

Southern Trails

Complimentary Issue

Official Publication for Southern Tablelands Four Wheel Drive Club Inc.



Lithgow, NSW

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Inside this Months Issue:

- ⇒ *Member Profile: Ian Goodacre*
- ⇒ *Trip Report - Lithgow and Beyond*

July 2014, Issue 416
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SOUTHERN TRAILS ISSUE 416, July 2014



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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 July 2014

The deadline for material to be included in the next issue of *Southern Trails* is Friday the 11th of July 2014

This month's magazine has been compiled by Brenden Taylor

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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.



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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 Jim Anderson 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..

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.

Training for Driver Training Instructors

A special offer to travellers - 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

David's Jottings



President's Report

David Whight

I enjoyed another well attended general meeting in June. We were entertained by our guest speakers Mark from Battery World and Peter from one of Battery World's suppliers in Sydney and also by the reporters from the basic driver training held in June.

There is a lot to take into account when setting up our vehicles, campervans and caravans with batteries and charging equipment. The most important message we learnt was to keep our batteries fully charged to give the best possible battery life. We heard of the various types of battery and associated charging equipment including DC-DC chargers which are becoming more common. Discussion ranged across a range of topics including solar power and the use of generators. My thanks are extended to Mark and Peter for a most interesting and informative presentation especially as Peter made a special trip from Sydney for our meeting.

Driver training

Another successful basic course was held in the last month. The trainees were very keen and excited to participate. We had probably the first time that a brother and sister completed the training on the same course. Well done to them and to their parents for encouraging their children to take the course. I spent Saturday at Talooge as an observer and to speak briefly to the trainees about the Club. I enjoyed listening to the trainers and the ride in Nicola's vehicle in the afternoon as she was taken through the afternoon drive with Joe Briguglio as her instructor. It brought back memories of my first training session many years ago. Ian's partner, Lu-

cy, spent most of the afternoon running the tracks and I understand that Ian will do the running when Lucy does her training on the next course.

Congratulations to all participants and trainers and to Nicola and Ian for an interesting oral report.

The winching course was held on the Saturday morning as an experiment to maximise the use of time by the instructors and to reduce the number of weekends needed for training. This proved to work well.

Musters/ working bees

The May muster was well attended and with a variety of smaller jobs completed and some investigation of possible new tracks done. Resulting from this a proposal was put to the committee about building some new driving tracks. The committee agreed for two new tracks to be developed. The track building will have begun during the June muster.

Toilets at Talooge

At the June committee meeting it was agreed to proceed with the building of a septic system as per our DA with the Cooma council.

David Whight, President



Club Clothing

The Club clothing or a name badge can be ordered from Dennis Hartley 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 Dennis.
Dennis Hartley - 0406 375 283



Trip Report

Canberra Balloon Spectacular

8th-16th March

Catherine Panich



(Editor's note - This report was meant to be published in the April Southern Trails. I apologise for this but better late than never!)

Trip Leader: Catherine Panich

Participants: Alison Gwen, Graeme Booth, Ian Brown, Winston Bucknall, Jenny Collins, James Cotter, Adele and Neil Craven, Scott Cumming, Jane and Robert Dunlop, Anil Dyll, Peter Fenwick, Dave and Margaret Hay with numerous family and friends, Jillian, Michael and Aiden Hayes and friends, Marj Jones, Kerry and Alan Joyce with numerous family and friends, Edward Killen and sons, Rob Lejsek, Michael Loberger, Kevin McKenna, Anne and Dan O'Hara, Rosemary Orr, Catherine Panich, Jane Raleigh, Tony Rath, Christoph Rauch, Alex and Andrea Szabo, Greg and Vickie Taylor, Brenden Taylor, David Whight.

Eleven pilots asked for crew, one of them literally 3 days before the event.

They were : Dave Reinke (US) with Peg Leg Pete, Scott McClinton (US) with Air Ball, Tim Steiner with Skywhale, Andrew Parker (NZ) with UNICEF balloon, Craig Farrell with Lady Michelle, Gretta Menzies with Custard, Jeffrey Vella with Cathay Pacific, Kiff Saunders with Santos, Simon Beare with Nudie, Stephen Kenny and Paul Gianniotis.

Each day saw a different number of balloons launched so I can't give an exact figure on how many there were but one morning I counted over 30 pilots respond at roll call.

The shapes were again very popular: Skywhale, Peg Leg Pete, Air Ball and Nudie. Skywhale was flown this time by Tim Steiner with crew chief Deano. Everyone who crewed for Tim and Deano said what a fantastic time they had. Both men were "excellent at explaining to novices the approach to take in setting up and collapsing the balloon. Never a cross word was uttered and all instructions were as clear as they could possibly be". This was the first time that many Canberran's and us had seen Skywhale close up and personal.

The two American pilots with Peg Leg Pete and Air Ball were also very personable and their crews had a very good time. The crew of Peg Leg Pete looked fantastic in their red, blue or green tee-shirts and pirate tattoos and there was no way you could wipe the smile off their faces. A big thanks to Kerry and Alan Joyce for organising family and friends to help each day. Thanks also to Dave Hay for getting his family and friends to help on Air Ball. These balloons needed big crews and with these crews taken care of I was able to give Skywhale a larger crew than requested. Dave and Margaret joined Dave Reinke at the Albuquerque Balloon Festival in New Mexico last year and he thoroughly recommends going; 600 balloons in the air blows your mind away. Peter and I helped Don, the Director of this festival, celebrate his 60th birthday in Alaska 2 years ago. He was here flying Shamrock about 4 years ago. These are some of the benefits of balloon crewing, especially if you are willing to crew for the international shapes. It's tougher but its great making overseas friends who are only too happy to receive you should you decide to visit. Peter and I will be at the Philippine International Balloon Festival in April crewing for Simba which was here last year. Those crewing for Australian pilots also made and renewed friendships and have put their names down again to be paired with these pilots.

I would like to thank everyone who volunteered this year. Some of you volunteered and then for reasons beyond your control couldn't actually make it; there is always next year. Many of you were doing it for the first time and you bravely stepped forward and from what I hear had a wonderful time. Dave made the comment "the important thing to tell new helpers was to relax and if in doubt wait, and wait for the pilot to say what he wants." I've found that every pilot approaches the task differently so each year is a new experience. The thing to remember is that the pilot is the boss and those of us who are natural leaders have to hold back a bit. At times we had to use every interpersonal skill at our disposal in crowd control. Some folk had no idea how dangerous it could be to step over a tether or crown rope and strongly objected to being given directions. A smile and waving arms didn't always do the trick, but the smile on children's faces as they had their first balloon 'ride' was reward enough.

Trip Report

Canberra Balloon Spectacular

8th-16th March

Catherine Panich



Volunteers and pilots enjoyed a leisurely free breakfast after their exertions and many crew had a flight, some two flights (each worth about \$300). Some SES volunteers also flew. I don't have exact figures. Some were able to spend extra time with their pilots, taking them sightseeing and having meals together. Others home garaged their balloon. I wonder what the neighbours thought. Scott Cumming towed Nudie all the way to Camden to help out his pilot. Some took their pilots to Flea Creek so they were able to experience one of our favourite places. Many of you crewed on more than one balloon, shape and teardrop. Put that on your CV and volunteer for Albuquerque!

Here are a couple of stories I heard, I'm sure there are many more: landing in the Arboretum and being congratulated by staff for avoiding the baby tress, landing in the middle of Gungahlin Expressway and causing a traffic jam as everyone slowed down to look! I consistently heard that a highlight was the 6am cuppa and pastry at the pilot briefing enabling people to chat, catch up with friends and make new ones. The sky was just beginning to lighten but the atmosphere was electric. We flew 6 out of 9 mornings and that's a terrific outcome for all concerned. Brendan said that the best part of the event for him was "chasing balloons and the atmosphere at breakfast" All these activities add up to a truly memorable and enriching 9 days and the pilots thank each and every one of you. The profile of our club also skyrocketed and that's a good thing for 4 wheel driving and drivers. I especially enjoyed talking to spectators, explaining who we were, what we were doing and encouraging them to join the chase.

As an aside Andrew with the UNICEF balloon is spending the next 4 years or so driving/flying to over 100 countries to raise awareness and funds for UNICEF's work particularly Schools for Africa and Schools for Asia programmes. You can follow him on the blog at www.flyinghighforkids.com. You may even consider donating to the cause.



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

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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 4W driving, or whose vehicle is deemed inadequate.

- ***GRADE 1:** very easy with little, if any 4w 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

To book on trips please contact the Trip Leader. DO NOT BOOK ONLINE!



12 July

Xmas in July

Trip Leader

Helen and Charlie Montesin

Category

Social Event

Start

08:30

Meeting Point: Uriarra Homestead

Description

A traditional Club trip which continues to attract new participants as well as continual returnees. The trip from Uriarra takes one of the various routes towards Tumut, where lunch is partaken. From Tumut, the trip to Laurel Hill, (near Tumburumba) takes the convoy through some 4WDing tracks as well as a visit to the Pine Forest (tradition!!) before arriving at Laurel Hill Forest Lodge for Afternoon Tea. A very enjoyable "Anything Goes" activity evening is on offer after dinner in the hall. The return trip usually goes via the Snowy Mountains, stopping at Cabramurra to enjoy the snow and lunch before returning to Canberra. The weekend is well catered for with afternoon tea, a three course Christmas dinner and then a full breakfast on the Sunday provided. **The trip leader needs to be aware of any dietary requirements beforehand so that they can also be catered for. Accommodation is lodge style, with each lodge accommodating 8-12 people in single/double rooms. Each lodge has a common kitchen area with a heater, fridge and tea making facilities. It is a shared bathroom for each lodge.

Comments

For more information about the history of the Forest Lodge go to: www.laurelhillforestlodge.com.au. To book on this trip contact Charlie or Helen on 02 6238 3208 (h); 0409 224 901 (m)

Email Montesin@TPG.Com.au

19-20 July

Talooge Musters

Trip Leader

David Read

Category

Working Bee

Meeting Point:

Make your own way or contact David Read to make arrangements

Description

These weekends are organized to not only fulfill our obligation as property owners, but to encourage and nurture the camaraderie between members. Tasks are usually complete by 3.30 on Saturday to allow members to take in the surrounds, drive tracks, explore or just interact with others. Sunday is usually relaxed, no pressure. Members can relax, do their own thing, or if they wish, assist in any job completion or undertake small tasks that always need attending to. Lunch usually signals "It's time to leave!" We intend to go out on Friday, so will not be organising an official "convoy". Come in your own time from Friday onwards, or if you need to make special arrangements please contact us.

Comments

It is not intended to be an "All Work, No Play" weekend. The fact that these working bees are each month keeps the numbers of tasks to a minimum, unless there is a project that needs doing. Come for the weekend, a day, half a day. The traditional Happy Hour and camaraderie goes without saying. To book for the working bees please contact David Read on 0431 980 487

Email twisty@live.com.au

9-10 Aug

Cold at Bendethera Caves

Trip Leader

Michael Patrick

Category

Grade 3

Start

08:00

Meeting Point: McDonalds Car Park Queanbeyan

Description

This will be a cold trip, temperatures will drop into the low minus so rug up warm and bring a good sleeping bag. Bendethera valley is great in winter, crisp and dry. The plan is to travel via Araluen and have morning tea at Dry Creek. From here will travel via Merricumbene fire trail. This track can be quite rutted and tricky in certain sections. There will be three water crossings that can be quite deep. We

Trips and Events

To book on trips please contact the Trip Leader. DO NOT BOOK ONLINE!



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

Comments

Can possibly encounter snow in Tallanganda National Park. To book on this trip please contact Michael Patrick on 0412 377 941 Email m-Patrick@bigpond.com

11-31 Aug

Central Australia

Trip Leader

Peter Butterfield

Category

Grade 2

Meeting Point:

Peter Butterfield will advise

Description

This trip will take you to the following areas of central Australia.

Euston, Port Augusta, Coober Pedy, Kulgera, Old Andado, Dalhousie Springs, Painted Desert, Coward Springs, Mungerannie, Birdsville, Birdsville, Dig Tree, Innamincka, Tibooburra, Broken Hill, Mungo, Naranderra..

NEW!

Comments

For a more detailed itinerary please contact Peter Butterfield.

The trip will be open to trailers. Members would be able to join or leave the trip as they wish. Please contact Peter Butterfield on 0417 480 856 or

Email peter@devesfield.com.au if you wish to show an expression of interest.

16-17 Aug

Talooge Musters

Trip Leader

David Read

Category

Working Bee

Meeting Point:

Make your own way or contact David Read to make arrangements

Description

These weekends are organized to not only fulfill our obligation as property owners, but to encourage and nurture the camaraderie between members. Tasks are usually complete by 3.30 on Saturday to allow members to take in the surrounds, drive tracks, explore or just interact with others. Sunday is usually relaxed, no pressure. Members can relax, do their own thing, or if they wish, assist in any job completion or undertake small tasks that always need attending to. Lunch usually signals "It's time to leave!" 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

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Email twisty@live.com.au

6-7 Sept

Explore The Tracks of Abercrombie River National Park

Trip Leader

Michael Patrick

Category

Grade 3

Start

09:00 Sat

Meeting Point: Federal Highway, Eagle Hawk car

park

Description

Abercrombie River National Park is located 60km North of Goulburn. The park preserves the largest remaining intact patch of low open forest in the south-west central tablelands area. Casuarinas stand beside deep waterholes on the park's three main waterways. We will transit to the park via Goulburn/Abercrombie road and enter the park via Felled Timber road and Brass Walls fire trail. Once in-

Trips and Events

To book on trips please contact the Trip Leader. DO NOT BOOK ONLINE!



side the park we will travel the various tracks Saturday afternoon and either camp at Silent Creek or at Bummaroo Ford. On Sunday we will re-drive the tracks and lunch at one of the river sites. After lunch we will have a leisurely drive back to Canberra.

Comments

This is a easy trip with only a couple of sections that will require definitive picking of the line. This is an excellent bedding in for new members. Bring food, water and happy hour supplies.

To book on this trip please contact Michael Patrick on: 0412 377 941

Email m-Patrick@bigpond.com

13-14 Sept

"Safe One" Basic Driver Training at Talooge Park

Trip Leader

Peter Reynolds

Category

Training

Start

Please note meeting point is at Bredbo Pub at 07:00 PM Friday evening

Description

This is the Club's official Basic Driver Training Course. For specific details about the course including participant instructions please refer to the club magazine "Southern Trails" or speak to Peter Reynolds at the club meetings.

Comments

You must phone Peter to book this event or see him at the meeting. Peter takes bookings manually for driver training and will give you additional information when he takes your booking. Peter's phone numbers are

(h) 0262511258 (m) 0428623458

13 Sept

Winching & Recovery Exercise

Trip Leader

Peter Reynolds

Category

Advanced training

Start

6.00pm at Bredbo Pub for dinner Fri night, or Talooge at 7.30 pm.

Description

Highly recommended for Trip Leaders This course is designed to assist in understanding your winch and how to use it. You will get the opportunity to use your winch taking in recovery techniques at the same time in a secure environment. This course has proven to be very popular giving our members the important background knowledge to use their winches and recovery gear in a safe and efficient way. If you don't have a Winch you can still come along and learn some recovery techniques using straps etc.

NOTE: This is about learning the different ways of using recovery gear so you can help in recoveries on Club Trips.

Comments

For this event to proceed we must have a minimum of four participants. You must phone Peter to book this event or see him at the meeting. Peter takes bookings manually for driver training and will give you additional information when he takes your booking. 02 6251 1258 (h); 0428 623 458 (m)

Trips and Events

To book on trips please contact the Trip Leader. DO NOT BOOK ONLINE!



Later in the Year

<u>Date</u>	<u>Trip Name</u>	<u>Trip Leader</u>
20-21st September	Talooge Muster	David Read 0431 980 487
21st September	'Safe One' Follow Up Day	Peter Reynolds, 0428 623 458
24th September	Information Night River Crossing & Sand Driving Course	Peter Reynolds, 0428 623 458
5th October	Brindabella Classic	David Read 0431 980 487
18-19th October	Talooge Muster	David Read 0431 980 487
1-2nd November	River Crossing and Sand Driving Course	Peter Reynolds, 0428 623 458
15-16th November	"Safe One" Basic Driver Training	Peter Reynolds, 0428 623 458
23rd November	"Safe One" Follow-up Day	Peter Reynolds, 0428 623 458
22-23rd November	Talooge Muster	David Read 0431 980 487
14th December	Brindabella Classic	David Read 0431 980 487
29-30th November	Christmas Party at Talooge	Your Committee (committee@st4wdc.org)
31st December	New Years Eve at Talooge	Rob (0407 072 573) & Lynne (0418 631 669)

If you are interested in any of these upcoming events please contact the Trip Leader for more information. (Please note that bookings are currently not being accepted on the website)

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.

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.

FREE CLUB MERCHANDISE!

Psssst! Want to lead a trip?

To help you decide, the club will provide all trip leaders with their choice of a club polo shirt, a cap or a beanie. Conditions are that the trip must be a Grade 2 level or above 4WD trip run between 4 March 2014 and 31 December 2014. There is one reward only per trip for the Trip Leader.

Any member can lead a club trip by submitting a trip proposal for committee approval. For help in planning or proposing a trip please contact Michael Patrick (trips@st4wdc.org).

What are you waiting for? *Let's go 4wdriving!*

Talooge Matters

Property Coordinator

David Read



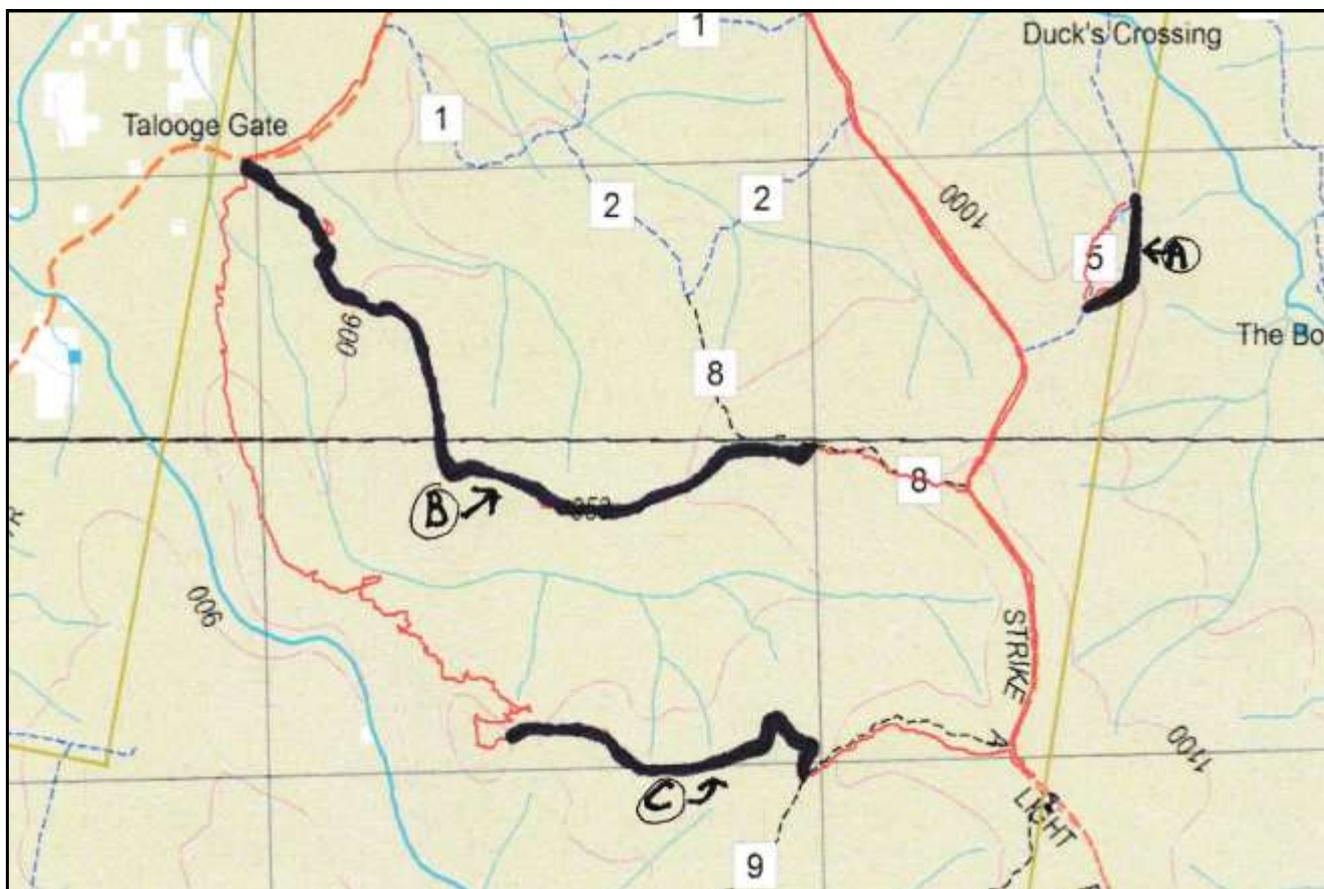
G'day campers,

The committee has decided to continue with the septic installation at the sheds area and work will commence soon. However, a waterless system is still being considered for Thurbon Flat. Consideration was given to cost, construction and maintenance and it's a close call on all counts but the good old septic system won the day. Costs came out about the same (~\$5,000) and each construction has its' own ... challenges. I think finally it came down to maintenance. A septic system is cleaned out by a contractor, waterless is cleaned out by us. Some committee members also inspected a Clivus waterless toilet and spoke with the manager.

The committee has approved the creation of two new tracks ("A" and "B" on the map). When you read this work will have started at the last Muster. But there's plenty more to do so you haven't missed out on the fun. Come along to a muster and join in. Track "A" will take pressure off Ducks Crossing and provide members a probable grade 3 ascent. Track "B" is intended as high grade 3 or low 4 with several rocky outcrops that are considered driveable including potential winching sections. A third track ("C") was proposed but is currently considered unviable given the difficulty and terrain.

Weed Watch. Nope, not this month. But if you do have any questions or ideas for Talooge you can email me or visit the member forums online.

Join the Muster on the 19th this month. It's your property. Enjoy it. Visit anytime.



The Trials and Tribulations of Owning a Suzuki

Part III

Michael 'Pelican' Loberger



So with a bad engine, (well not entirely bad it still runs but uses coolant and burns oil very quickly) I started saving for a new engine. I'll talk about it later.

I still have this massive list of little issues to solve. The rear coil suspension was binding up when it flexed a lot so I bought some bump stop spacers and fitted those. Then I had to find a place to mount the air compressor to power the air locker. Suzuki's by design are very small so fitting it in the engine bay was a big ask, the next best place was under the passenger seat. So out with the welder and some scrap steel and I fabricated a bracket to fit it.

I had a lot of negative camber in the front suspension and it was wearing out the inner edge of the tyres. So I bought some camber bolts and had a wheel alignment now it's much better than what it was but there is still a lot of negative camber but the Suzuki's independent suspension doesn't lend itself to having a lift kit, I also was told I need to sort out caster correction and Diff drop brackets to lower the front diff to reduce the cv angles. that's still on the to do list when funding allows.

I'd like to fit reduction gears to the transfer case to lower the low range ratio to bring back crawling ability when 4wding as with the 31 inch mud terrains being quite a lot larger than the standard rolling diameter it effectively gears the car up and ruins low range. I'd also like to fit a rear diff lock for that positive traction in the rear when I need it. I'd also like to lift the front a bit with coil spacers because they have sagged with the weight of the bullbar and winch. I'd also like to fit some led rock lights and a led light bar.

Now back to the more pressing issue, the motor.

I found a second hand very low km import motor from a Japanese Vitara so I had it shipped to the workshop I had chosen to do the swap, a week later I picked it up, and was given the bill and nearly fell off the chair. The amount of work that had to be done, the motor that was supposed to be a straight forward swap over. It wasn't...

The Japanese Vitara's had coil pack ignition, the Australian Vitara's had distributor and leads. They also run crank angle sensors and cam sensors. The intake manifold didn't match up nor did the exhaust manifold, the sump or the cams.

So the mechanics had to strip the motor down to the block and head and swap my old bits over. Which was very labour intensive and cost me a lot of dollars. I then had problems one after the other because the work wasn't up to standard. So back to the shop for warranty on a tow truck 3 times.

For now the issues are sorted and touch wood it's been running good for about 4 months.

So these are most of the problems I have faced over the last 12+ months of building a 4x4.

To date I've lifted it, put on bigger wheels, a bullbar, winch, driving lights, a cargo barrier, front diff lock, steel diff housing, updated spline gears, rebuilt the front diff, rebuilt the rear diff, cooling system, new suspension, new drive shafts, new axle housing, extended bump stops, recovery points front and rear, rear tow-bar, fuel tank bash plate, air compressor, dual batteries, led reversing light and refreshed the engine.

It's been an expensive frustrating long journey to say the least, but I love this car!



Conflict Of Interest Policy



At the May Committee meeting the committee passed a motion to incorporate this policy into the By Laws.

CLUB POLICY – Conflict of Interest

1. The Committee shall engage in open, transparent and ethical decision making processes.
2. In carrying out their duties as a member of the ST4WDC Committee and in considering matters of club business, Committee members have a legal and ethical responsibility to place the interests of the Club above their own.
3. No Committee member shall obtain any unauthorized benefit (profit) from their position, even unintentionally.
4. Conflicts of interest are not uncommon and should not be a source of embarrassment to Committee members. A conflict of interest does not inherently indicate that a committee member is attempting to put their own interests ahead of the club's interests. However, a conflict of interests can lead to a perception that a member's interests were placed above the club's interests, or an accusation that this has occurred. By correctly identifying and managing conflicts of interests these perceptions and accusations can be avoided.
5. Conflicts of interest shall be pro-actively managed to ensure Club members confidence in the Committee and the effective operation of the Club.
6. All Committee members will declare potential, perceived and/or actual conflicts of interests and any personal or material interest they may have in a matter and will absent themselves from all associated discussions and decision making related to it.

Definitions

7. A **conflict of interest** occurs when a Committee member has a personal or material interest in a matter before the Committee.
8. A **personal interest** occurs when a decision a person makes or is involved in making directly or indirectly benefits themselves or associates including (but not limited to):
 - immediate and extended family members or other persons with a strong personal bond (e.g. husband, wife, children, brothers, sisters, parents, cousins, aunts, uncles and friends)
 - organisations in which the person is actively involved (church, sporting club, etc.)
 - business partner/s, employees or employers.
9. A **material interest** occurs when a person and/or their associates may indirectly or directly stand to financially benefit (including the avoidance of financial loss) from the decision being made by the decision maker.

Procedure

10. Nominees for positions on the Committee will disclose any personal or material interests, financial or otherwise, that may affect or potentially conflict with the performance of their Committee responsibilities.
11. Declarations of conflict of interest will be the first agenda item on all meetings of the Committee. Members will be asked by the person presiding at the meeting if any member has any conflicts relating to the agenda. Regardless of whether the member's interest aligns with the Club's interest or not, the existence of the personal or material interest may be perceived to, potentially or actually, place them in conflict with their duty to act in the best interests of the Club and to make decisions impartially.
12. A Committee member who believes another Committee member has an undeclared conflict of interest should respectfully refer this to the Committee and state the basis of this potential conflict.
13. If the conflict of interest is a minor issue, the chair of the meeting in consultation with the Committee may decide that disclosure and registering the conflict of interest is a sufficient course of action.
14. If the conflict is significant, the chair of the meeting in consultation with the Committee shall determine that the person who has the conflict may be invited to present a briefing or answer questions but thereafter must remove themselves from all discussions about the conflicted issue with Committee members (both within and outside of Committee meetings) and the decision being made regarding the matter.
15. If the conflict pertains to the issuing of a contract the person shall remove themselves from the decision making process and the conflict recorded at the next general meeting.¹
16. The interest shall be recorded in the minutes and included on the conflicts of interest register. The conflicts of interest register shall be kept by the Secretary and shall be made available to members upon request.



Member Profile

Interviewed by Glen Watts



Ian Goodacre

1999 LN 172 Hilux Extra Cab

How long have you been with the club and why did you join the club?

I joined the Club shortly after buying the Hilux in 2003. An interstate, non-member friend put me onto the website and I came along to a monthly meeting at the Weston Club to find out about training in how to properly use the vehicle and get the best out of it without getting into trouble.

What have you enjoyed the most whilst you have been a member?

Without doubt the good-natured camaraderie has been the highlight for me. I never thought I'd stay a member after getting the training I wanted but kept meeting new people and having a wonderful time on trips to places I'd never even heard of before joining up.

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

My background is in expedition-length bicycle touring, with



trips around New Zealand and Europe twice, across USA once and Tasmania. I was something of a late starter in cycle touring and by my last trip at the age of 42 I'd decided that bicycling and camping in tents were no longer appealing so I looked for a vehicle which could go just about anywhere I'd want and hopefully provide hard-cover accommodation out of the rain, mud, and slithery critters. The Hilux has filled all those needs and has air-conditioning!

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

The Hilux is the only 4wd I've owned and will be the only 4wd I ever own. I think. It fills my bills, and empties my pockets, for that matter.

What Modifications have you done to your current 4wd and what has been your best modification?

There are heaps of them. Probably installing the canopy and fitting out the tub for self-contained camping would be the best or most important modifications. The others simply make life a little easier in various places, but those mods are essential for all my travels.

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



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Lithgow and Beyond



Member Profile

Interviewed by Glen Watts



The beauty of the Hilux compared to the bicycle is that I can now go almost anywhere without having to darn well peddle. So hills are no longer a problem or deterrent to exploration. However, I'm always intrigued by old railway lines and will happily follow and explore any old permanent way no matter how long it has been out of use.

If you could think of one what would have been your best 4wding trip?

I think crossing the Simpson Desert would have been my best 4wd trip, had I completed it. Unfortunately a severe mice infestation throughout the vehicle meant aborting the trip at Dalhousie Springs and heading home. Someday I'll get there again.

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

I'm currently planning one two day trip to the South Coast Forests in the middle of September and another three day trip to Kanangra Walls and Hill End on the long weekend in October this year. After that I'll do a trip to the Zig Zag Railway in Lithgow as soon as it re-opens, hopefully before next winter. I'd also like to follow the route of the old Ghan Railway, but that is a distant dream for now. I might do that on the way to Western Australia.



So if there is just one bit of advice you would give someone just starting out with 4wds what would it be and why?

Take your time working out exactly what you want and need in your vehicle before rushing out to buy it. I took about two years to think it out and have been quite happy with the result. Mostly...

Something quirky about you?

I can't think of anything really. Maybe you can find something in this lot.



Trip Report

Lithgow and Beyond

June Long Weekend

Everybody!



Glen, Jane & Ellen Watts	100 Series (Trip Leaders)
Rob & Dan Donaldson	100 Series
Andy and Bron	Navara
Ian Goodacre	Hilux
Darryl Clark	FJ Cruiser (Sydney Club member and colleague of Glen)
Glynn & Rosemary Shepherd	Challenger
Steve & Laura Robinson	80 series
Ryka & Robert Moore	Prado
Graeme & Georgina Booth	Jeep

Saturday 7 June (Andy & Bron)

For two people used to getting up at the crack of noon, this 8 o'clock meeting at trip rendezvous is 'unpleasant' at best, especially when it is at Eaglehawk and we live in Tuggeranong. But, determined not to be last and be lumbered with the Trip Report, we were there on time, and third to arrive out of 8 cars. So what happened? It seems a democratic decision was made that we would all write something (damn it, why did I suggest it hmmm.....).

Having done the meet and greet, we started the drive up through Goulburn, Taralga, Sunny Corner, Oberon for fuel top-up, and down to the Turon for camping, collecting sufficient firewood on the way to heat 17 cold bodies for 3 days. The first creek crossing of the day was a bit of a sign of things to come (not on the Turon, but way back before lunch), and having heard 3 go through I elected for the chicken run – I didn't want to be the first on the trip to get hung up, there was plenty of time for that later. The scenery was spectacular, and once again, only a sample of things to come.

After setting up camp, engaging in happy hour, and checking for departure times for Sunday (excellent – a more civilised start of 9.00 am) I demonstrated my prowess and earned the title of 'FireMaster' (well, I gave it to myself because I am a pyromaniac) – no one was closer than 27 meters to the fire.... the way a good fire should be (a skill also taught on basic training).



The fireside chats commenced; the histories, the travels, the experiences, the bad jokes. A great way to end day one. We also managed to educate the youngest member of the group about the stars, sharing our knowledge of things celestial (whipping out all the mobile phones with 'Google Star Map' or the like on them), and making informed comments. "Yes, see that big one up there? That's the moon!"

Sunday 8 June

Cold! Cold! Cold! Frozen tents, iced up cars, crusty water bottles. Back to the fire for a thawing out! Breakfast done and down (up?) through Capertee

and towards the climb and drop to Jurassic Park. Passing through 'Old Col's' was an experience in itself. Airplane carcasses, mining equipment, home made vehicles, truck bodies – it was all there, except for Old Col. From there the climb was steep but uneventful, to truly spectacular views back down into the valley from the scarp. Morning tea, a short walk to the cliff tops, photos and sunshine – 'wonder what the poor people were up to' (I suspect most of us were enjoying the view).

Trip Report

Lithgow and Beyond

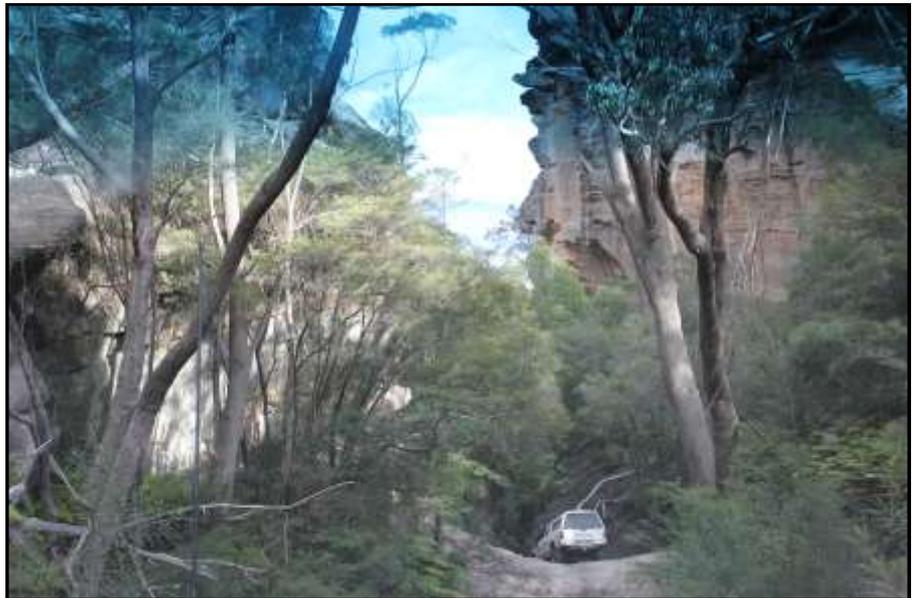
June Long Weekend

Everybody!



Down a steep descent and into Jurassic Park. Fantastic! Steep cliffs, shady streams, tall trees, and challenging track, which unfortunately came to a section that we elected not to continue up. A look indicated difficult sections that resulted in deep trenches, tyre blackened rocks, and just more and worse further up. In the distance we could hear the thrashings of another vehicle still trying to reach the top (maybe a basic or advanced driver training course was in order for them?). After playing car park to get all 9 vehicles turned around, it was back out and down to Old Col's, and he was there this time. A quick lunch and then off to be regaled with stores of his youth; the opening of the tracks, the discovery of gold and diamonds, the achievement of millionaire status, and the rapid decline to humbleness again once his wife learnt the details of his bank balance. A classic bush character. A word of warning though; don't admit to being a public servant, environmentalist or big business owner/employee – you will be on the receiving end of a verballing that would make Paul Keating jealous! Not his favourite people! Me, I fell in love with his Datsun Fairlady, and just about drooled when he invited me to 'take it away – I need the space'. I was dragged away kicking and screaming like a child having a tantrum and was then told 'sell the boat and you can have the car'; talk about unfair!

Back to the 'Old Village' (an old mining town with cliff side cave dwellings - not that we managed to find any, except a crumbling stone bakery), and then to Capertee pub for a quick drink. A classic 1800's old stone pub, complete with walk in cool room and wooden doors on the fridges. Back to the campsite for dinner and another inferno.



Monday 9 June

I didn't think it was quite as cold, but the ice on and in the tent, the frozen water bottles, and the frozen hand-brake on the truck all told a different story. Departing at the slightly less civilised hour of 8:30, we were heading for the 'Gardens of Stone' and the ridge overlooking the Wolgan Valley. The first obstacle of the morning was a mud hole. The smarter people (our wise and experienced trip leader included) elected to go around; car 2 elected to go through, and made it look easy. Me, in car 3, I was originally going to go around, but then was challenged by car 4 to go through. Thinking to myself 'what better chance to get some experience' I headed in, only to not come out. Lessons learnt: make a decision and stick to it, pick a line and stick to it, and grow a thick skin coz if you get stuck you need it! All was good though, I just needed 3 men hanging off the left hand side to prevent further lean, and to get some traction, and then it was 'drive on out'. Dammit! – bead on the front right rim was broken and full of mud causing a slow leak, so at the next stop it would require a tyre change. And yes, car 4 did make it through.

The track continued through some magnificent valley scenery, and then to another steep climb and a rock step. We were offered the option to turn back, but the vote was to do a bit of track building and push on through; as the newest and least experienced member of the club, I was keen – what better way to learn than on a trip with experienced and well equipped members?. Turned out it was pretty easy (although car 4 did have to have 2 goes – 'he who laughs last...'). A bike going down had a spectacular 'splat' which was apparently our fault, but I am sure someone else will report on that...

Lunch at the top of the ridge again, and overlooking the Wolgan Valley. I would describe it, but I have run out of superlatives (even had to look that one up in the dictionary). Changed the tyre (thanks to the 6 people who supervised, offered advice, and waited till the wheel was on to point out the hubcap was off; it was most useful!), talked about the excitement of the day (so far), took the obligatory photos, and group/trip

Trip Report

Lithgow and Beyond

June Long Weekend

Everybody!



photo and once again enjoyed the sun.

The final stage on the dirt involved another steep descent over rock ledges, loose dirt and gravel, and a steep drop on the right. I am sure I was off the brakes as I was taught, but the video may show different – it is just not intuitive to get off the brakes to slow down (especially with a wheel in the air). We all managed to get down without incident, and on through more mud (being a bit wiser this time, I avoided the nasty looking ones) before the final stop at the end of ‘Black Fellows Hand’ trail to air up before heading through Lithgow (to refuel and McDonalds for a snack) just as the rain set in (perfect timing!) and then home through Taralga. Arriving home at about 8:30 with some fatigue starting to set in, we unpacked (well, unloaded), had a quick shower and dropped into bed exhausted.



Conclusion

For us, this was a brilliant trip. Challenging without being overly daunting, gaining experience in reading the line and wheel placement, and learning both the vehicle’s and my capabilities without high risk. The itinerary was relaxed, the country was fantastic, the scenery superb, the campsite picturesque, the company convivial (there’s that dictionary again), the weather glorious, and the fire glowing.

Thanks to all for a great weekend, and especially Glen for organising. Please, book us in for your next one!

(As experienced by Ian Goodacre)

I’ve been intrigued by Glen’s previous expeditions to Lithgow but have not been able to join him for various reasons. I’ve led trips to Newnes in the Wolgan Valley near Lithgow previously but these have been mainly sightseeing and not particularly challenging as a 4wd experience.

It is such an historic area and my maps all hinted at wider experiences but time constraints never allowed further exploration on my visits. So when Glen did the research, planning, and preliminary investigations then put together this trip at an opportune time I jumped at the chance to see more of what was on offer around Lithgow.

My main interests lay in traversing Baal Bone Gap between Wolgan Valley and Ben Bullen, the western arm of Black Fellows Hand Track, and whatever Mt Airlie had to offer. Sunny Corner, camping on the Turon River, Col’s Big Stuff Collection, and visiting “Jurassic Park” were bonuses.

Glen thoroughly researched the area and its history and, resourceful fellow that he is, turned up a local 4wd enthusiast, Rob, who was an absolute mine of information about Mt Airlie and Capertee. Rob’s contribution extended to some wonderful old maps of the area and historic notes. I think it was he who put Glen onto Col and his collection. This was an absolute treat of surprises. I believe we were indeed fortunate to have visited Col when we did, as the National Parks have taken over his property and appear to on the point of closing off the “Jurassic Park” track to the public.

Glen was ably supported by his wife, Jane, who provided our group with a running commentary from the sharp end and many handy navigation hints to Glen at the wheel. Jane was also supported in this capacity by their delightful and talented daughter, Ellen. Glen appeared to be never lost for advice and suggestions

Trip Report

Lithgow and Beyond

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Everybody!



about which road to take should Ozexplorer be a little slow with ideas.

Baal Bone Gap road proved particularly challenging for my knees when surveying the best lines on the steeper climbs. Now I know that any route with such demands is beyond my capacity these days so I'll stick to grade two sightseeing trips in future.

As challenging as those one or two climbs might have proved for my knees, Glen showed what could be achieved when we all work together as a team to build tracks and guide vehicles through the best lines. A consummate lesson in leadership, thanks Glen.

(Some words from Graeme and Georgina)

We wound our way from Canberra to Turon through some beautiful country that most people had not travelled through before. It's amazing to think that all of this is relatively close to Canberra. As we got to camp in the one spot, it meant we could have a leisurely start on day two. We covered some great trails where we showed that we all had great road building skills, great team attitudes and were able to put our driving skills into practice. Georgina learnt that even when you are being directed through a patch of road, things can still happen and you can be left hanging on a rock. The scenery around Mt Airley and Jurassic Park was absolutely amazing and it felt like we were on top of the world. On day three, it was with heavy hearts that we started the trek home. This mood lifted when we saw the mud and later the rock face. It was great to see that every driver was prepared to have a go and try something outside their comfort zone. Don't forget – it's not that women don't know how to navigate; perhaps it's that men don't listen.

PS – We made it home and watched the rugby test without hearing the score.

(Glynn & Rosemary)

This trip had taken a bit of preparation as the nights would be cool and the 4wding was expected to be a bit more substantial than usual. We had watched various YouTube videos of cars clambering over rocks and picking their way down lumpy tracks in the Mt Airlie and Lithgow area.



We drove up the highway through Goulburn, Taralga, and Oberon to the fire trails of Dark Corner and Sunny Corner with some members trying out some of the trickier bits of the fire trails. It was then onto Turon River to set up camp. As expected the nights were rather cold and frosty so a good fire was needed from the firewood collected on the way in. This was to be base camp for the weekend.

Day two it was to be a day spent exploring Mt Airlie. Mt Airlie is a large area near Capertee that has been owned/leased by Col a diamond miner. Recently the 100 year lease ran out and the land has been handed back to the national parks. Col is a bit of a character, to say the least, and he has a house and a fine collection of old machinery and planes set in a magnificent location surrounded by towering hills topped with sandstone cliffs.

Col didn't seem to be around so we stopped to checkout the old planes and "gadget", the 4wd truck made from various bits of old car and truck parts from the 1930's and 40's which was used to build the road we intended to drive. We left Col's house behind and proceeded up the track past the newly installed gate, thanks to the National Parks. The track climbed steeply we zig zagged our way up the mountain to the top passing through several large rock cuttings to a clearing for morning tea. A bit of walk led to a lookout from the rock formation appropriately called "Airlie Turret" onto the valley below to a place called "Rock Bottom" on the map. It was truly a stunning sight. From here it wound through the rock cliffs and gradual-

Trip Report

Lithgow and Beyond

June Long Weekend

Everybody!



ly became a narrow track. A tricky bit came up and Glen guided us through. The cars were on a bit of an angle which made the doors a bit hard to open! We then found ourselves in an area called "Jurassic Park". A lush gully where the tree ferns towered over us. A wonderful place with an appropriate name. A few more tricky bits saw some more guiding to get wheel placement right and then not far from Mt Genowlan the track became extremely rutted and steep so at that point we decided to turn the convoy around. On the way out a Jeep slipped off a rock on a small creek crossing so Maxtrax were used to build a bit of a bridge and we proceeded through. We went back down the mountain and this time Col was there and he told us his story of diamond mining and making a lot of money and the joy of spending it! What a character! Col told us about caves and the ruins of an old town further down the road so we stopped to have a look on the way to the Capertee pub, before returning to camp.

(Jane & Glen)

Enjoyed the trip and appreciated our companion travellers for their enthusiasm, team work and support. While we have travelled some of the tracks before there were new places to explore and as we all know tracks change substantially so we were presented with some challenges. It is amazing what you can get through with some track building, good lines and steady driving all were astonished out how their trucks performed.

We only scratched the surface of Lithgow and beyond, Rob the president of the Lithgow club tells me we haven't seen anything yet, the top of Airlie, Spanish Steps, Moon Rock and Deep Pass to name a few; looking forward to leading again in 2015.

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.



Trip Report

Brindabella Classic

4th May



David, Kevin, Julia and Plod, Glynis, Ron and Michelle with Abbey and George, Gary, Alex and Andrea. It was a damp and misty morning as we intrepid souls gathered with the Brindabella ranges close by. A score of 4wd adventurers milled and chatted, wrapped in winter clothing, before setting out toward the misty ranges. The powerlines lookout was cold, wet and windy. The Goblin tree was shrouded and car lights glinted eerily. A slippery Waterfall trail was travelled happily and Dingi Dingi was a treat. More winter fun in the misty mountains soon. David.



Glynis W.

It was a very cold but happy group which met on Sunday 4 May for a trip around the Brindabellas. This time, it was run in a clockwise direction, commencing with the run down Gentle Annie Fire trail to Flea Creek. At this time, some blue sky was still visible, but alas this was not to last.

After a cool morning tea and toilet stop at Flea Creek, it was then a climb up Webb Ridge Fire Trail to the lookout under the powerlines. Half way up the hill, it had been remarked by some that not only were there dark clouds to the right of us, but there were also dark clouds to the left of us. By the time we made it to the lookout, we were in the clouds so the usual fabulous view was

nowhere to be seen. Instead, the soft mist and rain were curling around the trees, and dampening things down. The plus was that there was absolutely no dust to be seen all day.

With a wary eye for the slippery mud on the hairpin bends down Waterfall fire trail, we continued down to McIntyre's Hut for a quick break and then on to Lowell's Flat for lunch. The group enjoyed a leisurely lunch in the balmy 4 degree weather. At least at Lowell's Flat there was no wind so it felt rather mild.

The entourage consisted of a Pajero, Suzuki, Patrol, Ranger, a couple of Land Cruisers and a Land Rover Discovery - in that order for the day. Although we thought the Zook might disappear into one of the largish puddles on the way into Lowell's Flat, the crews managed to negotiate their way back along Dingi Dingi, Two Sticks and Blue Range trails without mishap despite a bit of slipping and sliding along Two Sticks and the odd downed branch along the way. As boys will do, some took full advantage of the wonderful mud puddles along the way.



It was agreed by all that we had enjoyed a great day. For the newcomers, it was a bit of practice which added to our confidence and experience. I believe the kids among us even thought the drive down Gentle Annie was better than an amusement park ride.



Trip Report

Easter in Eden

18th - 21st April

Everybody!



One of the club's Easter offerings this year was a relaxing Grade 2 trip to Eden on the NSW south coast. Led by Alex and Andrea Szabo, the group comprised a total of six club vehicles:

Alex & Andrea – Mazda BT50

Danny & Beth – GU Patrol with T-Van

Doc & Sally with son Connor – GU Patrol

Doug & Bev – Land Cruiser

Matt & Chris with daughters Isabella and Adele – Mazda BT50

Winston & Liane – Pajero

For an added family treat, Andrea's parents, Des & June, visiting from Adelaide, also took lodgings in the Eden area and joined us for a couple of sight-seeing side trips in the Eden area with their Honda CRV soft-roader.

Day One – Good Friday 18 April (by Beth and Danny)

Day One commenced with a standard rendezvous at Williamsdale and then a convoy transit to Nimmitabel where the pre-trip briefing proper was held over coffee and pastries from the local bakery. The transit was punctuated by the first (and only) mechanical drama of the trip when Danny and Beth's Patrol engine check light illuminated and the engine went into limp mode just a few kilometres short of Nimmitabel. The problem proved to be water in the fuel filter trap and was quickly remedied (and again on a subsequent outing out of Eden).

With croissant and coffees on board and pre-trip briefing over, the group headed off for Eden, meandering via as many dirt and scenic roads as could be squeezed in before dark.

Our start was delayed somewhat when the police, seeing how shifty-looking our trip leader appeared, pulled him over for a breathalyser – which he passed (and saved us having to elect a new trip leader). Shortly thereafter, it was onto the dirt of old Bombala Road, past the remains of the historical Nimmitabel Meatworks (built in 1938 but operated only until 1942 due to drought and wartime pressures) then through a succession of back roads into the Southeast Forests National Park where the terrain was an easy going forest drive. Highlights of this leg were a morning tea leg stretch and walk at the Nunnock Swamp and Grasslands Camping area, followed by a pleasant drive to the very well preserved Alexander's Hut for a late lunch. Progress was halted somewhat on way to the lunch stop as an unannounced closure of the track (by carefully placed boulders) meant that all had to perform a tight U-turn to retrace our steps and find an alternate route. For most, it was a 3 point turn; for the T-Van it was a 27 point turn – well, a few more than three, anyway.

After lunch, we continued along Cattlemen's Link Trail and then a succession of very pleasant forest tracks winding their way through the scenic Tantawangalo Section of the park where the thinly spaced trees stand tall and straight. As we neared the shallow Devil's Crossing on Tantawangalo Creek, the familiar voice of Phil Henderson greeted us – a chance encounter with he and his wife Julie who were doing some independent camping at Postman's Camp (named so as it sits on the track used by postmen delivering mail between the Tablelands and Kameruka during the 1800s).

After a stop for some social chit-chat, we moved on to Six Mile Creek for a quick air-up before re-joining the blacktop and making a bee-line through Pambula for our intended campsite at Boydtown Caravan Park, just south of Eden. Enroute, we encountered a pair of wallabies that had just been struck by a car, one of which had been left badly injured in the middle of the road. We paused while one of our group removed them from the road and dispatched the badly injured animal. Fortunately, there were no Joeys involved.

By now the sun had hit the horizon, so it was a full dark arrival and camp set-up at Boydtown followed by a Potluck Dinner and a relatively early turn-in in preparation for the following day's activities.

Day 2 – Easter Saturday 19 April (by Christine and Matt)

Matt and I looked forward to a leisurely 10am start this morning, but with 2 very excited small children (Isabelle, aged 6 and Adele, 3 1/2) we were still up quite early. It gave us plenty of time to let the kids run

Trip Report

Easter in Eden

18th - 21st April

Everybody!



around and play, and for us to have several cups of tea in our very pleasant campsite. Today, Day 2 of our trip, was a sightseeing drive through the local area and the Ben Boyd National Park.

First stop: Davidson Whaling Station. The old weatherboard homestead is quite picturesque, but the really interesting part of the historic site is the remnants of the try-works, where the whalers would process the blubber from the whales they caught. There was several very informative signs about the Davidson family's whaling operation, their partnership with the killer whales and the lengths they went to to catch and process the whale meat. It left us imagining what an enormous and horrible task it must have been.

Onwards to Boyd's tower: Originally designed as a lighthouse, it was deemed unsuitable for the purpose by the government and never commissioned. It was somewhat of a folly- built by Boyd the Scottish entrepreneur at a great expense, from sandstone shipped from Sydney. After the collapse of the Boyd Empire, the tower was taken over by the Davidson's, and they used it to alert whaling crews to the presence of whales. The geological formations around the tower are quite amazing, and the photographers on the trip all had a lovely time catching photographs of the waves crashing.

Green Cape lighthouse was next. It was cold and extremely windy, with a squall approaching. Rugged up with jackets on, many of us made the trek out to the lighthouse, and again the photographers amongst us had quite a lovely time with our cameras. The clouds and squally conditions made for some beautiful images.

Winston and Liane had not been able to join us on our drive as they had misplaced their car keys. After several hours searching for them back at camp, they were still missing, so we decided to head back to camp to help with the search.

Back at camp it was time for the great key hunt... unfortunately to no avail. Brains together, a solution was struck- and the driver on the Canberra to Eden bus kindly transported spare keys to Eden. And thus ended the great key saga- something which I don't think Winston will ever live down!

Happy hour, Dinner at the Seahorse Inn and drinks and talking around the campfire until very late was a lovely way to end a great day.

Day 3 - Easter Sunday 20 April (by Sally and Doc)

Today is DIY. Some of the crew went sightseeing and some to finish the previous day trip. Liane and Winston, packed up and left "Bermuda Keys" as they were heading to Canowindra for the Balloon Festival. (Liane has been torturing Doc with balloon photos ever since.)

The Gaul's and Baldwin's headed into Eden for a fish and chip lunch. The Baldwin clan stayed on to fish – payment of bribe to the youngest son to come with us on the trip.

We went to the quiet pier to drop a line. Doc and Connor caught 1 stripey fish, half dozen yellowtail and the same in baby snapper and the descriptive last fish, a red spiky one that was really ugly.

It was a nice quiet day to finish up the trip.

Day 4 - Easter Monday 21st April.

Home time. Pack up and then headed off via the scenic route along the Towamba River. We were unable to take one of the tracks as it was a grade 4/5 and needed recovery equipment as well. Lunch was at the lovely old bridge at New Buildings. Then continued through a bit more of the beautiful Australian bush. We all ended up in Nimmitabel at the bakery. Aired up and then went our separate ways.

It was a fantastic Easter break. The camp ground ("Bermuda Keys") was lovely and not crowded.

Thanks to Alex and Andrea for taking the task of trip leader and a big thankyou to the great company we had on the trip.



Basic Training Caramel Slice

1 cup plain flour
½ cup brown sugar
½ cup desiccated coconut
125g butter, melted
100g butter, melted
2 x 295g cans sweetened condensed milk
1/3 cup golden syrup
200g dark chocolate
1 tbsp. vegetable oil

1. Preheat oven to 180°C/160°C fan forced. Lightly grease a 28cm x 18cm lamington pan, line base and sides with baking paper.
2. Combine flour, sugar and coconut. Add 125g melted butter, mix well. Press mixture firmly into prepared pan. Bake for 15-20 minutes until lightly browned. Cool.
3. Combine 100g melted butter, sweetened condensed milk and golden syrup in a saucepan. Stir over low heat until smooth. Pour over base. Bake for 20-25 minutes or until caramel is golden brown. Cool.
4. Combine dark chocolate and oil, melt, stirring until smooth. Pour evenly over caramel. Refrigerate to set. Cut into serving pieces.

Recipe by Bronwyn Squire



May 2014 "Safe One" Basic Training - Participants and Trainers



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



For Sale Rhino Alloy Roof Rack, 1580L x 1090W, with Rod or Shovel Holder, to suit GU Patrol, \$300. Rhino Sports Bars with Rod or Shovel Holder to suit GU Patrol, \$100. Milford Half Cargo Barrier to suit GU Patrol, with drawer system, \$200. Space Cases, as new: one x 350mmL x 350mmW x 350mmH, \$80; one x 620mmL x 310mmW x 290mmH, \$90; one x 560mmL x 310mmW x 290mmH, \$90; two (interlockable) x 550mmL x 550mmW x 310mmH, \$100 each. Please contact Peter (02) 6292 2759

For Sale ARB Touring Roof Top Tent. Brand New. Never been used, unneeded, taking up space in garage \$1,000. Please call Peter R. 0428623458.

~~**For Sale** 2006 Toyota Landcruiser Cab chassis.~~ Front and rear lockers, Dual battery system stainless tray with alloy canopy and roof rack Bull bar with side rails and steps GVM upgrade to 3700kg 177,00 km HID head lights Roof and floor consoles Many other extras, ready to go bush. \$36,000 ono Phone Peter 0417480856

Work Wanted Pelican is looking for work.

Mechanic background, experienced in 4x4s and late and early model cars too.

Can do gardening, labouring, truck driving up to Medium rigid have you got odd jobs you need completed on your 4x4? Happy to help.

Will do whatever.

0420963804

For Sale Redback Explorer heavy duty off road camper trailer 2007 model. \$7,100 This a well built Australian made camper. Galvanised body; Drifta kitchen on the tailgate; 2 burner stove and grill – marine quality; 70lit water tank; 16' X 8' 6" camper top plus an attached awning measuring 16' X 8"; 2 gas bottles; on-board battery & 12V wiring to 4 outlets; QS inner spring mattress; large storage box at front and plenty of storage under the bed; 16" wheels that suit 80 series Toyota and BFG AT tyres with plenty of tread. Contact David on 0438882696.

For Sale Exhaust Jack, brand new, never used. Purchased from ARB stand at 2012 Queanbeyan 4WD and Camping show. Paid \$295, will sell for \$250 \$200 ono. Contact Deb 0411243655.

For Sale Brand New/unused Aqua Marina XPLR (Model BT-88866T) Inflatable Fishing Kayak

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Brand New (unwanted prize) 65cm Easy Base Deluxe Satellite TV Dish Kit \$100 (RRP \$699).

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New/unused Rhino Rack Spare Wheel Holder (Part No RSWH) - suitable for Rhino-Rack alloy trays \$50 (New \$98).

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or cooperr61@gmail.com

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.

Around the Tracks

Brad Wells



Bit of detail about how I managed to get some interesting pictures of the Triton while undertaking track repairs a couple of months ago. Didn't I show them off at work on Monday :-)

After the lads loaded about 1000kg of rocks in the back of the ute, the back tyres (22psi all round) looked like they only had 10psi in them, and the front tyres looked like they had 35psi in them :-)

With the suspension travel down to 40-50mm on the rear end, and trying not to do too much bouncing, I slowly headed up the climb to start track repairs, the down side

being I didn't have much momentum :- (The now obvious outcome of this was getting stuck without traction on a somewhat small rise in the track.

After a couple of attempts of retreating a bit to get some momentum which resulted in spinning at the same spot I decided to try and transition to the left side of the track which looked like a smoother way forward. The transition to the left side of the track was successful but a very short way forward, traction was lost again.

Convinced that with a bit more momentum I would conquer this section of track I proceeded to back up even further, and not keeping a close eye on my trajectory, I drove straight into a rather deep rut that swallowed my back wheel. Luck was on my side though, as my diff & spare type managed to stop my truck from being completely consumed by the weathered track.

Many thanks to Jim for coming back down the track with his Prado & winch to help out, and also Joe and Michael who orchestrated a good safe recovery.



This event was a great learning experience for me, not only from the recovery perspective, but also the fact that I travelled this track a few times up & down on the day, and by using the appropriate level of momentum made driving it easy as.



“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.



SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

GPO Box 2122, Canberra ACT 2601

MEMBERSHIP

Categories of Membership

Full details of the categories of membership of the Southern Tablelands Four Wheel Drive Club Inc. (ST4WDC) can be found in the Constitution of the club. The following is a summary of the key differences:

'Owner Member'

Owner membership of the Club may be open to any person interested in the furtherance of the objects of the Club, which is an owner or part owner (at least 10%) of a four wheel drive vehicle registered in Australia. The partner of an owner - member has all the privileges of an owner - member.

'Associate Member'

Any person interested in the furtherance of the objects of the Club may be eligible for associate membership and entitled to vote at any general meeting but shall not be entitled to a vote at the annual general meeting or at any special general meeting. An associate member is not able to be a committee member of the club.

'Competition Member'

Any person interested in the furtherance of the objects of the Club but wishing to join the club for the principal purpose of participating in 4WD competition events may join as a "Competition Member". A competition member is not entitled to a vote at the annual general meeting or at any special general meeting, and is not able to be a committee member.

'Family Member'

Family membership is extended to those persons who are the spouse or partner or a dependent under the age of 21 years of an Owner Member and are domiciled under the

same roof. Dependent Family members who have already completed the Basic Driver Training course are not required to pay the Joining fee if they become Owner Members before their 22nd birthday.

'Life Member'

Life membership of the Club may be extended to any owner member who has been a member of the Club continuously for at least 10 years and has in the opinion of the Club Committee, contributed significantly to the endeavours of the club. Life members pay no annual membership fee.

Approval of Membership

Applications for membership of the ST4WDC are subject to approval by the club committee. The Club reserves the right to refuse a person membership. Reasons may be given at a meeting of the committee and the applicant.

Membership Entitlements

Membership of the ST4WDC entitles Owner Members (including partners), and licensed Family Members to attend the Club's training courses and to make use of the Clubs 700ha property Talooge Park. Participation as a driver on other grade 1 trips require successful completion of the Basic Driver Training course, or recognised equivalent prior learning/qualification approved by the Club's Education Coordinator. Grades 4 and 5 trips also require advanced training. Details of Trip Grading can be found in **Southern Trails**, the club magazine issued monthly (except January) to all Owner Members, Associate Members and Life Members.

Returning Members

Lapsed Owner Members can re-join just by paying the annual fee. You are entitled to a pro-rata reduction in fees for the following year if paid at the same time as renewing.

Payment Month	Fee to 31Dec 2014	Fee 31 Dec 2015
January	\$100	\$200
February	\$100	\$192
March	\$100	\$184
April	\$100	\$175
May	\$100	\$167
June	\$100	\$159
July	\$100	\$150
August	\$100	\$142
September	\$100	\$134
October	\$100	\$125
November	\$100	\$117
December	\$100	\$109

First Renewal for New Members

For new owner members, joining from 2013, your first annual renewal fee is due by the 31st December 2013. The amount depends on the month you joined. Please refer to the table on the right.

Joining Month	First renewal fee due December
January	\$100.00
February	\$92.00
March	\$84.00
April	\$75.00
May	\$67.00
June	\$59.00
July	\$50.00
August	\$42.00
September	\$34.00
October	\$25.00
November	\$17.00
December	\$9.00



SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

GPO Box 2122, Canberra ACT 2601

New Member Application

Membership requested (Tick): - Owner Member - Associate Member - Competition Member

	Applicant	Partner (if applicable)		
First and last Name:				
Address:				
City/Suburb:		State:		Postcode:
Contact Phone:				
Mobile Phone:				
Contact Email:				
Vehicle (Make & Model):				
Reg'n State Colour:				
Please register dependent Family Members Must be under 21 years, and reside with the Owner Member. Please provide both Names and Dates of Birth .	Name(s):		Dates of Birth:	
Are you a returning Member?	Yes / No	If 'Yes', what was your last Membership Year?		
How did you find out about the ST4WDC?				
Payment of fees (\$) made by (Please indicate): Bank Transfer / Cheque (enclosed) / Money Order (enclosed) / Cash				
Signature(s): Upon acceptance of this application, then for the duration of my Membership, I agree to abide by the Constitution and By-laws of the Southern Tablelands Four Wheel Drive Club Inc, as they apply from time to time.				
Signed:				Date:

Completed Form may be scanned and Emailed to membership@st4wdc.org. The Club membership year extends from the 1st Jan to the 31st Dec.

Membership fees

An Initial joining fee and an annual Membership fee are payable as follows:

Membership category	Joining Fee	Annual Membership
Owner Member	\$230.00	\$100.00
Associate Member	Nil	\$50.00
Competition Member	Nil	\$50.00

Payment

Our preferred payment method is by Bank Transfer to:

Account Name: Southern Tablelands 4WD Club Inc

BSB: 112-908 - Account No: 040 037 027

Important: Please include your name as reference

Alternatively, you can pay by Cheque or Money order payable to the Account name above. You may also attend a monthly meeting (held on the second Tuesday of each month at Canberra Deakin Football Club, Grose St, Deakin at 7.30 pm) and hand the form with payment to the Membership Secretary.

Membership Secretary use only.

Application Accepted:	Fees banked:	Form & fees received:
Total received: \$.....	Receipt Number:	
Database updated:	Date entered:	Membership pack sent:
Other comments:	WEB access arranged:	

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30% Dirt & Mud



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Aust Reg Design No. 334293

Discoverer S/TMAXX

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50% Dirt & Mud



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Aust Reg Design No. 334885

Discoverer STT

20% Road & Sand
80% Dirt & Mud



The STT is now even stronger with 25% heavier duty sidewalls and still 2.5 times more resistance to tearing. The STT is specifically designed for the 4WDriver who wants tyres with the grip, strength and puncture resistance to take on the most challenging off-road applications.

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