



# SOUTHERN TRAILS ISSUE 405, July 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 9th of July 2013**

**The deadline for material to be included in the next issue of *Southern Trails* is the Friday following the General Meeting 12th of July 2013**

**This month's magazine has been compiled by Brenden Taylor**

SOUTHERN TRAILS - is the magazine of the ST4WDC Incorporated,  
GPO Box 2122, Canberra ACT 2601  
ABN: 49 507 780 060  
Registered by Australia Post  
Print Post No. PP248831/00046  
National Library Catalogue No. ISSN 0314-0814  
Web Address <http://www.st4wdc.org>

The opinions expressed in the articles and letters in this magazine are not necessarily those of the The Southern Tablelands Four Wheel Drive Club.  
Southern Trails is printed by INSTANT COLOUR PRESS, 21 RAE ST, BELCONNEN, ACT 2617.  
All magazine correspondence should be directed to the Publications Coordinator.  
Trip reports & articles of interest are very welcome. Contributions may be edited.

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

# SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB INC.



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**General Meetings** are held at the

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

at 7.30pm on the second Tuesday of each month.

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

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

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

### Publications

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

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

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

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

### Talooge Park

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

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

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

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

President's Report

Greg Taylor



This month, a few words from Vickie...

'The tyres and wheels are getting matched to the Patrol. More storage ideas are getting organised. The flannelette sheets are getting prepared. We are going over the food lists but often come back to the fact that we will just get it on the way. The sand flag is ready. The HF aerial is fixed and needs to be picked up from Watts after a repair job by Barrett. All in readiness for the trip to the Gawler Ranges and Googs Track.

So let's go and get out and away from Canberra for the next 3 weeks. Yes we are keen to go. We are even keen to tolerate all cold wet windy and unpleasant weather for the break but hope for the best of the weather and conditions. Just sitting here I can almost feel the heat from the campfire with the cold night air just biting at the edges of the fire's reach, maybe somewhere on the Googs Track.

Anyway back to reality for now. Your committee spent a recent Friday night enjoying some time away from the usual time together talking everything ST4WDC and spent it enjoying the delights of Turkish Pide. Their batteries are now recharged and ready for the next run of committee meetings and all things organisational that is required to keep

the ST4WD club ticking on.

As this is being written Marj and Alan Jones and fellow members are enjoying time down at Talooge on their monthly working bee and social activity week-end. Maybe they will have to collect more firewood cause if it is -4 here it will probably be a few degrees colder down there. The wood burners in the club house would be going overtime would-

n't you reckon? Peter Reynolds will have checked out the track for the future Up the Creek Challenge which he talked about in the May and June general meetings. We will be keen to hear how Pete is going

with the track because when we see he gets excited about 4WDing it makes as want to have a go.'



Thanks Vickie that covers a lot of what has been happening. I did get to Maryborough in Victoria for a week's prospecting with Dan O'Hara. Not the success we thought so Vickie and Anne have to keep working for now. Yes we are off on another

trip so I will be away for the July committee and general club meetings. Rosemary Orr (Past President) has kindly stepped in to run the meetings while we are away. Thanks Rosemary.

When matching my wheels and tyres between the truck and the camper I had a few issues. While the rims and hubs are both six stud there was a difference in the stud pattern by a few millimetres. Bugger, it turns out that the general Japanese stud pattern size you find on Patrols and Landcruisers is



*Cold Morning at Talooge during the June 'Talooge Monthly'*

# Taylor Torque



## President's Report

Greg Taylor

139.7mm. Unfortunately, the rims and studs on the hubs of the trailer were an unusual 114.3mm. So that means I had to get new hubs with the correct stud pattern to match. Lloyds to the rescue and \$200 later I have the new hubs which included bearings with the cones seated. But, I also have to change over the trailer's spare wheel carrier stud pattern – a few calls to Ultimate and \$80 fixed that. Life is meant to be simple isn't it? We have sold the camper we had for sale and that can help defray the costs!!

So if you have this different six stud pattern (114.3mm) and want three alloy wheels with tyres for your trailer/car give me a ring as I have three sitting at home.

I would also like to welcome Glen Loberger who has joined the committee as our Public Relations Coordinator. Recently, the committee have been reviewing the operations of the club's website and will be holding a special committee meeting to discuss its progress and current operations.

The committee will be having our next planning day on Saturday 12 October to discuss the directions of the club including a business model. I anticipate we will agree a draft model for discussion with members. The idea is that we can maintain a sustainable approach for the future of the club. Key to this is of course are our (very important) people resources who are volunteers and minimising administration tasks for the club.

I like Brenden's different approach to publishing Southern Trails. What do you think? Have you tried Kiera's cooking recipes yet? More importantly, have you contributed your thoughts, photos or an article to Southern Trails lately? We (members) want to hear your thoughts and experiences with your truck build, tracks found, new equipment tried,

private trip reports or anything you care to share with us. Drop a note or photo(s) to [publications@st4wdc.org](mailto:publications@st4wdc.org).

Michael Patrick will also be keen to hear from you if you have trip ideas or want help in planning your club trip. Email Michael at [trips@st4wdc.org](mailto:trips@st4wdc.org).

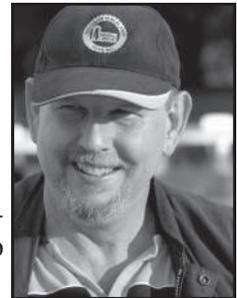
Glen Watts is also looking for your thoughts on who you would like as a guest speaker at our monthly meetings. Please see Glen or phone him – he is in the directory of Southern Trails.

I am feeling a little guilty to miss another meeting but I am looking forward to Ian and Suzanne Brown's trip in South Australia. See you in August and take care.

Cheers,

Greg

PS Don't forget your clean pre-loved items for the for sale/swap table at the meeting. 



*Cold Morning at Talooge during the June 'Talooge Monthly'*

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# *Christmas in July*

*27<sup>th</sup> – 28<sup>th</sup> July*

*Laurel Hill Forest Lodge  
Tumbarumba*

Have YOU booked yet??

Don't miss out on a fantastic, fun filled social week-  
end

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[Montesin@TPG.com.au](mailto:Montesin@TPG.com.au)

Cost will be \$78.00 per head, payable before 19<sup>th</sup> June  
Either to Helen personally  
or  
through the Club account.

# Talooge Matters

Property Coordinator

Marj Jones



TALOOGE Matters

It certainly does! It is our property and one we should be proud of.

Do you realise that in November, the Club will have owned the property for 10 years and by that time the loan will be fully paid. What a celebration!!!

We now have to continue to look after it! By 'we' I am including all of you.

As mentioned two meetings ago, the committee decided to roster members to attend Working Bees to share the load. Since "TALOOGE Monthly" has been organised, we are asking you to look at the dates (all 2013 are now up on the calendar) and book yourselves in on one that is convenient to you. If not, then your rostered weekend may not suit, get in first! Come and enjoy!

The May TALOOGE Monthly weekend proved very successful. With the group of enthusiastic people who were there to assist, we were able to complete several tasks, and to also start a 'Thinking Tank' of suggestions and ideas as well as questions as to why, what if, etc.

Tasks completed on the weekend

- Cleared all wood, rubbish from the lower side of the machinery shed and parked the two trailers there (old one and the "tanker"). The tractor attachments will also be put there when a "registered" tractor driver can be available to do it. Wood stacked for future use.

- All the hand tools from the chemical shed put up in the machinery shed, inside a barrel (easy access for all)
- Inside machinery shed cleaned up, old TVs taken away (thanks Phil R), chainsaw box moved to a better position.
- Track 2 traversed, a corner of which was causing concern, looked at, discussed, (one task set for June TALOOGE Monthly)
- BBQ taken out of small shed, so that it only became just a shed for bunking down. Large BBQ put into Chemical shed just inside the door for easy access when needed.
- Petrol generator taken away from generator box, (in Chem. Shed until moved up to machinery shed), diesel one left.
- White board put up inside door of kitchen area.
- Sealing around floor in kitchen area started (thanks to Plod).
- Gradual cutting of large felled tree on Thurbon Flat commenced.
- Tracks to Honeymoon Bay and Chicken Run checked and cleared of fallen trees.

A great weekend, thoroughly enjoyed by all!

There are many tasks that either needs to be done on a regular basis, or sometimes as a one off.

Always things to do, things to see, and people to meet -TALOOGE is like that!

See you there sometime! 



*Around the campfire at the Talooge long weekend relax and BBQ*

## 4wd Spectacular Update

Secretary for 4wd Spectacular

Marj Jones



We are now only 7 months away from our great Spectacular.

Don't forget the date: 1<sup>st</sup> – 2<sup>nd</sup> February 2014.

For those members are not aware of what this is all about, every second year, three 4 Wheel Drive Clubs (ACT, Land Rover and ST4WDC) put on a spectacular show in Queanbeyan to promote safe four wheel driving as well as promoting the advantages of being a member of a Club.

It is our major fundraiser, not only for the Clubs but also for three Charities that have been nominated by Club members.

I will continue the history over the next few months.

This is just to keep you informed that even at this stage many things are in motion for the staging of a fantastic Show.

Our Exhibitors Manager, Greg Ebeling is contacting potential exhibitors. At this point we have many who have given us the nod but we won't celebrate until we have their deposit (there are about 20 who have actually done that already).

The Show committee is looking at promoting the Clubs more, creating a larger Club area set up, which will incorporate the three Club's displays, seminars, as well as a wide range of demonstrations, both indoor and outdoor.



Don't forget that as the time approaches we ask for volunteers to help run the Show. This is why it is so special, it is the only 4WD Show nationally which is run by volunteers.

This is a fantastic effort and it is only possible with your assistance to keep it so.

Keep the date in your diary!! 

# We Want You



## To send in your photos

For our picture library. These can be of anything to do with the club.

You can give them to Brenden at club meetings or post them to:

Southern Tablelands Four Wheel Drive Club Inc.  
GPO Box 2122  
Canberra ACT 2601

The club can supply discs for burning.

## 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



**16 - 18 August Brindabella Winter Classic - Mulligan**

**2013-077**

Trip Leader: David Read



Email: [twisty@live.com.au](mailto:twisty@live.com.au)

Phone: 0431 980 487 (m)

Grade: 2

Start: 9:00am

Meeting Place: Uriarra Homestead

Fuel: Full tank at start

Maps: ACT Region. GPS. More information on the club website 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: Mulligan. This is a "redo" of the Brindabella Winter Classic cancelled last month.

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 McIntyre's 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.

**27 July Christmas in July, Laurel Hill, Tumbarumba**

**2013-051**

Trip Leader: Helen and Charlie Montesin

Email: [montesin@tpg.com.au](mailto:montesin@tpg.com.au)

Phone: 02 6238 3208 (h); 0402 155 240 (m)

Grade: 1

Start: 9:00am

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,

# Trips and Events



blankets, pillows, towels and personal items, BYO alcohol / drinks (tea and coffee are provided)

**Description:** This trip continues the tradition of Christmas in July at Laurel Hill Forest Lodge, Tumbarumba. After meeting at the very respectable time of 9am at Uriarra homestead we will travel via the back roads over the Brindabellas for lunch in Tumut and then on to Laurel Hill in time for afternoon tea.

Accommodation is in the lodge style cabins that have been converted from the low-security gaol / forestry camp. Each lodge accommodates 8 to 12 people on a twin share basis in separate bunkrooms. 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.

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**10 - 11 August      Cold at Bendethera Caves      2013-032**

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**Trip Leader:** Michael Patrick

**Email:** m-patrick@bigpond.com

**Phone:** 0412 377 941 (m)

**Grade:** 3

**Start:** 8:30pm

**Meeting Place:** McDonalds Car Park Queanbeyan

**Fuel:** Full tank at start

**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 mid day and head out via Dampier fire trail and other tracks leading to Krawarree road. Parties may split up here to head to North Canberra. The rest will travel Snowball Road into Tallaganda National Park and eventually reach Michelago

**Comments:** Can possibly encounter snow in Tallaganda National Park

# Trips and Events



**16 - 18 August Very Difficult Terrain and Advance Recovery Course**

**2013-077**

Trip Leader: Peter Reynolds



Phone: 0428 623 458 (m)

Grade: 4

Start: 4:00pm

Meeting Place: Bungendore

Fuel: Full tank at start

Description: This is the Club's official 'Very Difficult Terrain and Advanced Driving Course.

Important - This course is subject to strict eligibility criteria and approval by the Club's Education Coordinator due to the extreme nature of the terrain and the advanced skills covered. Participants must have a minimum of two years active membership after completing their Basic Driving Course and have participated in club trips of grade 3 or above in that time. Participants vehicles must be modified including, at a minimum, a suspension lift, bullbar, electric or hand winch and rated recovery points.

## **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 - un-braked
- 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 Joe Briguglio on 0417 220 919 or Ian Goodacre on 0403 304 505  
to arrange access and use.

# Trips and Events



24 - 25 August Talooge Monthly

2013-073

Trip Leader: Marj and Alan Jones 

Email: marjjones@rocketmail.com

Phone: 0427 284 236 (m)

Grade: 1

Start: 8:00am

Meeting Place: Talooge Park

Fuel: Full tank at start

Requirements: Your own provisions for the duration of your stay. "Happy Hour" contributions welcome .

Description: This is an ongoing monthly event. The intention is to contribute to the ongoing maintenance of our property and to enjoy the facilities and company of other participating members.

Any member is most welcome to join us at Talooge for the weekend, a day or even a part day to not only enjoy the environment but to assist us with any general maintenance which is always required in and around the property.

We intend to go out on Friday, so will not be organising an official "convoy". Come in your own time from Friday onwards, or if you need to make special arrangements please contact us.

Comments: It is not intended to be an "All work, No play" weekend. The traditional "Happy Hour" and camaraderie goes without saying.

***Interested in joining our Club? Visit our website at [www.st4wdc.org](http://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](http://www.st4wdc.org) under MEMBERSHIP > Renewals.***

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

# Trips and Events



## Later in the year

<u>Date</u>	<u>Website Tag</u>	<u>Trip Name</u>	<u>Trip Leader</u>
7th - 8th Sep	2013-031	Explore The Tracks of Abercrombie River National Park	Michael Patrick 0412 377 941 (m)
13th - 15th Sep	2013-065	“Safe One” Basic Driver Training at Talooge Park	Peter Reynolds 0428 623 458 (m)
21st - 22nd Sep	2013-074	Talooge Monthly 	Marj Jones 0427 284 236 (m)
22nd Sep	2013-066	“Safe One” Basic Driver Training Course Follow-up Day	Peter Reynolds 0428 623 458 (m)
27th - 28th Sep	2013-067	Up the Creek Challenge 	Peter Reynolds 0428 623 458 (m)
5th Oct	2013-068	Skid Pan Course Training 	Peter Reynolds 0428 623 458 (m)
6th Oct	2013-070	Brindabella Spring Classic 	David Read 0431 980 487 (m)
18th - 20th Oct	2013-058	4WD and Adventure Show	Catherine Panich 0412 866 375 (m)
19th Oct	2013-072	Skid Pan Course Training 	Peter Reynolds 0428 623 458 (m)
20th Oct	2013-071	Brindabella Spring Classic 	David Read 0431 980 487 (m)
25th - 26th Oct	2013-075	Talooge Monthly 	Marj Jones 0427 284 236 (m)
23rd - 24th Nov	2013-076	Talooge Monthly 	Marj Jones 0427 284 236 (m)
30th Nov - 1st Dec	2013-023	Christmas Party at Talooge Park	The Committee
22nd - 29th Mar	2014-006	Vic High Mountain Country	Michael Patrick 0412 377 941 (m)
29th Mar - 6th Apr	2014-007	Stagg Chilli Victorian High Mountain Country Trip 	Simon Moyle 0477 344 330 (m)

***If you are interested in any of these upcoming events put you name down on the website or contact the Trip Leader for more information.***

# Trip Report

## Cowarra Gold Mine

18th-19th May 2013

Rosina Mansson



Cowarra Gold Mine, is it still there? Yes, but not for long. On Saturday morning eight vehicles met at Williamsdale to go for an exploratory mission. We were going to see the remains of Cowarra gold mine. Our leader, Michal Patrick had driven and explored her on and off for years, but his fundamental question to those who wanted to go on the trip was; are the tracks and the remains of mining days go by still there or has the mining company blown a giant hole in the ground.

Cowarra was first mined for gold in the 1860's, during the hay day of gold exploration. It has seen a number of periods of exploration both underground and through open pits. However, it has also been left dormant a lot of the time due to the expense of extracting the gold from there. In some ways it is the quintessential mine story. Originally men arrived in the 1860's with a gold pan, head torches and sheer determination yet they lacked education. Since then the mine, along with technology, has seen improvements in leaps and bounds. It has also been explored with soil sampling, IP and magnetic surveys, drilling and geological mapping. We even found some of the drill samples lying around. They look like corks cut in half.

Currently the mine is enjoying one of its regular hiatus, so to answer Michael's question, yes the tracks and the forest are still there. Watch this space however as the Commissioners took over management in 2011 and their drilling confirms that there is potential for more minerals to be mined and further exploration programs may be initiated once it is more economically viable (i.e. when the price of gold goes up or the Aussie dollar is not so high).



Our trip consisted of wondering from Williamsdale through to Bredbo for a quick pie and a cup of coffee. Soon after entering Jerangle Road, we turned off and ventured into the forest through its many fire trail. We followed the Cappawidgee Road to Chakola Fire Trail, followed by the Dowling Fire

Trail. After stopping to check out some of the mine shafts and have a history lesson, we drove through some small creek crossing and some rutted roads.

Lunch was enjoyed at the site of the miner's old quarters. By foot, we explored the hill and looked through some of the things that have been left behind. There are cans as well as rum and beer bottles that date back to the 1930's. Debbie and Daniel decided to explore the ventilation system shaft. They got down on all fours and crawled around the underground man-made tunnels which once upon a time used to pump down fresh air to the mines. For those keen to go check these cool sights for themselves, the mine is on Chakola Fire

Trail. On our way out, we re-entered Jerangle Rd which led us to a familiar sight.

Our easy day culminated outside of Southwell road. Those heading back to Canberra left together and four cars decided to spend the night in our property, Talooge. Whilst it was a cold night, we enjoyed it together by the fireside doing things four wheel drivers do best, cook on the camping ovens and tell tales of trips gone by.

It was a nice day out enjoyed by all made better by an unusually warm and sunny May day and a trip leader that never disappoints. Thanks Michael and all who made it such a good day out. 

## Women at the Wheel

A blast from the past! This article has been reprinted from  
*Southern Trails* Issue 345, February 2008.

Val. Wiseman



To the uninitiated, four wheel driving may have a macho, toys-for-boys image. That's the image generally conveyed by the glossy 4WD magazines. But hold on – many 4WDs are family vehicles, often used as “mum’s taxi” during the week. Does mum get to drive them off the bitumen? Certainly when traveling off the beaten track its not too unusual to see women behind the wheel, but the majority of drivers tend to be male.

Most of the Club’s members are families and of these a fair proportion of members doing training are women – wives, partners and sometimes daughters. Do they get to consolidate their training and build their experience by sharing the driving on real trips?

What do women really think about real 4W driving and training? It is not unusual to hear women say something like “Jack/Bob/.... loves 4w driving so much, so I tend to leave it to him”. This may cover a genuine reluctance to take control of a vehicle that fully laden may weigh 2 or 3 tonnes. Or it may be that we women are sometimes just a bit too quick to relinquish the wheel.

Assuming that male support and encouragement is forthcoming (right fellas?) the training offered by our club is a great way to get women drivers started on the 4WD adventure. Our club is fortunate in having 3 intrepid women among its dedicated team of trainers. We marvel at their calm, their patience and their skill that make training an exciting, exhilarating, challenging, and above all, a rewarding and satisfying experience.

Some women (if they have a choice) prefer to do their training alone and unaccompanied, perhaps avoiding immediate discussion of possible scratches, bumps and dents. Others prefer to have a partner around to provide moral and practical support during what can be a pretty full-on weekend.

Women who have completed the basic training speak of the trepidation beforehand, followed by absolute elation at successfully completing the course. Some concede that it's best not to look too closely at the tracks before actually having to drive them. They speak of confidence that grows with their awareness of what our vehicles are capable of, and what we as drivers are competent to tackle.

Other benefits of women doing training come from additional skills learnt. This gives couples the capacity to work as a team, saving time, double

checking, adding a margin of safety even in routine tasks like adjusting tyre pressures, or in more exacting situations such as doing recoveries. Some women continue to build their skills, learning how to change wheels, do routine maintenance and mechanical and safety checks. Additional skills to be learnt include driving on sand, snow and mud, crossing through water and towing a trailer, boat or caravan.

Motivations for wanting to develop 4w driving skills are varied, as is the extent to which women want to drive. Some just want to learn enough to feel confident on formed gravel roads while others want to develop the skills that allow them to drive in difficult and rugged terrain, to compete in competitions or learn advanced recovery techniques. Even those who simply want to travel as passengers will benefit from training. The confidence that comes from understanding what is happening and what the vehicle can do and withstand can make for more relaxed and happy passengers.

Driving in rough conditions, for example over sand dunes, or on steep forestry tracks generally requires passengers to hang on to something. Hanging on to the steering wheel (i.e. driving) can be more comfortable, more satisfying, and less tiring than just clutching the grab handle for dear life. Having control of and responsibility for the vehicle brings a sense of security that often eludes the passenger.

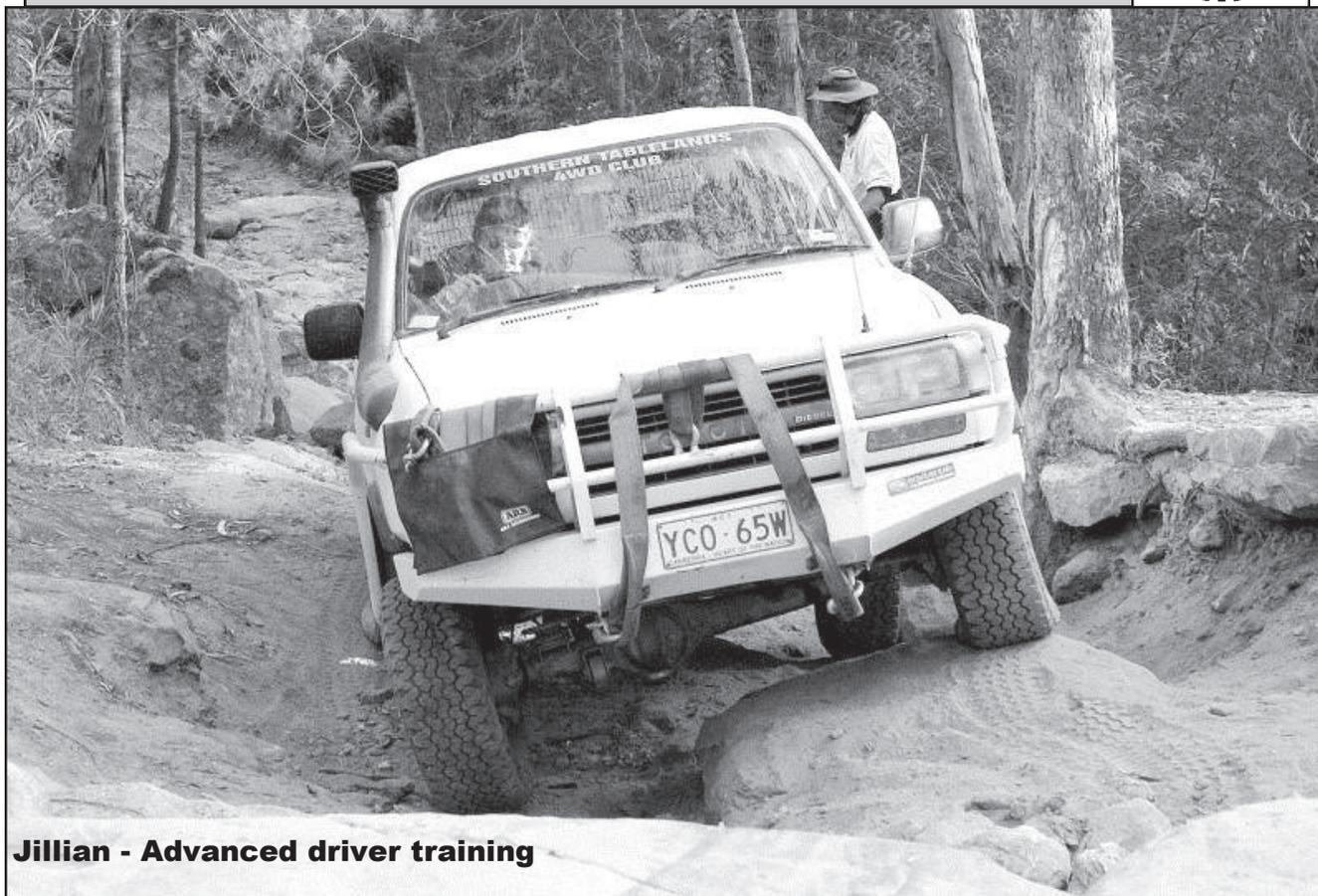
Adventurous souls, from young couples to grey nomads who venture into more out-of-the-way areas recognize the additional safety that comes with having more than one competent driver. This is especially true if traveling in a single vehicle convoy. More mature members also recognize that as the years roll by their ability to continue traveling can depend on both of them being able to share the driving. And shared driving contributes to a shared experience of the whole trip - the highs and lows of the whole adventure.

Even in a convoy mishaps will happen and its reassuring to know that if the male driver for some reason is not able to drive then SWMBO can take over and drive out safely. One couple who are club members were leading a convoy (not on a club trip) in a remote area when an inexperienced driver ran off the road, damaging both his vehicle and his confidence. After the recovery our capable lady drove the damaged vehicle and its shaken driver, restoring confidence to the convoy.

## Women at the Wheel

A blast from the past! This article has been reprinted from  
*Southern Trails* Issue 345, February 2008.

Val. Wiseman



**Jillian - Advanced driver training**

Other advantages of having a confident co-driver come when energetic members of a touring group want to hike, paddle or cycle a part of a route. Having additional competent drivers means that vehicles can be moved forward to a camp or a pick-up point, avoiding the need for backtracking to retrieve vehicles.

On trips, some couples have a fairly firm pattern of travel where they rotate drivers every 2 or 3 hours (good practice anyway to avoid fatigue) regardless of track or road conditions. Others have a set time each day when the lady drives, again regardless of conditions. This way each gets to experience the highs and lows of 4w driving, while the other partner gets experience with navigation and communication. And lady drivers get to build their skills and experience, so if they do have to drive in an emergency, they are likely to be confident of their ability to respond safely.

Another way for women to build their confidence is to organize a “ladies only” trip, usually a short day or weekend trip. This has been done in the past by the Club. Such a trip allows experienced women drivers to mentor women who are less experienced.

If the trip is for more than one day then not only are driving skills enhanced, but camping skills are learned as well. Nothing builds confidence as much as having to actually do things – and we might all occasionally rely on significant others to do things we don’t feel like tackling!

Some men find that encouraging their women to drive and share the fun means that they (the ladies that is) are then more enthusiastic about and supportive of proposed trips. If women have a genuine stake in the vehicle, and get to drive it on a regular basis, vehicle upgrades may be easier to justify.

Finally, self esteem . Mums of teenage sons – and grandmothers and aunts - find that they really go up in a young man’s estimation if they can drive the 4WD where it really counts. There is no compliment quite like the one from a 16 year old car fancier who reckons that you are one pretty cool female 4W driver!

So ladies, whatever your experience and skill level, your 4WD carriage awaits you. If you have not attempted the club’s basic training course, give it a go. If you have done your training, get behind the wheel and go for it!



# Tips and Tricks

Compiled by Greg Taylor



*These and more can be viewed on the website.  
Just go to Club>Tips and Tricks.*

## Lifting your spare wheel onto the wheel hub

One thing about 4wds - they have heavy wheels. When travelling a part of your essential kit would include a shovel - or it should. Mine is a long handled 'plumbers' shovel that helps with lots of things including around the camp fire. A tip passed on to me is to use your shovel to lift your spare wheel onto the wheel hub and save your back.

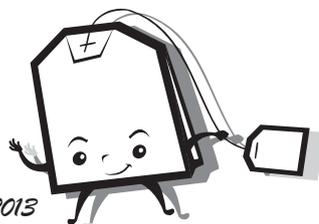
My shovel has an angled head to the handle so I can roll the wheel onto the shovel head resting flat on the ground and simply push down on the handle and the wheel will lift up to the wheel hub. If you have shovel with a straight handle you can simply roll the wheel onto the shovel head and lift the handle. The shovel then becomes a lever to raise the wheel to the wheel hub. Large branches work using the same method.

## Tea Bags are excellent fire starters

One tip or trick that I had read about many years ago was that using tea bags soaked in kerosene or turps makes good fire starters. I first tried this after seeing someone else at a camp site doing this and remembered reading about it. Its easy, but you must have dry tea bags to start with. So, dry and save your used tea bags and when you have a supply of them put into a suitable container with a screw top lid. I use old plastic peanut butter jars. Then add fuel of choice (mine is kero) to one quarter of the container. You may have to screw the lid on and invert once or twice so that the fuel soaks into the tea bags.

When lighting a camp fire just put a few tea bags under your kindling and then light. I have used this successfully in the most appalling weather conditions. It also works with wet timber - just start small and get the twigs going and gradually add larger and larger pieces. Before you know it you will have a great fire that will take your mind off the rain!

This is another example for long distance/remote 4wd drivers - everything must have at least two uses!



## 12 Hot Tips for your battery

Mark Roberts from Battery World was our guest speaker at the August 2011 general meeting. Mark has since provided the following top 12 tips for looking after your batteries:

- 1) Obtain the correct battery for your application.
- 2) Make sure under bonnet locations have batteries with the correct chemistry and the correct plastic case to cope with heat.
- 3) Wet batteries must have fluid level maintained. Top up with distilled water for best results.
- 4) Keep battery tops clean and dry to prevent self discharge. Replace any corroded cables or terminals immediately.
- 5) Deep cycle batteries must be fully charged with a suitable quality charger after use to fully complete the charge cycle.
- 6) With deep cycle batteries, the bigger the better for the space you have.
- 7) Do not think flattening your deep cycle battery is good for it. You will get more cycles from your battery if the cycles are shallow - that is, not more than 50% where possible.
- 8) Absorbed glass matt (AGM) batteries although being heavier and more expensive than wets, tend to be more durable, have a higher cycle life and more available usable amp hours.
- 9) Stored or unused batteries must be kept above 12.4 volts to prevent sulphation with a maintenance or storage charger.
- 10) Experience shows that vehicles with a 'parasitic drain' (small ignition key - off discharge) due to alarms or immobilisers, have battery problems long term if not driven very regularly or are not connected to a maintenance charger.
- 11) When jump starting, the thicker the cables the better to prevent voltage drop. Connect pos (+) to pos (+) first, then the last neg (-) connection must clamp onto a solid engine part. This prevents sparks (possible ignition source) at the battery and also helps prevent spiking of vehicle electronics.
- 12) Deep cycle batteries may be used intermittently to jump start vehicles, although this is not their true intended purpose. 

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## 2014 4WD SPECTACULAR OUTDOOR RECREATION SHOW

1<sup>ST</sup> – 2<sup>ND</sup> 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.

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# Lynne's Latest

Membership Secretary

Lynne Donaldson



G'day everyone .

As I write this Rob is putting some blankets in the car as we are heading to Mount Ginini to hopefully play in some snow – it's great living in Canberra as we have great 4wd driving tracks near by.

Below is a chart of our current membership.

Membership Type	Qty
Owner	241
Partner	205
Family	42
Life	9
Associate	3

Make sure you all get out and about throughout these winter months and enjoy the crisp air.

Please welcome our newest members this month:

**Ron and Michelle Friesen**

**Craig and Mandy Nelson**

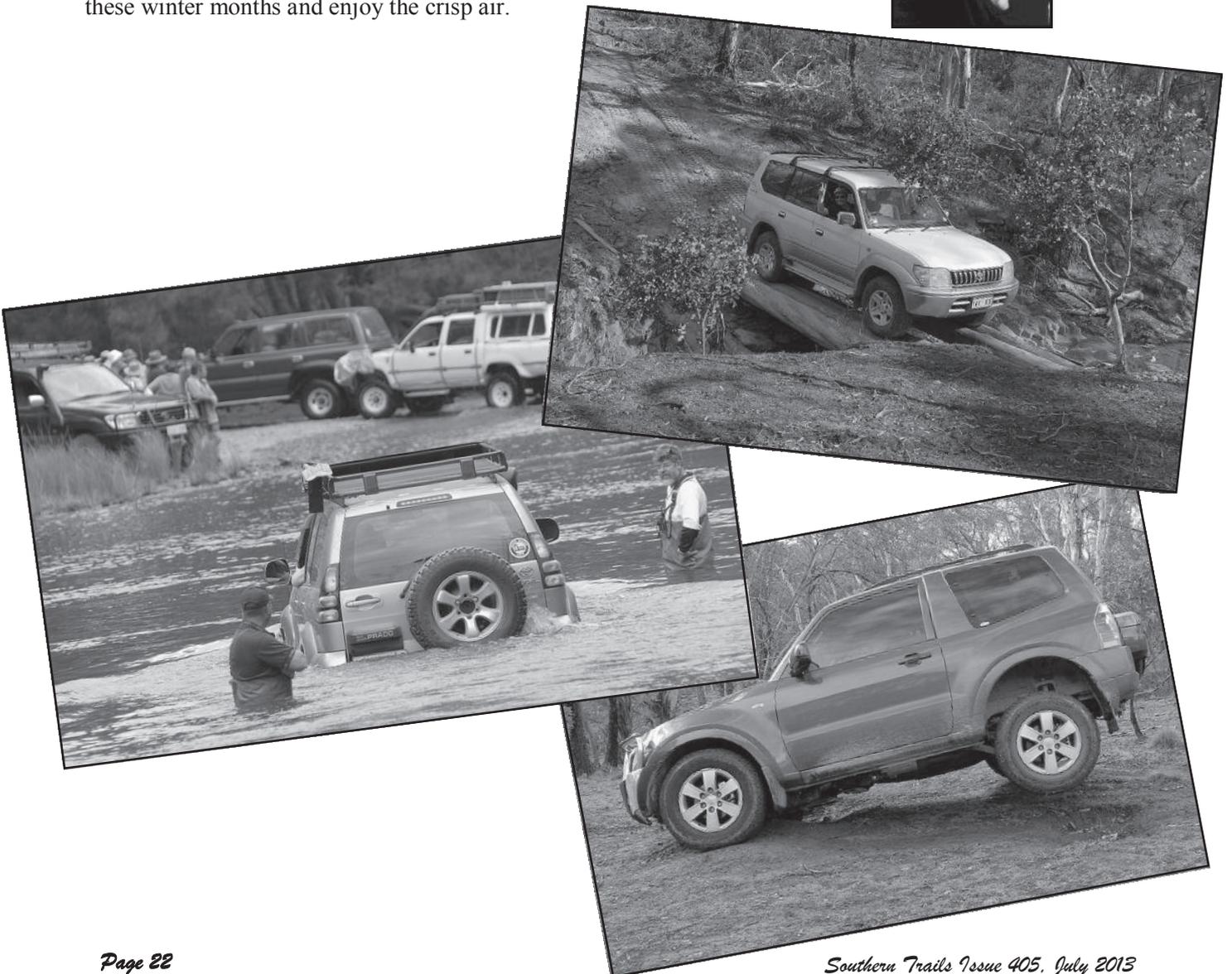
Please if you are at the Club meeting come across and say hello to our visitors or if you see a new face please make them welcome and say G'day.

Looking forward to seeing you all at the next meeting,

Please feel free to contact me regarding any membership matters you may have.

Safe travels

Lynne 



*“If you fall, I will be there  
for you”*

*- Floor*

## 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.

Great for breakfast on a cold winters day! Alternatively mix with chunks of ham and salami for a tasty wholesome dinner. 

Enjoy!

### Homemade Baked Beans

(serves 4)

2 onions, chopped  
800g tomatoes, chopped (tinned or fresh)  
4 cloves of garlic, finely sliced  
4 tins cannellini beans, drained and rinsed  
500ml tomato juice  
Parsley, finely chopped  
Salt, and pepper to taste

Soften onion and garlic in a saucepan.

Add chopped tomato. Cook until soft and smoochy.

Add tomato juice and reduce by half.

Add beans and heat through.

Add salt and pepper to taste.

Just before serving stir through chopped parsley.  
Serve with crusty bread (or damper!)



# Member Profile

Interviewed by Glen Watts



## Member: Michael Briguglio

Date joined: 03/09/2007

One of the 24 Michaels in the club.  
Currently training to become a club trainer.

*Q; How did you get started in 4wding and how long have you been interested in it?*

I got my first taste of 4wding through tagging along with Mum (Sue) and Dad (Joe) on family holidays about 7 years ago. The bug really bit when I was up visiting my Grandparents near Yamba. Dad and I went out exploring on the local trails and I had a blast. Less than 6 months later I had my first fourby!

*What 4wds have you owned and what did you think of them?*

2009 Holden Colorado 3.0TD – Being a ute, the Colorado was really versatile however my particular Colorado was a bit of a problem child.

1999 Nissan GU Patrol 4.2TD ‘Red’ – My dream truck! I’ve always had a soft spot for the Nissans, especially the old 4.2 diesels.

*What modifications have you done to your current 4wd?*

I can’t pick one but three favorites are the wheel and tyre package, the lift and the bulbar.

2” OME Lift

New wheels and tyres

ARB Bullbar with 12000lb

Kingone winch

On-board air

Snorkel

Dual Batteries

ARB Roof Rack

New rear lights

I’ve started a build thread on the club forums to track all the work I’ve done to the little red wagon – jump on and have a look!



*What terrain is your favorite to drive on? What terrain is your least favorite to drive on?*

My favorite terrain to drive on is a mud with a solid base and my least favorite terrain to drive on is loose rock/shale.

*What has been your best 4wd trip?*

2012 High Country Hillbillies lead by Greg and Vickie Taylor.

*Have you got any trips planned or would like to plan?*

I would love to make it to Stradbroke or Moreton Island towards the end of the year. Laura and I hope to take some time off at the end of the year and head north and see where we end up!

*One bit of advice to give to someone starting out...*

Don’t be put off by the fact that your truck doesn’t have all the bells and whistles yet. A lot of members have built their cars/camping setups up over a period of years and have tried many variations. Ask them what worked and what didn’t and slowly build your own rig.

*Something Quirky about You...*

I wake up in the middle of the night and wonder if my car is locked I will have to check before I can get back to sleep... much to Laura’s disgust! 



## Tech Talk

### 4WD'ing with an Automatic Gearbox.

Chris Nicholls



At the last meeting a friend asked what it's like to drive a 4wd with an auto box, and if there were any issues to watch out for. Now I'll admit that this has become a bit of a pet subject for me since I bought a Patrol with an auto box several years ago. I had owned a Falcon with an auto, but never driven an auto in the bush before that. I wasn't especially looking for one when I was bought the GQ – it just came up at the right time and the right price.

To start – what are the advantages of an auto in the bush?

- Always in the right gear (well almost always).
- Never miss a gear-change.
- Smooth changes without loss of inertia and forward motion (great on sand).
- Makes hill starts a breeze.
- Makes it easier to crawl over rocks and obstacles.
- Reduces shock loading on other transmission components such as uni-joints and CV joints.
- Allows left-foot braking – excellent where the going gets a bit technical.

And the disadvantages?

- Auto vehicles often have taller gearing which is a disadvantage when descending a steep slope (this was a real issue for me with the GQ).
- Less engine braking.
- Slightly more brake wear.
- Slightly higher fuel consumption.
- Prone to high operating temperatures in tough going.
- Hard to start with a flat battery.

For me the biggest issues were the tall gearing and the high operating temperatures. I solved the first problem by fitting “rock-crawler” gearing in the transfer case which gave an overall 83% reduction in the low range gearing. Now my first gear is another gear lower than you'd normally expect low-first to be. That also means I run out of top gear pretty quick, and often change back to high range where others are content to stay in low. It's a nuisance in the desert but great in the mountains. Horses for courses.

The problem of high gearbox operating temperatures was more difficult to solve. Auto boxes have a thing called a torque converter (TC) that acts like a clutch. It works like a pair of fans immersed in a fluid. The engine drives one fan, and the spinning induces turbulence in the fluid that “encourages” the second fan to spin. In the lower gears the TC is always allowing a certain amount of slippage which smooths out the gear changes and the on-off throttle variations. But this TC slippage also generates a lot of heat. In top gear the TC is able to lock up (eliminate the slippage) after the car reaches a certain speed. For the GQ this is about 70km/h, so it only comes into effect on good roads. When the TC is locked the auto box runs very cool.

How do I know the operating temperature? I have an after-market temperature gauge so I can monitor the gearbox operating temperature. The gauge reads up to 150 degrees Celsius, at which point the expert advice is to stop and let the gearbox cool down or you'll damage the gearbox. I have seen the gauge on my gearbox reach this temperature twice during relatively easy climbs out of deep valleys, in the lower gears using high range. Most cars have a warning light for gearbox overheating – mine didn't come on when the gauge reached 150 C. The problem with a warning light is that it only comes on when you already have a severe problem, and you might not be able to just pull over and stop. A gauge will let you know that a problem is developing, and you can act accordingly.

Now imagine that easy climb out of a deep valley, in high range, something like the climb from Tom Groggin up to Dead Horse Gap near Thredbo. The car will be spending most of the time in 2<sup>nd</sup> and 3<sup>rd</sup> gear, and the TC is slipping, and generating large amounts of heat. Frequent overheating will cook the automatic transmission fluid (ATF), breaking down its ability to properly lubricate and cool the gearbox (sniff the gearbox dipstick to check for a burnt smell). Where is all that heat going? How can I get rid of it?

The GQ (and most other auto vehicles) has a form of external cooler that simply passes a length of tubing through the tanks in the normal radiator that cools the engine. The auto box pumps the ATF through this tubing, and when the gearbox gets hot it dumps heat into the radiator. If your engine radiator has plenty of cooling capacity and you don't

## Tech Talk

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have an overheating engine, that might be sufficient. If you've owned a GQ you'll know that they can be prone to running hot. With my auto gearbox dumping its excess heat into the engine cooling system the problem just got worse. The second problem (or rather, risk) associated with this form of gearbox cooling is that it is possible for the tube carrying the ATF through the radiator to corrode or crack, which leads to engine coolant contaminating the ATF, which can also damage a gearbox very quickly.

Part of the solution to the overheating issue is to fit an external cooler with much larger cooling capacity, separate from the radiator. I fitted a 30-row cooler about 25cm square in size, and plumbed it in without using the tubes that ran through the radiator, to get away from the possible contamination issue. If you have a new vehicle still under warranty you'll want to plumb the additional cooler in series with the original cooler to avoid warranty issues. If you are towing a heavy trailer or a caravan a big external cooler should be mandatory.

For me the other part of the solution was to tackle the heat problem at the source – the slipping torque converter. In the GQ the TC will only lock up when in top gear and above about 70km/h. (I'm not sure if this applies to all auto 4WDs.) On the 'net I learned that it is possible to install wiring and switches to allow the driver to manually lock the TC in 2<sup>nd</sup> and 3<sup>rd</sup> gear (but not in 1<sup>st</sup> without further modifications). This was done in such a way that the manual lockup is cancelled when the driver applies the brake. Without this the engine would stall when coming to a stop, just like a manual car if you forget to depress the clutch (we auto drivers do that occasionally!). With the TC manually locked the gearbox will still change up and down as required, but not as smoothly unless I pay careful attention to the throttle, lifting off during the

change. Locking the TC also drops the engine speed by a couple of hundred revs, and often gives me a better gear for climbing especially when towing the trailer. In practice I use the manual lockup when I'm in a situation that doesn't require frequent gear changes and I've manually selected either 2<sup>nd</sup> or 3<sup>rd</sup> gear for that long steady climb. I've often seen the gearbox temperature drop 20 degrees in about two minutes after engaging the TC lockup.

Even if you don't have a TC lockup over-ride switch, keep in mind that with a transfer case you have a wide range of gear ratios available to you. If the gearbox is overheating in high range, you might be able to swap to low range and run in top gear, which allows the TC to lock up and run cooler. For many vehicles low 4<sup>th</sup> gives an overall gear ratio that sits between 2<sup>nd</sup> and 3<sup>rd</sup> in high range, which might be the ideal gear for that long climb out of that deep valley especially if you are heavily-loaded or towing. If you can unlock your front hubs (or if you have an unlocked centre differential) you can even use this on a sealed road.

So – to get back to answering my friend's question: yes there are some things to watch out for, primarily the overheating problem that can arise if you are towing or climbing steep hills in the lower gears. While driving an auto can be very relaxing and carefree, keeping your auto healthy requires a little awareness and vigilance. A good aftermarket temperature gauge is essential, for without it you won't know if you have a problem until it's too late. If you are towing, a good external auto gearbox cooler (the largest you can fit) will probably be essential. And if you can fit it and you have the inclination to use it, an over-ride switch to let you manually lock up the torque converter in the lower gears will give you more control over the behaviour of the gearbox and help avoid overheating. 

### A Note From Your Editor

Brenden Taylor

We need more of these great articles! This is the clubs magazine, YOUR magazine. Without excellent contributions like this one the magazine becomes uninteresting and bland.

We don't expect an article off everybody for every *Southern Trails* issue but make it your mission to write an article every 12 months or so. It can be about the mods you have done on your 4wd, your favourite campsite, tips or tricks you would like to share etc.

So please help this publication continue to be the fantastic read it is each month! When you do write your article remember that the **deadline** for each month is the **Friday after the General Meeting**.

If you get stuck there was a handy guide printed in last months *Southern Trails* (Issue 404). BT 

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This training course covers two competency units

- SRO DRV001B - Drive & Recover a 4WD Vehicle
  - SRO DRV002B - Drive a 4WD Vehicle in Difficult Terrain
- In your house 4hr theory component including training DVD  
8hr practical component including 4WD recovery techniques
- Member Australian Driver Trainers Association Inc.
  - Certificate IV in Driver Instruction
  - Accredited Driving Instructor A.C.T. Government
  - Certified 4WD Trainer Assessor
  - Licensed 4WD Mechanic 30 years

*Private & Government Departments Catered For  
One on One or with a partner (max 2)  
Fully insured & first aid certified*

Call Peter anytime for information & bookings (training weekdays only)

**0428 623 458**

# LEE & THOMAS

## Auto Electrics

EST.1960

- General Auto Electrical Repairs
- Batteries & Accessories
- Airconditioning Servicing
- Exchange Alternators & Starter Motors



- Car Immobilisers

**SHOWROOM & WORKSHOP**

@ 95 Grenville Crt

**Phillip**

**6281 1455**

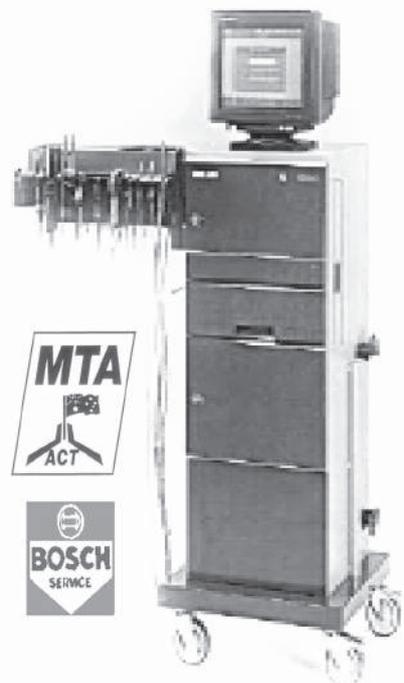
Fax 6285 2737

**OPEN MON - FRI**

8.00am - 5.00pm

**SATURDAY**

8.00am - 12.00



# “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** Australian made heavy duty off road camper trailer registered to November 2013. 12 ft main tent plus 3 fully enclosed annexes.

Includes 80 lt Engel dual compartment fridge/freezer, a stainless steel 3 burner BBQ . 85 lt water tank, electric bilge pump, CTEK XS 25000 battery charger and 105AH deep cycle battery, electric brakes, tail LED lights, 4 Alko stabilisers, Tregg coupling, Drifta kitchen slide out with extended kitchen bench and pantry with a two ring gas stove/grill, fire extinguisher, electric oven grill, kettle and toaster and queen size innerspring mattress. Original all terrain tyres have travelled approx. 2500KM and spare still unused. Flip over boat rack plus much more.....

Price \$13700 negotiable

Contact Anil on 0422337102 or

Email: anil.dyall@yahoo.com

**Wanted** Safari D-Tronic engine chip kit for Nissan GU Patrol ZD30 engine.

I would like to purchase a new or serviceable/working second hand Safari D-Tronic engine chip kit for my 2001 Nissan GU Patrol ZD30 engine. Happy to also hear any good news or horror stories from ZD30 engine owners who have fitted this engine chip.

Contact Jed Bartlett PH 0488 004 148 or

Email jed48@tpg.com.au

**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

Two Coleman Dual Fuel Powerhouse Lanterns can run on either Unleaded Petrol or Shellite. \$30 Each  
Michael Patrick 0412377941

**For Sale** 1 brand new never out of the box REDARC sbi12 battery isolator 100 amp dual battery isolator solenoid from ARB. I paid \$150.00 in February after a miss diagnosis of charging problem, ARB will not refund. Best Offer.

Contact Calvin Berry at

knacbery@grapevine.com.au

**For Sale** Snorkel to suit 1987 MQ Patrol (SD33T).

Rear tail light lenses to suit MQ Patrol.

Workshop manual to suit MQ Patrol.

Make an offer.

Contact Brenden on 0434 083 351

or kbt@velocitynet.com.au

**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 fe11 tyre with 95% tread left on it. was the spare tyre. NB doesn't come with rim. Make an offer  
Michael 0420 963 804

**For Sale** 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. \$400.

Contact David Hay on 0419 297 329

or david\_hay@live.com



It's not leaking oil, it's sweating POWER!



I'm not lost, I'm exploring!



## 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:	\$95.00
Polo Shirts:	\$38.00
Hoodies:	\$48.00
Rugby Tops:	\$50.00
Caps:	\$20.00
Bucket Hats:	\$20.00
Beanies:	\$20.00
Name Badges:	\$15.00

If there is any clothing item you would like to see here please call or email Kiera.  
Kiera Taylor 0419 260 925





## Canberra: 95 Grenville Court Phillip

(behind Discount Tyres)

email: [southcanberra@batteryworld.com.au](mailto:southcanberra@batteryworld.com.au)

**24 Hour Roadside Service**

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

