian High country. It is a place that not only brings 4

Wheel Drivers together at the end of a hard day but it has also immortalized the trials and tribulations of those that have come before us. There is a wall of fame of how cars in the area



have entered their eternal reward. Some vehicles drowned in rivers too high to cross, some were sunk in snow, some crashed against poorly placed rocks and some simply ended up upside down in a most unglorified fashion. Other than that, the place has that old Aussie charm of far-off watering holes. It is not decorated like trendy Canberra cafes with feature walls or with carefully chosen Irish paraphernalia. The Dargo Pub is full of charming junk; it boasts an impressive collection of stubby coolers, trucker's hats and logger's tools and equipment.

Towards the end of our trip we stayed in Buchan and many of us took that opportunity to visit their famous caves the following morning. These caves date back to over 300 million years and were first explored by people in the early 1900's. As well as the incredible acoustics and rock formations that make all cave touring spectacular, what is unusual about these caves is the calcite-rimmed pools. Basically, it means that there are a number of pools of

water formed thanks to an underground river system. However, due to the amount of calcium in the rocks, these pools are the colour of milk.

I don't know if this is a highlight but for me, seeing the carcass of three dead dogs hanging from a sign post on the way to Omeo was a first. I guess I am still trying to process this type of post-modern art. I assume it is an ode to the troubles faced by farmers by wild dogs attacking their cattle. My question is, if the farmers kill these dogs and hang them by their hind legs, are they trying to get others dogs to eat that instead or are the farmers sending a message of what will happen to those who trespass on their land? Either way, I was amused

by farmers facing their troubles *God-father*-style.

On the last day, we camped by the Snowy River. The day turned out to be longer than what we had anticipated and we were all quite keen to get to our campsite.

It was going to be our last night and everyone was excited to celebrate the end of the trip and the fact that we had completed the last bit of low range terrain unscathed. So seven days, 1400kms and many pinstripes later we were on the home stretch. And that is when Phil took a bend too fast and spun the back end of his truck into a rock which damaged his rear bumper. Goes to show that it ain't over til the fat lady sings (or the car is back in the garage).

"Actually I came out it for the better. New front ARB bumper as they can't fix the old bent one. New Kaymar rear double carrier steel bar with new carrier and also a jerry can carrier instead of the old single carrier and all pin stripping BOTH sides taken off. Beat that! The cost of those rear plastic original bumper things is amazing. Worth it to get good insurance. And Parramatta last Sunday won to boot!" - Phil Rayner on his mishap. BT. 

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- Car Immobilisers

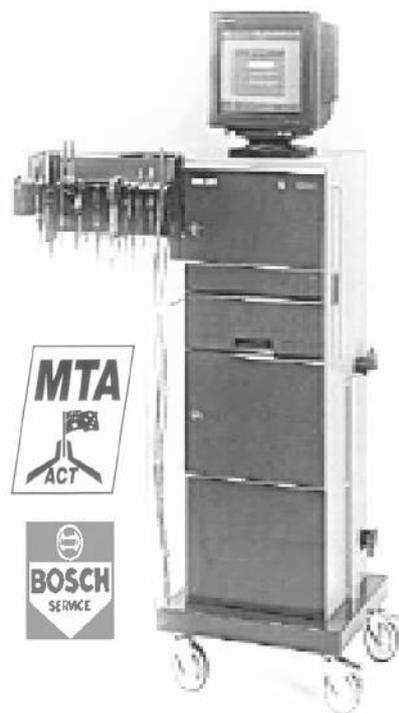
SHOWROOM & WORKSHOP

@ 95 Grenville Crt

Phillip

6281 1455

Fax 6285 2737



“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.

CLASSIFIEDS

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 - Holden Jackaroo SE 2000 3.5l Petrol Manual. \$70,000km only.

Extras fitted include:

- TJM steel Bull Bar
- 60ltr Auxiliary Fuel tank (total 145ltr)
- ARB Cargo barrier
- NightStalker Driving Lights
- Old Man Emu suspension (2 yrs old)
- Cooper A/T tyres 60% tread
- GME UHF radio
- Tow Bar
- Anderson Plug

Vehicle has been regularly serviced, with full service history.

Price \$6,500 ono.

Contact David Holbeck Ph. 4472-7739

For Sale - 1. Admiral 370 Cyclic Defrost, (very good condition) \$300

2. Kitchenmaid Chest type Deep Freeze, (good working order) 85 x 55 x 45cm (internal measurements) \$100

Ring Ian Goodacre on mob 0403304505

For Sale - Body coloured ARB side steps with brush bars to suit Toyota 80 series.

Make an offer.

Frank Wolf
0417445170

For Sale - 1x LT265/75 R16 Dick cepek fc11 tyre with 95% tread left on it.

was the spare tyre. NB doesn't come with rim.

Make an offer

Michael 0420963804

For Sale - Tyres & rims All 31x10.5R15

2 x NEW Goodyear Wrangler AT/SA 109R RRP \$230 each on new white ROH steel rims RRP \$110 each

1 x Used Bravo Tyre OK as spare on white ROH steel rim

Rims 6 stud suit Patrol, Series II Pajero, pre100 series Toyota

\$650 the lot

Also

Large hard waterproof top box with Rola roof bars \$200

Phone Peter 0406379913

For Sale - Toyota Hilux Extra Cab Ute 1999 , Model LN172R ,148,912 kms ,

3.0L Diesel with aftermarket Turbo & Intercooler fitted by Dynamic Tunning Services Fyshwick Bullbar fitted with X9 Superwinch & Hella Driving Lights

Towbar , Sports Exhaust , Radio/CD , BEC Turbo Timer , Uniden UHF 80ch RM770 ,

Air Con , Power Steering , Mongoose M80 Security Immobilizer ,

31x10.5R15LT Cooper Discoverer STT 80% x 4 , Upgraded Suspension

A.C.T. Rego to 17th July 2013

\$15,000

Adrian 0419 413 296

For Sale - Tyres cases suitable for trailers or vehicle spare tyres

265x75x16 10 ply rated tyres Cooper STT

These are no longer required for vehicle, are suitable for spares

Ph. David 0427811484

For Sale - Jumbuck Bushranger Camper Trailer – 2007

Excellent condition

All Australian made

Heavy duty off road

Plenty of extras – too many to list

For details and photos see http://www.campertrailers.org/camper_trader1163.htm

\$18,000 ono

Contact David Hay on 0419 297 329 or da-

vid_hay@live.com

For Sale - Personal Locator Beacon with GPS – GME MT410G

As new. Less than 12 months old. Never used. Date stamped March 2019. \$250.

GPS – VMS Touring 700HD

Includes OziExplorer licence, Hema Outback 4WD maps, Camps 6 POIs, Camps 6 Snaps book, 5 year extended warranty.

As new. Less than 12 months old. \$500.

Contact David Hay on 0419 297 329 or da-

vid_hay@live.com

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For Sale - Toyota Landcruiser 80 series 5 speed gearbox and transfer. H150F suits 1HZ diesel. Bought second hand locally and no longer required. \$650
Steve 0434 231 669

For Sale - 4WD Shade Awning
Awning Rolls Back into Heavy Duty PVC Zippered Storage / Travelling Bag. Aluminium Mounting track w/- 2 x Position sail rail for bag to slide On & Off. Fitting & brackets Supplied. 4 Poles & Ropes included.
Size(s) : (L)200cm w/- 300cm Extension from Vehicle
\$100.00
Michael 0412 377 941 Email m-patrick@bigpond.com

For Sale - Burke & Wills Redgum Single Deluxe Canvas Swag. This swag has three hoops and a PVC Base Hardly used \$200.00
Burke & Wills Single Swag one hoop well used \$80.00
Two Coleman Dual Fuel Powerhouse Lanterns can run on either Unleaded Petrol or Shellite. \$50 Each
Contact Michael on 0412 377 941 or email m-patrick@bigpond.com

For Sale - 1991 Hilux with Slide-on Camper Pod – price negotiable
1991 LN106R Dual Cab Blue Hilux, 2.8D normally aspirated, 5 speed manual, ARB snorkel, 2in lift all around, polyair bags on rear springs 306,000km, regularly serviced every 5000km roof racks plus cage, steel bull bar with 2 recovery points, towbar
The Slide-on Camper Pod includes:
- spacious insect proof tent, double bed sleeping on top of pod, large awning over kitchen
- wind-up/down legs and can be left free-standing
- 12VDC electrics, LED lighting both sides, including yellow lighting kitchen side, 35ltr Waeco fridge
Alex Szabo – 0434 411 457

For Sale - Full length (roof top tent) Roo Systems steel roof rack to suit gutter mound 4WD. Fully adjustable, brand new (2 weeks old, never used, straight out of the box, already assembled). \$700 - Contact Debbie on 0411243655.



Club Clothing

The Club clothing or a name badge can be ordered from Kiera Taylor 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

Kiera Taylor 0419 260 925





Canberra: 95 Grenville Court Phillip

(behind Discount Tyres)

email: southcanberra@batteryworld.com.au

24 Hour Roadside Service

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

Around Town Plumbing Services

ABN: 11 227 406 122

For all your plumbing needs !

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

Call us for:

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



We offer a 10% discount on Labour to club members

Call Rob or Lynne on 0418 631 669

www.aroundtownplumbing.com.au

