



# SOUTHERN TRAILS

## ISSUE 409, November 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 12th of November 2013**

**The deadline for material to be included in the next issue of *Southern Trails* is the Friday following the General Meeting 15th of November 2013**

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

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Scan this QR code with your smart phone for more content. Keep an eye out for them throughout the magazine!

The opinions expressed in the articles and letters in this magazine are not necessarily those of the Southern Tablelands Four Wheel Drive Club.

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All magazine correspondence should be directed to the Publications Coordinator.

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

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

# SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB INC.



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**General Meetings** are held at the

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

at 7.30pm on the second Tuesday of each month.

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

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

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

### Publications

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

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

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

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

### Talooge Park

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

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

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

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

## Code of Ethics

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

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

## Training

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

The current courses are:

### Main Courses

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

### Supplementary Courses

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

### Training for Driver Training Instructors

Trainee Instructor,  
Assistant Instructor,  
Instructor, and  
Chief Instructor

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

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

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

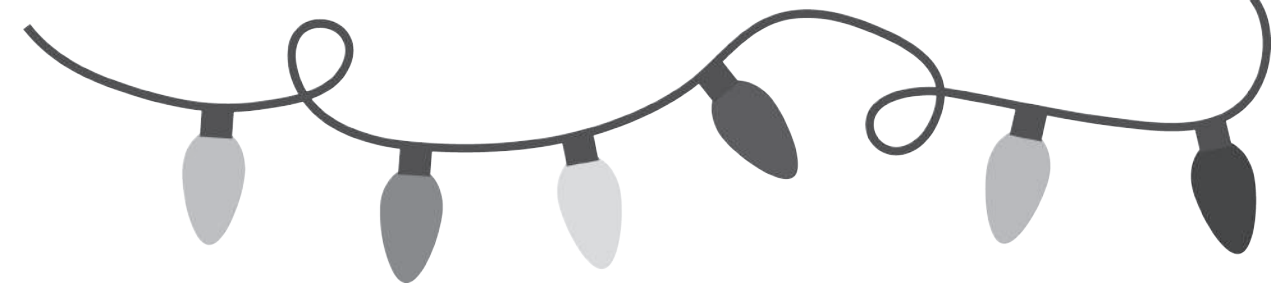
I have custody of a medium duty Singer sewing machine that is ideal for all those small canvas repair jobs or to create new tent peg bags, tool rolls, billy can bags, camp oven bags, etc. How far does your creative imagination go? The machine will handle up to three layers of medium weight canvas and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

Don 02 6161 1880 or 0408 649 732

# Taylor Torque

President's Report

Greg Taylor



Hi, well the warmer weather is here at last, well sort of, which reminds me that we need to think about snakes on our trips and especially when visiting our property Talooge. Snakes can be out and about and we need to think a bit more about them when walking on tracks or getting firewood from a stack. Do you carry snake bandages in your car, camper and/or back pack when getting out and about in the bush? If not then do something about it now. There is plenty of information about on how to treat snakebite so find out about it now before you may need to in a hurry!

Some time ago, the committee discussed, approved and budgeted for the purchase of an AED for our property Talooge. That is an Automated External Defibrillator – easier to say AED or Defib!! I

would like to pass on our thanks to Marj and Alan Jones for arranging the purchase and installation of the AED in the clubhouse on the property. These are proven lifesaving devices that can get a person's heart going again under the right circumstances. Instructions are included with the device and all you need to do is follow them. We need to remember that our property is some kilometres from emergency help by road and I welcome this new piece of equipment on the property. Remember if you are visiting the property outside of an organised weekend activity, then let Marj (our Property Coordinator) or I know and get the combinations to the gates and clubhouse.

As mentioned at the last meeting, Vickie and I did not get to go on our trip to Victoria due to a family



# Taylor Torque

President's Report

Greg Taylor



illness. But I am off to Brisbane to see my brother and spend the weekend on the Gold Coast for the V8 Supercars and a bit of a boy's weekend. Ok, someone has to do it and keep the economy going - right? Another member is also coming - can you guess who??

During October the committee met for a planning day to look at how we as a club are travelling and talk about priority issues that we can do something about. Many thanks to all committee members who gave up their day to progress this work.

We had a great day and identified many areas that we believe we can make a difference and improve things. We have agreed working groups to look at things like an overall plan for our club, revamping the new members' pack and further things to make new members welcome, looking at things like getting more trips and using mentors for new trip leaders, improve the maps of the property to include points of interest for sightseeing, walking, driving and camping. Increased focus on our property obligations foremost being the implementation of our approved plan with Cooma Council to convert club house toilets to a septic system and our ongoing weed eradication responsibilities.

We thought creating templates for Southern Trails trip reports would help those continue to contribute, review our advertising plans for the magazine and better deal with outstanding invoices for advertisements. Member content for Southern Trails continues to be an issue that you, yes you can help with!

The website was discussed and is still very much under review by the committee. This includes whether a new website will better meet the club's

current and future needs in a better manner than the existing website. We will discuss website issues further at the November committee meeting.

Some of us also did a bit of navel gazing and imagined what our club would look like in 2018 - a mere five years from now! What do you think our club would look like then? I would be happy to hear your thoughts.

Our Christmas Party and Funkhana are upon us and you should enrol on the website so that we can cater for the numbers. This is a great social occasion for all members so please make every effort to attend. We had well over eighty members including lots of littlies last year and I am hoping that we can see many more members at the party.

Now, for those with winches have you done anything about winch maintenance yet? Don't wait until you are on a trip to find out how important that can be!

Finally, our biennial show is fast approaching (1-2 February) and will upon us before you know it - moved forward a week than we normally have it. Rosemary Orr, Marj Jones and Garry Lymberry are our reps on the show committee who are looking for our members to commit and volunteer. Please let them know if you are available the weekend prior to the show to help and whether you will be available over the course of the show to help out. We had a huge response last show and I hope we can do the same for this show.

Cheers,

Greg 



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# Member Profile

Interviewed by Glen Watts



## Julia Rozycka

Vehicle: Land Rover 1997 Discovery TDI  
"Rocky"

Date Joined Club: 7<sup>th</sup> March 2013

*How did you get started in 4 wheel driving & how long have you been interested in it?*

I became interested in 4WDing when I purchased the Land Rover 1997 Discovery TDI in early 2013. I was delighted to have friends who were members of a great club, Doreen & Plod McEncroe, and have attended every meeting and thoroughly enjoy them. I have been quite lucky as to have won a couple of raffles as well!

*Being a new member why did you join up with Southern Tablelands 4wd club?*

I joined as I know a few people in the Southern Tablelands 4WD club and have made other friends since joining.

*How did you find the basic training course and what was the best learning out of the three days?*

I found the Basic Training 4WD training course very informative as I have not done any 4WDing so it was totally new to me. I have to admit that September was my second time in doing the basic training course as I could not do the follow up first time but I am pleased I did it again as it all made a lot more sense.

*After the initial training what would be one piece of advice you would suggest new drivers take away?*

Practice, Practice and book in for ongoing courses with the Southern Tablelands 4WD club as ongoing training.

*What are some of the modifications that you have done to your vehicle and what would you consider as future modifications especially after your basic training?*

Rocky has been fitted out with a snorkel, cargo barrier, dual battery, two way radio, connection for a fridge which will be one of the next items and a radio antenna.


*What are your favourite areas or terrain that you like to drive?*

I have not done much 4WDing but I love the country areas of Australia and hope to do a lot of that in the future.

*Have you got any upcoming trips planned?*

Not at present but so looking forward to doing some weekends away this summer camping and enjoying the country.

*So if there is just one bit of advice you would give to club members what would it be and why?*

Listen to the experienced trainers they have a lot of knowledge that we can all learn from. 



# Tech Talk

## Winching loads and Recovery Point Attachment

Chris Nicholls



For this issue I have just a short article with a couple of points. Greg's article last month described an end-to-end analysis of a self-recovery winching setup using a triple-line pull. The point of the end-to-end analysis I to ensure you recognise the weakest point in your system, which determines the overall rating. Greg also referred to the need to know the weight of the vehicle and in passing referred to the effect that incline will have on that weight when winching. I want to expand on these just a little bit.

There's a whole bunch of engineering that underlies the calculations of total load on a winching system. Some of this is summed up in the following table.

	Loaded weight	2,500			
	Safety factor	20%			
	<b>Gradient degrees</b>				
		<b>0</b>	<b>15</b>	<b>30</b>	<b>45</b>
	<b>Surface conditions</b>				
	Hard surface 10%	300	1,050	1,800	2,550
	Soft Surface 33%	1,000	1,750	2,500	3,250
	Wheels locked 67%	2,019	2,760	3,510	4,260
	Bogged to the sidewalls 100%	3,000	3,750	4,500	5,250
	Bogged to the hubs 200%	6,000	6,750	7,500	8,250
	Bogged to the frame 300%	9,000	9,750	10,500	11,250

The calculation takes into account the mass of the vehicle, the slope you are winching it up, and the type of surface it is on (or in). You can see that the total load numbers can get pretty scary once soft ground is factored in. If anyone wants the background information and a copy of an Excel spread sheet with this table, email me at [VPresident@st4wdc.org](mailto:VPresident@st4wdc.org). I keep a copy on my phone, along with a simple clinometer app.

Related to this is the matter of recovery points and how they are attached. If you've done the club's basic driver training you've been given chapter and verse on this subject and should be aware of the importance. In my web wanderings last week I came upon the website of the Cross Country Drivers Association (CCDA) which is one of the governing bodies for off-road 4wd sports in Australia. Hidden away in the site is a PDF manual with a lot of guidance for people preparing their vehicles for competition events (like Willowglen). One of the bits I found very interesting is the rules for recovery points:

### 4.1.5 RECOVERY POINTS

Rated recovery points shall be mounted at the front and rear of the vehicle chassis with at least two of 12mm or four of 10mm grade 5 or M8.8 bolts. Recovery points shall be painted red and shall be load rated at least twice the vehicle mass. Eyebolts are not considered as satisfactory recovery points.

Monocoque frame vehicles shall have each recovery point mounted such that the load is applied evenly to the vehicle frame, or have recovery points linked to achieve even load application.





## Tech Talk

### Winching loads and Recovery Point Attachment

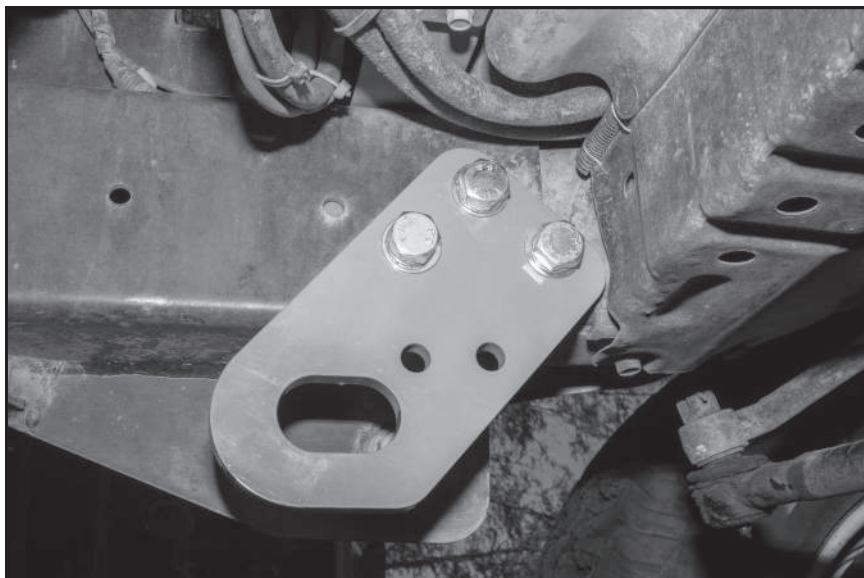
Chris Nicholls



The key points from this are that the recovery point itself has to be rated, and the number and grade of the attachment bolts is specified. (How do you know if your bolts meet the grade specification? Check this site - [http://www.hi-tensilebolt.com.au/Head\\_Markings.html](http://www.hi-tensilebolt.com.au/Head_Markings.html). That site also has tables showing the tensile strength of these grades.

But this brings me back to the question of understanding and being aware of the weakest point in the system. What is the rated recovery point attached to with those graded bolts? Ideally it's the chassis of the 4wd, and ideally at a point that is strong enough and reinforced with suitable backing plates. In reality the attachment to the vehicle can be far weaker than the rated recovery point itself. Think about it.

And I'll close with another thought about a popular recovery system. There is always a weak point, and you need to understand it and work with it and even control it. You can buy a snatch strap with an 15,000 kg rating, but do you really want the strap to be the strongest part of the system? I don't like snatch recoveries at the best of times – they are to be avoided wherever possible. In a snatch recovery consider where the weakest point is, and what will happen if it fails. In a snatch recovery if something is going to fail I want it to be the strap itself; I don't want the failure point to be a big chunk of metal ripped off one of the cars and hurled back into the other car at near-supersonic speed. People have been killed that way – yes really. In a worst-case scenario I want the failure point to be the strap itself, because the broken snatch strap itself carries very little mass and has very little inertia (compared to a chunk of steel on the end of a perfect snatch strap). That's why I'm still using my old strap.



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# 4 Wheel Drive Spectacular

*1<sup>st</sup> - 2<sup>nd</sup> February 2014*



This is the event where we showcase our club, promote safe and responsible 4WDing, as well as getting to know the members of our club and other clubs.

Volunteer for the many jobs and put your name on a Roster  
Club Tent

Volunteer to manning the Club's display tent

Parking

directing traffic to orderly parking

Gates Glebe St/Cooma St

manning entrances and collecting admission fees

Catering

dinner for volunteers and exhibitors, refreshments for the workers

Garbage Collection

a back-of-truck trip around the grounds emptying bins

Volunteer to help with anything

All are rostered for an hour or so to suit you.

## **DO IT NOW!!**

Please ring Marj Jones on 62843456 /0427284236

Or email: [marjjones@rocketmail.com](mailto:marjjones@rocketmail.com)

### **IT'S HARD WORK BUT IT'S HEAPS OF FUN !!**

Come for a couple of hours, a day, the whole weekend. Camp on site and enjoy good company on the Friday and Saturday nights. (Showers are available and meals are provided for the workers both nights.)

This is a fun occasion with good company and an easy way for the less active of us to contribute to the Club's activities.

This is a major event for our club that benefits us in terms of funds and membership and in addition it raises lots of dollars for charities.

Please offer your time NOW, so that planning can proceed. (Next month's Southern Trails will be the last before the event, so we must act NOW to ensure good communication with everyone.)



*So this is what a land rover feels like!*

Congratulations to Andrew and Lisa Davitt for submitting the best caption for this photo!  
Well done!

You can pick your prize up from Kiera at the next General Meeting.

Do you think you could do better than that? Below is a photo taken by Warren Shardlow at Willowglen 2013 that is begging for a smart and witty caption!

Submit your captions to [publications@st4wdc.org](mailto:publications@st4wdc.org) and the best caption as selected by the clothing coordinator will win a prize!



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# Lynne's Latest

Membership Secretary

Lynne Donaldson



G'day everyone.

Wow, November already – this must be the quickest year in history.

I would like you all to think about attending Talooge at the end of the month (30<sup>th</sup> Nov – 1<sup>st</sup> Dec) to celebrate Talooge's 10<sup>th</sup> Anniversary and the Christmas Party/Funkana. There will be fun to be had by all or even just relax and enjoy the property.

This is a great opportunity to get to know other club members and hopefully connect with some like-minded members.

Below is a chart of our current membership.

Membership Type	Qty
Owner	253
Partner	212
Family	49
Life	9
Associate	3

Please also welcome our newest members:


**John Bryson**

**Terry Walls**

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

Looking forward to seeing you all at the next meeting .

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

Safe travels,  
Lynne. 



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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 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



## **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.

## **16 - 23 Nov Vic High Mountain Country**



2013-089

Trip Leader: Michael Patrick

Email: m-patrick@bigpond.com

Phone: 0412 377 941 (m)

Grade: 3

Start: 8:00 AM

Meeting Place: National Dinosaur Museum, Barton Highway

Fuel: Full tank at start

Maps: NSW South, Hema Victoria East Gippsland, Hema High Country Victoria West

Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle which should have good ground clearance (vehicles that have standard suspension will require approval by the trip leader), camping gear including gas stove for cooking (possible fire restriction could be enforce), food and water to last 4 days. Bow saw/axe for track clearing (chain saw if you have one), and a blind/tarp for water crossing. If you have tyre chains bring them along. Fuel to cover 400kms in low range.

Description: Travel via Hume Highway to Talbotville and camp over night. From there will will make our way to Dargo and camp. We will then travel the numerous tracks around this area ie. Haunted Stream, Billy Goat and the Infamous Franks Track. We will also explore the Grant Historic Mining area. Return trip will be via Omeo and Tumut. This is a flexible trip due to the nature of the Victorian High Country so each days proposed plans may change.

Comments: This trip will encounter steep mountain trails and long deep descents into valleys. There will be quite a few water crossings at varying depths (blinds may be required). The mountain environment can change at any time so be prepared for hot and possibly cold extreme conditions. Camping will be at different sites. Long drops are available at all camp sites but not showers. Hot showers will be available at Dargo and Swifts Creek. There is a definite possibility that some vehicle recoveries may be required

## **17 Nov Kowen Forrest**

2013-080

Trip Leader: Jim Anderson

Email: jander55@bigpond.com

Phone: 0408 283 496 (m)

Start: 09:45 AM

# Trips and Events



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

## **30 Nov - 1 Dec Christmas Party at Talooge Park**

**2013-023**

Trip Leader: The Committee  
Email: twisty@live.com.au  
Phone: 0431 980 487 (m)  
Start: 8:30 AM  
Meeting Place: Williamsdale  
Description: This is our clubs 2013 Christmas party at our property Talooge Park. Put it in your calendar now!



# Trips and Events



There will be lots of activities and fun for kids and the bigger kids too. We will have the riotous Adult gift giving / stealing game - the Gift Grab. We are planning another famous Funkhana on Sunday to test driving skills, patience, trust and communication.

Further details will be in Southern Trails - but get it in or on your calendar!

**1 Dec**                      **The 2013 ST4WDC Funkhana!**                      **2013-088**

Trip Leader:            The Committee

Email:                    greg.j.taylor@bigpond.com

Phone:                   02 6241 3547 (h); 0401 710 071 (m)

Start:                     9:00 AM

Description:           This is the famous ST4WDC Funkhana. Grab your (or a) partner and get ready for a test of skills. Both you and your partner can take turns at running through the course. This is a fun filled social event that will be talked about long after the last event has been contested. Winners are grinners and there is glory to be had. Remember these tantalising events from 2012:

**Spear a Spud** (or an onion perhaps...)

Each spud you bring back is worth 5 points. You are only allowed to stop at each site for 3 seconds maximum. You lose 1 spud for every second longer than 3 seconds. No stopping between sites. Hard!

## **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



## **Balls Up**

You have 2 minutes to complete the course. Balls must be placed on to conduit. Where 2 balls are present reverse them – one up one down. 5 second penalty for:

- each ball not placed correctly
- breaking any tape or post
- each reverse

Passenger must be in car whilst it is moving. Go for it!

## **Go to Whoa**

Fastest time wins 100 points. 2nd = 95 points. 3rd = 90 points and so on. Place centre of wheel on the marker for the finish. One for the hoons!

## **Bulls Eye**

Place marker on the Bulls eye for 100 points. Easy!

## **Blind Distance**

1st Gear only. Course is 20 metres long. Each 2 metres = 10 points.

Can you judge your drive of twenty metres blind folded? Good luck

## **Blind Zig Zag**

1st Gear only. Must have a hand held radio – available if necessary.

Passenger must be in front of vehicle and not beside the vehicle.

5 second penalty for each:

- reverse (except to finish)
- breaking tape
- pushing posts

***Interested in joining our Club? Visit our website at [www.st4wdc.org](http://www.st4wdc.org) and Register. Then go to the MEMBERSHIP menu and select Applications Forms.***

***Returning member? Just pay the annual fee - full details at [www.st4wdc.org](http://www.st4wdc.org) under MEMBERSHIP > Renewals.***

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

# Trips and Events



Best time = 100 points, then 95 points and so on. No arguing!

### Placement

5 wheel placement markers. Scoring is 20 points each marker. Place wheel evenly on marker for full points.

Half on marker is 10 points. Piece of cake!

### Ten Spring Bowling

Each spring is worth 10 points. Easy!

### Balancing Act

2 minutes to complete. 5 second penalty for each time the ball falls off. No penalty for reversing. simple!

Some events may change or we may have new events! Participants will be given event details on the morning of the event. Enroll to be a part of this great tradition - have fun and be nice to each other!!

## Next Year

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

*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 Coordinator, 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.*

# Member Profile

Interviewed by Glen Watts



## Julie Buttriss

Vehicle: 76 Series Landcruiser

Date Joined Club: November 2001

*How did you get started in 4 wheel driving & how long have you been interested in it?*

Thommo had been talking about getting a 4WD and 4WD driving for a long time. He came home from a six week club trip with a mate and badgered me and badgered me for six months until he eventually found a vehicle that didn't kill my back on the test drive and I gave in. I went on our first club trip East to West for eight weeks, worked out how I could get some prime driving time and haven't looked back since.

*Why did you join up as trainers and what is your most memorable experience with new drivers?*

Thommo had already been providing training with the SES and the RFS and was keen to do more with the club. He joined the team late in 2002 and I loved driving so much it didn't take too much encouragement to join the team about 18 months later. I've had many memorable experiences that I will never forget. You know - foot on the clutch, driving with no hands, going backwards downhill too fast, getting stuck in offset holes on a hill - all those things, but most of all, despite what happens on the way, I just love to see the build-up of elation and self-confidence that new drivers get after spending their first couple of days with us.

*After the initial training what would be one piece of advice you would suggest new drivers take away?*

You really need to practice. Practice all the little things, especially the things you don't do well. Practice and all those little things will get you nearly everywhere you want to go or out of where you don't want to be. You might find some really great secret places too.

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

Our first was a 91 GXL 80 series and we just loved it. Fixed axle in the front coil springs in the back, great wheel travel, comfy, take you anywhere, and it took us on many great adventures for six years.

Then there was the second one because the first one was so good.

*What are some of the modifications that you have done to your current vehicle and what would you consider the best modification?*

It's had the 2" heavy duty lift, 166l long ranger fuel tank, dual battery system, 12V power outlets, twin drawer system, roof console, bigger front sidedoor pockets, bigger floor console, Kaymar wheel carrier and fuel holder, roof rack, bull bar and side rails, cargo barrier. This year the old warn winch died and was replaced with a King One and just the other day the Safari snorkel replaced the sad looking Toyota original. Max tracks in lieu of diff locks. He still wants the 3" exhaust and the steel rims.

The best modification is the pull down bench and the LED off the back door.

*What are your favourite areas or terrain that you like to drive?*

I love anything remote, VIC High Country, desert and water crossings if I didn't have to walk them all.

*What would you regard as your best 4wding trip?*

My very first trip in 2002 East to West gave me the bug but the most adventurous was Geosurvey Hill in 2007.


*Have you got any upcoming trips planned?*

We're looking at WA next year, the Anne Beadell and Connie Sue Highways.

*So if there is just one bit of advice you would give to club members what would it be and why?*

Nurture new friendships. The club is filled with great people who love to go 4wding and camping and do the same things that you would like to do.

*Can you let us know of anything a little quirky about yourselves?*

I know how to get prime driving time and Thommo doesn't get to drive after lunch. 

# Talooge Matters

Property Coordinator

Marj Jones



## HAPPY 10<sup>th</sup> Anniversary TALOOGE!



### Working Bee Report

Yes, we have owned Talooge for 10 years this month and it is all ours!

It is now our responsibility to look after it, both as a rural property and as a recreation place. (Trust you have booked in for Christmas At TALOOGE so you are part of the celebration!)

For those newer members who possibly do not know the history of the name, TALOOGE is an acronym for:

**To Always Look Over Our Great Environment.**

A very apt name for such a wonderful asset!

The name was a result of a competition among Club members back in 2003. It was created by the daughter of one of the members.

Over these ten years much has been achieved by the hard work of members. There is still much to do. To ensure that future work is all coordinated and activities are not at crossed purposes, the committee is presently forming a group to develop a management plan for the property. This will be done, building on previous documents as well as incorporating current ideas and requirements. If you would like to be part of this group or even have a suggestion for TALOOGE, please contact me via email to [PropertyCoordinator@st4wdc.org](mailto:PropertyCoordinator@st4wdc.org).

The new big tank is now on the property. A big thanks to Charlie Montesin and Greg who guided the truck in, as well as assisted in off loading it. Charlie has undertaken to organise the siting and connection of it in the not too distant future.

Another constructive TALOOGE Monthly was held the weekend of 21st-22nd.

Again, several new participants attended, even a couple who had joined only at the last Meeting.


The main aim was to fell and clear up the trees that had been identified as dangerous. This was done with the exception of some trimming. Gye Draney executed the felling in a very professional manner, it was a pleasure to watch.

The SES did their part by cleaning out the gutters on the Machinery Shed and assisting in cutting up the branches, which were felled.

The large dead tree over near the "new" firepot is now no longer standing. Nor is the very large old tree over near the creek on the other side of Thurbon Flat. The third one that was felled was the one overhanging the Horse Paddock track just as you enter Strike-a-Light Creek.

Gye stayed the night and enjoyed the camaraderie around the campfire.

One other task undertaken was the leveling and raking of the area down near the side gate. All looks great and will certainly offer some wonderful camp sites.

November TALOOGE Monthly will ensure things that need to be done for the Christmas party the following week will be covered. 



## Trip Report

### Explore The Tracks of Abercrombie River National Park

7th - 8th September

Ian Goodacre



<b>Michael Patrick, Trip Leader, &amp; James Suzuki</b>	
Jim Anderson	Prado
Glynis Whitfield	Suzuki Vitara
Senerath & Waruni Wijeratne	100 Series
Dan & Rosina Mansson	Nissan GU Patrol
Dave & Suzanne Foulds	Jeep Wrangler
Tony & Julie Warren	Prado
Julian Robinson	Mazda BT-50
Simon & Irma Briggs	80 Series
Victoria Connell & Madeyln	Hilux
Ian Goodacre	Hilux

The Eaglehawk Complex car park has recently improved markedly as a jumping off point for our Club trips to the North and Northeast of Canberra. The service station cafe has reopened for business.

It appears to have pulled itself up by its bootstraps and repositioned itself a little more upmarket, serving full hot breakfasts and good espresso coffee from 05:30am daily. So now we can get reasonable coffee and more should we choose to while waiting to hit the road. Pity I didn't know this before stopping at 'Maccas' Airport for one of their best. We all know McDonalds do their best, but it is still only McDonalds' when all is said and done.

Michael, in his weekend weapon of choice, his mighty Suzuki, sent us on ahead to wait for him in Goulburn, suggesting we have coffee or whatever we needed from Maccas or the Bakery. He acknowledges "Suzi" does have her limitations and he works within them remarkably well. Whatever might be said about "Suzi", fast is not one thing that comes to mind. In fact, quite a lot was said but it is all water off the duck's back to Michael. He appears to have heard it all before and remains utterly unaffected by any of it.

There's no doubt "Suzi" is a mighty and unique little beast but she should never be confused with another diminutive Suzuki model, the "MightyBoy", which is a wee beast of completely different and utterly inferior character. "Suzi", if you have never seen her, is a miniscule dark blue ragtop 4wd with huge wheels sporting even bigger tyres, a full bespoke roll over cage and side bars, driving lights and who knows what else. But what she has most of all is ATTITUDE. And I greatly admire her for it. It's a love-me-or-leave-me-if-you-can-because-we-are-all-equal-in-the-dirt kind of thing you can't really argue with when you have seen her strutting her stuff. Michael has her crammed to overflowing with comput-

ers, navigation equipment, recovery gear, extra fuel, bed-rolls, food and cooking gear, etc., etc. So scoff if you will, she is a mighty little beast.

And what's more "Suzi" came within a whisker of being even more unique (pedants, be patient with the grammar, please) on the road to Taralga. By virtue of Michael's alertness and skills she barely escaped becoming the only 6wd, twin-engine soft-topped Suzuki with 'ape-handles' and studded leather saddle-bags. And tassels. Imagine that as a spec-sheet, if you will. Admittedly, we did have something of a tail-back behind us but at least half of that was the ten or so well-spaced vehicles of our entourage and we did pull over to let the traffic flow past. Nevertheless some traffic never travels fast enough for motorbikes on the Goulburn to Oberon road and one Hog-straddling hoodlum will probably never know how close he came to boot-scooting with the Angels, or whatever bikers do when they make the ultimate high-side dismount.

Is Michael still thinking about how useful those studded and be-tasseled leather saddle-bags would have been? And the extra engine? Probably. Regretting a missed opportunity? Probably not, as only half high-siding a hog-straddler might merely scratch a few of his tramp stamps and make him mightily annoyed and unreasonably disinclined to discuss life's funnier moments. "Suzi" only looks like an assassin after all.

We went into the Park without further incident. Everybody but me seemed to have maps and some idea of where we were. I was content to sit back, listen to the iPod and let it all happen. The problem with drifting along and following the crowd is that you are somewhat disconnected and not so much part of the whole experience. Until something gets your complete and undivided attention and it takes you some little time to get up to speed with everyone else.

Little Bald Hill, I think it was. The air chatter beforehand was about somebody settling a score with Little Bald Hill, but I'd not been to the Abercrombie NP before and knew nothing of the Hill so was content to go with the flow, so to speak. The convoy stopped, moved ahead one vehicle at a time until I could see what was slowing progress. In truth, it was not a particularly dramatic or challenging ascent ahead, but lately I've not used low-range for anything more difficult than getting out of bed in the mornings, so it had my attention.

I watched one vehicle go up the left side with some scattering of rocks and small boulders and jumping about a bit. Then Glynis and her diesel-powered Su-

## Trip Report

### Explore The Tracks of Abercrombie River National Park

7th - 8th September

Ian Goodacre



zuki drove calmly and quietly up the route indicated by Michael without any fuss whatsoever. I was remarkably impressed by her aplomb and her vehicle's capability. I thought, that's the way I'm going to go, though possibly with a little more jumping about, being a Hilux. No dramas there then, and up we went.

Waiting up the track for the following vehicles all was quiet. Too quiet, really. So we wandered back and found Dan and Rosina's super tough Nissan tray back stopped in the middle of the track with all heads underneath marvelling at some not-so-wondrous development in the rear end. Apparently the differential was doing amazing contortions with the tail-shaft and all progress had ceased. The technical details and Dan's trip home no doubt will be dealt with in the Trip Report Part 2 by Michael Patrick.

As the immediately preceding vehicle the Hilux was eased back down the track to a semi plateau some distance uphill from the Nissan. The Hilux was secured to a handy uphill fence strainer post by its electric winch line and ARB Tree Protector and the Nissan connected to the Hilux rear recovery hitch and stabilized and further secured with a winch extension around a handy tree. As I understand it, and I'm a little vague here as I was restricted to the Hilux while it was directly involved in the recovery, Dan slowly winched his Nissan up the hill as close as practical to the Hilux. At this point Dan's vehicle was secured, the Hilux removed and replaced by Jim's new Prado which I believe effectively skull-dragged Dan the rest of the way up the hill.

Dan did some trackside remedial work as best he could then Jim towed him into our campsite for the night. Fortunately, Dan still had engine power and concomitant power steering and braking which made recovery by our vehicles achievable. That evening and early next morning Dan did a power of reinforcing, strapping, and securing and found that remarkably he still had independent but limited mobility.

Dan's misfortune this weekend was quite ironic. It was freely discussed around the camp how Dan had been actively involved in rescuing other member's vehicles at other times. On one trip spoken about with some awe, Dan had reportedly rescued some five different vehicles so there was no shortage of goodwill for Dan and Rosina. It was a pleasure to meet such an active and unselfish member. It is hoped he can soon be back on active service and


peacefully enjoying future but incident free trips with the Club.

On Sunday morning Dave took over as trip leader from Michael while Michael, Senerath and Jim extracted Dan and his wounded vehicle from the Park. Dave had been following Michael's maps and routes closely on his own navigation equipment and was the natural choice to assume the role of trip leader for the rest of us while Michael ensured Dan made it home OK much later that night. Dave's ability to readily take over from the role Michael clearly demonstrates the need for more than the leader to have good maps of the intended trip route in case of an emergency.

Ideally, everybody should know where the trip will be heading and how to get to safety in the event of a genuine emergency. This weekend has driven home to me that it is simply not good enough to sit back and let it all happen around you. Fortunately, Dave was very well prepared and did a great job substituting as leader for Michael. In doing so he identified himself as a leader of future trips. Well done, Dave.

The most remarkable feature of this trip was finding an oasis of independent living in the middle of a National Park. Apparently some forty years ago a young couple set about establishing cattle farm beside a permanent water course in the middle of what was to become the Abercrombie National Park. It is no longer a working property but is still their home where they live without town power or water but seem to have all the comforts of a modern home through the wizardry of their intelligence, ingenuity and plain hard work.

They used to generate all their power needs through a home designed and made water wheel in the stream. They still supplement their winter power demands with the wheel but otherwise meet their needs through solar power. They are a friendly couple, growing their own fruit and vegetables around the house yet clearly still have access to store provisions if need be. I felt as though I was intruding yet they were perfectly happy to talk about their life as they lived it and even happily demonstrated how they 'powered up' their water wheel. Absolutely fascinating.

I must also mention Victoria's granddaughter, Madeyln, who took to the duties of being "Charlie" with such distinction that she became known (to some) as "Charlene". Well done, Madeyln. 

## Abercrombie River National Park Bush Repairs & Truck Recovery

7th - 8th September

Michael Patrick



### Roles & Responsibilities

<b>Michael Patrick</b>	<b>Trip Leader</b>	<b>(Didn't do much) (Suzuki)</b>
James Carpenter		Strap man
Ian Goodacre		Anchor vehicle (Rodeo)
Jim Anderson		Tow truck (Prado)
Senerath Wijeratne (Sen)		Tow truck (100 Series)
Waruni Wijeratne		Medical support
Dan Manson		Damaged Truck/Bush repairer (Patrol tray back)
Rosina Manson		Moral support to husband

This report is an extension of the Abercrombie River National Park trip compiled by Ian Goodacre and covers recovery and repairs carried out to Dan's Nissan Patrol tray back that received damage due to an unfortunate mishap on Little Bald Hill in Abercrombie River National Park.



On Saturday afternoon the Abercrombie convoy approached the bottom of Little Bald Hill in the Abercrombie River National Park. There were two approaches to tackling the ascent, left and right with the left approach being the easiest. Some trucks took the right and some took the left. Dan took the right approach in his Patrol & fell afoul of two nasty rocks which bent his rear control arms and caused his rear diff to rotate and cause the drive shaft to stop driving the rear axle. Dan was now stuck on a slope where he could neither drive forward or backward.

Once we realized the situation Dan was in we stabilized his truck and put a plan of action together to get Dan onto a flat stable surface so we could assess the damage. This plan involved placing Ian in front of Dan securing Ian's truck to a tree and having Dan winch via a single line pull off the Ian's truck to a more stable surface and then have Jim tow Dan to the top of the hill.

Dan then carried out a damage analysis of his truck and proceeded to realign his diff and get it facing in the right direction so we could tow him from the area. Once this was done it was decided to head to the Silent Creek camp site and reassess the whole situation. As simple as it may sound, it was not, in the process of towing Dan, his two control arms snapped so running repairs had to be carried out using bits of wood, wheel braces, cable ties and wire. Dan got to know the underneath of his truck very well. Jim Anderson was the tow truck this day and he had a lot of fun and games towing Dan up and down steep slopes and around sharp bends with James continually adjusting straps. After a very slow trip we reached Silent Creek camp site.

Sunday morning dawned and preparations were made to assist Dan and Rosina out of Abercrombie National Park. The Convoy was to be split into two with the majority of the participants completing the trip led by David Foulds who very generously offered to take over leadership. (Thank you David Foulds).

Before we departed Silent Creek we changed tow vehicles to Sen's truck which is a 100 series and has more power and weight and would suit some of the extreme towing that would be required. The Suzuki led off with Sen's 100 series towing Dan's Patrol and Jim's Prado as rear support truck. All going well I expected to be out of the national park in 45 minutes but this was not to be, 7 hours later we exited the park.





## Abercrombie River National Park Bush Repairs & Truck Recovery

7th - 8th September

Michael Patrick



This is what happened, and for the people who do not know, the rear control arms hold the back axle in place and stop it going forward or backward also holds the diff at the correct position for the drive shaft. With the arms snapped the only way to hold the back axle in place is to use anything to hold the control arms in place. In this case we used some pieces of wood and a wheel brace. The axle was also held in place with some ratchet straps. Thirty minutes into our exit the bush repairs failed and for the next 6 hours repairs were attempted but failed, we would travel 10 meters and failure again. At each failure Dan would be under the truck working out a better way to hold the control arms together.

While this was happening I took a reece ahead and found we had one last climb out of the valley. This climb was only 700 meters long, oh so close and yet so far. Some of the options we were looking at were:

1. Keep trying to come up with a repair temporary solution.
2. Getting a car trailer from Goulburn.
3. Leaving Dan with food and supplies and coming back on Monday with replacement control arms.
4. Obtaining advice from Monaro Offroads and coming back on Monday with temporary bits.



While I was doing the reece I rang Greg Taylor on the BAT phone (satellite phone) to see if he could contact Rod Brewer for some advice. Greg rang me back and advised that Rod was in Sydney with his son and his advice was to use whatever timber or metal we could find and keep strapping the control arms. I advised Greg Taylor that I will keep him posted and I was heading back to our convoy and because we were in a valley comms would be lost.

When I returned to our group, they were still plodding away at reinforcing the control arms, and by a stroke of luck they had found an old disused fence that was supported by star pickets. Jim and Sen were trying to work out how to cut them to length and had wedged one between rocks and trees and were bending the picket to see if they could break it at the right length. (I told them they were dreaming, when all of a sudden it broke at roughly the right length). So Jim and Sen set up production with bending and twisting and hammering supports for the control arms. Meanwhile Dan is under his truck strapping and wiring star pickets to his control arms. One of the handiest tools we had was three bottle jacks which were used repeatedly to lift the truck, realign the diff and reposition the rear axle.



In the process of doing all this we had 4wds going by who very generously offered any assistance and at one stage a national park ranger turned up and saw our trucks at the bottom of the depression and saw bodies lying under and around a 4wd and thought that he had come across a major accident. The ranger very nicely offered assistance and wanted to know if we required him to contact NRMA or any other parties. We advised the ranger what our plans and backup contingencies were and he departed the scene.

Repairs are done and it was now time to see if we could travel the last 700 meter climb. Jim with his Prado was to go first and be a second tow 4wd if Sen in his 100 series required extra pulling power. I followed up with the Suzuki as a pusher from the rear end. Well it all worked and we got to the top and we were now out of the tough areas. We stopped here and reassessed the situation. It was decided to see if Dan could drive without any of assistance. Well Dan drove 10 meters and his drive shaft fell out of the rear axle. Dan removed his drive shaft and then he tested to see if he could drive in front wheel drive. This seemed to

## Abercrombie River National Park Bush Repairs & Truck Recovery

7th - 8th September

Michael Patrick



work so we slowly exited the national park started the drive back to Goulburn at speed of 40 to 50 km per hour. When we got to the bitumen we had another stop to see how Dan's axle was riding. It had moved back a bit so the ratchet straps were tightened and we proceeded to Goulburn which was 117 km away. It took us two and half hours to get there.

On arrival at Goulburn we had another reassessment and everything seemed to be holding so we now proceeded back to Canberra at a very slow pace. Finally getting home at about 10.45 Sunday night. My final goal was achieved which was to get Dan and Rosina home safely.

Lessons learnt and parts used:

- Bottle jacks are very handy.
- Would have been nice to have a hack saw.
- Even better to have a battery operated angel grinder.
- Used lots of wire.
- Used lots of Gaffa tape.
- Used lots of cable ties.
- Hammer was handy.
- Star pickets.
- Jim Anderson and Sen W can cut star pickets with their teeth.
- Patrols are very tough trucks.
- Dan really knows the underside of his truck really well and is a very good handy man.
- Rosina is very patient.
- A Suzuki is not very useful as a recovery vehicle and,
- If you are member of the ST4WDC and you get into trouble club members like Greg Taylor and Chris Nichols and lots of other people were preparing possible scenarios to come to Dan and Rosina's assistance on the Monday to get them out of trouble.




Email from Dan



*Hi guys, I finally have an update on the truck repairs. I put the new control arms on and took the opportunity to upgrade the panhard rods as well. Last Wednesday I went down to Hume Offroad for a wheel alignment and inspection of the diff housing and suspension. I was bracing myself for a major repair only to find that the only damage from the whole ordeal was a slightly bent shock absorber. I've ordered a new one hoping to have it all done by next weekend. The mechanic said he's seen the exact same thing before and it does appear that I got away relatively cheap. Anyway, I see you guys at the next meeting so I can tell you more then.*

*Cheers, Dan*

All good for a happy ending! 

## Trip Report Kowen Forest

15th September

Tony Warren



**Jim Anderson (Trip Leader) Toyota Prado 150**  
 Kelvin Berry + kids Nissan Patrol  
 Peter Ogilvie 60 Series Toyota Landcruiser  
 Phil & Sue Rayner 100 Series Toyota Landcruiser  
 David Read Nissan Patrol  
 Kevin & Barbara Rowe Nissan Patrol  
 Steve Smith and Sean Butler Ford Maverick  
 Tony and Eloise Warren Toyota Prado 120

A warm sunny spring day sandwiched between days of rain; a range of trails of varying degrees of difficulty; a group of likeminded enthusiasts; and a scenic meander along fire trails forming part of the ACT/NSW border. Just the right ingredients for an action packed and fun filled day in Kowen Forest.

The day began at the locked gate to Kowen forest with the usual exchange of pleasantries and mutual tyre kicking. Jim checked the vehicles and briefed the participants on the planned activities. We then made our way to the appropriately named 'Playground'. With tyres aired down each of the criss-crossing tracks were tackled by most of the participants, supported by enthusiastic spectators. The tracks are short and for the most part basic four wheel drive tracks, but one or two offered some technical challenges requiring good wheel placement and careful throttle control.

With the Playground conquered we made our way to 'The Drop Off'. A steep, slippery descent deterred some attendees who wisely decided to opt out of this track. A more optimistic group of 6 made the descent safely and gathered at the bottom ready to tackle the climb out. This turned out to be the challenge of the day.

A small rock ledge, an initial approach from the

first vehicle with slightly too much tyre pressure, and a broken track surface revealing slippery clay underneath conspired to delay our progress. Jim and Steve walked up the steep hill with recovery gear including a winch extension strap to secure the vehicle and driver during recovery. Initial recovery efforts with 'Maxtracks' were finally abandoned and Steve's unstoppable 'Mav' was pressed into service as a recovery vehicle. A quick snatch recovery saw vehicle one on its way with more fun to come!

By now the track was deteriorating and vehicle two faced a similar challenge to the first. Snatching failed and it was time for a winch recovery. A calmly and safely conducted recovery soon saw vehicle two on its way.

With the benefit of the experience of the first two recoveries the following vehicles dropped tyre pressures further, took alternative lines or deployed diff lockers. I may have imagined some Nissan versus Toyota banter, but surely that couldn't have happened! Soon we were on our way to a belated lunch break at the Homestead, sharing our tales of daring do with those who had been enjoying a leisurely lunch break.

After lunch we toured the surrounding fire trails, adding a few more bush pin stripes on the more overgrown sections. The tracks extend for miles, are a pleasant drive and quite scenic, hugging the winding ACT/NSW border for much of the way.

All too soon it was time to bring the day to a close. A day with plenty of variety, the chance to refresh some basic skills or develop some new ones and a day spent in good company. Many thanks to Jim for putting this trip together, a number of us will be back for more!

*I've been snake-bis 27 times, to be exact.  
 Hey, that's what they do, ok? They're bein'  
 a snake.*

- Si Robertson

# How it Works

## Vehicle Electronics for Beginners (Part III)

Joe Briguglio



In the final instalment of my three part series on vehicle electrics for beginners I will focus on ways to identify different faults. I will also touch on ways to prevent them from happening.

Electrical fault finding is a specialist field often requiring years of experience and expertise to master and can be a complex process. That said some faults are avoidable and some fixes are quite straight forward.

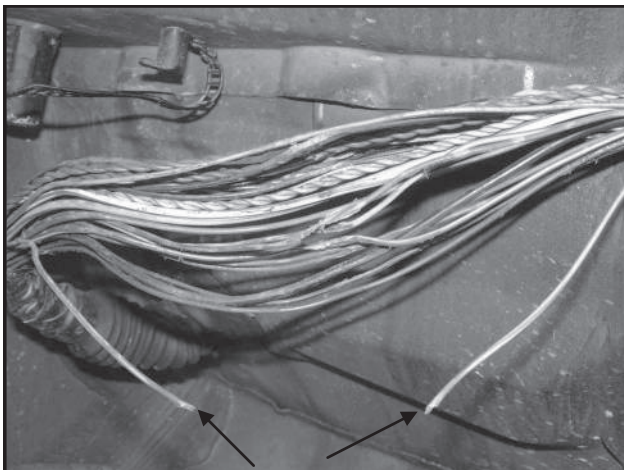
I will now go through some of the most common faults and hopefully offer some guidance on a solution. I have already covered problems with batteries and alternators and will concentrate on other common faults.

Electricity in vehicles runs from Positive (+) to Negative (-) with most accessories running in its own individual circuits. Each circuit is protected by a fuse or circuit breaker (I have explained the role of both in Part I) and provide power in a directional way to the device it is powering. The power makes its way back to the negative of the battery through the metal body of the vehicle.

There are three basic faults that can occur in all electrical systems including open circuits, short circuits and overloading.

### Open Circuit

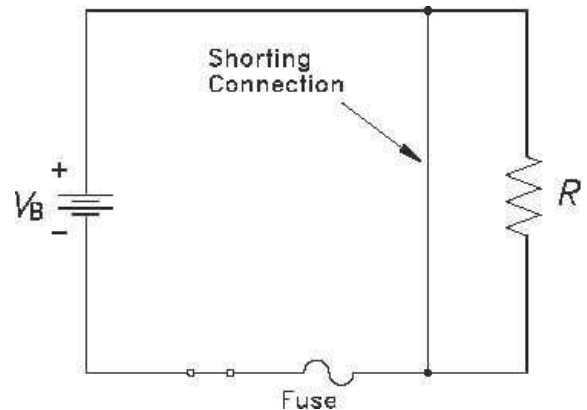
For the system to work the current flow needs to be uninterrupted. We sometimes forcibly interrupt the power to turn the device off using a switch and that is an open circuit situation. When we open the circuit the current ceases to flow. Sometimes an open circuit condition exists when a wire is broken



or when an accessory burns out or when a connection is dodgy. Open circuits will not usually blow a fuse or trip a circuit breaker.

### Short Circuit

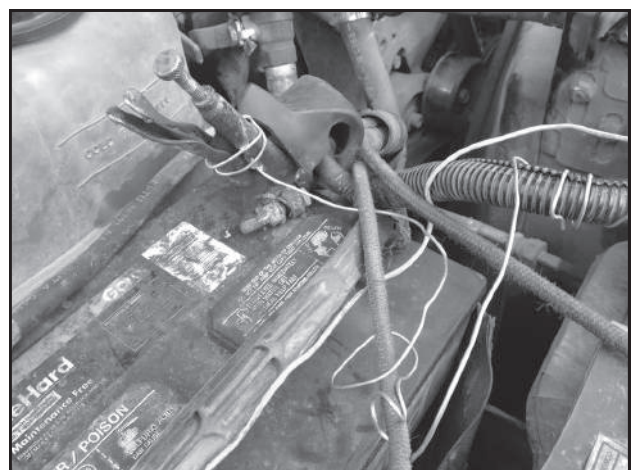
Often the first warning that a circuit has a short occurs when a fuse or circuit breaker has blown. Fuses and circuit breakers are designed to be the weak link in a circuit and blow when a fault occurs. Without them the wiring would heat up in a fault situation potentially causing a fire. Short circuits occur when current flows directly from posi-



tive to negative without any load resistance often caused by a faulty device or a live wire coming into contact with the body of the vehicle.

### Overloading

Fuses and wiring are all sized to cater for a particular load. Each device has different requirements dependant on their power draw. The size of wire used to power and LED light is vastly different to the size to power the starter motor because both



# How it Works

## Vehicle Electronics for Beginners (Part III)

Joe Briguglio



have different power needs. The consequence for overloading the wiring is that the current draw becomes too much for the size of wire and it will heat up and burn. Fuses, if sized correctly for the job, are designed to blow when this occurs and protect the wiring and ultimately the vehicle for catching fire.

With all three conditions in mind there are a number of preventative measures you can take with your existing wiring especially wiring you add to the vehicle. Remember that you should have a qualified auto electrician install accessories if you are not confident to tackle the job yourself.

### *Bad connections*

Bad connections usually start at the battery. We often see a birds nest of wiring connected to the battery with wires run in all directions. Physical connections to the terminals and posts are sometimes done in a dodgy way that will fail over time. Bad connections may result in a break in the wire resulting in a safer open circuit or just partially break resulting in an arcing join that will smoulder potentially causing a vehicle fire. Consider how various wires added over time are connected to your battery and check all the connections are tight. There are various connectors that you can buy to allow a solid connection to the battery post and provide a solid connection. Look at the type of lugs used and ensure there is a solid connection.

I always use the correct sized lugs to join cables to my batteries including the hole size. I have also reviewed the way cables are joined to the battery and have special threaded bolts to properly connect the lugs to.

When joining wires together consider using solder instead of tunnel connectors. Solder offers a permanent solution that will stand the test of time and endure the vibrations and other mechanical stresses in our vehicles. My ideal connection is soldered and heat shrunk for a professional and enduring outcome.

### *Protect the wiring*


Of vital importance is protecting the wiring we add to the vehicle especially wiring that exists under the bonnet. I often see wiring without any protec-

tion run through the engine bay past hot manifolds and hoses and subject to the heat and vibration that exists in that environment. Always protect wiring by using products like split flexible conduit and cable ties to protect the wiring all the way from the battery to the device or the firewall. Always use grommets to protect wiring as it passes through the firewall or any other metal barrier. Protect the wiring from heat and sharp edges by considering carefully the route you take.



Use the correct type and size of wire and cables. It is very important that you know the load of the device you are wiring to determine the correct size and type of wiring. Automotive wiring is specialised and comes in various sizes and configurations. If you are in doubt talk to an expert about what cable is suitable for the device you intend to install.

### *Summary*

We have recently seen the consequence of faulty wiring with the vehicle fire that occurred on a High Country trip. Dodgy wires cause vehicle fires and that is a fact! If you are unsure about the state of your wiring get it checked out and repaired before your next trip. Carry sufficient fuses of the correct rating and type as spares and ensure that every accessory you add to your vehicle as a fuse or circuit breaker. Consider purchasing a multimeter that reads DC volts – it is a very useful tool that someone else in the convoy can use if you can't. 

# **4WD Spectacular and Camping Show Queanbeyan Showground Saturday and Sunday 1 - 2 February 2014**



Dear Club members,

As you are aware the bi-annual promotion event (4WD Spectacular and Camping Show at Queanbeyan Showground) is rapidly approaching. This event allows the club the opportunity to showcase itself to the community as well as providing a significant part of the Club's revenue. It's also a great social event, especially for those able to camp there, where you get to know other members far better.

There is a lot of work that takes place behind the scenes, as those of you who have contributed to this event in the past can attest.

We are calling on all members to contribute their time and efforts to ensure that the next promo event lives up to and hopefully exceeds the last effort.

Volunteers are required for many different activities over the weekend and we would like you to consider helping where you feel you are able to.

#### **Volunteers are required for the following activities:**

- Gate attendance - Main gate and Cooma St
- Parking duties
- Test track
- Garbage collection
- Combined club catering (Friday and Saturday night dinners)
- Club Tent
- Working in the week prior (Thursday and Friday) and post (Monday) event

#### **How do I volunteer?**

Simply cut out, or pull out (or even better, photocopy!) the facing page and fill in the form indicating: your preferred tasks, the day/s and time/s you are available. (There's no need to be too specific.)

Return completed forms to me at the club meeting  
or email your response to: [marjjones@rocketmail.com](mailto:marjjones@rocketmail.com)

Your assistance will contribute to the success of our major event, an event where we showcase our club as an advocate of safe and considerate 4Wding, and of course it is an event that funds the club's activities as well as contributing to a number of charities.

Thank you for your assistance,

*Marj Jones*

**4WD Spectacular Outdoor Recreation Show**  
**Queanbeyan Showground**  
**Saturday and Sunday 1 – 2nd February 2014**



Name/s: \_\_\_\_\_

Home Phone: \_\_\_\_\_

Mobile: \_\_\_\_\_

Email: \_\_\_\_\_

**Nominate Preferred Activities** *(with a tick)*

- Gate:
  - Main (Glebe St)
  - Cooma St
- Parking Duties
- Test Track
- Garbage Collection
- Combined Club Catering
  - Friday
  - Saturday
- Club Tent
- Working in week prior:
  - Saturday (Clubs' Working Bee)  Monday  Tuesday  Wednesday  Thursday  Friday
- Post Show Monday ( 3<sup>rd</sup>)

**Time/s Available** *(circle times available)*

Saturday	All Day	7:00-11:30	11:30-2:30	2:30-6:00
Sunday	All Day	7:00-11:30	11:30-2:30	2:30-6:00

Please return this form to Marj:  
 at a general meeting  
 or by email: [marjjones@rocketmail.com](mailto:marjjones@rocketmail.com)

# Fishing Canberra and Surrounds

Glen Watts



November means warm weather, daylight saving and that time of the year that all good things start to happen. Warm weather starts, National Parks and 4wd tracks open, trout streams open and the spring fishing starts to hot up.

As well as 4wding, fishing and diving are also one of my passions and all three go hand in hand. So it's time to dust of the fishing, diving and camping gear and get out amongst it.

Jane, Sam, Ellen and I spent some time at Tathra on the NSW coast during the October holiday period. The weather was still a little brisk, the water a timid 12 degrees and a lot of the tracks had been recently graded. Not a good start to the season.



Sam and I had a dive of Tathra wharf and headed south of the main headland. The water was 12 degrees but ok in the full 5mm wetsuit. Sam was the only one to spear a fish when a school of over one hundred Australian salmon in the 1.5kg mark swam under, over and around him leaving him an easy shot. Even though Salmon are not classed as a quality table fish, if you prepare them well, as sashimi, raw soaked in a little soy sauce with a squeeze of lemon and washed down with a beer and wine, you could do worse and pay for it.

Unfortunately that was all the piscatorial friends we saw due to the cold current that was running. Lobsters were scarce although abalone was in abundance. We were lucky enough to hear a pod of whales singing and to our astonishment were later told they were a mere 50 meters from where we were diving. The wharf, lake and river were also quiet on the fishing side as a fresh (recent rain) had gone through the week prior chilling the water and leaving it a tea like colour.

Whilst at Tathra we came across a number of good camp sites and future fishing and diving grounds in the Mimosa National Park which could be a possible club trip in the New Year. We were privileged to see a breaching baby whale and its mother rolling from side to side displaying her pectoral fins for all to see.

We left Tathra and drove through Wadbilliga NP, an easy high range 4wd track that starts from Cobargo and finishes after an easy Tuross river crossing just out of Cooma. We had a quick stop at Tuross Cascades before an uneventful drive home via the Badja, Slap Up FT and through the Tinderries. It was great to see all the rivers and creeks through these areas flowing high and

clear. The best I've seen for years and ready for a great trout season.

The areas we covered really gave us a great indication of the months ahead and the readiness for a great driving, camping and fishing season. If members would like me to, I am happy to provide a regular update on fishing and diving in the Canberra region based on my own and other members' experiences and give a summary from various fishing reports for Canberra and surrounding districts.



# Fishing Canberra and Surrounds

Glen Watts



## *What to expect in November*

## **South Coast**

### **High Country**

#### *Lakes and impoundments*

Bait fishing from the shore is very productive at the moment as brown trout are still feeding up from spawning. I normally do a couple of half day sessions this time of the year and drop my catch off to the local butcher who in turn smokes and cryovacs them ready for Xmas. Great way to earn points for that next trip.

#### *Streams*

As per the start of my article the streams in the Monaro are looking the best they have in years with recent stocking programs, the weather warming and hatches beginning we should see a great start to the season. Watch those snakes as they have started to appear. We ran over a meter plus black prior to the Tuross River.

#### *Local lakes and rivers*

Again with the warmer weather yellow belly and redfin have been showing up in good numbers in our local lakes. I find this is the time of the year you will get the big ones as they are feeding up ready to spawn, spinning around any rocky out crop will sure to secure a fish. A warning though Murray cod are out of season until the first of December. Any caught are to be released.

The local rivers and creeks also fish very well good perch and cod come from the Murrumbidgee, cod from December on of course. You will be surprised at some good size perch come from local creeks. Ginninderra, Upper Queanbeyan and lower Molonglo are good areas to investigate.

Trout can be sourced from any of the smaller feeder streams, Condor creek, Paddy's, Cotter and the Nass to name a few. Activity will increase with the warmer weather and insect activity. You will be surprised how good these little streams fish. I have caught and released over twenty in a session all up to about half a kilo.

The coast is a huge area with so many fishing options to choose from. With that in mind I will only talk about the fishing that can be done from the shore, a kayak or swimming.

#### *Lakes and Rivers*

As the temperature warms up the stables like flathead and whiting will make their way to the shallow sand flats to warm from their winter doldrums. Large salmon and tailor can still be found around the entrances in good numbers and reasonable sizes. Good fresh baits or artificial lures/plastics are the best way to secure a feed.

#### *Beaches and Rocks*

As the water is still a bit on the cool side the main catches have been salmon and tailor with the odd bream and jewie thrown into the mix. Over the next few months Jewfish, flathead, whiting and bream will accompany the salmon and tailor. Find a good gutter and a good run in tide and you shouldn't go wrong.

The rocks have been similar with the cold water temperatures though some good squid and snapper have been caught. Remember rock fishing is classed as the most dangerous sport in Australia with the most deaths occurring. Remember safety at all times.

If you are into diving the crays should be around to Xmas. Any weed strewn rocky headland should secure a decent cray hole and if you don't find any crays there is plenty of abalone around. Of course with any fishing or diving you must stick to regulations if caught for under or oversized fish or molluscs you may be issued with fines, jail sentences and even loss of cars boats etc.

I have just purchased a new toy to add to my collection. This is a 4.5m ocean going scupper dive pro kayak which will hopefully place me in some better areas to secure a good feed in the coming months. Watch this space for further updates and how the fishing progresses throughout the season.

Good driving and tight lines. 

# 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.


## Honey Soy Chicken (serves 4)

1kg boneless chicken thighs  
1/2 cup soy sauce  
1/2 cup mirin  
4 cloves of garlic thinly sliced  
3 tbs of honey  
Sesame seeds to taste

Combine all ingredients together and marinade the chicken for a minimum of two hours. Ideally this could be done at home before you leave for your trip. Better still, you can cryovac (vacuum pack) your marinated chicken up to a week before you cook it.

Heat your frypan on the campfire or stove until smoking hot. Be careful as the honey will caramelise and burn very quickly. You want it to caramelise but not to burn. To stop this be sure to keep the chicken moving.

Best served with salad but will also go well with veggies. We enjoy this just between two pieces of bread!

Enjoy! 



*Marinated and cryovaced ready for cooking*



*Honey soy chicken*

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

***Want to see it in this magazine?***

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***Who knows your photo may even end up on the front cover...***

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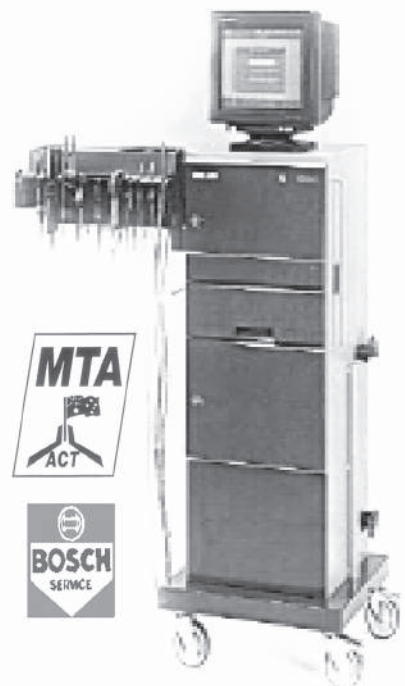
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**OPEN MON - FRI**

8.00am - 5.00pm

**SATURDAY**

8.00am - 12.00



# “SAFE ONE” BASIC 4WD VEHICLE OPERATION COURSE

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

## **Purpose:**

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

## **Meeting Time/Place:**

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

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

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

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

## **WHAT TO BRING**

Yourself & family and a 4WD in good mechanical condition  
Camping gear for overnight stay  
Food and Cooking gear for 2 days  
Chairs to sit on in lessons and around the fire  
Recovery gear, if you have it, but not essential  
Garbage bags for all your rubbish to take home  
Notebook & pen  
Camera  
A full tank of fuel  
Torch  
Drinking water.  
UHF Radio (optional – talk to Peter)  
Front and Rear Recovery Points preferred.

**There is a large First Aid Kit at Talooge. Also a large gas BBQ**

**PLEASE DO NOT BRING PETS OR FIREARMS.**

# CLASSIFIEDS

Advertising on this page is free to members but is restricted to

Two Months. Non-members will be charged \$20 per advertisement for 5 lines for the same period.



**For Sale** Camping equipment for sale. Moving overseas and it all has to go. Too much to list individually. Includes tents, tarps, tables, chairs, stretchers, lights, dual fuel stove, camp ovens, frying pans, campfire folding flat plate & grill, brazier, pantry, vacuum sealer, Cobb Cooker, Dream-Pot, canvas bag for storage on roof rack, jerries, fishing rods and reels, Rhino-rack kayak carriers. Call David on 0419 297 329 or

email [david\\_hay@live.com](mailto:david_hay@live.com) for further details. Make an offer.

**For Sale** Uniden UHF CB Radios - twin pack. UNIDEN UH710SX-2NB-TP. Pair of Uniden UH710SX handheld UHF CB radios. In as new condition. This is the complete kit that comes in a carry case. Includes 240V and 12/24V chargers, 2x Heavy Duty Earpiece Headphones, 2x Speaker Microphones, 2x Belt Clips. \$90 ono.

Contact David on 0419 297 329 or [david\\_hay@live.com](mailto:david_hay@live.com)

**For Sale** Complete Tyrepliers Tyre Repair Kit. Includes bead breaker, tyre levers and tyre repair kit in canvas bag. Also included is a third tyre lever. Only used once, to practice removing a tyre at home to make sure I knew how to do it. \$180 ono.

Contact David on 0419 297 329 or [david\\_hay@live.com](mailto:david_hay@live.com)

**For Sale** Four 265x70x17 BF Goodrich KM2 Mud Terrain Tyres (off Prado) Used for 24,000km in excellent condition. Cost new \$1420 Selling for \$695 - a bargain!

Contact Marj on 0427 284 236

## For Sale



Brand new roof rack box for long item safe transport. I had two made for me but have now decided I only need one. White powder coated, water & dust proof, steel roof rack box for long items like

steel fencing posts or timber or long tent poles. Length - 3550mm Width x Height - 150mm square with lockable end cap. Painted 'A2W' white which matches the current Mazda BT50 and Ford Ranger vehicles. Cost \$410 to make/buy but will sell for \$300. Photos attached.

Contact Jed Bartlett

PH 0488 004 148 or email [jed48@tpg.com.au](mailto:jed48@tpg.com.au)

**For Sale** The Legendary GRIFFIN V8 dual-cab ute GQ Patrol. Hard Core Camper and/or Competition Truck. Over \$100,000 spent, yours for \$24,990 ono.

V8 355 petrol, auto, barwork, roll-cage, diff locks, lifted, 35"s & 37"s, much strengthening, Warn Winch (24 volt 8274 ), long range tank, full rewired (12 volt 2 x batteries) & (24 volt, 4 x batteries - need replacing), spot lights, + loads more!

Contact John Howarth PH 0407 404 688 or

Email [john.howarth@tannerjames.com.au](mailto:john.howarth@tannerjames.com.au) and I'll send you more details.

**For Sale** Two Coleman Dual Fuel Powerhouse Lanterns can run on either Unleaded Petrol or Shellite. \$30 Each

Michael Patrick 0412377941

**For Sale** Tvan by Track Trailers 2006 model in very good condition inside & out. Comes with fully enclosed annex with removable ends, front panel & draft skirt. Triangle sail for over kitchen. 12 v aux battery, lighting & power outlets. Twin gas bottles, new shocks, Stainless kitchen, jerry can holders, storage boxes for under bed area, Queen size bed with bed ext, fully lined inside, roof nets for storage, additional shelf for kitchen side & large wind break for stove area. 70 litre water tank with hand & electric pump. \$28950 ONO.

Phone Michael 0402326980

**For Sale** Rhino Rack Spare Wheel Holder (suit Rhino Sportz and Rhino Heavy Duty Alloy Trays). New - never used. \$50 (paid \$83) Contact Jim Anderson on 0408 283 496 or [jander55@bigpond.com](mailto:jander55@bigpond.com)

**For Sale** until 23 Nov Items from Nissan Patrol Y61 GUII: Main fuel tank Sub fuel tank Side steps (pair) Original unused springs full set Set ARB stronger springs part used ( swapped out for even stronger) Each item just \$20 to good home Tony Wade 0439 974 433



*Fun for the whole family at Willowglen 2013*



# We Want You



## To send in your photos

For our picture library. These can be of anything to do with the club.  
You can give them to Brenden at club meetings or post them to:

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

The club can supply discs for burning.

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

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





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