



SOUTHERN TRAILS

ISSUE 406, August 2013



C O N T E N T S

Ro's Ramblings.....	4
Member Profile: Michael Loberger.....	5
Brindabella Winter Classic Trip Report....	7
Talooge Matters.....	8
4wd Spectacular Update.....	9
Tech Talk.....	10
Understanding the Logo of 4wd Aus.....	13
Trips and Events.....	15
Points of Interest Database.....	21
Googs Track Trip Report.....	22
Lithgow and Beyond Trip Report.....	26
Lynne's Latest.....	28
Cooking with Kiera.....	29
Member Profile: Sam Watts.....	30
Classifieds.....	34



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 13th of August 2013

The deadline for material to be included in the next issue of *Southern Trails* is the Friday following the General Meeting 16th of August 2013

This month's magazine has been compiled by Brenden Taylor

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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. 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

Ro's Ramblings

Past President's Report

Rosemary Orr



It's a while since you have seen Ro's Ramblings in the magazine. But as our wonderful President is out and about in the bush he has asked me to put pen to paper and say a few words to our club members.

I have now been a member of ST4WDC for about 12 years (not as long as some) but over the years I have seen a lot of changes. The closure of many areas where we were able to run trips, the lives of our members changing to become busier and just the changes in the world around us.

One of the greatest changes has been our wonderful property Talooge. I cannot believe that we have owned this property for 10 years. Over those years we have seen many working bees, and so many improvements. We now have a great training room and kitchen, a shed for trainers to sleep in and have seen heaps of work on the weeds around the property, the planting of trees and much more.

There are many many people who have contributed to these improvements over the years and those who have put their hearts into the property. It shows with wonderful camping areas, great training tracks and just a wonderful healing place to go.

We have many technical changes with our website which helps members to book on trips and to keep up with the goings on of the club. Our meetings are now very technically oriented with wonderful photo presentations and videos to accompany trip reports.

However, one thing remains the same, the family atmosphere of our wonderful club. The camaraderie, the work ethic and just the fun times.

We must be doing something right as our membership keeps growing and people (like me) stay around for a long time. As well there are those who have had to step back because of life/work and now when they have more time they are coming back to enjoy themselves again.

So how can we keep improving our club and keep our members happy and encourage new members to join.

We all need to keep doing our little bit for the club. We still need trip leaders to lead trips and help members get out into the bush and down to the coast to enjoy. We need those people who go on

trips to do a written report for our magazine (so important) and to give verbal reports at the meeting. It is really great to read about the antics of members on trips that you were not able to go on for whatever reason. Listening to trip reports and seeing photos at the meetings makes it all very real. Our magazine is such an important tool for our club it would be great to see more participation by members. Even if you have not been on a trip but have some information to impart – send it to our editor who would love to hear from you. If you have great photos – see them in for everyone to enjoy.

As always you can come down to Talooge and help out. When anyone says "working bee" we all think hard work and not much else. But at ST4WDC we do it differently. Yes we work hard – but after that we also enjoy hard. A meal around the camp fire, wonderful stories of our adventures and if you are so inclined some lovely red, white or amber to add to the relaxed atmosphere.

As I write this I ask myself what have been the most enjoyable aspects of my membership with ST4WDC, and I guess these are the highlights.

1. Going out of a tent/camper trailer in the middle of the night and seeing a sky full of stars so bright you feel you could reach up and touch them;
2. Sitting around a camp fire in the middle of the bush and enjoying the company, the stories and the stars;
3. All of the wonderful friends I have made over the years;
4. All of the trips to wonderful destinations and the fun and support on those trips;
5. Going to meetings to meet friends and enjoy each other's experiences and listen to guest speakers;
6. Talooge – is very high on my list as I love the feeling of peace I experience whenever I go to Talooge;
7. The emphasis on safe and sensible driving and the wonderful work of our training team.

The most important thing of all – "YOU ONLY GET OUT WHAT YOU PUT IN".

So put in and you will get heaps out. Enjoy your time with ST4WDC.

Cheers for now,

Ro 

Member Profile

Interviewed by Glen Watts



Michael Loberger

Date joined 16/09/2012 (Family Member)
One of the 24 Michaels in the club
Currently training to become a club trainer
Better known in the club as Pelican

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

My parents (Glen and Julie Loberger) used to go 4wding and camping when I was little and I loved it, in our thirsty Mitsubishi Pajero.

We sold that and after a few years Mum and Dad wanted to get back outdoors, so we bought a Nissan Patrol with a 3.0L diesel (first mistake) quickly sold it and bought a 4.2L turbo diesel Nissan Patrol (best decision).

I've been interested in 4wding since I was a little kid, reading as many 4wd magazines as I could get my hands on. It spiraled out of control from there.

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

I've owned two 4wds. The first was a Suzuki Jimmy and it was highly modified, though had rust lots of rust.

I now drive a Suzuki Vitara long wheel base. I love my Suzuki's!

What modifications have you done to your current 4wd?

So far I've done a fair bit of work to my Vitara myself, being a mechanic by trade, I've fitted a 2 inch suspension lift consisting of heavy duty springs, VL commodore shocks in the rear and Mitsubishi magna shocks in the front for more flex, 2 inch body lift, 31 inch very aggressive mud tyres, dual batteries, an ARB bullbar, stainless steel braided brake lines and a uhf in a homemade dashboard pod. I've cut a fair amount of metal out of the guards and used a sledgehammer to reshape the inner wheel arches to make room for the mud tyres, I'm really happy with the look they give the car and the sledgehammer work has come up quite well to boot. I've removed the rear seats and made up (with a lot of help from dad) a twin drawer system which houses all my recovery gear and cooking and food utensils. It looks great and is very light but strong

and functional, made sleeping in the back of the car much easier (yes ok, I admit my head was touching the rear window and my feet were touching the windscreen).

Best modification would be the lift to clear the 31"x10.5"r15" Federal Couragia Mud terrains.

What terrain is your favourite to drive on? What terrain is your least favourite to drive on?

I like the rocks and mud, anything technical, and anything that will cover the Zook in mud.

Nothing beats showing up to work after a hard weekend of wheeling with your car covered in mud. Always puts a smile on my face.

What has been your best 4wd trip?

Going out into the Brindies most weekends and driving the power lines or doing some wheeling around Corin Forest. Most memorable would be when out wheeling with Sam Watts we were recovering a Jeep. Watching his rookie mistakes like planting the boot in at the wrong time and wedging the vehicle really showcases how dangerous this lifestyle can be for the uninitiated.

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

At the moment my family and I are planning a trip through central Australia for Easter time next year.

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

I highly recommend a Suzuki to start off with and to learn the ropes on as they are cheap to run, cheap to fix and they are reliable to boot. The online information communities out there is also a valuable resource.

Something Quirky about You...

I am extremely passionate about 4wding, I could talk forever, and I'm willing to have a go at anything I'm pointed at, I love a good driving challenge. 

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Trip Report

Brindabella Winter Classic

16th June 2013

Victoria Connell



David Read (Trip Leader) Nissan Patrol

Neil Ellison	Nissan Patrol
Shane & Trudy Taylor	Toyota Hilux
John Dodd &	
Wendie Lancaster	Toyota Prado
Glynis Whitfield	Suzuki Grand Vitara
Kelvin Berry	Nissan Patrol
Koen van den Dungen	Land Rover Discovery
Victoria Connell	Toyota Hilux
Ed & Kylie Louis	Mitsubishi Pajero
Brad Wells	Mitsubishi Triton
Damien Magee	Toyota Landcruiser



With wet weather putting the kibosh on the first Brindabella Classic, it was tense counting off the rainy days to the second Brindabella Classic on the 16th June. I didn't anticipate feeling relieved at being buffeted by gale force winds from the Antarctic all day Friday and Saturday, but after two weeks of rain they presented a chance to dry the out roads. Come Sunday morning the sun showed its face and the mountains would be ours. This has been a much anticipated day thanks to David Read trip leader and Brad Wells for being Charlie and keeping the newbies safe. Not having driven these trails before I was looking forward to testing skills learned on basic driver training. The added bonus was the company of my son David for the day and catching up with fellow cohorts of recent gastronomic gratuities fame.

When we stopped for a quick break on the Dingi Dingi fire trail, I recall exclaiming to Brad the trip so far was a bit woozie which got a smile. On to waterfall trail and down to McIntyre's hut, the

steep road with hairpin bends was easily negotiated with my new kick arse tyres. On the short pit stop at McIntyre's Hut, the Toyota owner in me couldn't resist the photo opportunity of a Nissan with bonnet up. Off to Lowell's flat, halting briefly to put out a large fire left alight by a bunch of uniformed persons. Containers and water aplenty saw enough steam created to trigger a small rain shower in yonder valley. By now I'm getting the hang of convoy procedure which includes giving plenty of space for vehicles in front as my '99 Hilux has excellent torque in low range.

Webb's ridge down into Flea Creek is a lovely drive, the scenery is beautiful and a double rainbow followed us all the way. There was even some opportunity to test new skills in the odd place, though overall the roads were in excellent condition. At Flea creek the steam from the fire caught up with us in the form of a sun shower which made the drive up the hill nice and sticky. With space between us and the vehicle in front and my son egging me on, we took the slope easily in 3rd and had time for a quick photo before Charlie caught up with us.

What a fun day was had exploring our beautiful backyard. Thanks for running the Brindabella Classic David. It was an excellent confidence booster. Weather permitting, I'm taking family and heading off along Webb's ridge and down into Flea Creek just for the fun of it. 



Talooge Matters

Property Coordinator

Marj Jones



Great TALOOGE Monthly, 14 members there, mostly on Saturday.

Some of the tasks that were completed were:

- Track 2 was realigned.
- The carpet in Club shed was cut around the fire areas so pavers were exposed for ash fall -out. (fire safety).
- Wood cut for stoves, stored in the blue box, in the "bunkhouse shed" and Chemical shed.
- A large LED light put up for top campers and a light switch was put in just inside door of Club house.
- A few small trees were cut and removed from areas under the canopy of larger trees above the fire-pit. Some of this area was levelled. This makes for a better campsite up the top.
- The new track to Calabash gate lightly graded/scraped.
- Pig 'activity' levelled.
- Post put up as a start of new post and rail, and a rain gauge attached.

**Please do not empty this gauge as it will be done on a monthly basis and rainfall recorded appropriately.

A BIG thanks to those who turned up, it makes light work and shares the load.

Have you looked at the future dates for TALOOGE

Monthly and registered your name yet for at least one of them????? Would love you to come and do your bit for your Property as well as enjoy!

General Information about the happenings at your property:

The two generators were brought back to be serviced, and with committee's sanction, a battery will be purchased to go with the diesel generator so that it becomes a "battery" start, making it much easier.

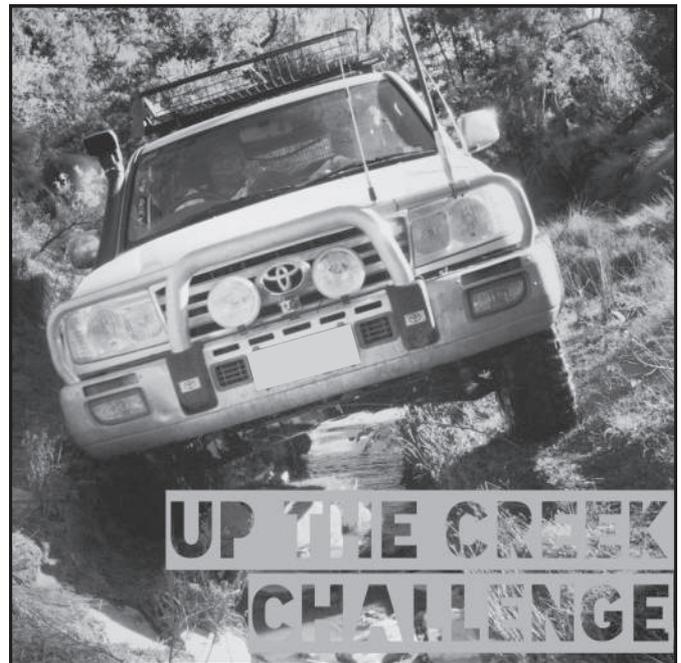
A new battery is being purchased for tractor. We now have several newly qualified members to drive "Fergie" which helps to share the load.

A small post and rail fence will be erected near the Club shed to prevent people cutting the corner. Some of the acacia scrub will be left but some flowering native shrubs will be planted as well to bring the bird life.

It is paramount that NO food is left in or around the Club Shed unless it is in glass or strong plastic. This is to deter any vermin that comes a - scavenging.

The roller door will be taken out from Bunkhouse, and wall/window put in. This will make an ideal area for any member to use.

REMEMBER. It is your property and many hands make light work, not to mention the extra fun! 



4wd Spectacular Update



Secretary for 4wd Spectacular

Marj Jones

Believe it or not, it is only 27 weeks away!!! Trust you all have it highlighted in your diary!

There are now 42 Exhibitors who have paid their deposit and 5 who have fully paid.

The Show Committee is trying to make our Show 'special' with new ideas and a few changes (not too much as we have something special now). Any suggestions welcome. Please let Marj, Garry or Rosemary know as soon as possible.

It is under discussion that the three Clubs are under the one large open tent as most of our displays are all very similar. What are we pushing? Safe 4WDing, the advantages of being a Club member, what to do/take when 4WDing, etc.

The biggest push this time for the Clubs is going to be the demonstrations/talks etc. by Club members. The area set aside for all Club activities is large and hopefully will bring the public into the world of "real" 4WDing.

A few suggestions to date are, comparing the different set up of the same type of vehicle by members. Lowering tyre pressures. Talks on "how to

travel with children". What essentials to take, cooking in the bush, etc.

Again, if you have any suggestions as to what could be demonstrated by a group or individual, then please let us know. Remember it is your Show, we are only organizing it!



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Tech Talk

Useful Tools to Have in the Car

Chris Nicholls

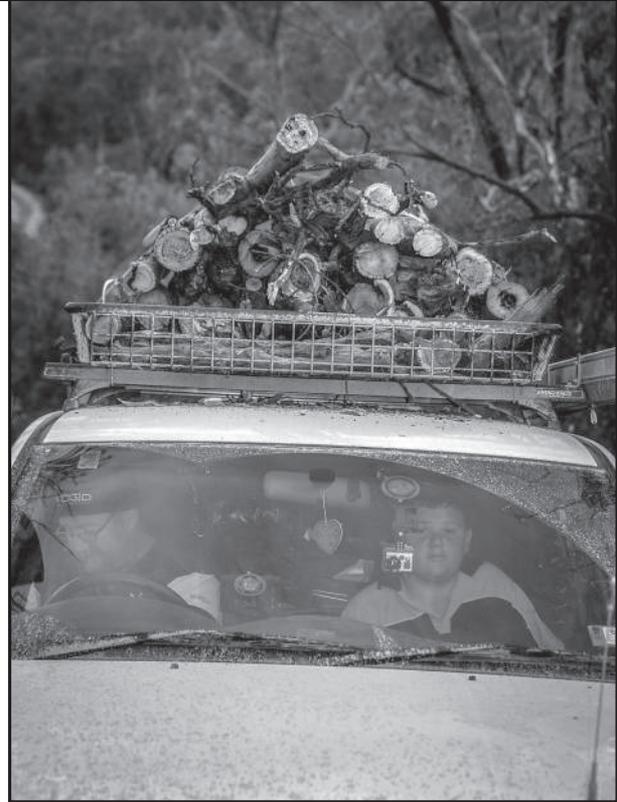


I spent a few days recently cleaning up the car after we came home from Ian Brown's Goog's Track trip. It took a while because the rain followed us home, and the first priority was to get the canvas parts of the Tvan dried out properly. That trip reinforced for me the usefulness of some of the items that live under the back seat in the car.

Actually I don't have a back seat in the GQ – I removed it several years ago and installed a flat plywood platform that gives me more storage space. Under it I have the spare aerials for the radios, a bag of tent poles, the high-lift jack, my fire-spike (steel post to hang the billy from), camper's axe, jacking plate, bag of ropes and straps, snow chains, post hole shovel, mattock and compact bush-saw. Today I only want to talk about the last two.

If you do enough trips into the high country you'll eventually have to do a little bit of track building, to get around obstacles like fallen trees, or to repair the entry/exit point for a river crossing. Most people carry a shovel of some sort, but a mattock is actually a much better tool for rearranging the landscape. It packs away pretty well too as the head easily separates from the handle. I roll the mattock head up in a hessian bag to stop it rattling.

The mattock handle has another serious function as well, to euthanize an injured kangaroo if necessary. No-one enjoys dealing with the consequences of hitting a kangaroo, but if it happens I feel it is my responsibility as driver to quickly assess the animal's chances of a recovery, and if necessary



quickly kill the animal with a solid blow to the head with the heavy end of the mattock handle. (If you have to do this just get the rest of the convoy, especially cars with kids, to wait a few minutes down the track.) The animal's pouch must then be checked for joeys. I have often wondered about the role of services such as WIRES (www.wires.org.au) in the case of an injured kangaroo. If the roo is badly injured it needs to be put down quickly, as any attempt to restrain the animal will only worsen its injuries, causing pain and further distress, and may lead to injuries for the persons trying to help the animal. Personally I believe that every driver venturing onto country roads needs to have a plan to humanely deal with a kangaroo strike, beyond phoning WIRES or the RSPCA. They are fine organisations, but the phone doesn't always work and these incidents can happen a long way



Tech Talk

Useful Tools to Have in the Car

Chris Nicholls



don't like giving orders, and won't delegate tasks. So look for the jobs that need doing and jump in.

Sure you need to get your own camp set up, but don't reach for that beer just yet – there needs to be a pit dug for the fire (or the old fire-pit cleaned out), and the firewood reduced to the regulation <1m lengths and stacked neatly where people won't trip over it.

When that's done, I'll bet the trip leader will be really impressed if someone sets up the toilet (if the site doesn't have a permanent long-drop). Usually the trip leader or another experienced member will be carrying a full kit with the folding thunder-box (e.g. by Ironman Bush Dunny or the Jimmies Thunderbox), bio-degradable liners, industrial-strength wet wipes, a couple of fence palings to support the box, a small trowel, and a tent. The only extra thing needed is a neat and deep hole for the waste. That's what the post hole shovel is for. Donate a fresh roll of paper (good quality stuff please!) for the toilet-tent and you'll collect more brownie points!



from town.

The other item mentioned is the bush saw with the 530mm blade. These are fine for getting firewood, as the best wood for the campfire is dried branches under 100mm diameter. Get a saw with the fine-tooth blade for hardwood. Sometimes there will be a chainsaw in the party, but don't stand back and let others do the work. Pitch in and cut some yourself. If you don't have a roof rack, help load wood to another vehicle that does. You could also get yourself a canvas firewood sack (e.g. from Drifta – half way down the page at www.drifta.com.au/SnowPeakAcc.php) to let you keep the car clean while carrying a bit of wood yourself.

And if you want to make yourself popular with the trip leader (and maybe get invited on the trips that don't get advertised in the magazine!), take a lead with helping set up the campsite. Most trip leaders





WENN FESTGEFAHREN
IM SAND ODER
SCHLAMM

IF STUCK IN SAND OR MUD

SI VOUS ETES
ENLISE DANS LE SABLE
OU LA BOUE

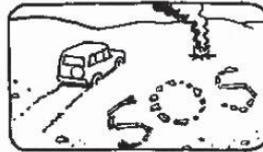


**Clear Sand or Mud & Lay
Brush in Wheel Tracks**

Beseitige Sand oder Schlamm und lege
Zweige oder Aeste unter die Reifen.
Retirez sable ou boue et mettez des
branches dans le chemin des roues.

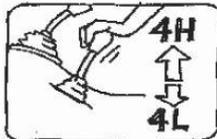


Check for 4WD & Lock Hubs
Allradantrieb und Differential Sperre
einschalten.
Verifizieren Sie die Position für 4x4 und die Sperre
einlegen.



Light a Signal Fire if Lost
Entzünden Sie ein Signalfeuer.
Allumez un feu de signal si vous
êtes perdu.

Try High & Low Range 4WD
Versuchen Sie hohen und niedrigen Gang.
Essayez les gammes hautes et basses
du 4x4



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pour les secours



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150-250 kpa



Do Not Camp in River Beds
Kein Zelten im ausgetrockneten
Fluss.
Ne campez pas dans les lits de
rivières.



Understanding the Logo of 4WD Australia

President of 4WD Australia

Peter Fenwick



The logo of Four Wheel Drive Australia (formerly the Australian National Four Wheel Drive Council) was designed as a symbol under which all state and territory four wheel drive associations could rally for recognition and representation. The logo is used by all state and territory 4WD Associations with the substitution of the relevant state or territory name in place of Australia. This emblem indicates membership, cooperation between states and clubs and pride in association for a common purpose.

The elements of the logo

The white circle or wheel represents the basis of our recreation and lifestyle activity by wheels.

Equilateral triangle; represents member Rights, Responsibilities and Freedom.

- Right; to access our nation's natural and cultural heritage
- Responsibility; to ensure the sustainable conservation of that heritage, and
- Freedom; to enjoy its beauty, benefits and pleasures

The triangle's components each represent identifiable elements of our natural heritage. The uppermost deep blue signifies the outback sky at night with a bright Southern Cross. The peak represents

the Great Dividing Range ending in the white snowline across the triangle. Below the snowline are the green hills linking with the rainforests and rolling hills of our landscape that descend to the grasslands of the plains both inland and coastal.

The green and gold also represent our national colours and pride in our country.

The yellow celebrates our beaches and central deserts while the blue waves represent the water that has shaped our landscape.

The tent represents campsites that illustrate our independence and freedom to enjoy the environment through vehicle-based camping and touring activities. The 4WD centrepiece emphasises this point.

The departing view of the vehicle emphasises our desire to wander and explore our wonderful country while demonstrating the non-confrontational nature of the activity.

Members of 4WD clubs affiliated with State and Territory Associations are encouraged to display the logo prominently on their vehicles, to identify them to approaching vehicles, perhaps on the back of the exterior driver's side rear vision mirror.

The logo is available to all members of affiliated clubs through their State or Territory Association, usually at affiliation time. Please contact your state association for availability.

See <http://www.4wda.org.au/links.php> for state contact details.

About the author

Peter Fenwick is the Canberra based President of 4WD Australia and immediate past President of 4WD NSW & ACT. He is a qualified trainer and assessor and an experienced 4WDer and trip leader with many years of experience. Some of his favourite trips include; the Simpson Desert and Hay River, the Kimberly, the Pentecost River, Byfield NP QLD, the Anne Beadell and the Canning Stock Route.



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



10 - 11 Aug Cold at Bendethera Caves

2013-032

- Trip Leader: Michael Patrick
Email: m-patrick@bigpond.com
Phone: 0412 377 941 (m)
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 Merriumbene 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 Tallanganda National Park and eventually reach Michelago
Comments: Can possibly encounter snow in Tallanganda National Park

16 - 18 Aug Very Difficult Terrain and Advance Recovery Course

2013-077

- Trip Leader: Peter Reynolds
Phone: 02 6251 1258 (h); 0428 623 458 (m)
Start: 4:00 PM
Meeting Place: Bungendore
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. Participant's vehicles must be modified including, at a minimum, a suspension lift, bull bar, electric or hand winch and rated recovery points.

24 - 25 Aug Talooge Monthly

2013-073

- Trip Leader: Marj and Alan Jones
Email: marjjones@rocketmail.com
Phone: 0427 284 236 (m)
Start: 8:00 AM

Trips and Events



- Meeting Place: Talooge Park
- Fuel: Full tank
- 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.

6 - 8 Sep Penrith Supershow 2013-037

- Trip Leader: Make your own way
- Email: information@st4wdc.org
- Phone: 0418 568 358 (m)
- 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: m-patrick@bigpond.com
- Phone: 0412 377 941 (m)
- 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

Trips and Events



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.

13 - 15 Sep "Safe One" Basic Driver Training at Talooge Park

2013-065

Trip Leader: Peter Reynolds

Phone: 0418 568 358 (m)

Start: 7:00 PM

Meeting Place: Bredbo Service Station

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.

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



21 - 22 Sep

Talooge Monthly

2013-074

- Trip Leader: Marj and Alan Jones
Email: marjjones@rocketmail.com
Phone: 0427 284 236 (m)
Start: 8:00 AM
Meeting Place: Talooge Park
Fuel: Full tank
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 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

Trips and Events



22 Sep

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

2013-066

Trip Leader: Peter Reynolds

Phone: 0418 568 358 (m)

Start: 8:00 AM

Description: 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.

27 - 28 Sep

Up the Creek Challenge

2013-067

Trip Leader: Peter Reynolds

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

Grade: 3

Start: 9:00 AM

Fuel: Full tank)

Requirements: Must have electric winch and have used the winch in action. (This is not a place to learn). Lots of recovery gear including MaxTrax. Very good tyres as the rocks are sharp.

Comments: This not for the faint hearted but is a great chance to use all your skills. This is also a great opportunity for spectators to come and watch all the way along the creek. Please note we already have 18 vehicles booked so we can only take reserves. If you wish to book a place as a reserve contact Peter Reynolds. Only book on the web site if you wish to come along as a spectator. We are also looking for assistants to help run this event.

*"With great power comes
great fuel bill."*

Trips and Events



Later in the year

<u>Date</u>	<u>Website Tag</u>	<u>Trip Name</u>	<u>Trip Leader</u>
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.



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.

GPS Points of Interest Database

Alex Szabo



On your last trip, what were the places that you will most remember?

How many times have you heard of any interesting place in either a trip report or chat among club members, then wondered 'where the heck is that?' If you're like me, the answer is 'quite a few times'.

It was only a short while ago on the OziExplorer Nav X trip, that a group of us wanted to see the Canberra Weather Radar on our trip through Tallaganda State Forest – and do you think we could find its location to include in the route plan?

So it was, having survived the wintry Nav X weekend and the disappointment of not being warmed by the radar's ergs, that I thought it would be handy to have a Points of Interest database (POI DB) for us all to share.

Now here's a warning: don't go suggesting new initiatives to the Committee unless you are prepared to become its owner! And so it was, I became the owner! But of course, I don't know all the POI's (otherwise I wouldn't have had the idea in the first place) ... so I will need your help.

At its simplest, the POI DB would be a file that can be accessed from the club website in a universal format that we can all adapt for our many and varied navigation systems. POI by the way are places, things, or possibly even events to plan trips to – but not route navigation (e.g. turning) points.

The most obvious starting point seems to be a 'comma separated values' (.csv) file that can be opened by applications such as Excel, and then searched or edited before importing into your navigation system. The required data would be:

- POI Name.
- POI Description (if not obvious from the name).
- Latitude.
- Longitude.

I can see the POIs being grouped into:

- Day trips from Canberra.
- Rest of NSW.
- By State / Territory.

The idea and project is very much in its infancy. Please get in touch to:

- offer suggestions about how to best make the information accessible
- suggested POIs to start populating the database, or
- just to express your interest and support – because without that, there is no point continuing.

Please contact me by either email or phone:

alexszabo@grapevine.com.au

0417 579 066 (m) 



Trip Report

Googs Track and Gawler Ranges

16 June - 5 July 2013

Graeme Traynor & Catherine Panich



Peter Fenwick, Catherine Panich (Leader)

Mitsubishi Pajero, Tvan

David & Lesley Holbeck

Toyota Prado, Kimberly Kamper

Neil Roberts

Mitsubishi Pajero

Graeme Traynor

Nissan Patrol, Tvan

Our small convoy of three vehicles left Canberra for Hay traveling via Wagga Wagga, then across the plains collecting firewood for our first of many camps. As a group we decided to bush camp as much as possible. Our first one was at the Council camp on the Murrumbidgee in Hay. Just cross the bridge and turn left twice into the park on the river bank. The toilets are clean and our first fire helped combat the coldest night of the trip.

Next day we travelled onto Mungo NP, unfortunately the loop track that displays so much more of the history of Mungo was closed, due to wet weather experienced in the region days before our arrival. If you are visiting Mungo and particularly want to drive the loop it's a good idea to ring the park and ask specifically if the loop is open not just the park. We decided to leave the following morning and instead of turning left to Mildura we turned right to Wentworth so that we could explore the area to the north of the Murray along the Old Wentworth Rd. We found a great camp and abandoned firewood at Lock 7 just south of Lake Victoria. The sound of the river falling over the lock accompanied our dreams. Pelicans roosted on a nearby island.

Next morning we hastily ate the rest of our fruit before crossing into SA. There is no border fruit control on the Old Renmark Rd. The mallee country is beautiful displaying the vast region of the Murray River corridor. We bought fresh fruit, veggies and a coffee in Renmark. At Morgan we stayed in our first caravan park; enjoyed a shower and a great pub meal. The stone grill bushman's combo of steak, crocodile, kangaroo and barramundi was delicious as was the seafood combo.

Next morning we explored Burra, visited the copper mine, ate a Cornish paste and pushed onto Port Augusta via Peterborough through the magnificent hills revealing fantastic views of Spencer's Gulf.

We wanted to bush camp so after refuelling at the port we continued onto the Eyre Highway where we started to look for a suitable spot as the sun was sinking fast. Just past Iron Knob we found a faint track leading to an open area with evidence of previous occupation. This is where David and Lesley Holbeck found us! We had been exchanging texts since Port Augusta and they were on the lookout for our two Tvan's. Our convoy was now complete. We celebrated round another warm campfire with the cut-out hills of the mine looming in the background.

We encountered heavy rain showers as we travelled onto Ceduna, camped in the caravan park and had a pub dinner. Here we ran into Frankie J Holden and his crew filming crossing the Nullarbor; have to look out for that episode. Next morning the weather cleared so we decided to leave for Googs Track after buying our travel permits, doing last minute shopping and a quick drive out to the harbour. And so began the second section of our adventure.

The track was not difficult but unfortunately many who cross fail to realize that by not reducing tyre pressures adequately they cause dug outs. A couple of the dunes were soft and long but with soft tyres, slow speed and adequate revs we made it comfortably. The camping at Googs Lake is wonderful, lots of space and many choices. In hindsight we should have spent 2 nights here. We walked out onto the lake, explored the dunes and took many photos.

The next day, after about five hours of fun sand dune driving, we arrived at the Mt. Finke camping area. Again you could spend two nights here especially if you want to climb the mighty Finke. It's rugged and steep with no discernible path. We weren't even sure if we had picked the correct summit but the view was magnificent anyway. We also had Telstra phone connection. About five hours after leaving Mt Finke we exited Googs Track at the Trans Australia Railway line and so ended the second section of our adventure. As a bonus we were there during the full moon.

We found another great bush camp just 32km west of Kingoonya off a track leading to an ephemeral lake. Again others had been there before us. The campfires were surrounded by metal plates left over from the railway line construction. This time



trains accompanied our dreams. The line was at least 1km away but sound travels far.

Next morning we stopped for a quick chat with the publican at Kingoonya and watched one of eleven daily trains roar by. The camping area at Kingoonya is a bit bleak and windy and is right on the railway line but the toilets are clean. Two vehicles took on fuel, the fuel here being at least 20c per litre less than at Mt Ive station. The convoy turned south travelling through sheep country between Lake Gairdner and Lake Harris and further south past Lake Everard. We loved being in dune country again but this time on a beautifully graded road. We just had to watch out for sheep, kangaroos and emus. The landscape was varied with large salt lakes, lagoons, rolling hills and dunes, mulga and spinifex. Around 4.30 we arrived at the working sheep station of Mt Ive where we stayed two nights, a truly recommended stop over. Dinner was a combined effort utilizing Mt Ives communal kitchen and dining room. We played table tennis and chess, read magazines in the comfortable lounges and used our own heater to warm up the room. It was in the shower that we discovered that we had a new prime minister (a radio was permanently on.)

The following morning Neil informed us that his troublesome back was becoming a concern and elected to return to Canberra and so our convoy returned to three. We carpoled to explore parts of the station. We were given a couple of mud maps and directions and drove to the Southern arm of Lake Gairdner, had lunch overlooking the area where the land speed trials take place, visited the old stone walled dam and drove to the summit of Mt Ive. From here we had a fantastic 360 degree view of the country we had been traveling through.

Next day we arrived in Gawler Ranges NP approaching from the north via Yardea HS. The highlights of the park include the Old Paney Homestead, viewing wonderful gorges displaying volcanic rhyolite rock formations known as organ pipes and the vast amount of wild life enjoying the abundance of fresh grass that was very apparent after previous weeks of wet weather. Must visit spots are: Kododo Hill, Yandinga Falls, Organ Pipes, Kolay-Mirica Falls and Kolay Hut, it even has a shower with a donkey hot water system that you can use. It was here that we met a couple from near

Albury that know two of our club members. We camped at Mattera Campground but any of the campgrounds would have been acceptable. All are well vegetated with private clearings dotted between the trees. We exited the park via Barnes Rd toward Wudinna (pronounced Woodna). We had lunch at Turtle Rock and the three fittest climbed the rock, it being the second largest monolith in Australia. No points for guessing the biggest. At least this one only took 10 minutes to summit. For those planning the next trip, Ceduna to Wudinna was about 950km.



Exploring Ayre Peninsula was the fourth section of our trip. Our next caravan park (showers and laundry) and pub dinner was in Elliston on the Ayre Peninsula west coast. From here are great views of Flinders Island and the rugged coastline. We walked the planks of the heritage jetty and looked out over Waterloo Bay. A tour of the high sea cliffs to the south of town revealed sheltered coves for swimming and fishing.

We chose to take the leisurely route down the west coast leaving the highway to explore beaches and headlands with many opportunities for that special photo. In Coffin Bay we shopped for essential supplies (beer, oysters, ground coffee) then entered Coffin Bay NP. This is a magnificent park: stunning views, leisurely walks and a long sandy drive all the way round the peninsula. You need a minimum of a day to tour the park. We stayed 2 nights but 3 would have been better, more if you plan to fish or take some of the more remote walks. All SA national parks cost a one off \$8 for vehicle access plus \$8 per night to camp, great value. The toilets are modern and clean, no showers. Add this park to your future trip plans.



It was a quick drive to Port Lincoln. View the city's sea faring history at the Maritime Museum staffed by knowledgeable volunteers. The city has all the major services plus a magnificent seafood industry. We enjoyed a tasty all you can eat meal in a local pub, some of us re-experienced childhood by having two serves of soft serve ice cream with chocolate topping! We then attempted to walk off all those carbs by strolling along the foreshore and out onto the jetty enjoying the evening sights along the harbour.



Departing early, we travelled up the east coast detouring to Tumbly Bay and Neill Bay. We shopped at the Jade Factory at Cowell and lunched at the Whyalla lookout a then onto Port Augusta. As we travelled we made contact with Ian Brown's group and discovered they were planning to stop at Port Pirie, so making a quick change of plans we headed for Port Pirie arriving half an hour before them. Port Pirie is well worth a visit with its beautifully restored old buildings. We bought smoked salmon and trout and created a feast. It was lovely catching up with friends in Ian's convoy and giving them a verbal trip report.

Next morning, saying our goodbyes, we reluctantly pointed our vehicles towards home travelled via Burra, along the Murray River, crossed via the punt at Waikerie, then onto Murray Sunset NP. We traversed farmland and through two cocky's gates before finding Sunset Track. We very quickly realised that we were not going to make any designated camping areas before dark so, being old hands at this, we found a cozy bush camp just big enough for 3 trailers and a campfire. Within 20 minutes we had the trailers set up a fire going and the toilet pit dug with time to enjoy the sunset!

As soon as we got into phone range at Pink Lakes the Holbecks discovered they had a new granddaughter so they bid us a hasty farewell as, with still two more days of travel, they were anxious to get going. So we were down to two vehicles! We toured the Pink Lakes area taking in the history particularly the salt mining which ended in 1979. With bad weather threatening, we elected to make our way east and ended up once again around a campfire on the Murrumbidgee at Hay.

In the early hours of the morning a fierce front passed through vindicating our decision not to stay longer in Murray Sunset NP. We continued east towards home going via McDonalds in Wagga Wagga.

Some extra thoughts from Catherine.

Sometimes I wonder why we decide to go camping in the southern parts of Australia in winter; why we knowingly leave our centrally heated homes and set off on a journey into the unknown. I suppose the answer lies right there, but remember to rug up; take your warmest doona or -10 sleeping bags and a good parka. I also took a hot water bottle and bed socks, but forgot the beanie so I bought one from an op shop in Kimba. Actually when the daytime temperature on the Googs Track or on the Ayre Peninsula was 18 we smirked when our phones told us it was 9 at midday in Canberra. Having made the decision to bush camp we never missed an opportunity to collect wood so that at least our toes and faces would be warm around the evening blaze. Tummies and hearts were warmed in other way; good food, good wine and good company.

As a library professional (now retired) I always travel with my box of books. We wiled away the travelling hours listening to a Di Morrissey mystery, set appropriately in the outback. To help us find bush camps, apart from using our eyes to spy those secret places we used Camps Australia Wide and Boiling Billy's Camping Guide to Australia. The other books in our library were: Vic Widman's Classic Outback Tracks, Explore Australia's National Parks and Explore Australia by 4WD by Craig Lewis and Cathy Savage. Of course I had a folder full of printouts from the Internet. We were definitely not missing out or getting lost through lack of information and preparation. We also dropped into a couple of visitor's centres and



picked up booklets on the places we were visiting (and a few more to whet the appetite for future travels); these usually have more detailed maps in the centre fold. My favourite paper maps are the Australia's Great Desert Tracks map pack. For this trip we used the SC sheet. We have these maps loaded on our GPS so it's really easy to see where you are. In fact good maps on a GPS are essential especially when paper maps aren't detailed enough. We found this especially when entering Murray Sunset NP through the back door and, as it happened, at sunset.

As usual our trip was too quick and we covered too much ground, but this country is so big and there is so much to see. Next trip we plan will include more lay over, veg out days; at least every fourth day. Staying in a caravan park every fifth day or so worked well too; recharging tooth brush and trailer batteries, laundry and showers.



Thoughts from Neil.

The things that stood out for me were:

The variety of scenery, from red desert sand to gum trees along the Murray, to rocky mountain ranges, moonscape at Mungo NP and sand dunes and yet more sand dunes. This was my first sand driving experience and I loved it.

The importance of preparation became obvious; with corrugations shaking anything loose or not properly fitted. Also being a long way from a mechanic, which we tend not to think about until something becomes a problem.

How research and planning make the trip far more interesting, along with running commentaries on various places and points of interest.

Making sure sleeping arrangements are adequate, e.g. my swag is fine for a while, but for longer trips something more comfortable is required.

The serenity of some of the camp sites eg Goog's lake, and the sound of the breeze through the she-oaks.

The friendliness of people you meet like the publicans in Morgan and Kingoonya. Also when I stopped in at Kimba virtually every person I went past waved hello.

Getting to places that you just would not get to in a conventional 2WD. If you don't have a 4x4, unless you walked, you'd never see these places.

How everyone pitched in to help each other along the trip, to make it a great and memorable trip!

Thoughts from Lesley.

Thanks for such a great trip. After having glimpsed what it might be like to travel in a convoy of seven cars, we were so pleased that we could join your trip with four cars, then unfortunately three. The highlights of the trip for me were the wilderness locations: the desolation of Googs Lake with just its tyre ruts in the mud on the lake's shore, and the dingo tracks. I've some great photos of the nothingness of the landscape around Kingoonya pub. We all appreciated the "comforts" of the Mt Ive station communal kitchen, and the pot luck dinner we had that night. We weren't prepared for the sudden departure next day of Neil because of his chronic back problem. It was at the Mt Ive station that we first saw the "organ pipe" topology in the red rock gorges; the organ pipes are hexagonal pillars pointing upwards or cascading into the gorge. The two special gorges, Yandingo and Kolay-Mirica, are in the Gawler Ranges National Park. I would have loved to spend more time in the Coffin Bay National Park. Its remote sandy tracks help to preserve most of the park for tent camping. Black Springs beach was as pristine and clear as the best Whitsunday Island remote locations.

Extra from Graeme.

To Peter & Catherine, my personal thanks for an informative and friendly trip, and better ways of utilizing the wonderful T-van. To my travel colleagues, many thanks and best wishes until the next trip.



Trip Report

Lithgow and Beyond Recce

8 -10 June 2013

Jim Anderson & Dave Foulds



Glen & Jane Watts with their daughter, Ellen (Leader)

Jim Anderson	Toyota 100 Series
Graeme Booth	Toyota Prado 150
Dave Foulds	Jeep Wrangler
Suzanne Foulds	Jeep Wrangler
Frank Wolf	Toyota 80 Series

Saturday 8 June (Jim)

We met at the golden arches at the EPIC Caltex on the Federal Highway at 8:30 and received the trip briefing which included selecting one of four envelopes to determine who would be Charlie each day and write that day's trip report and who would deliver the verbal trip report. Each envelope also contained information on the history and attractions on the locations that we would be visiting to be shared with the group. We then headed off to Goulburn but unfortunately after only about thirty minutes into the trip Frank had to return to Canberra and was unable to re-join the convoy.

After a short stop at Goulburn we headed off to our first overnight destination being the Newnes' camping ground which is around 50km from Lithgow. We travelled through Taralga and entered the Blue Mountains National Park - some wonderful scenery in the distance including the Kanangra Walls area. We travelled the Banshea Road and stopped for lunch at the Dingo Dell camping area then drove down the Kowmung River Fire Trail to Jenolan Caves. Being a long weekend this area was very busy. From here we proceeded to Lithgow, refuelled and topped up with various supplies.

From Lithgow we travelled the Wolgan Road and collected firewood before selecting a suitable campsite at the Newnes camping ground which was pretty well choc a block but it was great to see families enjoying the great outdoors. We found a suitable spot for the 5 wagons and, after dropping off the wood at the fire pit, set up camp and got the fire going. Dinner cooked and eaten, a few quiet ones and everyone was enjoying the conversation about tomorrow's activities when suddenly someone said there was something moving around in the back of Graeme's vehicle. A young possum had taken a liking to Graeme's bead buns and was having a great feast before being shooed off. There were then suggestions of cut up apple being strategically placed on and around my swag. Anyway I

didn't hear a thing with my earplugs firmly in place and drifted off to sleep thinking only about tomorrow's tracks that Glen and Jane had discussed with us after dinner.

Sunday 9 June, Newnes to Turon River (Dave)

The day started out well, t'was foggy and chilly in Newnes. As the group went about their morning routines, the fog slowly lifted, and we were treated to a spectacular view of the golden sunlight flowing across the cliff faces. Once we'd packed up, we went for a walk some '100' (read 500+) metres up the hill towards the old coke ovens. Once there, the younger children in the group, Dave, Graeme and Glen frolicked and took many awesome photos.

We arrived back at camp to find one of Suzy's front tyres to be nearly flat, so off it came in a flurry of activity, Dave then gave the bead a good cleaning, but to no avail, the darn thing just kept leaking! This tyre was to plague Suzy for the rest of the trip, and some weeks afterward. We then formed up with Glen leading, Jim in his Prado and Suzy and Graeme in the big Jeeps, and Dave in the little Jeep as tail end Charlie, headed off towards 'Blackfellas' track and were privy to some bloke come afoul of the local bobbies for speeding. Once there we aired down and chatted to some other like minded people who told us that the track was busy. We then decided to go straight to the rock garden entrance track. This was to be the beginning of the real fun. Dave disconnected his front swaybar - a proper Jeep design feature, honest! The beginning of the track had some fun muddy sections, and then transitioned to a steep and challenging rocky section which Jane skilfully guided us all up. We were treated to grand views of the Capertee valley and cliffs as we drove along the ridgeline with its volcanic Ironstone pagoda type formations, and came across a clearing in the cliff-face where we had lunch. In their explorations, someone found an old fourby which had come a cropper off the cliff and is now resting dirty side up at the bottom of a 30-40 metre cliff.

After lunch there was much posing for photos, and we took photos of the group's fourbys too! We headed off and began descending out of the scrub on the ridge into a more rain forest type vegetation in the valley. The area is very popular with dirt bikers, and we saw a number of them between the ridge and the bottom of the valley. One group we found were halfway up a hill we wanted to drive

Trip Report

Lithgow and Beyond Recce

8 -10 June 2013

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down, along with a group of fourby drivers who also wanted to go down. The bikers had a trayback Hilux with them who we found sideways across the rocks, wedged against a tree that was the only thing stopping it from tumbling off the edge. One of the dirt bikers had failed to ascend the rise, and had landed unceremoniously on the cab of the Hilux. The rider was unhurt, and we helped him roll the bike up the rock. We then spoke to the Hilux driver and helped him winch up the slope safely.

A Triton and a Navara, not from our group then descended the hill under the guidance of Dave, both vehicles with road tyres, and terrified drivers. No matter how much he was told, the driver of the Triton kept locking his brakes which caused him to skid down the hill. At one point the only thing that prevented him going end over was that his front tyres were sliding. He managed a spectacular wheel up, and turned a nasty shade of white. The second bloke fared better and was much less brake pedal keen. He did get wheels up, but in a much more controlled manner. Dave then guided Glen, Graeme, Suzy and Jim down, as well as a fellow in a 200 series Land cruiser. These cars went down without much incident, save for Suzy ripping out a swaybar bushing, as we found out later.

Once all vehicles were down, or up as required, having satisfied out Good Samaritan requirements for the day, we moved along and spent the rest of the time in the bush in mainly muddy conditions which we found to be fun, Dave more so, he ended up in a sill deep puddle of bottomless mud, and required a tow. We cruised along for a while longer, came to the Castlereagh highway, turned right and kept going until we found the Capertee pub. After a quiet one, we moved on towards the Turon river campsite, stopping for firewood collection on the way. Once there, Glen and Jane generously offered the use of their shower system, an offer which we all accepted. It was brilliant. We settled in for the night and slept well.

Monday 10 June (Jim)

The last day of the trip came around way too quickly and after breakfast (Dave put on pancakes for all) we packed up and left about 9am. We set off to Sunny Corner travelling the Pinnacle Fire Trail, Dark Corner Fire Trail and Black Butt Mountain Trail with around a dozen water crossings between them, none of which were very deep.

Shortly after leaving light steady rain set in for a while and we anticipated that this would make some of the steep and rutted tracks interesting particularly if they still retained moisture from the previous week's rain in the area.

Pinnacle Fire Trail was reasonably firm with some good steep sections however the Dark Corner and Blackbutt Mountain Trails had some really steep and rutted tracks some of which were vey greasy from the previous weeks rain and the fresh down pour throughout the morning. Great care had to be taken to pick the best line taking into account the direction in which the vehicles would be expected to slide under these conditions. In the particularly nasty areas Glen advised which line he had taken to assist drivers with their decisions and in areas where it was difficult to determine if it was safe for the convoy to proceed Glen stopped the convoy and made the necessary assessment / decision.

Where possible we drove in the ruts but in certain areas it was necessary to avoid them as they were too deep. This added an interesting dimension as we had to drive around or quite close to the ruts (and trees) without having the vehicles slip in with the potential for recovery and or damage. Everyone took it easy and got through without incident and I think everyone really enjoyed the challenges.

There are some great views of the valleys in the area and where possible we stopped to take photos and simply enjoy the scenery. Travelling the Daylight Road we emerged at Sunny Corner and aired up before hitting the black top for the return journey. We stopped off for lunch at the Tarana Hotel (a good feed and fairly busy) however Dave and Suzy decided to continue on as unfortunately Suzy's vehicle had developed a front end problem. We travelled back home via Oberon, Shooters Hill and Taralga to Goulburn.

In summary the trip was well organised and lead in a relaxed way that made it very enjoyable - thanks Glen and Jane. The group was good company and we shared a lot of laughs. We also drove some very interesting and challenging tracks and took in some great scenery – the area has so much history with a lot to see making it very popular with 4wders. 

Lynne's Latest

Membership Secretary

Lynne Donaldson



G'day everyone

Wow – what a turn out for visitors at the last meeting - it's great to see so many people taking an interest and wanting to join the club. For a Club our size, we have a very diverse group of people. As a result of going on trips or having been in the club for a while, our members often become friends and enjoy going on trips together.

It was also really great to see members come over and welcome the visitors – there was a really good atmosphere at our last meeting and a number of people had mentioned to me about how welcoming the Club members were to them.

Below is a table of our current membership.

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

Winter is a great time to get out and see our Country -my family and I went for a drive to Mount Ginini recently and had a play in the snow. The great thing about Canberra is that you are not really that far from the snow, the beach or the mountains.

Please welcome our newest members this month:

Yvonne and Geoff Coupland

Mike Rothery and Paula Barnes

Cain Sibley and Eleanor Westcott

Debby Voysey

Please say hello to our visitors if you are at the Club meeting - if you see a new face, 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. 



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.

Breakfast Bars

(makes one 20cm square baking tin)

125g unsalted butter

150g soft brown sugar

125g crunchy peanut butter

75g honey

Finely grated zest of 1 orange

Finely grated zest of 1 lemon

200g whole rolled oats

50g sultanas

75g poppy & sesame seeds

75g slivered almonds

75g pistachio nuts

Grease and line a baking tin, about 20cm square. Put the butter, sugar, peanut butter, honey and grated citrus zests in a deep saucepan over a very low heat. Leave until melted, stirring from time to time.

Stir the oats, sultanas, nuts and seeds into the melted butter mixture until thoroughly combined. Spread the mixture out evenly in the baking tin, smoothing the top as you go.

Place in an oven preheated to 160°C and bake for

about 30 minutes, until golden in the centre and golden brown at the edges.

Leave to cool completely in the tin (be patient - it cuts much better when cold), then turn out and cut into squares with a sharp knife.

These bars will keep for 5-7 days in an airtight container.



Got an awesome photo of your rig in action on a trip?

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Member Profile

Interviewed by Glen Watts



Sam Watts

Date joined 17/01/2011 (Family Member)
Suzuki Owner.

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

Grew up in a family that has always been involved in outdoors 4wding, fishing and camping. First trip was 15 weeks with the family through Central Australia, Tasmania, Fraser Island, High Country trips and a lot in between.

I started to seriously get into 4wding when I was on my P Plates and was allowed to drive some of the OT line and other great tracks on a family trip to the Cape in 2010. I've got more involved since buying my own 4wd.

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

I have only owned the one. It is a 1995 EFI Short Wheel Base Vitara.

So far it has been a great car on and off the road, but it does lack some of the features the bigger 4wd's have like space and fuel capacity.

What modifications have you done to your current 4wd?

First of all I started with a custom 4" suspension which consists of 2" custom Kings Spring coils, 3" Extended custom Commodore Shocks for the rear with shock relocation brackets fitted and a 2" Body lift. I have upgraded the tyres from 26" road tyres to 30" Maxxis 771 AT's on Steel rims.

Added a ARB bull bar, UHF, 3" bush ranger flares, Tow Bar etc.

Best modification would have to be the central locking.



What terrain is your favorite to drive on?

Favorite terrain would have to be the ruts. Really puts the cars and suspension to the test.

What has been your best 4wd trip?

I have been on many great 4wding trips in the past with the family but last year, in my own 4wd, the best would have had to be up to Lithgow for a meet up with the Suzuki forum for a shoot with 4x4 Action.

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

I haven't got any trips planned as of yet, but you like to plan a trip back up to Lithgow soon for some more exploring.

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

Tyre pressures can completely change how hard or easy it is to get up a track.

Something Quirky about You...

I hold my own with the bigger 4wds and let them know it, sometimes even recovering them. Us Suzuki owners stick together! 

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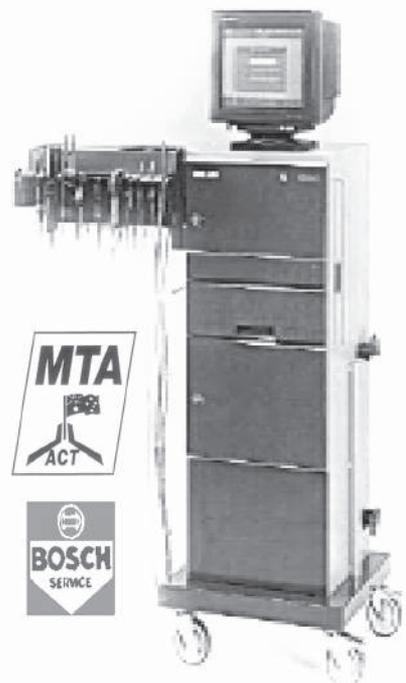
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To introduce new & old club members to vehicle equipment, daily maintenance, recovery techniques & equipment, and in particular teach them the skills necessary to safely operate their 4WD in a variety of terrains.

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!
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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
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Garbage bags for all your rubbish to take home
Notebook & pen
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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.

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Frank Wolf 0417445170



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a Jeep!*



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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.

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.

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
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