

# Southern Trails

Complimentary Issue

Official Publication for Southern Tablelands Four Wheel Drive Club Inc.



**Balfour Track, Tasmania**

**Registered as Print Post  
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*Inside this Months Issue:*

- ⇒ *Trip Report: Simpson Desert*
- ⇒ *Trip Report: Abercrombie National Park*

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November 2014, Issue 420  
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# SOUTHERN TRAILS

## ISSUE 420, November 2014



### C O N T E N T S

David's Jottings.....	4
Lynne's Latest.....	5
Kids Corner.....	8
Trips and Events.....	12
Trip Report: Simpson Desert.....	18
Trip Report: Bendethera Weekender.....	22
Talooge Matters.....	23
The Morgan Factory.....	24
Trip Reports: Barellan Good Old Days...28	
Trip Report: Abercrombie NP.....	30
Classifieds.....	32
New Member Application.....	35-36



**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 11th of November 2014**

**The deadline for material to be included in the next issue of *Southern Trails* is Friday the 14th of November 2014**

**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.



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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](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..

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

The new website development is well under way – target date for implementation is 1 December 2014. It's exciting to see the progress and the current look of the test website. As noted last month there is plenty of work in ensuring that everything works well and that all our information is transferred accurately to the new website.

Last meeting we heard some interesting ideas from the David Mitchell and Bob Moon about the Kosciuszko Huts Association (KHA). It was formed in 1971 to maintain structures in Kosciuszko National Park (KNP) and now also covers Namadgi National Park (NNP). Our club is a member of the KHA. There are four major regions in KNP and around 91 structures that KHA maintains. About 250 volunteers undertook maintenance work for KHA last year.

David and Bob suggested that our club may be interested in taking on the maintenance of a particular hut in the northern region of KNP and/ or Cowra Creek hut – not far from Talooge. A number of club members showed interest in participating in KHA activities. The committee will discuss this at next committee meeting. Have a look at the KHA website for more information.

We enjoyed three interesting trip reports especially the photos of Michael Patrick and vehicle after a mud bath! Congratulations to Sarah Henderson for a good first trip report.

It's your club so make the most of activities and get out there.

Don't forget the club Xmas party and Funkana at the end of November. Please add your name to the list at the next club meetings or let one of the committee members know that you are coming along. We'll need volunteers to assist in setting up and running these events.

We urgently need three members of our club to become committee members for the spectacular 2016. The first meeting should be held during November. Please contact me if you wish to join the spectacular committee.

The committee decided that we would not recommend a change our fee structure for next year.

Looking forward to seeing you at the next meeting,

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:	\$10.00

If there is any clothing item you would like to see here please call Dennis.  
Dennis Hartley - 0406 375 283



# Lynne's Latest

Membership Secretary

Lynne Donaldson



G'day everyone,

I hope you have all been enjoying this wonderful weather; I have (except for a couple of days I thought that we were back in winter).

Can you please remember that we are coming up to renewal time again, please pay your renewal before the 31st December. If you have any enquiries please give me a call or an email and I will be happy to answer any questions.

We are well into the organising of this year's Christmas Party at Talooge; we want to make this one the biggest and best Christmas Party by far. We are looking for volunteers on the day to set up and help out with other various tasks. But the thing we are really looking forward to is for anybody that has any talent (or not) to entertain us. We want to have a talent show, it might be poetry, singing, joke telling etc. anything at all we will be happy with. Give Dennis or myself a call and put your name down.

At the following meetings until the Christmas Party we will have a sheet at the meeting so that you can put your name down if you are coming along, we would love to see as many members as we can out at Talooge to celebrate the year.

Below is a chart of our current membership.

## Membership Summary

Membership Type	Qty
Owner	247
Partner	210
Family	42
Life	9

Please welcome our newest members this month:

**Pat & Jeanette Cotterill - Landcruiser 200 Series**

**Colin & Paula Boldra - Nissan Patrol GU**

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

Looking forward to seeing you all at the next meeting,

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

Safe travels,  
Lynne



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

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

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# Kids corner

## Snake Jokes

Q.What is snake's favourite subject?

A.Hiss-tory

Q.What snakes are good at doing sums?

A.Adders

Q.What are a snake's favorite magic spells?

A. Abra-da-**cobra** and **adder**-ca-dabra

A.What is a snake's favourite dance?

Q.The mamba

Q.What do you get when you cross a snake and a pie?

A. pie-thon

Q.Why are snakes hard to fool

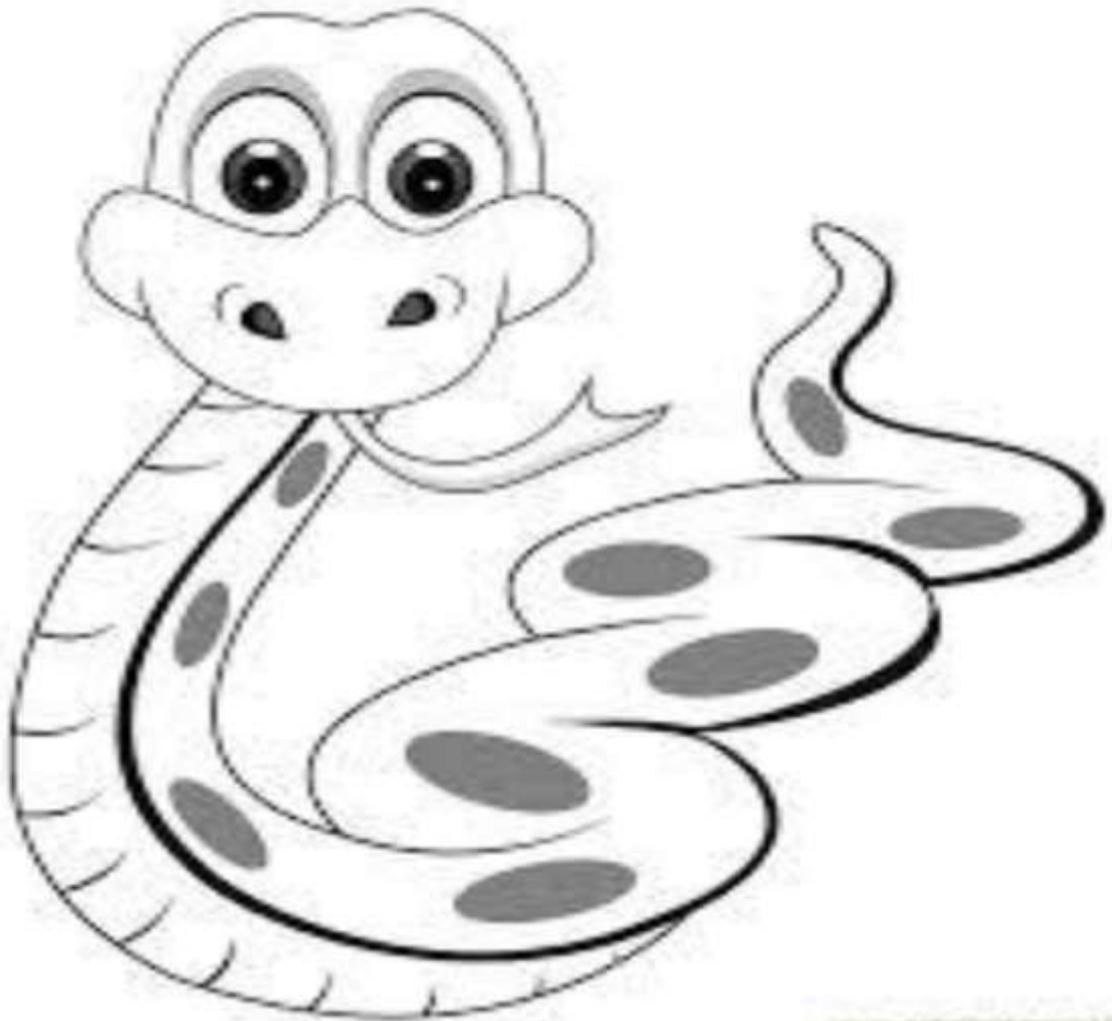
A.You can't pull their leg

Q.What's long, green and goes "hith"?

A.A snake with a lisp

Q.What do you give a sick snake?

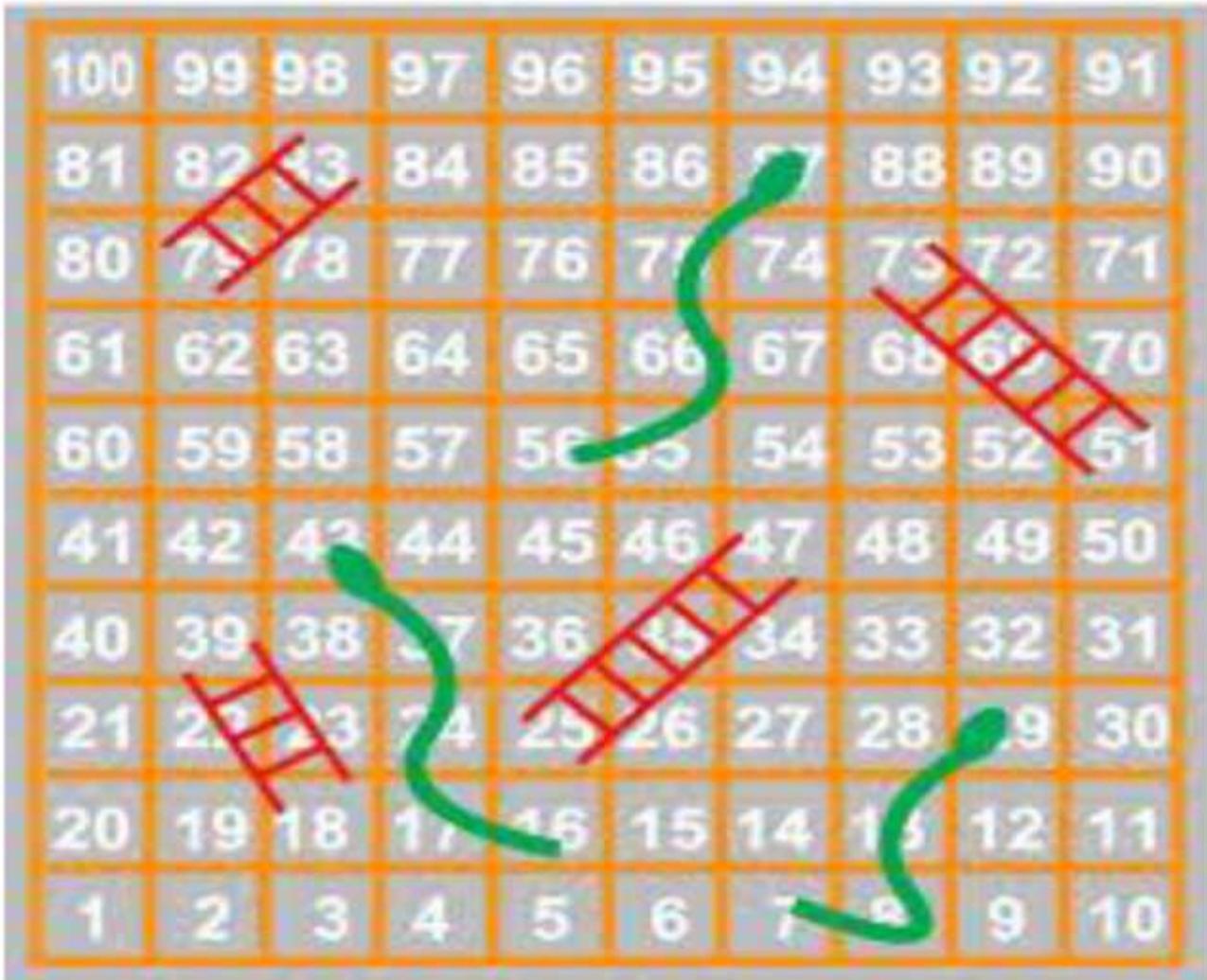
A. Asp-irin



[www.cobbling.org.uk](http://www.cobbling.org.uk)

## Snakes and Ladders game.

Grab a dice and a couple of game pieces of your choosing and start playing !



It's that time of the year again and we need to be mindful of the snakes that are around when we are out in the bush. Here are some tips to remember:

- Wear closed-in shoes to protect your feet and ankles.
- Stomp your feet more vigorously when you walk. Snakes can pick up vibrations through the ground and are inclined to slither away from you if they can feel you coming.
- Keep an eye out for snakes. Remaining alert might mean that you see the snake before it sees you.
- Leave it alone.
- It's important not to panic if you see a wild snake. I know that can be hard, but the safest way to prevent a snake bite is to stand still and wait for the snake to move away from you. Once the snake is a good ten meters away, you can move back slowly.

***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***



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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!



<b>8-9 Nov</b>	<b><u>Towards Batemans Bay</u></b>
<b>Trip Leader</b>	Alex Szabo
<b>Category</b>	Grade 2
<b>Start</b>	08:00 AM <b>Meeting Point:</b> McDonalds Queanbeyan
<b>Description</b>	This is a scenic 2 day outing towards Batemans Bay (but not quite). We'll head off from Queanbeyan to Captains Flat and then to have a look at the Canberra Weather Radar. From there, we'll stay off the highways and head into Monga National Park to enjoy the gum and fern forests. Exiting the NP, at Nelligen we head north towards Shallow Crossing then further north to our camp site of Yadoro Flat. Pot luck dinner tonight. The following morning, we'll pack up and the group will have a choice: climb up Pigeon House Mountain (3-4 hours, Class 4 walk), or head to No Name Fire Trail for an interesting drive south of Nelligen, or we'll split up to do both. If splitting, we will rejoin in Nelligen and head back to Canberra in the afternoon. If time allows, we'll also explore the Misty Mountain Road which is also in Monga NP.
<b>Comments</b>	This trip has a variety of scenery, tracks and activities. Trailers ok, children welcome. <b>To book on this trip please contact Alex on 0417 579 066 or alexszabo@grapevine.com.au</b>
<b>15-16 Nov</b>	<b><u>"Safe One" Basic Driver Training at Talooge Park</u></b>
<b>Trip Leader</b>	Peter Reynolds
<b>Category</b>	Training
<b>Start</b>	Please note meeting point is at Bredbo Pub at 07:00 PM Friday evening
<b>Description</b>	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.
<b>Comments</b>	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. <b>Peter's phone numbers are (h) 0262511258 (m) 0428623458 (m)</b>
<b>15-16 Nov</b>	<b><u>Late Spring in Bendethera</u></b>
<b>Trip Leader</b>	Greg & Vickie Taylor
<b>Category</b>	Grade 3
<b>Start</b>	09:00 <b>Meeting Point:</b> Braidwood
<b>Description</b>	Morning tea as we assemble at Braidwood. We plan to travel via Araluen and cross the Deua River at Dry Creek. A tarp or blind may be necessary depending on the depth of the river (this is usually low but can rise with recent rain). We will then head up the Mericumbene Fire Trail to Bendethera Mountain, collect firewood, lunch and descend to the valley and camp. Chance to swim or laze around before happy hour on Saturday night. Slow pack up Sunday with mid to late morning departure through Dampier Fire Trail, Minuma Fire Trail then Middle Mountain Road and Krawarree Rd. There is a large camp ground in the valley with pit toilets.
<b>Comments</b>	Our route may change due to NPWS track closures. Some of these tracks have been closed but we anticipate their reopening prior to the trip. <b>Please email or ring to let us know if you are coming. Phone 6241 3547</b> <b>Email taylor.greg@bigpond.com</b>
<b>23 Nov</b>	<b><u>"Safe One" Basic Driver Training Course Follow-up Day</u></b>
<b>Trip Leader</b>	Peter Reynolds
<b>Category</b>	Training
<b>Start</b>	Contact Peter Reynolds for arrangements

# Trips and Events

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



- Description** This is day three of the basic driver education course and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above.
- Comments** **You must phone Peter Reynolds to book this event.02 6251 1258 (h); 0428 623 458 (m)**

## 22-23 Nov Talooge Musters

- 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](mailto:twisty@live.com.au)**

## 23 Nov Kowen Forest Day Drive

- Trip Leader** Jim Anderson
- Category** Grade 3
- Start** 09:30AM **Meeting Point:** Kowen Forest Gate – Kowen Road
- Description** Kowen Forest is very close to Canberra and has some interesting and challenging tracks, all with alternative drive arounds. Electric BBQ's, shade and toilets are available at the old Kowen homestead site where we stop for lunch. This day trip has proved popular in the past and is also a good outing for new members to practice their recent training.
- Comments** Access is through a locked gate therefore promptness is important. Please arrive at the parking area by 9:15am - the access gate will be shut and locked by 09:35am. Territory and Municipal Services (TAMS) charge a \$10 usage fee per vehicle and this will be collected on the day. As access is dependent upon favourable weather conditions, updates will be provided prior to the event. **To book this trip please e-mail Jim Anderson [jander55@bigpond.com](mailto:jander55@bigpond.com).**

## 29-30 Nov ST4WDC Christmas's party

- Description** This is our club's 2013 Christmas party at our property Talooge Park. Put it in your calendar now! 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 are in this Southern Trails - get it in or on your calendar!

# Trips and Events

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



<b>13-14 Dec</b>	<b>High Country Weekender</b>
<b>Trip Leader</b>	Greg & Vickie Taylor
<b>Category</b>	Grade 3
<b>Start</b>	09:00 <b>Meeting Point:</b> Tharwa Bridge
<b>Description</b>	Travel Boboyan Rd to Adaminaby, then Jindabyne and top up fuel. Head down Barry Way visiting Wallace Craigie lookout and the magnificent views of the Snowy River, Willis and then turn up the Ingeegoodbee Track to Mt Menaak, McFarlane Flat and the Cobberas. We will camp at either Limestone Creek or Native Dog Flat. Limestone Rd/trail to McCarthy's Track, past the Poplars turning onto Davies Plain track visiting Charlies Creek and Davies Plain huts. Then to Tom Groggin for a dip (water crossing) in the Murray River and head for Canberra via Thredbo, Jindabyne and Cooma
<b>Comments</b>	This is the plan but we may deviate to visit or camp at other locations depending on our progress. Many of the areas we are visiting have toilet facilities – but remember your shovel, toilet paper, good humour and camaraderie! <b>To book on this trip contact Greg Taylor Phone 02 6241 3547</b> <b>Email <a href="mailto:taylor.greg@bigpond.com">taylor.greg@bigpond.com</a></b>
<b>16 Aug-30 Sept 2015</b>	<b>Desert Travel – Cross country Tanami Desert</b>
<b>Trip Leader</b>	David & Helen Sutton
<b>Category</b>	Grade 3
<b>Description</b>	This trip will be run over 3 weeks. The trip will depart from Curtin Springs and then we collectively move to Western Australia via the Great Central Road. Travel north via the Sandy Blight Track to the Gary Highway. Travel further north; cross country through the Tanami Desert roughly following the route taken by the explorer David Carnegie in 1897. Following an excursion to Lake Gregory, returning via the Tanami Track to Alice Springs. Vehicles require the usual well proven aftermarket modifications for outback travel and will be required to carry 250 litres of fuel and an exhaustive amount of spares including the capability two spare tyres/wheels. Food and water requirements will be at least 7 days between substantial resupply. Water conservation is also at a premium, however there may be an opportunity to have a bush shower from a well halfway through the Tanami.
<b>Comments</b>	<b>Any further enquiries contact David Sutton <a href="mailto:dgsutton@netspeed.com.au">dgsutton@netspeed.com.au</a> or phone 0427811484.</b>

***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)***

# Spectacular Update

Marj Jones



At our August general meeting, those who were present formed a united front supporting the presentation to Southcare Snowy Hydro Scheme with a cheque for \$5000.00, being their share of our Spectacular Show charity donations. As you are all aware the Show was a resounding success, despite the heat, not only in showcasing 4WD driving in our region, but financially, not only to our three Clubs, but to our nominated charities.

The final breakdown of the profits were:

Each Club	\$16,000.00	Queanbeyan SES	\$10,000.00
Frontier Services	\$7,500.00	Broken Hill Flying Doctor Service	\$5,000.00
Southcare Snowy Hydro	\$5,000.00	VKS	\$2,500.00

As previously mentioned this success is due to the fantastic effort of everyone involved. The Show cannot run in its present form, without this unfailing support from all members of the three Clubs.

## Spectacular Show 2016

This event is already booked with the Queanbeyan Council for the weekend of 6<sup>th</sup> - 7<sup>th</sup> February 2016. On the point of our next Show, I would ask everyone to think about taking a part of the organising committee.

Each Club has to have three voting members on the committee. You do not have to be a voting member to attend the meetings and to assist in the organisation of a particular area, in fact it is to the Committee's benefit that there are more than the three members attending the meetings so that if someone cannot attend for a meeting then there is someone to take their place as a voting member who understands what is going on.

Your commitment is one meeting a month for the first 8 months, with lots of email conversation using Yahoo group. It becomes two meetings a month after about six months, then down to a meeting a week, in the last month. Organisation skills and a commitment to working together as a group, is a real benefit. The comrade within the group, coupled with the satisfaction of creating a successful Show, is self satisfying and one that stays with you for life.

The first meeting will have to be held in November this year, (yes it takes that long!). Nominations for our Club will be called for and the Club committee will elect our representatives. Please let an Executive member know that you are interested.

If you need any more information, speak to Garry Lymbery, Rosemary Orr or myself as we were on the last Show Committee.

*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.*

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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](mailto:trips@st4wdc.org)).

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



# **Come along and join us for ST4WDC's Christmas Party at Talooge.**

**When: Sat 29th November - 30th November**

**Time: Festivities start 12pm 29th Nov**

**Where: Talooge**

**This is ST4WDC'S annual big get together to celebrate Christmas.  
Put these details in your calendar and join us for a fun filled weekend**

- **Games**
- **Lucky gate prizes**
- **Best table and Christmas hat decorations**
- **Entertainment**
- **Santa - bring a present out for your child**
- **Gift grab - \$15.00 limit**
- **Kids table for Face painting and activities**
- **Pot luck dinner**
- **Dessert's supplied by the club**

**Please call Dennis Hartley (0406 375 283) or Lynne Donaldson (0418 631 669)  
to put your name down to come along and join us.**



# Trip Report

## Simpson Desert

Jim Derrick



In July this year myself and another club member, Tony Warren, were part of a party of four vehicles that set out to cross the Simpson Desert. The vehicles were all Toyota Prados – three 120 series and one 90 series. The group rendezvoused in Coober Pedy and headed to Mount Dare via Oodnadatta to commence the crossing to Birdsville, We departed Mount Dare and commenced by proceeding east via the Rig Road.

I'm sure many readers would also have done this trip. There was an account of a recent crossing in the September issue of Southern Trails so I don't propose to repeat that. I would like to focus on an incident that occurred part way across.

After driving for around two days we had passed Lone Gum, had left the Rig Road to head north on the Erabena Track and were within a kilometre of the WAA Line. I was in second position in the convoy when a call came over the radio that the third vehicle, the 90 series Prado, had experienced a problem with a front wheel. Assuming it was a puncture the two leading vehicles turned around but on reaching the others it was clear, as you can see from the photograph, that the problem was something far more serious.

After a bit of digging we were able to get a jack under the vehicle. With the vehicle raised we were able to have a closer look. It was clear that the ball joints had suffered a catastrophic failure, the drive shaft had come out and the brake line had been ripped off.

Initially we thought it might be possible to effect some form of bush repair to allow the vehicle to roll and be towed or perhaps operate in two wheel drive. At Mount Dare we had come across a vehicle with a broken engine mount that had been nursed out of the desert following a bush repair with a ratchet strap. We thought something similar might be possible but having attempted to strap things together the front end collapsed when a little weight was applied to the bullbar. Clearly it wasn't going anywhere without some major repairs.

Fortunately this had occurred on a level and reasonably straight section of track so the vehicle was readily seen by other traffic that could then easily drive around it. It was now towards the end of Sunday afternoon





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# Lennock





# Barellan Good Old Days



# Trip Report

## Simpson Desert

Jim Derrick



so we set up camp close to the vehicle. Prior to the trip we had some hypothetical discussions about what we could do in the event of a major breakdown. However, I would have to say there's a very big difference between theoretical discussions and the real thing. It was sobering to realise that we had to find a solution to a rather significant problem.

Fortunately Tony had brought a satellite phone so he called Peter Barnes at the Birdsville Roadhouse to enquire about a recovery using their four wheel drive truck. Initially he was out but Tony did get to talk to him a little later. After explaining the problem and location of the vehicle Peter said the best solution would be a roadside repair by the mechanic from Mount Dare.

A phone call to Steve at Mt Dare received a positive and helpful response that included asking if everyone was OK and if we had enough food and water (which we did). Steve provided assurance that we would not be left in the desert without help. As it was Sunday it wasn't possible for the mechanic to begin locating the necessary parts but this was done the next day. Fortunately on Monday all the parts required, except the brake line, were located in Alice Springs. The parts were ordered and it was arranged for them to be delivered to Mount Dare by the mail plane arriving on Wednesday morning. Armed with the parts Dave the mechanic would then depart Mount Dare to reach the vehicle on Thursday morning.

All that sounds quite straightforward when described here but organising this took a lot of time on the phone while we spent Monday on the side of the track. Under other circumstances a day enjoying the desert would have been relaxing and pleasant apart from the over-friendly flies.

Whilst we now had a plan for the repair we still had to decide what to do because it wasn't going to be possible for everyone to remain in the desert until the mechanic arrived. People had deadlines to be back in Canberra and Adelaide for work and school. Finding a solution was complicated by the fact that each of the three 120 Prados had some or all of their passenger seats removed to provide additional storage space. This meant that there weren't enough spare seats to accommodate the three passengers from the broken Prado without a passenger from one of the other vehicles staying behind.

Of course it would be the fully loaded vehicle that broke down. We hadn't thought about having enough seats in the other vehicles if one had to be abandoned but perhaps it's something to be considered when planning a trip. Had it been a dire emergency we could have accommodated everyone in some way but it wouldn't have been too comfortable and two people would have been without seat belts.

Our solution was to leave two people with the broken down vehicle to await the mechanic from Mount Dare while the remainder of the vehicles and passengers headed for Birdsville the next day (Tuesday). The two staying with the vehicle were left with the satellite phone, one of the two available EPIRBs plus plenty of food and water. Breaking up the party is not an ideal arrangement but it was the "least worst" solution we could find. There weren't any easy solutions.

Having left on Tuesday morning the three 120 Prados arrived safely on Wednesday evening after travelling via the WAA line, Knoll's Track, French Line, K1 line and finally the QAA line to Birdsville. There wasn't a lot of time for sight seeing but we enjoyed a stop at Poepel's Corner and a few trips up and down Big Red. After a night in Birdsville the three Prados began the road trip back to Canberra. We took the Walker's Crossing track to Innamincka which was a really nice drive. After that we just followed the main roads through Thargomindah, Cunnamulla, Bourke, Nyngan, Forbes and Boorowa.

Before leaving Birdsville we confirmed that the mechanic from Mount Dare had received the parts and was en route. Dave reached the broken down Prado around 8.00 am on Thursday morning. The vehicle was mobile again by around midday so our two companions began the journey back to Adelaide arriving late on Saturday afternoon.

What did we learn from this experience? Firstly it could have been a lot worse. If the ball joints had failed

# Trip Report

## Simpson Desert

Jim Derrick



on one of the high speed gravel roads from Coober Pedy the results could have been disastrous. Similarly we were fortunate the breakdown occurred on a flat, straight part of the track rather than on the blind crest of a dune thus avoiding the need to move the stricken vehicle.

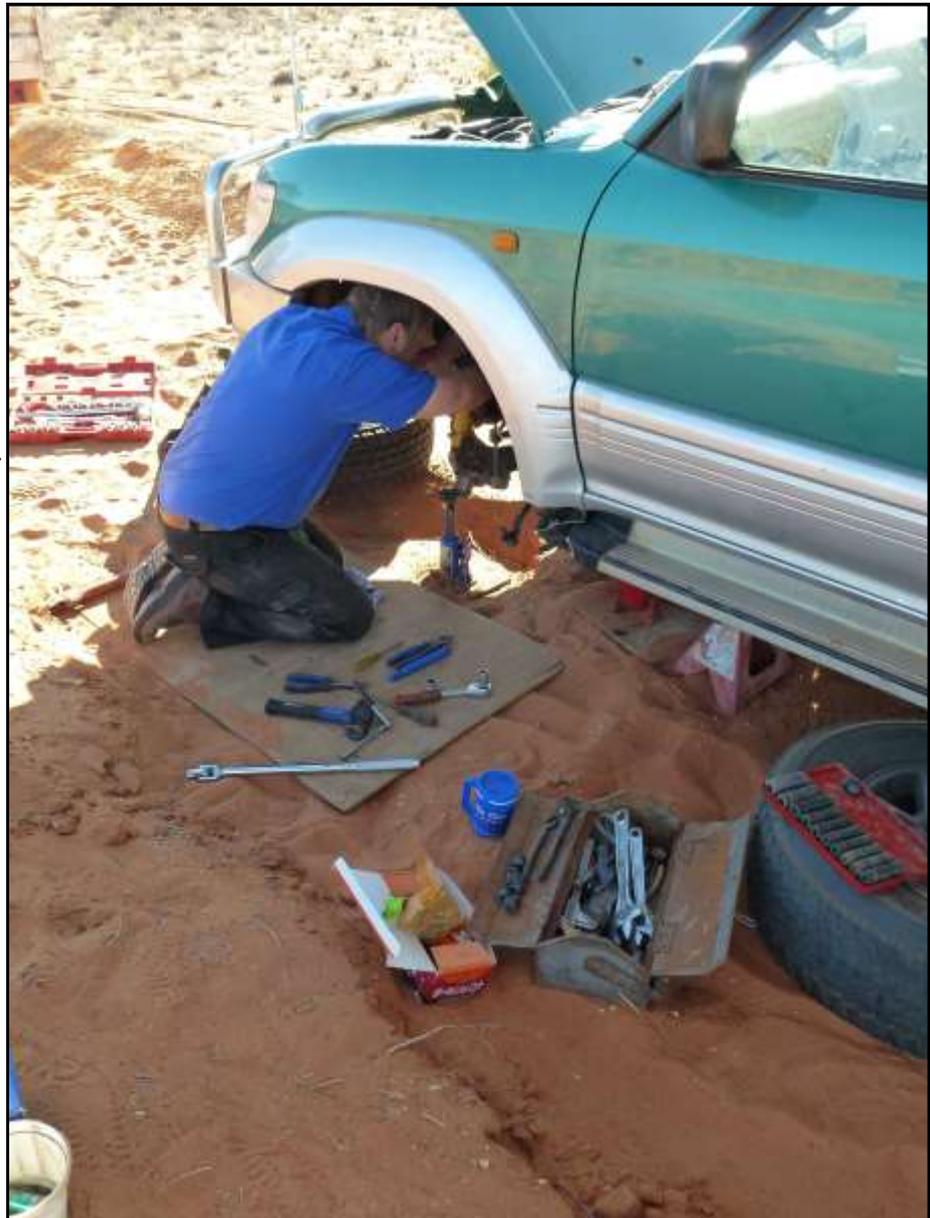
We were also fortunate that the parts were readily available and that the mechanic was able to attend immediately. This minimised the wait in the desert. Surprisingly the only part not available was the flexible brake hose so it could be worth carrying one of those. We had plenty of food and water but if repairs had been delayed then availability of food and water could have become a problem so it's definitely worth having a good reserve supply just in case.

Our extended stay also gave us time to think about the implications of injury or serious illness in a remote location. We were more than a day's drive to a bush airstrip and there was little likelihood of a helicopter recovery. Faced with a serious health issue a long, slow and uncomfortable drive would have been the only option.

Our decision to bring a satellite phone turned out to be a masterstroke. It allowed us to organise the repair straight away. Without it there would have been a two day delay whilst other vehicles reached Birdsville or returned to Mount Dare. It also provided additional assurance that the two people left with the vehicle would be OK – but having only one satphone in the convoy remained a weakness and ideally two phones should be carried. One lesson learnt is to make sure you have a way to easily obtain additional credit if you are using a pre-paid arrangement. Tony also had all the necessary phone numbers on hand. You don't want to be using valuable satellite phone credit on calling directory enquiries.

The repairs cost close to \$4,000 although most of this was ultimately covered by insurance. However, the repairs did need to be paid for so it's important to make sure your credit card has sufficient capacity to cope with a problem like this one.

Prevention is better than cure so could anything have been done to avoid this breakdown? The vehicle involved had recently been given a suspension upgrade



# Trip Report Simpson Desert

Jim Derrick



and a replacement steering rack - it was not exhibiting any signs of a problem. It had done around 365,000 km but plenty of high mileage vehicles seem to be able to complete trips such as this one. Is there some point at which steering and suspension components should be routinely replaced even if they aren't showing any signs of a problem? Even if this particular problem might not have been detected beforehand the cost and inconvenience of this breakdown demonstrates the value of a pre-trip inspection to eliminate readily preventable problems.

On the positive side we were able to work together to deal with the incident. Nobody was hurt and we all got home safely even if it was a bit later than planned. We had plenty of food, water, fuel and enough tools and equipment to attempt a bush repair so our planning and preparation were good. As with many activities you often learn more when something goes wrong so it was a worthwhile learning experience and has given those involved a good story to tell around the campfire in years to come.



## We Want You



## To send in your photos

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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

# Trip Report

## Bendethera Weekender

Michael 'Pelican' Loberger



So it was with a frosty and foggy start to the morning, Myself, Michael P, Joe B along with Dennis and Kerri H, and Chris Nichols joining us on the drive out from Queanbeyan. That we set off for Bendethera.

A short time later we arrived in Braidwood amidst the joke that I could hook up to Dennis' Prado with a fishing rod and save fuel in the Zook by being towed. I did a quick fuel top up in the Zook and was reminded of its terrible economy traveling 85km to 10 litres of fuel.

With a lunch of meat pies settling in our stomach we set off for Araluen, down through the winding hills amidst talk of powerful trucks we had seen on YouTube kept us laughing. From there we travelled past the closed turn off to dry creek and stopped on the roadside for morning tea. It was then when a motorhome towing a little Daihatsu Terrios did u-turn and asked for directions, with Michael Patrick informing them that Batemans Bay was a long way back the way they came. So off they went. Our next turn off was Wambam rd.

Passing the odd junkyard and more friendly ribbing about my Zook belonging in them. While having lunch at hanging rock lookout I noticed a hissing coming from the front of the Zook. (Cue terror) a quick investigation revealed coolant level was ok and the radiator still holding pressure by a squeeze of the hoses and no leaks visible under the car. Some keen eyes spotted it was coming from a metal hose next to the radiator, which revealed the a/c gas Line had rubbed through and cracked, with little room to get our hands in there to use rescue tape we decided to leave it to vent seeing as the weather didn't require the a/c anyway, another cautionary check revealed the gas I was venting was freon 12 (uhoh)

After lunch we decided to explore a side track that Michael hadn't driven before and half an hour later it was a dead end with authorized access signs blocking the way, a cold reminder of the fact that times they are a changing and the Aussies right to see his backyard is slowly being overruled with locks on gates and barriers and track closures.

Half an hour later we were back on the road to Bendethera via little sugarloaf rd. some nice controlled descents had myself gripping the steering wheel with white knuckles wishing I had spent \$1000 on reduction gears. And Chris Nichols being lucky enough to have just that had no dramas and was able to drive his trusty patrol down the hill instead of hugging the brakes like I was making me majorly jealous.

Once at the bottom we faced two minute creek crossings before gaining access to the picturesque campgrounds. Having the only petrol vehicle out of the 5 I was slightly worried about wetting the elec-

trics, but having just the right speed had a solid bow wave in front and we all made it through with no dramas.

Half an hour later we were all setup camp and sitting around the fireplace and Chris Nichols volunteered to take us on a tour of the valley. With he and Dennis in his GQ and Kerri and myself in the trusty Zook we set off.

Looking at closed tracks and crossing the odd creek and we came across Bendethera mountain bathed in afternoon sun which made for some great photos. Off again exploring we came to a steep decent with a large log step, I was hoping to attempt a drive down and after discussion with Chris it's difficulty was deemed to extreme for the low slung Zook. So I elected to take the Chicken track. And saw a beautiful camp ground right on the river big enough for a few vehicles perfect in summer. Kerri and then decided to cross said river and check the other side, So i set off and half way across it was getting deep with both of us getting worried I stuck with it until it came over the bullbar and the unanimous decision to go back was made upon the realisation the drivers footwell was flooded to my terror. Selecting reverse and driving it we both breathed a big sigh of relief knowing we were safe on dry land the only thing in our way was a gnarly alternate creek exit with scrape marks from a recent attempt by another vehicle.

Up we went with rocking and rolling but not a challenge GO THE ZOOK!!!

After this we headed back to camp to find our remaining people had lit the fire and started happy hour. Perfect.

The following morning we packed up and headed up Dampier Trigg fire trail and snowball rd. What a picturesque drive that was, up and down rocky hills. Then we made our way through the Tinderrys and saw snow, ok we saw the minute remainders of snow. But snow none the less. From here we came into Michelago where we aired up and said our goodbyes.

This was a great trip, and excellent for a weekend getaway, the scenery was great the tracks were a nice challenge and the trucks were excellent.



# Talooge Matters

Property Coordinator

David Read



G'day campers,

Talooge is looking splendid thanks to the members attending Musters. Regular maintenance continues and other projects are being tackled. Come and check out the new tracks or enjoy serenity by the creek. It's your property. Enjoy it. Visit anytime.

Gate security is a recent issue, particularly daisy chain locks. Please ensure you correctly relock any gates you travel through. Remember other property owners also use shared gates for access.

The septic system will now be installed early next year. This decision was made in light of the number of events coming up at Talooge and we didn't want any delays affecting those events.

We are also considering running a chainsaw course early next year for club members. Please contact me via email ([property@st4wdc.org](mailto:property@st4wdc.org)) to register your interest.



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# The Morgan Factory

Glynn Shepherd



In the last few years we haven't participated in any long 4wd trips. Instead we have been making the most of the high Australian dollar to go overseas for our annual holidays, before the dollar sinks like a stone again.

So I thought I'd do a write up on the Morgan sports car factory we went to recently in the UK. The interesting thing about Morgan is they have been making sports cars the same way for the past 100 years. When you consider modern crash testing and the hoops that new cars need to go through to get on the road, I think this is remarkable, to say the least ...

Morgan started making 3 wheelers in 1909 in the Malvern Hills a few hours drive from London. With a large motorbike engine in the front and the Malvern hills for a testing ground, as well as being able to avoid car rego taxes, they were a success. Later in racing, due to their light weight, they could take on the racing Bentleys of the day and were eventually banned as they were unstoppable. The factory went on to make more traditional four wheel sports cars (with an engine from one of the major car companies). Today they still make these cars much the same way as they did then, with a wood framed body and modern BMW engines.

They are still hand made in the same sheds as they were back then, with no assembly line. It is interesting to compare the photos from the early days with now. There really isn't much difference.

During week days you can do a tour of the factory. A small group is shown through the assembly area. You are literally in amongst the workers and cars while they are being built. One of the most interesting things I found was how they put together the wood framed bodies. In Australia most cars haven't had wood framed bodies since the early 1930's. Up until the end of the 1920's it was common to import a chassis and get a local car body builder (Holden was one) to build the style of car you wanted. These usually had a wood frame with a sheet metal skin on the outside, just like the Morgan. They were usually open cars for simplicity, which wasn't a problem in our warmer climate. As a result Australia has a greater number of convertible type cars from the 1920's than most other countries.

It takes a lot of wood working skill to create a wood frame. Morgan use English Ash. They use Ash as it is strong and flexible and doesn't rattle like steel. One of the great things about this strength and flexibility is



# The Morgan Factory

Glynn Shepherd



that it can pass the modern day crash tests. That's what they told us! Apparently a few years ago they were using Ash from the continent but gave up on that after finding bits of shrapnel embedded in the wood. The trees on the continent still contain these metal pieces from the second (and probably first) world war.

The outside steel panels are hand made, and it was interesting to watch them "roll" a bonnet. In the small museum area is an old telephone pole (like a fence post) dating from about 1910 that was used to roll out bonnets for about 60 years. We were shown a clamp for bending and gluing wood that was made in the 50's and still produces perfectly the bends that they require. Things don't change very fast at Morgan.

One of the reasons they can hand make these cars and still be profitable is that they are very simple. There is no traction control and other gadgets found on most modern day cars. The engines are modern, but they still use leaf springs in the rear and they use their own "sliding tube" suspension in the front which, up until recent times, was lubricated with engine oil.

The three wheeler finished production in the 1950's, but about 3 years ago it made a come back. Morgan expected to make about 300 in total, but now they have made well over 1000 and are making about 200 every year. It uses a motorbike style V twin air cooled 2 litre engine from S&S in the front (Americans use these for hotting up Harley Davidsons). The car only weighs 525kg. So it should go OK.

ADR certification is being worked on and they should be available here at the end of this year for around \$60,000 – \$70,000. Way cheaper than a Landcruiser.

Something I didn't realise until we got there is that the factory hires out the latest cars, including the three wheeler. Taking the three wheeler for a burn around the Malvern hills would have been a real buzz.

Hmmm, maybe next time!





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# Trip Report

## Barellan Good Old Days

Kerry Lejsek



### Jim and Jane Raleigh

### Trip Leader

David and Pauline Benison

Rob and Kerry Lejsek

Dave and Helen Sutton

Rick and Wendy Holland

Paul Obohov and Rita Wilkinson and Callum

### Toyota Landcruiser and Ultimate Camper

Toyota Hilux and Ultimate Camper

Toyota Landcruiser and Exodus Camper

Toyota Landcruiser with a Wedgetail Camper

Toyota Landcruiser with a Trayon Camper

Toyota Landcruiser and Oz Tent

At a club meeting earlier this year Jim Raleigh mentioned that Barellan, a little town out west of Temora NSW, held a "Good Old Days Weekend" where the Barellan Working Clydesdale Association Inc. put on displays of clydesdale horses ploughing and pulling stuff. This event is on each October long weekend and a few of us thought it sounded like a good idea. So Jim and Jane organised a trip.

Being a coastal chick who grew up surfing and scuba diving, me and horses have very little in common. So I had very little expectation about what the weekend would be about. But I figured that even if the event was fizzer the social aspects of camping with a few good mates would make up for it.

Well... while I don't like to admit it, how wrong can a girl be?

We all left Canberra at 10am (very civilized) on Friday 3 October and after a leisurely drive via Cootamundra for lunch, a scenic route along a few back roads we arrived at Barellan Showground. We didn't want to get there too early...after all once the camp was set up what else was there to do?

We arrived to a hectic scene of about 100 caravans, campers and vehicles of all description in various stages of setting up camp around the Barellan showgrounds. This was the first sign of something big. The next sign was when a team of 23 huge horses driven by four horsemen and a fully loaded wagon came charging towards us to shouts of whoa... whoa... The chicken in me jumped behind Rick and Wendy's Trayon at the sight of that charging team. But, in reality the horses weren't even close. The horses were an awesome sight (Note: I mean awesome as in: *an overwhelming feeling of reverence, admiration, fear, etc., produced by that which is grand, sublime, extremely powerful, or the like* and not just "good").

Back at camp our concerns of dust from the road next to us were allayed by a tanker from Barellan Rural Fire Service who was spraying the road. The tanker kept it up all weekend making for really pleasant camping amongst the shady trees around the showground. The locals had thought of everything.



# Trip Report

## Barellan Good Old Days

Kerry Lejsek



Saturday dawned bright and clear promising for some heat later in the day. We tucked into fresh bacon and egg sandwiches and later strolled around the showgrounds which had been set up with working displays of; corn grinding and chaff cutting powered by these beautiful big horses, rope and whip making, blacksmithing, shearing using hand shears, milking followed by butter churning and scones cooked on wood stoves with fresh cream and home-made jam, yum!

Later in the morning some of us took a stroll into town to check out the big tennis racquet (Barellan is the hometown of Evonne Goolagong Cawley) while the others watched teams of horses mow, rake and bind a crop of wheat using draught horses and equipment made prior to last century.

By the afternoon the crowds had swelled to more than 7,000 who had come to see the grand parade at 2pm. The parade was headed by the team of 23 horses who pulled that wool wagon around the Barellan race track at quite a fast pace. We found a shady tree along the track and took lots of pictures as those horses appeared to head straight at us as they rounded the bend. They were a photographers dream. Awesome!

The parade included a bullock team pulling another wagon of wool, another bullock team pulling a mallee roller, more horses and wagons of wheat and carts and equipment of all shapes and sizes, a beautiful rusty old tractor (my favourite) and a Pitts steam engine. All this old equipment contrasted beautifully with the shiny new multi-million dollar John Deere Sprayer and the big red Case harvester.

Dinner on Saturday night was sold out to the first 300 hungry workers and campers. We had roast meat and vegetables all beautifully cooked in the biggest and largest number of camp ovens I have ever seen. There was at least fifty camp ovens on the go which were all delivered on backs of utes to the serving area. Dinner was followed by dessert served in country size portions. Logistics of dinner was even an amazing sight to behold.

Sunday was another full day which we spent catching up on all the stuff we missed on Saturday and shopping at some of the market stalls. I bought a hand tooled belt and some more of that homemade jam.

In recent years we have started to travel more broadly around Australia and I have begun to really appreciate and admire the work of my ancestors who settled in western NSW farming sheep, wheat and distilling eucalyptus oil. I am gladened to see that some of our farming history is being retained by the Barellan Working Clydesdales and Heavy Horses Association and all the other enthusiasts who made this weekend possible. The Barellan Committee Members and locals of the Barellan District worked tirelessly all weekend and pulled off an event that overwhelmed my expectations and I will definitely be going back to.

Thanks also to Jane and Jim Raleigh who organised the trip.



# Trip Report

## Abercrombie River National Park

Lucy McGarva



Participants:

**Michael Patrick (trip leader)**

Sen and his mate Asanga

Andy and Bron

Adam

Ian and Lucy (me)

### Day 1

Our first trip with the club. A little bit nervous, a little bit apprehensive, but mostly excited. We set off not too early on Saturday morning to meet the crew and our fearless trip leader, Michael Patrick at the Eagle Hawk just on the northern side of Canberra. After making an early stop (i.e. before the trip even started!) for various members of the convoy to get an assortment of coffees and bacon and egg rolls, we were away, meeting Adam in Goulburn and then heading on to Abercrombie River National Park.

Ian and I had only been to the outskirts of Abercrombie River NP before, we'd camped at Bummaroo Ford campground while passing through the area but never been further in. So this was our first trip with the club, and our first time into Abercrombie River NP.

The trip started nice and easy, which gave me a chance to work out how to use our newly downloaded OziExplorer. We stopped for morning tea on a nice little ridge with the sun shining down to warm us all up. I was happy with my thermos of tea until Bron pulled out her mother of all coffee machines and whipped up a perfect looking cappuccino, froth and all! My tea suddenly didn't taste as good.

After the quick break, we got back in for the next part of the drive. This was a lot of fun, with a few water-holes and some steeper trails.

The trickiest part of the track was the fairly steep downhill muddy section of Little Bald Hill, followed by a seemingly long gravelly uphill section. For most club members, this was probably a relatively easy section, but being fresh 4WD-ers, it seemed impossible – all I was thinking was, how on earth is the Zook going to get up there?!?. To save me from having a heart attack, I jumped out of the car here – leaving Ian to his own devices! Thankfully we were third in the convoy. Michael was first up. He made it look easy, making me think, what am I panicking about!?. Andy was next, he had his wheels spinning on the tricky section. He tried again with a less air in the tyres but still no luck. Just as Michael was about to get the winch to pull him up, Bron's wisdom was heard '...how about we just give the MaxTrax a go?' ... and they worked a treat! Ian was next. Thankfully he managed to get the Zook up the tricky part of the track, but somehow managed to get stuck on a seemingly flat section at the top! The MaxTrax came out again! Adam and Sen both cruised up (though I think Adam took it a bit faster than he probably meant to!)

A few more relatively easy trails, and then we came to what is known as 'The Bog Hole'. We all tested the depth and thought to ourselves... 'No way!'... except for Michael, who, as trip leader wanted to show us all how it should be done. He got his recovery gear set up and took the 'go straight through' approach. Halfway across 'The Bog Hole', Michael stopped dead in his tracks. 'Ah guys, I might need someone to help pull me out...' Muddy water was starting to creep into his truck... 'Ah guys, yep, might want to hurry up a bit'.... 'Oh s\*#!?' ... 'Guys, hurry up!'... we finally managed to get a car suitable to pull Michael out close to him, and Andy recovered Michael's car before too much damage was done! (although I'm not sure Michael's wife would have agreed with that)... Inside the car was pretty drenched, and water from 'The Bog Hole' isn't all that fresh smelling! Not surprisingly, no



# Trip Report

## Abercrombie River National Park

Lucy McGarva



one else wanted to follow in Michael's footsteps and take on the challenge!

The rest of Saturday was a pretty cruisy drive with some massive spoon drains. It was a good thing we'd had the Zook lifted otherwise we would have struggled getting over a few. The biggest hiccup was me confusing my left and right and sending us on a few unintended detours! We managed to get to the campsite without too much trouble and set up camp right next to Silent Creek. Adam started a great fire just before the sun went down and we spent the evening eating, sharing stories, and reminding Michael of his day's efforts. I managed to melt my shoes on the fire.

### Day 2

Sunday morning we got up to a bit of a frost on the ground but a quickly rising sun. We packed up fairly leisurely and headed off for a day of sightseeing. First stop was 'The Beach' campground. As we stood around in our warm jackets, we all thought how nice it would be to return here in summer. We then went over to an area that I think was old cattleyards, this was gold. I loved it. There was a great hut that seemed like you had stepped back in time, inside felt like it hadn't changed in twenty years. Old Caltex tins and bottles were on the floor which made great photos!

We then moved along to a place where a family is still living completely self sustainably, they even had a working waterwheel in the nearby river which they still use to generate electricity. Another fun creek crossing here and then on to the third camp ground in the National Park, this one known as 'The Sink'. Very aptly named as there was indeed a kitchen sink. This was the last stop before heading out of the National Park and back home via Bummaroo Campground for lunch.

All in all a really enjoyable first trip. Big thanks to Michael Patrick for organising the trip and showing us around this fantastic area, and to everyone on the trip for such an enjoyable weekend away. Ian and I are both looking forward to many more club adventures!



# 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** 2014 1997 GQ Nissan Patrol TD42 Coil Cab Utility Asking Price: \$20,000 Description: A one in a million vehicle (I haven't seen any other coil-cab utes in this original condition – for this price). Genuine low km's in excellent condition. 160,000km (real reading). LSD, 4 wheel disc brakes, Air Conditioning, Power Steering, lightweight Aluminium tray. TD42 with Turbo-Glide Turbo, 3" exhaust Interior like new (3 seating arrangement) 5 speed Manual, Steel bulbar, Narva 175 driving lights, aluminium sidesteps Heavy duty 2 inch King steel progressive coils lift, New shocks & steering damper 33 inch Yokohama MT's (90%), Flexi-flares fitted to front guards Black King Steel rims [16x8]. (original grey split rims available). Dual batteries, Dual fuel tank setup UHF radio, Tinted windows Tinny/boat rack over tray. (all modifications professionals) Regularly serviced. In great condition. NSW rego to mid-July 2015 (QPS-636). CONTACT: (Steve) steveeri@gmail.com or ring/text 0423 092 172.

**For Sale** 1997 Toyota 80 series GXL, 4.5l Petrol/LPG. ONE OWNER. 277,000km. Has been very well maintained mechanically and provides trouble free motoring. Full service record from new. Usual GXL features plus, Leather interior, sunroof, OME suspension 2" lift. Alum bullbar, Kaymar rear tyre carrier on LHS, Anderson plug + towbar. Dark green colour, paint is fading on bonnet and roof. \$11,900 Ono.

ARB full length steel roof rack to suit 80 series. \$550.

Foxwing Awning (wrap around) in as new condition. \$450.

Contact Bill 0411341569

**For Sale** Suzuki Sierra 1995 Soft Top Winch, Snorkel, Lift Kit, New water pump, New Timing belt, Front and rear bearings replaced, Transfer case rebuilt, Gear box rebuilt, rear drawer system (handmade & looks it), 40 litre Engel fridge + fridge slide, Off road navigation system, Egg mural down drivers side, seats have seat covers to hide the holes, rear recovery point, Roof rack system, long range tanks (Jerry cans), 2nd battery, Fuel transfer system, 10lt water holder, UHF 40ch radio, Simex Centipede tyres, 3 months rego Price \$6,000.00 not negotiable Contact Michael Patrick 0412377941

**For Sale** 2014 Toyota Prado 4.0 Petrol 120 Series 2003. If you are wanting to go Touring then this is the Vehicle for you. Add your fridge and off

you go, low kms well maintained and fully off road optioned in very good condition. ARB roof rack, ARB steel front bar with 9,000lb winch, fog and driving lights, Front and Rear air lockers, Dual batteries with DC to DC charging, Cupboards and drawers throughout & LED lighting. Upgraded springs and shocks with Poly air bags, armour plating under. To see more info and pictures go to CARSALES.com and search Rego number CA98EU. Price \$25,500

**For Sale** Brand new snorkel to suit MQ Patrol (SD33T). \$80 ono. Taillight lenses to suit MQ Patrol. \$40 ono. Contact Brenden on 0434 083 351.

**For Sale** 5 Nissan GU Patrol Rims (6 stud) with road tyres. Tyres have little life left in them but the rims are still in great condition. \$200 ono.

Contact Brenden on 0434 083 351.

**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.**

# **YOUR ARTICLE** **HERE!**

**If you have anything of interest to write about for the benefit of club members please forward you article onto [publications@st4wdc.org](mailto:publications@st4wdc.org).**

**There is a handy guide on [st4wdc.org](http://st4wdc.org) that details the requirements for writing articles for *Southern Trails*. Please check it out before you write your article.**

# “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

	<b>Applicant</b>	<b>Partner (if applicable)</b>		
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 <b>Family Members</b> Must be under 21 years, and reside with the Owner Member. Please provide both <b>Names</b> and <b>Dates of Birth</b> .	Name(s):		Dates of Birth:	
Are you a returning Member?	Yes / No	If 'Yes', what was your last Membership Year?		
<b>How did you find out about the ST4WDC?</b>				
<b>Payment of fees (\$ . . . . .) made by</b> (Please indicate): Bank Transfer / Cheque (enclosed) / Money Order (enclosed) / Cash				
<b>Signature(s):</b> 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.				
<b>Signed:</b>				<b>Date:</b>

**Completed Form may be scanned and Emailed to [membership@st4wdc.org](mailto: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: .....	

# When you need tyres you can trust



**Discoverer S/TMAXX**  
"The true all-terrain tyre"  
50% Road & Sand / 50% Dirt & Mud  
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**Before heading out on a 3 month trip around Australia, photographer Paul Kowalski knew he needed tyres that he and his family could trust.**

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"Our Cooper S/TMAXX tyres stood up to every last test we through at them. We need tyres that we can trust, not only to carry our family safely but also get us to the best landscape photography locations in Australia and not to mention, get us home safely."

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Now with 'Super Tensile Steel' belts, 15% stronger than the usual 'High Tensile Steel' used in other tyres, resulting in much higher strength, impact and puncture resistance.

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With tyres to suit every kind of driving from highway to the most harsh off-road terrain, Cooper has your 4WD or SUV covered.



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# **MONARO**

## **OFF ROAD CENTRE**

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