



SOUTHERN TRAILS

ISSUE 408, October 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 8th of October 2013

The deadline for material to be included in the next issue of *Southern Trails* is the Friday following the General Meeting 11th of October 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

Taylor Torque

President's Report

Greg Taylor



Vickie and I are just back from a great weekend at Talooge where we were joined by Chris and Julie Nicholls. This was the September training weekend for mostly new members and despite the rain bucketing on Friday night, the rest of the weekend was great spring weather.

On training weekends I take the opportunity to talk with members involved in the training and on this occasion so did Chris. I like to provide members with some sort of sense of the club they have joined, its background, make up and perhaps more importantly, how they can get the most out of their membership. Not an easy task or really in-depth given our club is thirty-seven years young! Hmmm, we will need to give some thought at some point to our fortieth birthday celebrations...

In having these discussions with members I do tend to reflect on my personal experience and how I have developed my 4wd driving skills first through basic training but then continuing with lots of experience on trips. Like many skills if you do not continue to practise new skills then you risk losing much of the learning. Seeing activities that many more experienced members take for granted through new member 'eyes' helps to remind me of what special experiences our club membership provides for us. I see that our club 'experience', while

providing opportunities for people to develop and grow their 4wd driving skills, also includes members developing their bush lore, camping and general ability to survive and enjoy our great outdoors.

So, are you getting the most out of your membership? Do you come to meetings, use Talooge for your recreation, talk with other members regularly, attend and contribute to Talooge monthly, enrol on trips or lead trips? How long since you have led a club trip? If you are not sure of a destination then talk with other club members or our Trips Coordinator Michael Patrick. Many people would be willing to help you if you have not led a trip before. Don't let those great 4wd driving skills that you have worked hard to develop get rusty!!

On a very different note, I wanted to share a key reflection I have had since completing the advanced training held at Yalwal. One of the required winching exercises was a 'triple line pull'. Briefly, this involves the use of two snatch blocks which results in the winch cable being tripled. For example, the winch cable feeds out from the winch through a snatch block fixed to an anchor point (such as a tree), then back to the vehicle and through another snatch block and back to the same anchor point or another anchor point. The main reason for using this technique is to maximise the



Michael Briguglio performing a double line pull up a rock step.

Taylor Torque

President's Report

Greg Taylor



pulling capacity of your winch by effectively reducing the load on the winch. It does this in a few ways. Firstly, with more rope out of the winch it leaves less on the drum. Your winch will have its maximum pulling power with only the minimum number of wraps on the drum (consult your winch manual – mine states a minimum of five wraps and it also has a table displaying the pulling power of your winch for each layer of rope). Effectively, minimum amount of rope on the drum means a smaller diameter drum and greater pulling power. Also, the addition of a snatch block reduces the winch effort to move the vehicle. On a double line pull one snatch block can effectively almost halve the load and in turn reduce the effort required by the winch. Introducing a second snatch block further reduces the effort required by the winch. Another reason to introduce a snatch block into a recovery situation is to change the angle of a pull or use anchor points that are not in a direct line.

So, given the scenario of a triple line pull my key learning (thanks Duck) that I am reflecting upon was performing an end to end analysis once the recovery equipment was set up and in place to perform the pull. That is, starting at the vehicle, what is the weight of the vehicle (to be recovered/ winched), then, what is the nature of the recovery and what impact does that have to the weight to be recovered. For example, steep incline increases the load to be pulled. Then the analysis looked at the rating of the winch and then all components being used in the recovery including shackles, snatch blocks, winch extension straps, drag chains and tree trunk protectors. All of this information is usually at hand (stamped or written on the equipment) or is information you should know (such as your winch rating).

I must admit I have not performed this type of analysis prior to winching in the past. However, when I buy recovery equipment I have always focussed on the rating of the equipment at the time of purchase to ensure that it is suitable for my (usually) heavy truck. An 'aha' for me is that on this particular recovery exercise (which is pretty much what would happen on a trip) bits of recovery equipment came out of several trucks. So, it was not only my equipment used but recovery gear from a few other trucks too.

Without performing an end to end analysis there is potentially an opportunity for equipment to be in-

cluded that is not sufficiently rated for the recovery situation. The end to end analysis ensures that even my equipment used is appropriate for the recovery situation I am attempting. Finally, performing the analysis is an opportunity for everyone to step back, take a breath, settle down and critically review what it is we are about to do. Everyone's safety is paramount.

For those with electric winches I will just remind you that they are likely to be useless when you need to use it if you do not maintain them. I think many members take their winches for granted and never re-tension the cable or operate the winch. I usually 're-tension' my electric winch at least twice a year – I would do this more often if I have used the winch in a recovery (your winch manual will explain tensioning the rope). This process is particularly helpful after using your winch or perhaps submerging it in a river crossing. With regard to the latter, using the winch will heat up the components and evaporate any water (that is the theory).

All this means that if you are required to winch your vehicle on a trip or even assist another member's recovery then your winch is ready and prepared to do so. If you have a winch and have never used it I recommend asking more experienced members for help, participating on a club winching exercise day and reading as much as you can about winching and recovery techniques. Recovery of vehicles and winching are activities that are inherently dangerous and require careful practices to ensure the highest degree of safety to participants and onlookers. Don't take shortcuts or chances. There are books available on 4wd driving that include great detail on this topic. A good starting point can be your winch owner manual.

I will be away on a trip with Vickie for the October meeting as we are heading to Victoria for a couple of weeks. Chris Nicholls has kindly offered to chair the next general meeting. See you at the November meeting.

Cheers,

Greg 



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2013-077

Very Difficult Terrain and Advanced Recovery Course

16th-18th Aug



Seven brave participants attended the Very Difficult Terrain and Advanced Recovery Course which was held at Yalwal last August.

This course involved participants (and their Navvys a.k.a Rock Chuckers!) to traverse big rock steps, steep hills, boulders, narrow tracks, bog holes and everything in between! Below is a video for your enjoyment.

‘A video!’ you may ask.

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Tech Talk

An Interesting Recovery

Chris Nicholls



The club received an interesting email recently from a fellow on a rural property not too far out of town, seeking help to recover a Hilux that was currently parked in an awkward spot. He suggested it might be an interesting recovery exercise for members of the club to undertake.

I arranged to meet Drew, the owner, and visited the property. Drew led me to the spot and described how MEG, the old farm ute, had broken down halfway down the hill towards the river at the bottom of a farm track. The engine wouldn't start, and the ute's handbrake was inoperative. He had been in the process of arranging a tow up the hill with his other vehicle when the Hilux managed to push the rocks chocking the wheels into the soft soil and had gotten away. Driverless, the car had rolled backwards down the hill, picking a line between a tree and a shed, down through about 80 meters of tea tree scrub before knocking over and coming to rest on a mid-sized gumtree.



The Hilux was facing uphill, and was perched upon the root ball of the gumtree with the back wheels off the ground. The tailgate and tow-bar had been smashed in by the impact, but the rest of the vehicle looked pretty good for an old farm ute. The hill above the vehicle was at about 30 degrees. The Hilux would need to be winched about 30 meters up the 30 degree slope to a spot where the angle eased off and it could be attached directly to another vehicle to be towed out. We started talking about a possible recovery, and I promised to see if I could round up a few helpers and arrange a suitable time.

A few weeks later saw myself, Joe & Michael (B.) and Patrick P. travelling to the property on a bright Sunday morning. Upon arrival we looked at the problem and discussed a plan of attack. Just above the point that we needed to winch the Hilux to there was a good clearing with enough room to park the winching vehicle. There was also a solid tree in a perfect position about 15 meters behind that, to anchor the winching vehicle to. There was a larger clearing above the anchor tree.



My recce had shown that this would be

a multi-stage pull, with the need to anchor and hold the Hilux while we re-rigged the main winch setup. A plan emerged. We would use Joe's mighty GQ (wasn't that a great photo on the cover, last issue?) as the main winching vehicle. The main winch setup would use a double or triple-line pull. Joe has a Warn Hi-mount winch with fast line retrieval speed – ideal for the double line pull. This paired

well with the idea of using Michael's GU with its slower winch for the secondary (backup and hold) winching line. The GU was positioned above the anchor tree and to the left (looking downhill), and was itself anchored to another tree higher up the hill.

We needed a long winch extension to reach the Hilux with a double line, and I brought out my long wire rope. The wire rope was a good choice given the need for the wire rope to pass over a few rocks, and its ability to run through snatch blocks. The wire rope was even longer than was required, so we opted for an initial triple-line pull using two snatch blocks.

Finding suitable anchors on the Hilux was a problem as the bull-bar was flimsy and not attached properly. We opted for a drag-chain bridle attached to both front spring hanger mounts for the lower snatch block, plus another short drag chain around the right-hand side spring hanger to give an attachment point for the secondary "anchor and hold" winch line.

For the initial pull, Joe's car was positioned as close as possible to the edge where the slope became steeper, to avoid having his synthetic winch rope

Tech Talk

An Interesting Recovery

Chris Nicholls



dragging over rocks. Joe's synthetic winch rope reached all the way to the snatch block attached to the Hilux, to maximise the distance we could move the Hilux before we needed to re-rig. The long wire



rope was attached to Joe's winch line, then ran through the snatch block, up the hill and through the second snatch block attached to the front of Joe's car, then back down to the Hilux, where we needed another drag chain to attach it to the left-front spring hanger.

For safety's sake it was decided that the Hilux would make its return trip still driverless, as the engine wouldn't start and we could not be certain that there was no other damage. This turned out to be a good decision as we later found the brakes didn't work at all. To keep the car steering straight we lashed the steering wheel with two baggage straps. This needed to be adjusted several times during the ascent to keep the vehicle on line.

With everything in place and double-checked we were ready to go, with troops tasked and deployed. Joe and Michael manned their vehicles with engines running, to keep the batteries topped up and ensure brakes and steering were fully operative in case of anchor failure. Patrick stood by near Joe to relay visual information and watch the winch ropes and dampers. Chris and Drew stayed near the Hilux, to either side, to watch for problems as the car was (hopefully) pulled free from the root ball that was currently stopping it from descending to the river. Chris coordinated and controlled the action via hand-held radio.

The first meter of winching showed that the Hilux was dragging the fallen tree along with it! One of

the thick roots was sticking straight upwards into the floor of the car in front of the rear axle, and the axle was dragging the whole root ball and tree. We cut off as much of the tree trunk as we could, behind the car, to remove weight and hopefully to allow the tree to tip back towards the vertical as the car was pulled forward, freeing the axle from the roots. With both rear wheels off the ground we used a pair of maxtrax and a pile of rocks to create a ramp effect to help lift the rear of the car.

This worked, and the Hilux pulled free of the root ball and began its ascent. Joe's 40 meter winch rope slowly wound in to a point very close to the front of his car. With a triple line pull that 35 meter winch pull moved the Hilux just 12 meters, so a reset was needed. Michael had been keeping his winch line snug without applying much force, and now

took up the tension to hold the Hilux while we re-rigged the main winching line. This time we opted for a double-line pull using only Joe's winch rope, as the Hilux was now within easy reach without the need for a winch extension. The wire rope, one drag chain and the upper snatch block were all removed and set aside.



The next winching pull brought the Hilux to just below the point where the angle eased off. We needed to reset again. Again Michael took the weight on his winch line. Joe's car was moved back as far as possible to make room for the Hilux to gain the level ground, and his anchor to the tree was reset. The double line rig was retained at this point as there was no need to shorten-up the attachment, and the additional pulling power was handy to bring the Hilux up over the edge.

Tech Talk

An Interesting Recovery

Chris Nicholls



The final winch pull was completed smoothly and the Hilux was brought up to the (relatively) level ground, where a simple tow with a snatch strap would take over. Chris' mighty GQ was brought into play for the tow, with its auto gearbox and rock-crawler low range gearing. At this point we needed Drew to once again steer the Hilux from the driver's seat, and we then became aware that the Hilux had no brakes whatsoever. Two snatch straps were linked together to give the necessary reach, and the vehicles joined and tension taken up before the main winch line was removed. The Hilux was slowly and smoothly towed upwards through the last patch of scrub to emerge into the clearing above the tree. There it was again anchored while one snatch strap was removed from the towing line, and Michael's car was joined behind the Hilux, again with a snatch strap, to provide braking for the Hilux and prevent a downhill runaway on the short trip back to Drew's shed. The rest of the exercise went smoothly.

Drew and his partner then fed us barbequed sausage sandwiches and beer while we celebrated a successful recovery. A good effort.

Later that evening I received another email from Drew:

Hi Chris,

Just wanted to send a quick final email to say thanks again for your efforts today. Joe, Pat, Michael and yourself did an outstanding job. Your combined knowledge, experience, safety awareness and quiet confidence was inspiring to say the least. I was very impressed with the job and managed to learn a lot myself! I'm sure Meg is just as grateful as I am to have been successfully extracted.

Greg, cc'ing you in so you know what a quality job your mob did today, hats off to them.

All the best for the future for your club, I think it's in great hands.

Cheers

Drew 

2014 4WD SPECTACULAR OUTDOOR RECREATION SHOW



1st-2nd February 2014

4 months to go!!

Don't forget to put the dates in your calendar to ensure that you are part of this fantastic event.

4wd Spectacular Update

Secretary for 4wd Spectacular

Marj Jones



4 Months to go!

It gradually gets closer and it will be here before we know it. Are you ready?

The Show committee are continuing to tick off many items that need to be done before the event. Anyone who has been in an organising committee would understand that each step is imperative to ensure a successful event.

But to ensure real success, we need YOU to do your part.

The Show is the only one that is organised and run on a voluntary basis. It is this unique situation that makes our Show the best nationally, just ask any Exhibitor!

Now we are asking you to volunteer some time to assist in the various areas.

This year our Club is responsible for the Demonstration Area. Jim Anderson and Brenden Taylor have put their hand up to organise this, but they will need a few helpers on the weekend.

Areas we need volunteers:

- Parking
- Glebe Gate (in conjunction with the other Clubs)
- Cooma Street gate (ST4WDC responsibility this Show)

- Demonstration Area
- Catering
- Garbage
- Club tent
- Times outside the actual show weekend:
- Working Bee on the previous Saturday (not a large group).
- Any day during the week previous to the Show to help set up.
- Monday after the Show to assist in clearing up the grounds.

You are asked to volunteer at least one session (about an hour and a half) either on the Saturday or Sunday.

Can you think about this and then email me at marjjones@rocketmail.com:

- Name
- The time and day you would like to volunteer.
- The area you would like to work in.
- *IF you are happy to be available at any time and in any area please state this here.

Last show we had so many volunteers from our Club that most only had to do one session. Let's see if we can do as well this time.

Remember that this is our biggest money raiser but it depends on all of us to make it a success. 

"I never drink water because of the disgusting things that fish do in it."

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1 & 2 FEB 2014

Opening Times: Saturday 8:30am - 5:00pm; Sunday 8:30am - 4:00pm

Lynne's Latest

Membership Secretary

Lynne Donaldson



G'day everyone,

It pleases me every month to see so many members at the meeting, there was barely enough chairs for everyone. The weather is starting to get warmer again which makes me want to put my name down for some trips.

My family is in the process at the moment of planning a trip down to Tasmania in February which will be great, we are looking forward to 4wdriving some iconic tracks, it has been a few years since we have been able to take 10 days off together so we are really excited.

Below is a chart of our current membership.

Membership Type	Qty
Owner	250
Partner	211
Family	47
Life	9
Associate	3

Please also welcome our newest members:

- Anthony & Alice Quinn**
- Alex Mason**
- Gavin Neilson**
- Ken Gray**

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. 



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

DRIVER EXPERIENCE

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

TRIP PLANNING

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

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

UHF RADIOS

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

FIREARMS & PETS

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

Trips and Events



6 Oct **Brindabella Spring Classic**

2013-070

- Trip Leader: David Read
Email: twisty@live.com.au
Phone: 0431 980 487 (m)
Grade: 2
Start: 9:00 AM
Meeting Place: Uriarra Homestead
Fuel: Full tank
Maps: ACT Region. GPS
Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, morning tea and lunch. Camera, binoculars and a chair are also a good idea.
Description: This day trip is a great way for new members to explore Canberra's back yard.
We head to McIntyres Hut (a quick stop, toilets) via Blue Range, Dingi Dingi fire trail and Waterfall Trail. Then a short trip to Lowells Flat (toilets) for a long lunch.
Then back track Waterfall Trail and climb up Webbs Ridge to approximately 1200 metres, past the power lines to Flea Creek (toilets) on the Goodradigbee River for afternoon tea.
We'll then head home via Gentle Annie fire trail, Brindabella/Tumut Road and Picadilly Circus to air up and a "photo op".
Comments: Preference will be given to members who have just completed Driver Training.

13 Oct **Kowen Forrest**

2013-081

- Trip Leader: Jim Anderson
Email: jander55@bigpond.com
Phone: 0408 283 496 (m)
Start: 09:45 AM
Meeting Place: Kowen Forrest Gate
Fuel: Full tank
Requirements: Basic Driver Training, recovery gear, lunch and afternoon tea.
Description: Kowen Forest is very close to Canberra and has some interesting and challenging tracks, all with alternative drive arounds.
Comments: Access is through a locked gate therefore promptness is important. Please arrive at the parking area by 9:45 - the access gate will be shut and locked by 10:05am. Territory and Municipal Services (TAMS) charge a \$10 per vehicle usage fee and this will be collected on the day. As access is dependent upon favourable weather conditions, updates will be provided prior to the event.

Trips and Events



16 Oct River Crossing and Sand Driving Info Night

Trip Leader: Peter Reynolds

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

Start: 7.30pm

Meeting Place: Raiders Club Weston

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



18 - 20 Oct 4WD and Adventure Show

2013-058

Trip Leader: Looking for a Trip Leader (Contact Trip Coordinator if interested)

Start: 12:00 AM

Meeting Place: Sydney Dragway, Eastern Creek, Ferrers Road

Description: The Sydney Four Wheel Drive and Adventure Show and the Western Sydney Tinnie and Tackle Expo have joined forces. This show is run by and for four wheel drivers so support your State Association and check out the latest equipment and specials.

19 Oct Skid Pan Course Training

2013-072

Trip Leader: Peter Reynolds

Phone: 0428 623 458 (m)

Start: 12:00 AM

Requirements: Costs is \$90 per person. Please bring your payment to the next club meeting. All payments must be received by the 10 Sept club meeting. No exceptions.

Comments: Please do not book on the website for this event all bookings must be made through Peter Reynolds.

20 Oct Brindabella Spring Classic

2013-071

Trip Leader: David Read

Email: twisty@live.com.au

Phone: 0431 980 487 (m)

Grade: 2

Start: 9:00 AM

Meeting Place: Uriarra Homestead

Maps: ACT Region. GPS

Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, morning tea and lunch. Camera, binoculars and a chair are also a good idea.

Description: This day trip is a great way for new members to explore Canberra's back yard.

Trips and Events



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

Comments: Preference will be given to members who have just completed Driver Training.

25 - 26 Oct Talooge Monthly

2013-075

Trip Leader: Marj and Alan Jones

Email: marjjones@rocketmail.com

Phone: 0427 284 236 (m)

Start: 8:00 AM

Meeting Place: Talooge Park

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.

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
- LED light fittings and standard 7 pin connector
- Removable jockey wheel
- Wheel bearings recently repacked
- Rugged good looks
- Not pretty, but practical

Contact Marj Jones on 0427 284 236 or the President to arrange access and use.

Trips and Events



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 and No play weekend. The traditional Happy Hour and camaraderie goes without saying

2 Nov Skid Pan Course Training **2013-068**

Trip Leader: Peter Reynolds

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

Start: 12:00 AM

Requirements: Costs is \$90 per person. Please bring your payment to the next club meeting. All payments must be received by the 8 Oct club meeting. No exceptions

Comments: Please do not book on the Web site for this event all bookings must be made through Peter Reynolds.

9 - 10 Nov River Crossing and Sand Driving **2013-083**

Trip Leader: Peter Reynolds

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

Start: TBA

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

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



17 Nov Kowen Forrest

2013-080

- Trip Leader: Jim Anderson
Email: jander55@bigpond.com
Phone: 0408 283 496 (m)
Start: 09:45 AM
Meeting Place: Kowen Forrest Gate
Fuel: Full tank
Requirements: Basic Driver Training, recovery gear, lunch and afternoon tea.
Description: Kowen Forest is very close to Canberra and has some interesting and challenging tracks, all with alternative drive arounds.
Comments: Access is through a locked gate therefore promptness is important. Please arrive at the parking area by 9:45 - the access gate will be shut and locked by 10:05am. Territory and Municipal Services (TAMS) charge a \$10 per vehicle usage fee and this will be collected on the day. As access is dependent upon favourable weather conditions, updates will be provided prior to the event

23 - 24 Nov Talooge Monthly

2013-076

- 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 and No play weekend. The traditional Happy Hour and camaraderie goes without saying

Trips and Events



Later in the year

<u>Date</u>	<u>Website Tag</u>	<u>Trip Name</u>	<u>Trip Leader</u>
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 your name down on the website or contact the Trip Leader for more information.

Do you have a destination you would like to see in this calendar?

Do you want to go where you want to go?

Do you want to be up the front of the convoy out of all the dust?

If you answered yes to any of these questions then perhaps you should become a Trip Leader! Any Club Member can be a Trip Leader.

If this sounds like you then get in touch with Michael Patrick, our Trips and Events Co-ordinator, and he will be able to assist you in planning your first trip. It could be the big trip out in the desert, the one dayer to McIntyres Hut or anything in between.

There are many experienced Trip Leaders in the club that are willing to offer their knowledge and advise for new Trip Leaders.

You can find Michael Patrick's contact details in the front of this magazine.

Talooge Matters

Property Coordinator

Marj Jones



September saw TALOOGE used as it should be.

Not only did several members go out to spend a relaxing weekend, but there was Driver Training, TALOOGE Monthly and then the "Up the Creek Challenge", one weekend after the other. ["Up the Creek Challenge" had been cancelled after this article was written. BT]. There was plenty to do, plenty to be part of, either as a participant, spectator or helper. Many hands make light work! Above all they would have all enjoyed!

The large water tank was taken in and will be set up shortly to "catch and store that vital ingredient "water" from the machinery shed roof. A BIG thanks to Charlie Montesin and Greg Taylor for being there to organise its traversing of the tracks and the off loading.

Newer members may not be aware that in the past, there were long periods of drought and we actually took water out in jerry cans and put it into the tank.



August TALOOGE Monthly

Have you wondered just what work is done on these weekends?

The 12 members, 6 of whom were first attendees, managed to complete the following:

- Main tank near the Training shed stabilised.
- New valve surrounds were put in.
- Metal bar in the generator box removed.

- Reflector tape placed on the post near the car park.
- General cleaning of areas undertaken.
- Wood for inside fire replenished.
- Some of the pig activity was flattened.
- Area all around the machinery shed was cleared.
- Area in fire area cleared, a few stumps placed around to define the area.
- Peter cleared the top camping spots.
- David Read exchanged the pump on the water trailer, (this trailer has been put at the back of "Lurch" for safety at present).
- Catherine Panich gave the Club Shed a thorough clean.
- Peter's "Look Out" was created.

We also enjoyed the later part of the Saturday just enjoying the property and the company and friendship of those who stayed until Sunday.

You are all asked to put in some time down on our property to assist in the maintenance of it. TALOOGE Monthly gives a time each month for you to fulfil that responsibility as a Club member and a property owner. It just "doesn't happen!"

We have had a few members go out to TALOOGE this month just to enjoy. Several of them took friends to share the enjoyment. Have you thought of doing the same?

Remember: IF you are going out to the Property at any time, it is imperative that **EVERYONE** notifies either Greg or myself.

Look forward to seeing you out there sometime!



Trip Report

Googs Track, Gawler Ranges and Eyre Peninsula

1st - 19th July

Paul Oboohov



Ian & Suzanne Brown (Leader)	Toyota Prado
Greg & Vickie Taylor	Nissan GU Patrol Ultimate Trailer
Chris & Julie Nicholls	Nissan GQ Patrol Tvan Trailer
Alan & Marj Jones	Toyota Prado Tvan Trailer
John Dodd & Wendie Lancaster	Toyota Prado 120 Tvan Trailer
Paul Oboohov, Rita Wilkinson & Callum Wilkinson	Toyota Landcruiser 100 series

The group met at 8am on Monday 1 July on a freezing and foggy Canberra morning at the tourist stop at the ACT border on the Barton Highway. After heading off with expectations of the fog clearing, we were amazed as the fog lasted well down the Hume Highway until after Gundagai with glimpses of blue sky, and even then continued as low cloud westwards through Wagga Wagga on the Stuart Highway, only relenting after we entered Narranderra for lunch. The first evening we camped in the Balranald Caravan Park next to the Murrumbidgee River, serenaded by an endless stream of trucks roaring over the bridge.

The next day was another long 600km slog over the flat plains to Mildura for morning tea, and then

having any fruit and veg confiscated at the South Australian border. We all fitted on the ferry across the Murray River just after lunch in Renmark on a sunny afternoon, and headed into the surprisingly verdant green hills through Burra, and on to the seaside caravan park in Port Pirie, some of us held up by an impossibly long freight train (with Marj counting the wagons). That evening we met up with the Club members from the first trip in June to Goog's Track, who were on their way back to Canberra.

The third day saw us rounding the top of Spencer Gulf at Port Augusta, with vistas of classic red dirt desert country and red / orange rocky ranges. Infrastructure here was characterised by the road, the railway, and the inevitable water pipe. The mining community of Iron Knob, just off the Eyre Highway, seemed deserted, but the staff of the visitor's centre made us welcome, with cuppas, information, history videos and gems on sale. Even so, there appeared to be marginal mining activity. Then it was a long slog through what seemed an out of place belt of green farming country and towns, the latter announced with looming grain silos poking over the horizon. The Eyre Peninsula has three weather forecast districts / strips, one for the wet coast that gets swept by the cart-wheeling Southern Ocean cold fronts, another for the thin, green farming belt, and a third for the northern desert area.



Trip Report

Googs Track, Gawler Ranges and Eyre Peninsula

1st - 19th July

Paul Oboohov



Ceduna on 4 July was a welcome rest stop where we took a day out to stock up on food, fuel and Goog's Track permits, not to mention sand flags and poles, dubbed "Hot Dog Day" by leader Ian on the occasion of U.S. Independence Day. That evening we experienced the full force of a Southern Ocean cold front slamming into the town, with a lot of wind, low speeding cloud, and rain. I made sure the two tents for Rita, Callum and myself were well pegged down, with extra lines out. We all spent the early evening having a nice meal in the warm restaurant / bistro of the next door seaside hotel, watching the wind outside flatten the plants and thrash the trees. Not that that worried those in camper vans!

The next day we drove out of town, turning north through farm fields, and aired down at the gate on the border of the Yellabinna Nature Reserve and the start of Goog's Track. We were soon into low sand dunes. It wasn't long before we reached Goog's Lake, an impressive looking salt pan. We went through the campsites until we found one with good views over the salt pan lake. Some of us went for walks onto and around the lake. That evening around a hearty campfire, Alan regaled people with their choice of the thousands of songs on his iPod, which was docked with a set of speakers, with some singing along.

The next morning I had a flat starter battery, having continued to have some smaller batteries charging off it (I have sleep apnoea, and use a blower machine each night to keep my throat open and breathing) for some hours after turning the engine off the previous afternoon. The second accessory battery was also down on voltage from suffering from a short on my box trailer just before the trip, not helped by having a simple solenoid that, while delinking the batteries when the starter key is out, links both batteries the moment when the engine is started. I got a welcome jump start from other convoy members (thanks!), and decided to keep the vehicle running during convoy rest stops.

That day the dunes kept getting bigger, and one of the vehicles towing a camper trailer had some difficulty getting up one of the sand dunes. Though generally the dunes didn't present a problem, particularly for the several vehicles not towing. Vehicle wheel tracks were not the only marks on the

sand track; camel pad tracks were also evident in abundance, as were dingo tracks. However, no such animals were seen or heard (much to Callum's chagrin, who was hanging out to spot a camel or three). Eventually Mount Finke appeared on the horizon, and we took the sinuous track into its campground at the foot of the mountain (a big hill, really). I took the opportunity to put out my solar panel to charge up my accessory battery during the remaining sunlight, with Chris Nicholls and Greg Taylor coming by to check the voltage of both my batteries, using Greg's multimeter. Greg then offered, and setup his generator to ensure that my batteries were properly charged up, hooked up with a smart charger.

The next morning Greg and Chris examined my batteries with Greg's multimeter, and pronounced that they had "a good set of numbers". Thereafter I did not have any problems starting my vehicle or using the accessories, and also ensured that any charging of smaller batteries only happened during periods when the engine happened to be on, and not after switching the engine off. We headed off back to Goog's Track, and continued north, stopping to photograph a clay / salt pan just north east of Mt Finke, and within view of the mountain. Shortly after we left, the sand dunes got smaller, we exited the Yellabinna Nature Reserve, the track became a dirt road on flat land, and we came to the Trans Australia railway line, with a basic level crossing for the track. After stopping for pictures, we turned onto the smoothly graded and very wide railway maintenance road, driving at 90 km/h, going past the virtual ghost town of Tarcoola (the only occupied dwelling seemed to be a railway house) where the railway line to Darwin heads north. There was a photo stop at a roadside salt lake, and then it was onto the next



Trip Report

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1st - 19th July

Paul Oboohov



virtual ghost town of Kingoonya.

Kingoonya has an operating pub, and several occupied houses opposite. The maintenance road (main drag) goes past the slightly larger dirt square in front of the pub; with the Trans Australia railway line just the other side of that. A very small 'caravan park' appeared abandoned, with its few parking bays and buildings.



Though we did fill up at an automatic bowser station set on a small concrete apron (with petrol and diesel separate bowzers, the latter at \$1.60/litre), complete with a small debit / credit card facility with a small text only screen to advise on how to do the transaction. After all, fuel was \$1.80 / litre at Mount Ive Station, our next stop. After negotiating with the friendly pub-

lican, "Muzza", most of the convoy camped on the square in front of the next door motel, with Rita, Callum and I booking a motel room, and showers could be had in the motel facilities for a donation to the Royal Flying Doctor Service charity tin on the bar. Nice dinners with huge steaks were enjoyed that evening in the rooms behind the bar, cooked by a young station hand called in at short notice. If you are in the area, pop into Kingoonya and look up "Muzza" at the pub.

Callum, who happens to like trucks, having noticed the low loader semi trailer parked next to the hotel loaded with a road surfacing machine, found who the owner was and badgered him for a sitting in the cab, which was granted. Callum then successfully managed to cadge a brand new yellow and blue work shirt off the owner, Peter "Snowy" Meier. "Snowy" turned out to be a nephew of the late "Goog" Denton, builder of Goog's Track, and current owner of Goog's old farm at the beginning of that track. A lively discussion was had with the convoy participants when they realised that they had a bit of the family history of the track just done in front of



them.

The next day we turned southeast towards the Gawler ranges, through semi-arid country on dirt roads. We stopped for morning tea at a turnoff on a road leading to Mount Ive Station, with a historic 19th century 'rain / dew shed' and water tanks. This facility, now derelict, provided some collected water for stock passing through. Whereas the east of South Australia is fortunate to have natural springs, the west is not, necessitating this innovation. We arrived at Mount Ive Station in mid afternoon, and after setting up camp, drove up to Mount Ive itself, providing 360 degree vistas of the eastern Gawler Ranges. Alan tripped on some rocks, and required a little bandaging of a graze, before we headed back down.

The following day we explored the tracks around Mount Ive Station, going north past the airfield, up a creek valley, turning into another creek valley, ending in a car park, from which a short walk led to a lookout halfway up the valley sides with good views of the profuse outcrops of hexagonal vertical flutes of rhyolite rock, being a volcanic intrusion through the area that formed the now low hills of the Gawler Ranges. Later we drove out over a plain looking for any Sturt's Desert Pea flowers, but found none. We then returned to the Station campsite for lunch, having briefly emerged on the main road. In the afternoon most of the convoy went back out onto the main road, then took a side road leading through a locked gate (having obtained the key) leading to Lake Gairdner, the third

Trip Report

Googs Track, Gawler Ranges and Eyre Peninsula

1st - 19th July

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largest salt lake after Lakes Eyre and Torrens. The track came up to the southern shore, next to a shack used annually during 'Speed Week' in April by Adelaide's motoring enthusiasts who attempt to set speed records. The lake, which had a sheen of water on part of it, is vast, stretching to the northern

contact with the convoy and were guided back to the campsite.



horizon in a shimmer of white. Posters at the Mount Ive Station shop depicted not only the usual gatherings of motoring enthusiasts (including a VW Kombi van pushed to 180 km/hr!), but also the rocket and jet engine powered vehicles that had set out to smash land speed records. That night back at the campsite was the coldest of the trip, I recall only being warm after donning two fleecy jackets, beanie, my thickest track pants, and my apres snow boots. Chris and Julie had elected to do walks in the Station valley that day.

The next morning Chris and Julie announced that they wished to stay on in the area and do some photography, so we bid them farewell and headed out of the national park via the LP Track, Conical Hill Track (which has a good scenic lookout), Minnipa – Yardea Road via detour to the valley of the Organ Pipes (more hexagonal flutes of rhyolite rock, and a waterfall) towards the town of Minnipa, making a slight detour to visit Pildappa Rock for lunch. This is a mini Uluru, with concave sides caused by being immersed in damp soil in the geological past. From this vantage point we could see north over the verdant green farm fields to the semi-arid Gawler Ranges on the horizon, a reminder of the narrow

climate belts of the Eyre Peninsula. By this time clouds were rolling in heralding the next cold front, with some showers experienced and viewed in distance. We made our way south to the coastal town of Streaky Bay, where we had a good dinner in the excellent bistro of the hotel.

By morning the cold front's rain had really set in,

The convoy then drove the relatively short distance the day after to the Gawler Ranges National Park to the west, stopping by the well preserved Paney homestead and shearing shed to pay for our stay, and have a look around. Then it was on Burns Road that led to the start of the sandy Sturt's Track around a shallow lake, over some sandhills, through a valley next to Mount Sturt, out onto a wide open plain, and then onto the excellent Mattered campsite. However Rita, Callum and I elected to continue on the Burns Road to the nearby town of Wudinna to obtain food, fuel, water and cooking gas supplies, returning via the same route late in the day, though by the time we got to the wide plains darkness had fallen, and we had to be careful about the huge numbers of kangaroos having their nightly feed. Getting back onto the main Park roads, we re-established radio



and Ian called a lay day. Later after breakfast most of the convoy decided to visit the tracks around Port Kenny and Venus Bay, southeast on the Flinders Highway. I had to renew a term deposit, and wanted to locate a computer with an internet connection to check a variety of interest rates, so Rita,

Trip Report

Googs Track, Gawler Ranges and Eyre Peninsula

1st - 19th July

Paul Oboohov



Callum and I stayed in Streaky Bay, and did a late afternoon trip to Port Kenny and Venus Bay, passing the convoy on its return. The rain had eased in the afternoon.

Then it was on to Port Lincoln the next day, hugging the coast on the Flinders Highway. John and Wendie announced that they were leaving the convoy to make their own way back, and we wished them well. Morning tea was in the small seaside town of Elliston, at a bakery, though we had stopped outside a home to buy freshly made bread through a self-serve booth just before the town (at a locality called Colliston?) that Marj had noticed in a tourist brochure. Lunch was in the small town of Coffin Bay, next to Coffin Bay National Park (a small peninsula jutting out into the Southern Ocean), where several people bought fresh oysters. At the fast food and tourist merchandise shop, one could buy oyster pies! Driving back through the town, we spied an emu standing outside a suburban home on the footpath. In the mid afternoon we checked into the Port Lincoln Tourist Caravan Park overlooking and next to Boston Bay, and happy hour was held at Ian and Suzanne's cabin. Ian suggested that the next day not be organised



So the next day:

Ian and Suzanne looked up some local wineries / vineyards;

Greg and Vicki found some sand hills in Lincoln National Park that Greg described as a "lot of fun". The next day he confessed to having somewhat

lowered the level of fuel in his tank in the process, such was the fun.

Alan and Marj checked out Coffin Bay town and its regular markets held in the local hall.

Rita, Callum and I also checked out the Coffin Bay markets, having some of the local produce (including the local quandong jam) and coffee, and making a few purchases. We didn't see Alan and Marj, who had left by the time we arrived. We then checked out Coffin Bay National Park, driving the sandy track out as far as Black Spring Beach, which turned out to be a wonderful camping area, with individual car park spots and camping sites, with a nice beach fronting a bay area of shallow and crystal clear water. As we returned to the Coffin Bay urban area, out of the national park, there were five emus just standing around on the road intersection next to suburban houses, and only moved nonchalantly out of the way to let us and other cars pass, while still occupying part of the road.



as a convoy event, but rather as a "do your own adventure".

In the early evening we had a "Bastille Day" happy hour at Rita's, Callum's and my cabin, and we all then went to the Grand Tasman Hotel in the centre of Port Lincoln for a really good meal, with dessert, to celebrate having essentially com-



pleted our exploration of the Eyre Peninsula.

So it was on 15 July that we lined up as a convoy to start the long drive home, heading north out of Port Lincoln. Morning tea was in the seaside town of Cowell, with its Jade Factory. I recall that it was cold in the seaside park. We passed through Whyalla in the late morning, with Rita and I marveling at the size of the One Steel steel making facility, which looked just as big as that in Wollongong. We stopped for lunch in Port Augusta, with Ian taking us through suburban streets to a park overlooking the very head of Spencer Gulf, which also sported an observation tower across the street poking above the trees. It was here that Rita, Callum and I decided that if we were to go directly to Sydney for dropping Rita and Callum back home, via Broken Hill and Dubbo, that we needed to part with the convoy at that point. I had the night before rung an old university friend in Dubbo, who was glad to have us visit. So we said our goodbyes, and left the convoy, which were planning on heading back to Canberra via southern New South Wales, with a visit to the Rutherglen winery / vineyard in northern Victoria.

Additional note from Rita, Paul and Callum:

As we approached Peterborough, we had some final radio conversations with the convoy who were engaged in a visit to a supposed Magnetic Hill. Our impression was that the convoy was underwhelmed. We lost contact by the time we reached Peterborough.

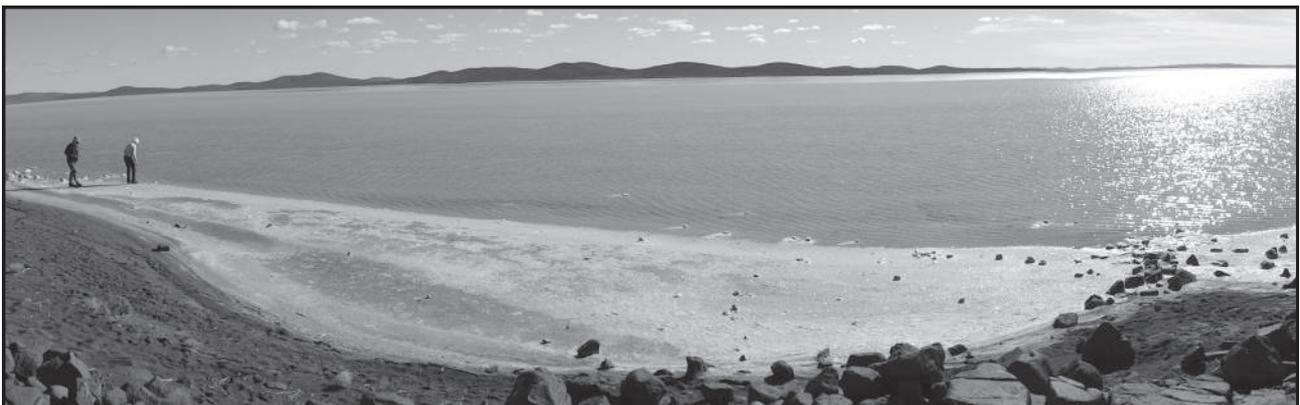
The drive to Broken Hill lasted until mid-evening, and totalled 700km. We stayed in the Lakeview Caravan Park, moving off early the next day.

Lunch was in Wilcannia, with a late afternoon meal in Cobar, then it was onto Dubbo via Nyngan, arriving at my friend's place at 7pm after another 700km day.

The next day my friend accompanied us on a visit to Dubbo Zoo, a long held wish of Callum's. He finally saw two camels, having only seen their tracks on Goog's Track. Highlights included Przalski's Horse, an early Eurasian species of horse, Galapagos Tortoises, among them a 90 year old female, and a recently born tortoise.

Whereas we had planned to go directly to Sydney, Rita had left some documents at my place in Canberra that she wished to retrieve. So we headed south from Dubbo on the Thursday, with a visit to the Parkes Radio Telescope ("The Dish"), and had lunch there. Callum found the size of the radio telescope overwhelming. We informed Callum of its role in the first moon landing in 1969. We then passed through Canowindra, past the Age of Fishes museum, and Cowra where we had a quick look at the Japanese Memorial Garden next to the site of the World War II prisoner of war camp. Then it was on to Canberra via Boorowa and Yass. I had measured the kilometres covered from Murrumbateman and back again as around 5,500km.

After unloading the car at my place, we drove back to Sydney on the weekend of 20 - 21 July to Rita and Callum's home, where Callum and I washed and vacuumed my car at a Sydney car wash, before I returned home on the Sunday night. With picking up Rita and Callum in Sydney for the trip, and then back again, my total kilometres were more like 6,600km. 



How it Works

Vehicle Electronics for Beginners (Part II)

Joe Briguglio



In Part I published in last month magazine I touched on the basics and now in Part II it is time to look at things in a little more depth.

There are two basic situations that cause concern to us four wheel drivers when it comes to vehicle electrical systems. The first is the inability to start the vehicle due to a flat battery and the second is a fault in the system that may have a bearing on critical vehicle systems or accessories.

The Alternator.

I have already described the alternator function. It is a central point of failure in your vehicle and will leave you stranded if faulty. It is important to know how to measure the output of the alternator to understand if it is faulty or on the way out. The following tests are useful to know when you are in a remote location and away from the assistance of an auto electrician or even as part of your normal vehicle maintenance program.

The first sign you may have a problem will be the illumination of the alternator fault light on your dashboard. This light may be intermittent or faint but always check you alternator when you see the light. Another indication is an excessively slow crank of the engine when you start it cold. Alternators can fail completely or lose their efficiency over time so knowing how to test for this is a useful skill to have.

To conduct this test you need a multimeter set to DC Volts remembering that all batteries produce DC Volts (I usually select the 20V DC range). Multimeters are inexpensive to buy from most automotive outlets.

Firstly test the voltage of the primary battery by placing the red lead of the multimeter on the positive (+) terminal of the battery and the black lead on the negative (-) terminal and read the voltage. Normal reading should be in the range of 12.2 to 12.8 Volts any value below this may indicate that

you have either a charging problem (alternator) or a battery problem.

The next test relies on the ability to start the engine and, depending on the situation, may require you to first charge or replace the battery or jump start the vehicle (some vehicles cannot be jump started without causing damage so consult your owner's manual or vehicle manufacturer). With the engine running again put the positive and negative lead of the multimeter on the battery terminals and read the voltage. A healthy alternator should be putting out between 13.8 and 14.8 Volts allowing the battery to be charged. Next turn on your headlights and note the drop in voltage. Normally the voltage will return quickly to the value you were reading before turning the lights on.

Even with a healthy battery the drain of running a vehicle will flatten it if the alternator is faulty. If you find yourself with a faulty alternator in a remote location avoid using as many electrical accessories as you can and especially avoid stopping the engine and get to the nearest population centre.

The best advice is to have your alternator checked by an auto electrician who can also give you an idea of the health of your batteries before any remote trip.



Picture shows a test being carried out on a alternator – note that the reading indicates a healthy alternator.

Batteries.

Most of us run two batteries in our vehicles that normally comprise of a start battery and a deep cycle battery. Start batteries are of a specific design that can deliver high current (amps) to crank the engine for a short period of time measured in Cold Cranking Amps (CCA). Deep cycle batteries

How it Works

Vehicle Electronics for Beginners (Part II)

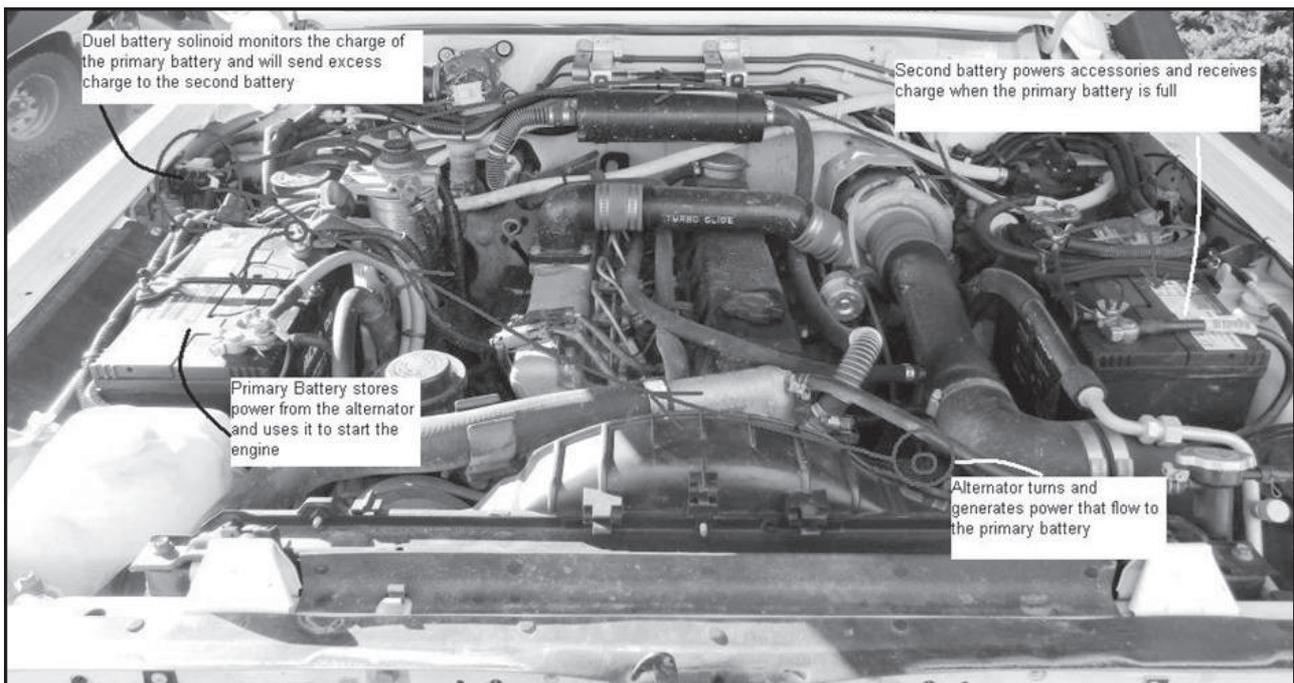
Joe Briguglio



are designed to deliver power over a longer period with a slower constant draw and are measured in amps/hour. A third type is a dual use battery that is a combination of a cranking and deep cycle battery.

An auto electrician or battery specialist can test your batteries by performing a load test that will give you exacting details on the condition and life

I run two identical dual purpose batteries with both cranking (starting) and deep cycle (accessories) functions. Having two identical batteries gives me a level of comfort that I can potentially use the second battery to start the vehicle if the primary battery fails. It also allows me the extra power when winching when both batteries are joined together.



expectancy of your batteries. You can test the batteries yourself with a multimeter if you suspect a problem by measuring the voltage.

I have already indicated that you should be reading between 12.2 and 12.8 volts without the engine running. A useful test is to observe what the battery indicates when the engine is started and a multimeter with a min/max function is used for that although a friend can assist to read the values.

With the multimeter in position have a friend start the engine and observe the reading. When the engine cranks the value of the battery should not read below 9.6 Volts. The min/max function will allow you to read what the minimum value was. Any value below 9.6 indicates that the ability for the battery to start the engine is diminished and you should consider replacing the battery. Observe the value of the multimeter once the engine has started and it should settle into a value between 13.8 and 14.8 Volts indicating that the system is charging and all is OK.

Dual Battery Systems.

Dual battery systems are varied in nature from a simple isolator to complex DC to DC Charger systems. For me simple is better and I run a Redarc solenoid that is designed be connected via the correct sized cables between the primary and secondary batteries. Its function is to simply monitor the charge in the primary battery and transfer to the second battery when the primary is charged. A large LED light on the unit illuminates when this occurs. When the primary battery falls below the predetermined threshold it opens and blocks current flow to the second battery ensuring that the primary battery is always charged and ready to start the engine.

Next month in Part III I will look into faults that can occur in our electrical systems and offer tips on how to prevent them occurring.



Trip Report

Cold at Bendethera Caves

10th - 11th August

Shane and Trudy Taylor



Michael Patrick (Leader)	Toyota Prado
Jim Anderson	Toyota Prado 150
Rob & Dan Donaldson	Toyota 100 Series
Dan and Rosina Mansson	Nissan Patrol GU
Eric Adams	Toyota Prado 90
Shane and Trudy Taylor and Damien	Toyota Hilux
Pat Farrelly	Toyota Prado
Dave Archbold and Ben	Nissan Pathfinder
Damien Magee	Toyota 80 series
Les And Jenny Dawson	Toyota 78 series
Victoria Connell	Toyota Hilux
David Read and Kate Ellis	Nissan Patrol



The amount of talk about lamingtons on this trip, you could have been fooled into thinking we were exploring Lamington National Park on the New South Wales/ Queensland border. On the contrary, our convoy of 12 cars was enjoying our very own backyard – Bendethera Valley in the Deua National Park.

The trip notes for this excursion said it would be cold; the track quite rutted and tricky in places; and there would be some nice, deep water crossings.

It has to be said early on, that the days were glori-

ous, with temperatures sitting somewhere in the high teens almost all day and next to no breeze, which made for some very pleasant picnicking and four-wheel driving. This lured the newcomers into a false sense of security, because the mercury certainly plummeted quickly as the sun set behind the limestone mountains of the Deua landscape to at least a few degrees below zero, if not more. This was not surprising considering our camp ground was located about half way between Cooma and the coast, as the crow flies.

We met at McDonald’s Queanbeyan at about 8.30am, with many enjoying a quick breakfast and their last espresso coffee, before heading off to Braidwood where the trip started in earnest. This, also, was the start of the Lamington Wars when ‘Charlie’s’ cohort offered another in the convoy a lamington from Charlie’s stash during smoko... Who’d have thought a little bit of sponge cake soaked in chocolate and rolled in coconut could have cause such a ruckus?



After forming convoy (and picking the coconut from between our teeth) we headed down into the picturesque Araluen Valley to

Trip Report

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Dry Creek for our first river crossing. The axle-deep water was clear and moving ever so slowly. All cars managed the crossing safely and without incident.

From here we travelled the Merricumbene Fire Trail through some of the most spectacular scenery this region has to offer. The day was so clear you could see the ocean from the ridgelines, and at times we had the pleasure of driving underneath the most stunning canopies of Bendethera wattle that is unique to the limestone soils in this region. August was definitely the time to enjoy this endemic wattle, which is also known as 'Blue Bush', with its shimmering displays of blue green foliage and sea of yellow flowers.

Merricumbene proved difficult in places, especially traversing Mount Donovan where the limestone track was almost like talcum powder in places. Dan (the Recovery Man) was kept busy assisting a number of cars over the hump half way up the hill. After a few more water crossings we made it into camp at about 4pm, giving us plenty of time to set up before the sun disappeared behind the hills.

Our camping site was located adjacent to one of the lovely little creeks in the Deua Park. The sound of the water bubbling gently along made a very nice backdrop to the activity of evening of socialising around the campfire. Needless to say there were tales told and much more talk about lamingtons, hill recoveries and how cold it might get overnight.

Special mention was made during the evening's conversation at how nice it was to see families involved in the trip, with three young boys (under 10 years old) along for the fun.

Sunday morning started slowly, with first light and the warble of birdlife getting the early risers out of bed in time to get the fire blazing once again. We reformed convoy at about 10am and drove the kilometre or so down to the old homestead to explore for a little while before making our way to the Dampier Fire Trail for home.

After lunch at the top of the hill we made our way along Snowball Road and the Tinderry ranges to Michelago, where we said our farewells. 



Keep It Clean

Glen Watts



I've been ridiculed, laughed at and praised all in one when I turned up for trips in the 100 series looking like it's come from the show room and looking a million dollars. I believe keeping your 4WD clean is an important process for general maintenance. Though I do like playing hard in the mud, dust etc.

Sure, a muddy 4WD looks good and proves you're not just another soccer parent with a Toorak Tractor. But a dirty 4WD can be a costly one and not just because it'll knock the shine off your paintwork and dollars of its value, or a fine from the blue lights due to unrecognisable numberplates. Mud and dust can hide damages, missing fasteners, bent components, cracked welds, damaged electrical wires, connections, leaking tyres as well as working its way into soft components like seals causing premature failure.

WASHING YOUR 4WD

The trick to a professional detail is to use good-quality cleaning products and some good old fashion elbow grease. The first thing is to remove all dirt, mud and grime from the body of the truck. A commercial cleaning station is ideal for the initial wash and will save cleaning the driveway afterwards.

UNDERBODY

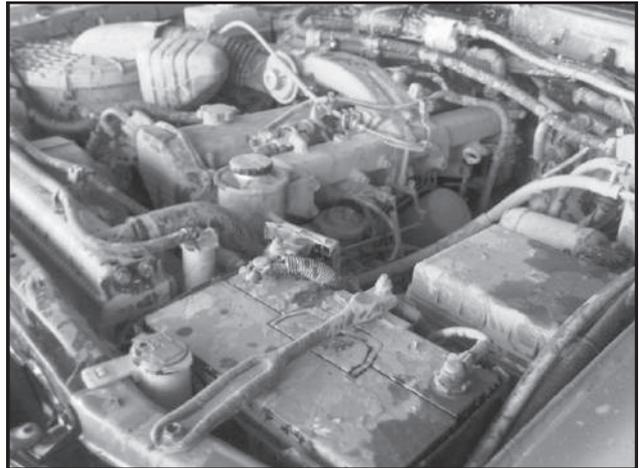
To clean under the vehicle use a high pressure option, hose the inside of the chassis rails, wheel arches, steering arms, coils, shocks and everything else you can see that's coated in mud or dust. Once clean and dried check out all areas for any signs of damage, missing bolts, leaks etc. It was only in doing this I noticed a 140mm by 30mm stick logged in between the back spring and shock absorber and three missing bolts from rear mud flaps after the advanced training weekend. An easy fix and three less rattles, though this could have resulted in a couple hundred dollar expense if not identified.

If the grime is hard to remove you can use CT18 (truck wash) and coat the undercarriage with the cleaner. Once applied let it soak for a couple of hours. This will clean off mud, road grime and oil residue from the vehicle. CT18 is one of the few cleaners that will actually remove the red dust from your 4WD.

UNDER THE BONNET

When cleaning the engine bay, prepare first prior to washing. Cover the alternator and any other electrics with plastic bags, taping them in place. This will reduce the chance of water damaging the electrics, especially in non-diesel trucks.

Once covered soak the engine bay with CT18, then



using a high pressure hose give it a good clean. If spray from the back of the radiator you will remove bugs and other foreign objects that have been lodged in the front. Once clean and dry a good inspection will show any problems with torn hoses, lose fan belts electrical connections etc. Don't forget the air cleaner. Remove and clean by tapping or blowing out with your air compressor. You will be amazed at the difference after a weekend in the dust.

WHEELS AND TYRES

This is the easiest to clean and makes the car stand out especially those with alloys or mags. Again a good high pressure clean will remove most road



Keep It Clean

Glen Watts



and track grime. Ensure you spend special attention to the underside of the mud flaps as mud loves to stick here causing issues later down the track. Once clean and dry check the tyres and surrounds to identify any future problems. After the advanced training weekend, I noticed a slow leak in the front tyre (10psi in a day) caused by dirt entering the bead. A quick clean and the leak was fixed a lot better than a replacing a new tyre down the road and saving \$400. Bring them back to new with a little tyre black and a polish of the rims. If you like the white writing on the side walls a quick hit with sandpaper will see them back to show room condition.

GENERAL BODY

Whilst washing the body is relatively straight forward it's important to dry all panels with a chamois to stop water droplets from leaving marks on the paint and lets you inspect every scratch, dent or mark that was not previously obvious. A chamois should be wet down with clean water before using. Never clean with soapy water, as it is extremely difficult to remove from the chamois. A good quality chamois is worth the money as the cheap versions just push the water from one place to the other without removing it.

REMOVING SCRATCHES

Don't you hate it when there is a blackberry bush or tree limb that puts that unwanted pin stripe down the body of the truck ouch! To give that killer shine an electric buffer is the way to go. It is a must-have tool and beats hand polishing removing unwanted scratches easily. When using a buffer move it from side to side varying the amount of pressure and speed used on the panel until the compound is all gone. It's important to hold the buff on a slight angle and never hold the buffer in one position because it can burn the paint.

Now that the truck has been buffed, cleaned and dried, it needs to have a quality polish added for protection. Depending on the polish this may need to be applied once or possibly twice. Some polishes have a polish and wax coating in one. Otherwise a second polish with a wax coating should be



applied to ensure that the shine lasts. Always apply the polish in the shade and on a cool panel.

INTERIOR

To start on the interior remove everything from inside and vacuum all floors, seats and dash. If you have been driving through a huge amount of dust add the soft-bristled attachment to the hose and vacuum the roof lining. You will be amazed at the dust collected. A common spot for dust to be trapped is inside the vents, around radios and other electronic equipment. Using an interior cleaner and a cheap two-dollar paintbrush will easily clean these areas. Once any vinyl has been cleaned and dried, a wipe over with a good-quality protectant to reduce the effects that heat and sunlight have on panels in the future.

Two clean rags and a quality window cleaner, will clean the windows. Only spray small amounts of cleaner on at a time (one side window or half a front window) and wash the window in a circular motion. Finish off with a dry cloth. Repeat on all windows inside and out. Be careful with window tint. Only clean the inside of the window with water making sure not to damage the tint. Finally give the interior a quick squirt with a deodorizer to give that fresh and new like smell or hang one of those funny looking Xmas trees. I have gone away from using the liquid bottled scent dispenser as I have found if it leaks it will slowly eat the vinyl and any plastic it hits.

So I may be a bit obsessed with cleaning the truck after and prior to trips but I enjoy driving a clean truck knowing everything is where it should be as

well as identifying any tell-tale warnings if something is amiss. The post trip cleaning not only avoids turning up to the office with a mud covered suit but identifies any issues that can be addressed quickly, saving money to go towards the next adventure.

Cleaning up after the advanced weekend took me the best part of a day but the items picked up could have saved over \$1000 if I had left them go. Well worth it!

Happy cleaning. 

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.

Butterscotch Self Saucing Pudding (Serves 4)

3/4 cup brown sugar
1 1/4 cups self-raising flour
100g melted butter
1 egg
1/2 cup milk
4 tbs golden syrup
1 tbs corn flour
1 1/2 cups boiling water
Cream to serve

Grease and pre-heat your camp oven to medium-hot.

Mix 1/4 cup of brown sugar, self-raising flour, butter, egg, milk and 2 tbs of golden syrup together to form a smooth batter.

Pour batter into your camp oven.

Mix the remaining 1/2 cup of brown sugar and corn flour together and sprinkle evenly over the cake batter in the camp oven.

Mix the water and the remaining 2 tbs of golden syrup together and carefully pour over your mixture in the camp oven.

Place the lid on the camp oven and put back on the heat (medium-hot) for approx. 20-30min.

To check if your pudding is ready gently tap the top of the pudding. If it feels firm and springy it should be ready.

Serve hot with cream.

Enjoy! 



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The best caption, as judged by our Clothing Coordinator, will win themselves one of our fantastic club bucket hats and will be published in the next issue!



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Club Clothing

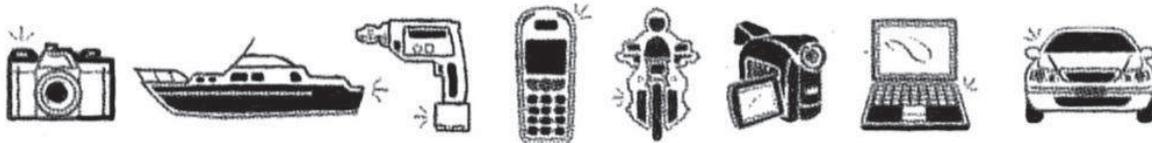
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Payment for any item is expected when ordering.

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