

Southern Trails

Complimentary Issue

Official Publication for Southern Tablelands Four Wheel Drive Club Inc.



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Inside this Months Issue:

- ⇒ *Trip Report: Brindabella Ladies Drive*
- ⇒ *Unexpected training at Talooge*
- ⇒ *To The Top End and Back*

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Oh what a feeling!



SOUTHERN TRAILS ISSUE 428, August 2015



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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 11th of August 2015

**Guest Speaker Jeff Butler
Topic: First Aid Kits/information**

The deadline for material to be included in the next issue of *Southern Trails* is Friday the 22th of August 2015

This month's magazine has been compiled by Graeme Booth

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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.



Directory



Executive Committee

executive@st4wdc.com.au

Committee

committee@st4wdc.com.au

President

Alan Jones

0428 236 284

Email: president@st4wdc.com.au

Vice President

David Read

0431 980 487

Email: vpresident@st4wdc.com.au

Secretary

Brenden Taylor

0434 083 351

Email: secretary@st4wdc.com.au

Treasurer

Phil Henderson

Email: treasurer@st4wdc.com.au

Past President

David Whight

0438 882 696

Email: ppresident@st4wdc.com.au

Publications Coordinator

Graeme Booth

0408 693 843

Email: publications@st4wdc.com.au

Education Coordinator

Peter Butterfield

0417 480 856

Email: education@st4wdc.com.au

Membership Secretary

Lynne Donaldson

0418 631 669

Email: membership@st4wdc.com.au

Events and Trips Coordinator

Michael Patrick

0412 377 941

Email: trips@st4wdc.com.au

Property Coordinator

Peter Reynolds

0428 623 458

Email: property@st4wdc.com.au

Public Relations Coordinator

Jim Anderson

0408 283 496

Email: public@st4wdc.com.au

Information Coordinator

Chris Nicholls

0490 038 235

Email: information@st4wdc.com.au

General Members

Michael 'Pelican' Loberger

0420 963 804

Marj Jones

0427 284 236

Andrew Squire

0419 219 487

Kiera Taylor

0419 260 925

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.com.au. 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.com.au

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, the Southwells, can usually be contacted using UHF Ch. 18.

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

Code of Ethics

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

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

Training

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

The current courses are:

Main Courses

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

Supplementary Courses

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

Training for Driver Training Instructors

Trainee Instructor,
Assistant Instructor,
Instructor, and
Chief Instructor

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

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

A special offer to 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

President's Pitch

Alan Jones



For those who may not know, both Marj and I are members of groups other than Southern Tablelands 4WD Club Inc.

We are volunteer members of NSW State Emergency Service, Bush Heritage Australia and Waterwatch. Additionally, we are long-time members of The Ulysses Club and remain so even though we no longer get to ride (much to my regret).

Considering these various organisations, I would think that ST4WDC and The Ulysses Club have much in common, apart from getting 'out there' and enjoying activities with others.

Both engage in motorised activities, are subject to various rules and regulations, government generated and otherwise. Both tend to rely on other members, particularly when faced with some unforeseen problem during a club ride or drive. Both fund operations through membership fees and advertising income, in the main. Both run a website and publish a magazine.

The Ulysses Club's magazine is called Riding On. It is published quarterly and, from my point of view, always worth a read. In the most recent issue, No. 127 WINTER 2015, I came across an article by the Ulysses Club National Secretary, Mark Seja, titled 'The Problem'. Although the Ulysses Club may be structured rather differently to our own, nonetheless I thought the article may be of interest to our members and fired off a request to Mark, seeking approval to reproduce the article. Mark kindly agreed to the request and I therefore include that article hereunder.

The Problem

As a civilised society, we are guided by certain standards of behaviour, both for ourselves and for others. As parents in a civilised society, we don't tolerate bullying and antisocial behaviour in the schoolyard, especially when it impacts on one of our children, or those of friends. As people who are, (or have been) employed, we don't tolerate bullying and antisocial behaviour in the workplace; in fact we have clear and distinct legislation and strategies to deal with these situations should the need arise. We, as sensible, thinking adults,

identify that there is something intrinsically wrong with that type of behaviour – most clearly when it exists in others. What we are not so good at doing is recognising that behaviour in ourselves.

When we seek to join an organisation such as the Ulysses Club Inc., we research it first, perhaps go on a couple of organized rides, and ask questions of existing members; always careful to observe, interpret and understand the rules, regulations and protocols that are relevant and important for the efficient running of the Club. We are usually on our best behaviour, not wanting to create a bad 'first impression'.

One thing any new or prospective member(s) can be sure of – he, she or they won't find anything on the Ulysses Club Inc. website, membership application, or any other written Ulysses Club Inc. documentation about being bullied and intimidated as part of the membership package. Similarly, members who have 'been around for a while' don't expect to be harassed, isolated, marginalised, victimised or spoken about in derogatory terms at Branch meetings, rides or other Ulysses Club functions, merely for expressing an opinion – remember, this is a democracy we live in. It should be noted that I refer to the people who are the subject of bullying or intimidation, as 'targets' rather than 'victims', as the latter term usually has stereotypical connotations associated with it.

Most members take the time to learn about the culture of the organisation, and the artefacts (regalia, traditions, history etc.) that are important to the Ulysses Club Inc., all of which are held in high regard. From then on, members will do one of two things. Thankfully, the vast majority of members will proudly display the Old Man Logo and support the Club, becoming involved with and in Branch activities, functions, Branch rides, attending AGM's and generally enjoying themselves. Some may stand for election to committee positions to 'give back to the club'. Then, unfortunately, there are those who think that they have learned all of the rules and regulations and interpreted them correctly; seemingly spending their time working out ways to bend, massage

President's Pitch

Alan Jones



or ignore those rules in furtherance of their own agenda. For some reason, this minority believes that the Ulysses Club Inc. Constitution, rules and guidelines apply to everyone except them.

Prevalent of late is the usurping of, by some members of the Ulysses Club Inc., the clearly laid out rules and guidelines in relation to the running of a Branch. Some Branch executive members act as if they are running their own private fiefdom, treating members with disrespect, disdain and outright rudeness. This clearly is not in the best interest of the Ulysses Club Inc., and certainly not within The Problem the rules and guidelines, nor within the accepted conventions of civilised adult behaviour.

Contrary to some members' belief, being voted onto a committee is not a license to make one's own rules, or display behaviour that is seen as bullying, rude, obnoxious or threatening. Aside from any consequences in a civil Court, some reported behaviour that I have heard about, borders on the criminal.

Of course, there is always two or more version of any event or circumstance. But the old saying still applies – "If it looks like a duck, walks like a duck and quacks like a duck....." well you know the rest.

The National Committee does not and will not tolerate the behaviour as described above, by members, whether elected to a committee, or merely attending a meeting. All members have a right to be heard, whether you agree with what they have to say or not. That is one of the underpinning fundamentals of democracy, and it certainly applies to the Ulysses Club Inc.

If a member has a query concerning processes and procedures, the final arbiter is the National Committee, not an individual or factional groups. Some Branches have resorted to 'Branch stacking' at their AGM's in order to achieve a certain outcome, which may have the effect of denying other members natural justice – the same natural justice we ALL seek when feeling aggrieved.

Being on a Committee is a privilege, not a right or expectation. There is an increased burden of responsibility as a committee member to 'do

the right thing'; even if doing so does not further your own agenda, hidden or overt. Committees should work in an environment of consensus and open communication, always encouraging robust discussion. They should NOT operate as an autocracy, supported by sycophant's who stifle debate and progressive thinking.

Regrettably, the very behaviour I have just described is not often recognised in themselves by the very people that display it. They see themselves as clear thinkers, problem solvers, to the point, decisive, and ready to get on with the job; in fact, their self-perception is that they are strong leaders. Axiomatically, the opposite is usually true. Their behaviour is quite often divisive and disruptive and has the potential to be catastrophic, especially to those individuals who are not used to dealing with strong personalities, or managing conflict.

Sadly, one of the most commonly used tactics used by people when threatened, is to become aggressive, often resorting to sarcasm. Used by some in a clumsy attempt to diffuse a situation or perhaps make light of it, sarcasm has the very opposite of the desired effect. Although part of the Australian psyche, the laconic Aussie – possessive of a dry sense of humour, bordering on sarcasm is very rarely seen today. The target is quite often left marginalised and upset, not fully comprehending or misunderstanding the comment or comments made.

There is a recognised condition known as the Relevance Deprivation Syndrome and is a term used to describe the situation when a person or persons suddenly are no longer in a position of authority, making decisions and being 'in the limelight'. They feel that they are no longer relevant to the organisation, or able to make a contribution towards that organisation's goals or values. Think about some well-known sports stars, performers or actors who keep making comebacks – a clear attempt to relive their halcyon days; if you can recognise this behaviour in those people, you basically understand the syndrome.

When you wake in the morning and say, 'what am I going to do today' it's actually really difficult. In short, work (in this case, for the

President's Pitch

Alan Jones



Ulysses Club) in itself is good and relevant. Yet, many of us take the next dangerous step of defining our worth and relevance by our career, (Branch President etc.) which can have devastating consequences.

It is important to recognise that the behaviour I have described is not just isolated to committee members. There are social members of this Club who thrive on creating mischief, starting and spreading baseless rumours and generally being disruptive. I'm not sure whether this behaviour is on display only when interacting with fellow Ulysses Club members or not, but it would be sad to assume that their everyday life was inculcated with behaviour such as that.

It is my hope that instances of such behaviour are brought to the attention of the National Committee, and discussed fully and frankly. If that is done in the first instance, some positive strategies and guidelines can be put in place to

assist both those people who are the targets of such behaviour, and those that are responsible for the behaviour as outlined previously. We all should remember why we joined this great Club in the first place; to socialise with other like-minded people, to ride our motorcycles and to Grow Old Disgracefully (meant in the spirit in which Ol' No. 1 Stephen Dearnley intended).

In part 2 of this article, I will describe in broad terms, how your personality style impacts on others, how to recognise this situation, and how to flex to others in order that you can work (and ride) in harmony with others.

*Mark Seja
National Secretary*

I thank Mark for the article and the approval to reproduce same. I also look forward to Part 2.

Club Clothing News



The Club now has Ladies' and Men's long sleeved Chambray Shirts, with the Club Logo, for sale.

Cost: \$45.00

A great lightweight, sun-protection item!

There is a range of sizes available to try on. (General Meeting are a good venue).

Payment

To make things easier, payment for clothing can be done straight in to the Club Account.

But don't forget to put in the reference section:

Your name and the word CLOTHING!

Lynne's Latest

Membership Secretary

Lynne Donaldson



G'day everyone

The month of July has been busy for Membership with 4 new members, thank you to all that make the visitors and new members feel welcome.

I have looked through the membership applications over the last year and have found that the new members have found our Club through friends (word of mouth) and from the Web. This is informative for us as a Club and how we promote ourselves.

I ran my 1st Ladies trip in the through the Brindies and to Wee Jasper, I had a great time running this and will be adding some more to the calendar.

I have put my hand up to be part of the committee to organise the 40th Anniversary celebration of our club. If you are interested in helping or have any suggestions these would be greatly appreciated.

We will also be having a stand at The Canberra Home Show on the weekend of the 23rd -25th October - thank you to the many people that have volunteered to help, it is muchly appreciated J

Take advantage of your club block and get out there and enjoy it whilst we still have some good weather.

Below are the new members:

Andrew Davis & Dianne Henderson - Toyota FJ Cruiser

Kelvin & Candy Jubb - Toyota Prado

Chris Bitmead - Landcruiser Troopy

Jamie Walker & Leah Bowman - Mitsubishi Pajero

Below are the numbers of membership

Owner member - 215

Partner - 181

Associate - 1

Life - 9

Family - 4

Total 410



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 either by email, phone or grab me at the meeting.

Safe travels

Lynne

Club Clothing

The Club clothing or a name badge can be ordered from Michael Loberger at the monthly Meetings. Payment for any item is expected when ordering.

- Jackets: \$95.00**
- Polo Shirts: \$38.00**
- Summer Polo Shirts: \$35.00**
- 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 Michael Loberger - 0420 963 804



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Trip Report Brindabella Ladies Drive



June 2015

Lynne, Rob, Dan and Gemma (Lynne Trip Leader)

Leanne, Garry and Harry

Kathy, Victoria and Maddie

Carol and Dave

Marj and Conny

Rosemary and Glynn

Liane, Malcolm and Winston

Julie and Thommo

Jane and Glen

Lynne;

This was my 1st Ladies day trip that I have organised and there will be more to come. I was very impressed with all of the ladies on the trip not only because of their great driving skills but they also kept a good pace and we all kept on schedule.

The day started out very crisp but a beautiful day followed. We aired down at Piccadilly circus and came across a Police command set up there trying to locate a couple of young blokes that had become bogged on the power lines and had lost their way.

The tracks were well graded which led to an easy drive.

There was a tree across the track that with a bit of Brut force with the axe we managed to chop it ½ way and then drag it off the track – thanks to Thommo and Malcolm for their effort.

We arrived at Wee Jasper and had lunch along the creek; it was lovely sitting there in the sun listening to the water flow by.

Thanks to the ladies and gents that came along and made the day enjoyable with a few laughs and good company.

A few words from Julie;

It's amazing how verbal instructions can be interpreted in the bush.

We had a track that had quite a right hand bend in it. At that right hand bend there was also a track that turned off to the left. When there is no vehicle in front which way do you go? Best we ask over the radio. Up the front, the convoy has gone through a 4 way cross road. "Just go straight up the middle" was the reply. Mmmm. The track to the left was the straighter of the two, so that was the one picked. After much discussion and confusion it was determined perhaps the track to the left was not straight ahead after all and eventually the convoy was reunited. Just goes to show that you keep looking ahead to make sure you're picking the right line to go forward, but once you've gone past, it's in the past and you forget about it.

The best plan is to let the man get the car dirty first, then any additional dirt accumulated on top, is still his responsibility to clean.

Even on the way home, there were places that hadn't seen any sun and there was still frost in the shadows and gully's. A fantastic drive. Wee Jasper is a great destination with so many ways to get there. To top off a great day drive with great company there was a random breathalyser unit set up in the half dark. We must have been their last customers. Lucky we saw them in the half dark with no torches.

Trip Report

Brindabella Ladies Drive



June 2015

Thanks to Lynne for a great day out.

A few words from Marj and passenger;

Great day!

- * Weatherwise, (although a little cool to start (to say the least) – great!
- * Chatter through the airwaves- interesting and wide range of topics. Where else on a trip would you find 4 lots of twins – either being one themselves or twins as their own children?
- * Company? What more can I say?

I think that Lynne's inclusion of the constabulary, both as we aired up at Piccadilly on the way in and being breath tested at Uriarra on the way home, went far beyond the call of a Trip Leader, but what more could you expect from Lynne?

The inclusion of bike riders, on (or off) their bikes, demonstrating various methods of how to, (or not) traverse a log, as well as fraternising with one of our members in the bushes, was also very entertaining and a little of a diversion from actual driving.

NO! I wasn't lost; I was just following the "straight ahead" track. But Dave and Thommo soon brought me back onto the straight and narrow. Is THAT what I was supposed to be doing??? OH Well! Adds to the excitement.

I did get the Prado and Conny, back home without a scratch, a little muddy (Prado only), but what would you expect when you have just enjoyed a fantastic day with other members of the Club. Should be more of them! Trips that is.

From a first time passenger on a 4WD trip..... Conny

The highlight of the day, apart from "navigating" for Marj, was reaching the top of Webb Range trail. Not just for the spectacular views and photographic opportunities, but also allowing my stomach to go back to the correct position. AND THAT was just a grade 2, or was that a 3!!!. Thank you to all, I had a great day!

A few words from Glen (passenger);

It was great to be in the passenger's seat for a change being able to sit back and relax and see the Brindabella's from a different point of view. The day started with a typical Canberra winters day with fog and plenty of frost and later turning in to a fantastic day.

The ladies took charge; the convoy was under way with Jane being Charlotte at the back of the pack. It was an uneventful drive down Gentle Annie to the camp ground below where Jane was persuaded to drive through the mud puddle raising plenty of cheers and claps. I was smiling knowing that I wasn't going to clean the truck!

From the short stop we proceeded up Webs ridge to a morning tea spot under the power lines with a magnificent view of the ranges to the west. On the move again and further along Webs Ridge we came to a halt with a tree down and some Bike riders on the ground, and then Cathy decided to join in the fun by slipping and joining them. I'm not sure if the ground was that slippery or it was just Cathy laughing so much that she found it hard to stand back up. The tree was attacked with an axe and then removed with a drag chain with some skilful driving (Well done Lynne) the fun was over and it was again an uneventful drive through to Lunch on the Wee Jasper river .

Overall a great day out plenty of cheer, laughter. It was great to see the ladies take charge and show off their driving skills, nothing seemed to bother them as they took the reins and guided the trucks through the tracks in the Brindies. Thanks Lynne

Trip Leaders

A four wheel drive club cannot survive if there are no 4wd trips and to have 4wd trips we require people who are willing to organise and lead these trips (Trip Leaders). A new incentive program has been created to recognize and reward our trip leaders of the future. Commencing from 1st January 2015 onwards any club member who leads three trips will be awarded a ST4WDC Logo emblazed compendium. Please note this recognition award will not be backdated.

Michael Patrick
Trip Coordinator



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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, vehicle and experience. This system of grading is a guide only. The grade assigned to a trip may change due to weather conditions, and the trip leader should be consulted in such circumstances. The trip leader has the right to deny a request from a driver who is considered not to have the necessary level of skill in 4Wdriving, or whose vehicle is deemed inadequate.

- ***GRADE 1:** very easy with little, if any 4wdriving involved; will usually consist of a scenic tour or a trip to camp. No 4WD skills are needed.
- ***GRADE 2:** a relatively easy 4WD trip with high range driving, minimal low range. Winching and/or towing unlikely. Moderate level of 4WD skills needed. Completion of the Basic Driver Education Course is recommended. (Trip leader's discretion in regards to driver's competency and vehicle setup).
- ***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 Training Course. Sand and Water Crossing Course is recommended. (Trip leader's discretion in regards to driver's competency and vehicle setup).
- ***GRADE 4:** a challenging 4WD trip with the expectation that track building, winching and recovery are likely. High level of 4WD skills required. Mandatory: Basic Driver Education Course; Winching and Recovery Course; Sand and Water Crossing course and a minimum of three Grade 3 club trips completed. Advanced Driver Education Course is recommended. (Trip leader's discretion in regards to driver's competency and vehicle setup).
- ***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. A high level of 4WD skills needed including completion of the Advanced Driver Education Course. (Trip leader's discretion in regards to driver's competency and vehicle setup).

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 2 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



Hello to all club members and especially to our new members who have joined this year. It is now the middle of 2015 and the ST4WDC have instigated 31 trips or events with many more to come for the rest of the year. It is really great to see new trip leaders stepping up to lead trips. Congratulations to Marj and Alan Jones who have led three trips and have been awarded their ST4WDC Trip Leaders Compendium. Currently by the end of 2015, six trip leaders will have been awarded their Trip Leaders Compendium. (Well done)

The OziExplorer navigation course was successfully run over a weekend in June with 14 members completing their navigational training and they now have confidence in planning and navigating their way to a destination. The next course will be run in 2016 depending on demand.

Our next course of basic driver training is not due until November, so to facilitate our new members who have not completed their driver training, we have a series of trips and events that they are most welcome to participate in. They are:

- Talooge musters
- Corin Forest and Snow in the Brindabellas
- Explore Nerriga and Surrounds
- Lowden Forest Park & Tallaganda Forest
- Roast Dinner/Games Evening at Talooge
- Bush Skills Weekend
- Willowglen 4x4 Challenge
- Plus two more trips still to be approved

Last year Jim Raleigh led a very successful trip to the "The Good old days" Weekend held at Barellan and this event is on again in October. Unfortunately Jim cannot lead the trip this year and we are looking for a volunteer trip leader, if you are interested please email Events & Trips Coordinator (trips@st4wdc.com.au).

The Bush Skills weekend will be held in September and I am looking for volunteers to assist me in providing their equipment and demonstrating its use. Some examples are roof top tents, camper trailers, swags, cooking gear etc. (Basically anything we take into the bush). Please come and talk to me.

I am putting together a long video of ST4WDC activities that have been held over the last few years so if you have video footage of driving, camping, water crossings, driver training, basically any of our activities please see me so I can arrange to get a copy. We plan on using the video footage as a long playing video at our presentations and 4wd shows.

Finally I would like to point out that all new trips are now being emailed to all members and if you wish to opt out from receiving these email you can do so from the Web site. Plus I would also remind members that they can make bookings on the Website to participate on any trips or events. Hope to see you in the bush.

Michael Patrick
Events and Trips Coordinator

09-Aug	Corin Forest and Snow in the Brindabellas
Trip Leader	Jamie Ericson
Phone	0419661764
Category	Grade 1-3
Start	08:30
Meeting Point	McDonalds Tuggeranong, Cowlshaw Street
Description	The trip is to do some tobogganing at Corin Forest then head out to the Brindabel-



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OziExplorer Graduates



Trips and Events



las to find some nice natural snow, kids of all ages are welcome. Meet at McDonalds Tuggeranong, Cowlshaw Street, Greenway at 08:15 for 08:30 departure. Arrive Corin Forest 09:00 for some tobogganing, cost is \$15 per person and \$5 per toboggan. Morning tea 10:30 * Depart Corin at 11:00 for Mt Gininni via Brindabella Rd then Mt Franklin Rd - this road is sometimes closed but there is usually accessible snow present at the point it is closed (e.g. Bullocks Flat).* Lunch and (hopefully some snow play) then depart at 13:00 backtracking down Mt Franklin Rd to Piccadilly Circus, then on to Two Sticks Rd. Detour off Two Sticks Rd at 14:30 and drive to the top of Mt Coree for afternoon tea and a view of snow on the mountains. 15:30 depart Mt Coree and return to Canberra via Two Sticks Rd and Brindabella Rd/Uriarra Rd

Please note that new members who have not completed driver training are welcome to attend the Corin Forest phase of this trip.

15-16 Aug Talooge Musters

Trip Leader Peter Reynolds
Phone 0428623458
Category Talooge Muster
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.

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.

15-16 Aug Explore Nerriga and surrounds

Trip Leader Alan Jones
Phone 0262843456
Category Grade 1
Start 09:30
Meeting Point Mick Sherd Oval Gibraltar Street Bungendore

Description A weekend trip, with free camping in the grounds of Nerriga Hotel. The camping area has been pre-booked. This trip will be suitable for families and those looking for a relaxed drive through some interesting locations. Camper trailers are welcome and for those who wish, a cooked breakfast can be purchased from the hotel on Sunday morning. Toilets will be available, however no showers.

There will be a quarterly meeting of the NSW & ACT 4WD Association being held at Nerriga on the Saturday afternoon and members, who may wish to attend are more than welcome. It is also planned that there will be short trips to places of interest in the surrounding area, particularly for those not involved with the meeting.

Members who may wish to join in for part of the trip are welcome to do so; however they should make arrangements directly with the trip leader.

16 Aug-30 Sept Desert Travel – Cross country Tanami Desert

Trip Leader David & Helen Sutton

Trips and Events



Phone 0427811484

Category Grade 3

Description 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 liters 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.

Any further enquiries contact David Sutton dgsutton@netspeed.com.au or phone 0427811484.

22-23 Aug Cold at Bendethera Caves

Trip Leader Michael Patrick

Phone 0412377941

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 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

05 Sept Roast Dinner/Games Evening at Talooge

Trip Leader Lynne Donaldson

Phone 0418 631 669

Category Grade 1-3

Start 09:00

Meeting Point Willamsdale

Description Come along and join us for a Roast Chicken dinner night with games. We will be having a roast with all the trimmings and desert. There will be games and fun to be had by all. We will be making our way to Talooge on Saturday morning, you can make your own way out or join the convoy. Dinner will be served at approx. 6.30 pm. The cost to participate is \$15.00 per head - to be paid on the night. This will be a relaxed weekend for you to enjoy or drive some tracks. Depending on numbers, games will be decided on the night. Bring along your sense of humor and hopefully we will have a good time. Bring along the usual camping food and water requirements that you would normally take to Talooge.

12-13 Sept Talooge Musters

Trips and Events



Trip Leader Peter Reynolds
Phone 0428623458
Category Talooge Muster
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.
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19-20 Sept Explore The Tracks of Abercrombie River

Trip Leader Michael Patrick
Category Grade 3
Start 09:00
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 inside 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.
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.

26-27 Sept Bush Skills Weekend

Trip Leader Michael Patrick
Phone 0412377941
Category Social Event
Description The bush skills weekend enables members to observe a multitude of camping and 4 wheel driving ideas, concepts and setups. Come out for the day or stay overnight. All members are welcome.
There will be demonstrations of:
Bush cooking wood & gas, Tents on the ground and above, Awnings, Swags, Chairs, Toilets, Water carriers, Power, Lighting, Camper trailers, Truck fit outs, storage concepts, nifty ideas and lots of other concepts good and bad.
Recovery demonstration, Tyre changing, Communications, GPS navigation, Lunch BBQ and Pot luck dinner,
A more detailed catalogue of displays & demonstration's will be available at a later date.

30 Sept Information Night River Crossing & Sand Driving Course

Trip Leader Peter Butterfield
Phone 0417 480 856

Trips and Events



Category Training
Start 19:00
Meeting Point Raiders Club Weston Creek
Description This is a compulsory once only pre-meeting to give all members that are booked in all the information required to get your vehicle prepared in advance for this challenging course. There will not be any other opportunity to get this information so please don't miss it. We will confirm your place and organise convoys on the night. Please bring pen and note pad as we will have DVDs to look at and lots of information for you. NO need to confirm. Just turn up OR send someone to fill in for you.

04-06 Oct Willowglen 4x4 Challenge

Trip Leader Rob & Lynne Donaldson
Phone 0407 072 573
Category Grade 1
Start 11:00
Meeting Point Queanbeyan McDonalds car park
Description Come along and join us for a great weekend as spectators to watch the big trucks have some fun.
This is a 3 day weekend starting Friday and finishing Sunday afternoon.
There is an entry fee for the weekend - TBA
This takes place at the Toyota Landcruiser Clubs property which is located near Tarago.
For more info check out their website www.tlcc.com.au
Contact Rob if you have any queries 0407 072 573
Bring all your food, water and camping requirement.
There are toilets on site.
They also have food, drinks and merchandise for sale.

03-04 Oct Hosting the Wagga 4WDC at Talooge

Trip Leader Glen Watts
Phone 0457934942
Category Grade 3
Description Over the October long weekend we will be hosting the Wagga 4WDC at Talooge. The Wagga 4WDC is a small club that has been active for many years and primarily driving the southern NSW borders and venturing into the Vic high country. During the weekend we will be able to show the Wagga club our property, tracks and share some stories around the fire. This will be a great chance to build an ongoing relationship with a NSW club, and a great weekend to relax and drive the Talooge tracks.
Convoys can be arranged or make your own way there. Contact Glen Watts for convoy details

17 Oct River Crossing & Sand Driving Course

Trip Leader Peter Butterfield
Phone 0417 480 856
Category Training
Meeting Point Contact Peter Butterfield for meeting point and time
Description This is the Club's annual training course covering river crossings and sand driving. Please book on the Web site for this course. Cannot be done in first year of membership. Participants must attend Briefing Night.

17-18 Oct Talooge Musters

Trips and Events



Trip Leader Peter Reynolds
Phone 0428623458
Category Talooge Muster
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.
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23-25 Oct **Queanbeyan SES Landsearch Exercise (Talooge Closed)**

Trip Leader Marj & Alan Jones
Category Event
Description This a notice to all ST4WDC club members that the SES will be conducting training exercises at Talooge. Talooge will be closed to members unless authorized by Alan Jones

23-25 Oct **Canberra Home Leisure 4WD Camping Show**

Trip Leader Lynne Donaldson
Phone 0418 631 669
Category Social Event
Description The 2015 Canberra Home Leisure 4WD Camping Show is about home improvement products and leisure activities including caravans and 4WDs. ST4WDC will be having a stand near the Mallee Pavilion. We would like to promote ST4WDC and attract new members to the club. We are looking for volunteer's to assist in setting up the Club promotions tents and manning the tent to promote the joy of Four Wheel Driving. Come along and support ST4WDC. If you have any spare time and would like to help out please contact Lynne 0418 631 669 for more details.

<u>Date</u>	<u>Trip Name</u>	<u>Trip Leader</u>
8th November	Kowen Forest Day Drive	Jim Anderson
13th - 15th November	"Safe One" Basic Driver Training at Talooge Park	Peter Butterfield
14th - 15th November	Talooge Muster	Peter Reynolds
22nd November	"Safe One" Basic Driver Training Course Follow-up Day	Peter Butterfield
29th - 30th November	Club Xmas Party Talooge	TBA
12th - 13th December	Talooge Muster	Peter Reynolds
12th - 20th March 2016	Huts of the Victorian High Country 2016	Michael Patrick

Unexpected training at Talooge

17th 19th July 2015

Bron Squire



So, off we go to Talooge Muster late on the Friday night. 8:30 pm, first gate, 3°C. Hmm, Andy you get the gate, I'll drive (hehe). Through Horse Paddock, down to the creek. Wow, that's high. No worries, I know how to do this, 2nd low, nice and steady, oh... headlights totally submerged, out the other side (pew). **High (ish) water crossing: Tick.**

Saturday dawns, up early (for me), and we got stuck into some chores. In the afternoon we decided to drive some tracks with Michael Patrick. I'm in the driver's seat again – light rain, Andy can do the gates! I wanted to drive track 5 in particular as it was too wet on my training weekend so we didn't do it. Subsequent trips to Talooge, same intent, didn't get around to it for one reason or another. With Michael in the lead, we went to the creek crossing on track 5 and it was, again, too wet (which was no surprise as it had been raining on and off since we arrived). The creek level was low, but the slippery slope up the other side would have required winching for sure. So, turn-around.

We decided to go down to the Bottle Shop, this time with me leading (in hindsight, I wonder why). It was very overgrown but OK. Until we got to a black mud slope, which was fine, but very slippery at the bottom. The way ahead was blocked with a fallen tree so I pretended that the slide was just me turning the truck around to return the way we had come. I thought that was pretty clever! No, the two bright spark men decided to get out the chain saw and clear the path. Please note, Michael donned chaps (bright orange), helmet, visor, ear muffs, gloves, and, armed with his new petrol chainsaw, made short work of the tree, surrounding tree limbs, saplings that looked at the track with mean intent, overhanging branches, and potential pin-striping twigs. Back into our vehicles we continued on, with all my hard work of partially turning the Nav around wasted. **Clearing track: Tick**

Yep, bottle shop still there.

Just before we jumped into the cars for the return trip, Michael commented that the slope may be a bit tricky to get up. WHAT! OK. Hmm, thinking out loud now, shall I get Andy to drive? He just said "You couldn't stuff it up anymore than I could". So with this comfort in mind, I followed Michael, waiting at the bottom to watch him, all diff-lockers engaged (what-ever that means), slip and slide all the way up the slope (which wasn't very long, but obviously greasy). Right-o, 2nd low, not too fast but just enough momentum, hugging the left where I espied a tinge of green right near the edge, only half way up, the car slipped and slidded (yep, that's a word) into the ruts. Backed down (combined with a bit of sliding) slowly, for another attempt. No good, exactly the same result, bit of green no longer green. Decision was made, never going to make it. Too far for max-tracks so we will winch. WE!!!

Andy jumped out of the car, grabbed the recovery gear, and Michael and he set up. However, when pulling the winch cable out it got all jammed up, despite being re-spoiled after Yarwal. So now what? Using a handy tree, they connected the winch cable and, heart thumping, I had to let the car back down the slope gently until tension was on the cable and then let the cable out, letting the weight of the car oh bugged if I know what went on but what I remember is the adrenaline, thinking "what have I got myself into", and backing/sliding down, letting out cable and pulling in cable until everything sorted itself out and the cable could be moved to a different 'pulling out' tree. They then re-set up using Michael's extension strap and his larger shackle, I then completed "Winching 101 theory" over a CB radio, and then, with heart in mouth, I practiced Winching 101. Michael and Andy were giving me positive encouragement but suggesting I need to rev a little bit (Michael), and "don't rev so much" (Andy). Under such stressful conditions, I winched the car and myself (still dry inside the cab - yay me) up the slope until I was on rocky ground rather than mud. The blokes did the pack up, with Andy acknowledging the deficiencies in our recovery gear, the need to travel with our chainsaw and safety gear, and with our handheld radios. He also noted that various pieces of our virgin recovery equipment has been deflowered on one or another of Michael's trips! (snatch-strap, winch, max-trax – but not only recovering us, hey Mi-

Unexpected training at Talooge



chael) I also learnt that there are such things as pistons, and if you rev too hard, they may fly out, and I gathered that flying pistons are probably not a good thing. **Winching: Tick.**

Having decided that I definitely needed champagne and a congratulatory self pat on the back, we were heading back to the club house when we met Alan and Mark starting out to drive some tracks. Electing for more driving, we turned around and accompanied them, ending up heading down track 7 until we got to the creek crossing. Well, the creek was flowing nicely, in addition to two very impressive series of waterfalls coming down the ruts from the big pond that used to be the track on the other side of the creek. I thought to myself, well that's that, turn around, back to the club house and my long awaited champagne, yippee. Oh, no, apparently that situation is a non-turnaround event; it's a 'look outside the square' event. So the two experienced drivers elected two different routes: Michael turning sharply left at the bottom of the slope down to the creek, along the lower bank on the left of the creek, turning sharply right across the creek, quick left, up the slope, sharp right and out to the flat. Alan decided to drive down to the creek, turning left and driving a bit down the creek bed, up across some rocks out of the creek to the right, and then taking a wide turn out to the left to go up the slope at an angle and turning right at the top, and on to the flat. Right, my turn, will this day's challenges never end! Having decided not to wimp out and get Andy to drive, I insisted he accompany me in the car. I chose Alan's way, but as he spun a bit in the creek, I decided that I would keep a particular rock to the right of my right side front wheel rather than trying to drive over the top of it, which, in my totally in-expert opinion, was one of the contributing factors to Alan's wheel spin. Well, I must say, I did a damn fine job of it. Almost text book – if I knew of a 4WD text book. Andy was saying "turn now, sharper, turn now, aim here, watch that", all 1 second after I had the same thought and had already made the decision myself. **Looking for alternative routes: Tick. Achieving alternative routes with aplomb: Tick**

Finally, back to the club house and that champagne.

A big shout out to Andy, Michael, Alan, and Mark for their encouragement, calmness under pressure, and to exposing me to new challenges (for me anyway - I know they probably think all this easy and run-of-the-mill 4wding). Thank you. I learnt a whole lot and feel myself slowly gaining more experience the more I drive. I'm now wondering why I'd need to do the sand and water course, or the winching course – been there, done that. (kidding!)

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.

To The Top End and Back

Terry Walls



Having just completed a trip from Canberra to Darwin and then back via Queensland and New South Wales I thought I would share some lessons learned and make some observations.

First some boring details about 'the rig'. My 2008 Prado D4D was towing my 2007 Cub Supramatic Regal Off-Road Camper and the route.

My Prado has had what most members would consider normal 'mods' – 2" lift, dual batteries, extra power outlets (for charging phones, camera batteries, laptops), tyre pressure monitoring system, recovery points and recovery gear, was carrying two first aid kits, EPIRB, fire extinguisher and Navman GPS with reversing camera. The car was prepared starting with replacement injectors (in late 2014), a major service and the installation of a water trap. I was carrying spare belts and hoses, fuel filters for all 3 systems and a comprehensive tool kit.



The Prado had 133,990 kilometres on it when me and my brother, Rob, left Canberra on 29 April and had 148,454 when we pulled into the driveway in Mawson on 21 June having covered 14,464 kilometres. We travelled through Victoria (Shepparton-Balmoral-Nhill), South Australia (Adelaide-Flinders Ranges-Coward Springs-Cobber Pedy-Oodnadatta), Northern Territory (Alice Springs-Tennant Creek -Daly Waters-Katherine-Darwin-Kakadu-Darwin-Katherine Gorge-Barkly Homestead), Queensland (Camooweal-Mount Isa Longreach-Morven-Mundubberra-Mujimba-Brisbane), New South Wales (Bellingen-Armidale-Port Macquarie-North Entrance-Sydney) and then Canberra.

The Prado performed faultlessly. The only problem I had was when I backed into a tree in Kakadu after having 'lost the reversing camera' and with so much gear in the back didn't see it coming. Cracked the passenger rear light housing.

I had a service done in Darwin (pre-arranged) after covering 6,000 kilometres. xxxxx did a really good job and I only had to wait an hour for the efficient team to complete it. Given that I was travelling long distances at steady speeds I decided that the next service would be done at 10,000. I normally get them done every 5,000.

In its current configuration and 'loaded' the camper weighs in at about 1300 kgs. It towed very well and gave me only one problem. I had a brake calliper fail just on the outskirts of Cobber Pedy after a bolt came adrift. Locked the right hand wheel up quite dramatically with lots of blue smoke and squealing. Luckily we were only just leaving Coober Pedy because if it had happened later we would have been over 100 kms on the back road to Oodnadatta. The SAAA came to the rescue and we were in business after about two hours at no cost and on our way to the Pink Roadhouse.

I really need to point out that this trip was 'sponsored' – how lucky can one get. My brother



To The Top End and Back

Terry Walls



is a professional photographer and has been undertaking a very interesting and demanding project titled *This Working Life* – see <https://thisworkinglife.wordpress.com>.

This is a project Rob embarked on about four years ago documenting people doing their everyday work throughout Australia. This was trip number 4.

The Department of Social Services saw that it could support the project and have pictures taken of the recipients of many of their programs in regional and remote Australia for use in their various publications. I am grateful that they provided support because it enabled my brother to suggest that I might like to join him and provide the transport and the administrative support.

I leapt at the opportunity. When I asked my wife whether I could go away for two months with Rob her response was an unequivocal ‘it will be good to get you out of the house for a couple of months’.

Because we were on a tight schedule to get the project complete we only spent 53 days on the road (just over 7.5 weeks) and 52 nights. Of that we spent 36 nights under canvas (Rob slept in his beloved swag) and 16 nights in beds (7 with friends, 5 in cabins and 4 in a motel in Sydney). I had budgeted on only covering 11,750 kms but this blew out because we took every opportunity to explore side tracks and explore stories. The upside was that I had budgeted on achieving 15l/100 towing at an average price of \$1.50 per litre. In the event I averaged only 13l/100 at an average price of \$1.38 per litre.

Trip Summary

Total fuel consumed = 1896 litres

Average fuel consumption = 13 litres per 100 kms

Total fuel costs = \$2616.93 @ \$1.38 per litre average

Costs of food, wine, beer etc = \$4809.82

Cost of car services = \$823.68

Other costs (fire wood, park entries, camper storage, tolls, taxis in Sydney, parking etc.) = \$545.89

Our budget was \$11,000 and that it is what we achieved.

Some Observations

1. Australians on holidays seem to think it is mandatory to wear shorts and thongs even when the temperature is below 5 degrees. Some even sit around complaining how cold it is whilst dressed in their shorts and thongs!

2. There are many very interesting people with wonderful stories to tell in regional and remote Australia and many can be found in pubs at the bar having a cold one. They led us to many stories.



John is a poet in Munduberra.

3. Don't take cheap camp chairs. Mine finally

To The Top End and Back

Terry Walls



failed in Longreach and were replaced in Roma with real ones with great storage options for beer and wine.

4. If you have an Akubra bought in Bendigo in 1988 make sure your wife writes your name and phone number in the rim so that when you lose it in Nhill in 2015 the finder can contact you through your home and return it.

5. Plan on the kms for the trip and then add 30%. I planned 15% taking us up to 11,750. We ended up at almost 14,500 – 2,750 over budget.

6. Plan an average fuel cost and then always top up when you find fuel less than the plan. I used \$1.50 per litre in the plan based on what people were saying on the 'net' but did a lot better with \$1.38 on average. Use your long-range tanks to by-pass high price fill ups. Go for major towns. Worst we experienced was \$1.88 at Barkly Homestead but I only took onboard 50 litres to get us through to Mount Isa. Only other time was at Leigh Creek at \$1.57 a litre. Fuel at William Creek was \$2 a litre and I saw people filling up – go figure.

7. If expecting freezing temperatures leave a full kettle on the stove so that you have water for a cup of tea in the morning. We had 3 nights in a row when the water pipe in the camper froze. Western Queensland is cold this time of the year.

8. Keep the red road dust out of the vehicle door locks. It jams them. You can use WD40 to release them but if this is in the rear car drawer system inside the car it will not help. After borrowing some we then stored it in the camper tool box and bought some silicone spray which works better.

9. Never miss the opportunity to have a good cup of coffee and cake. We planned a coffee stop each morning.



10. Take every opportunity to take the side trip off the bitumen and see what is out there - like Elsey Station cemetery. We did this also to have a look at the hot springs at Mataranka, Newcastle Waters and Litchfield National Park as well as driving a back road from the NT into Queensland via Brunette Downs just so we could see one of Australia's largest cattle stations.

11. All pubs in the NT are listed as historic - many were.

12. Always check in on friends and family which we did in Gringegalgon, Alice Springs, Darwin, Munduberra, Brisbane - Gold Coast, Bellingen

and Sydney.

If you want to see my blog of the trip then go to <https://terrywalls.wordpress.com>

Then plan to do it again.

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 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 1999 Nissan GU Patrol 4.2 Turbo Up for sale is my much loved 1999 GU Patrol. I am the second owner of this vehicle and it has always been serviced and maintained. The vehicle has just had a minor service completed, a wheel alignment/balance and the front radius arm bushes replaced.

The vehicle is fitted with the following:

2" Old Man Emu Lift, 265/75 Cooper STMAXX, Tyres with 60% tread left mounted on 16" Speedy Steel Wheels (Mine spec), Full 3" Exhaust system, Exceedy Heavy-Duty clutch fitted at 300k., ARB Bullbar, ARB Full length roof rack, ARB XTREME Sport spotlights, Safari Snorkel, 12500LB Kingone Winch with Plasma Rope, Dual Battery system with 12V outlets in the back (Redarc Isolator), GME 80 Channel UHF, Injectors replaced and fuel service completed at 290k, ARB Air Compressor (Mounted under passenger seat), Barn Door extension fitted, Upgraded tail lights/clear indicators, Vehicle has ACT rego until April 2015. \$26,000

Michael 0402 173 647

Kimberley MyCube Roof Top Tent - \$2,200 ONO In good condition with deflector shield, Universal Rack Mounting System and over \$1,000 worth of extras including:

MyCube Tropical Roof (providing a layer of insulation making the tent warmer in winter and cooler in summer)

MyCube Star Awning (providing a wide covered area, separate to the tent, to the rear of the vehicle)

MyCube Dual Layer Mattress (an upgraded mattress).

For full specs see <http://www.mycube.net.au/index.php?item=mycube>

Cub Kamparoo Brumby Camper Trailer - \$20,000 ono

Excellent condition, only 6,000km since new, 2013 model - just over 2 years old, 12 months rego.

Standard Cub Brumby, with all its features - see <http://www.cubcampers.com.au/the-range/kamparoo/brumby>

Very robust suspension, designed for all conditions, Hard floor, easy set up and pack up.

Call Sam on 0455777921

Engel fridge/freezer and a custom alloy roofrack for sale. **FRIDGE:** Little used 45L 12-240V Engel fridge/freezer with digital thermometer. A legend in reliability. Very efficient, can freeze to -20 degrees C in a few hours. Used for a few trips only over last 12 years, excellent condition. Both 12V and 240V cords provided. New Engel 45L fridge has an RRP of \$1375, transit bag \$210. Sell as a bundle for \$890. **ROOFRACK:** Fits guttered roof of large 4WD such as Nissan Patrol. Four legs each side for better weight distribution. Long barrel nuts for ease of installation. Has 100 mm PVC tube on one side for storing long light items, such as tent posts. Has canvas awning at back to keep you dry while you make a cuppa. You can secure two gas bottles to the fitted holders at front. Was \$900 new without accessories. Sell for \$495. Free Bushranger roofbag for club members. Pat 0418 219 478.

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.

“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 Butterfield,
Mobile: 0417 480 856.**

**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 2015	Fee 31 Dec 2016
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 4WD CLUB Inc.

GPO Box 2122, Canberra ACT 2601

New Member Application

Membership type (tick one) Owner Member Associate Member Competition Member

	Applicant	Partner (if applicable)		
First name and surname				
Address line 1				
Address Line 2				
City/Suburb		State		Postcode
Contact phone				
SMS				
Contact email				
Vehicle make and model				
Are you a returning member Yes / No	If yes, what was your last membership year?			
How did you find out about the club?				
Payment of fees (\$.....) made by (please indicate) Bank Transfer Cheque (enclosed) Money Order (enclosed) Cash				
Signature(s): I agree to abide by the Constitution and By-laws of the Southern Tablelands Four Wheel Drive Club, Inc.				
Signed:				

Completed form may be scanned and emailed to membership@st4wdc.com.au.

The club membership year extends from 1 January to 31 December.

Membership fees:

Payment:

Membership category	Joining fee	Annual membership
Owner Member	\$230	\$100
Associate Member	Nil	\$50
Competition Member	Nil	\$50

We prefer to receive payment by bank transfer to
 Account name: **Southern Tablelands 4WD Club Inc.**
 BSB: **112-908** Account No. **458 741 863.**
Important: Please include your name as reference.
 Alternately you can pay by check or money order payable to the account name above. You may pay in person at a monthly meeting (second Tuesday each month at Canberra Deakin Soccer Club Grose St Deakin). Applications can also be posted to ST4WDC, GPO Box 2122, Canberra ACT 2601.

Membership Secretary use only:		
Application accepted:	Fees banked:	Form & fees received:
Total received: \$	Receipt No:	Membership pack sent:
Database updated:	Date entered:	Web access enabled:
Other comments:		

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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.

"We recently travelled over 18,000km to Western Australia and back again from the ACT on a magnificent photography journey on some of the roughest roads I have ever seen. Through sand, mud, sharp rocks and deeply rutted Pilbara trails."

Tyres that you and your family can trust

"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."

The tyre of choice for 4WDers Australia-wide

"Cooper Tyres are our tyre of choice, they're superb in all situations and the best tyres we have ever used."

Cooper's proven class leading 3-ply Amor-tek³ carcass construction contributes massively to the durability of the STT and S/TMAXX. First by adding 66% strength to the sidewall and secondly by using the patented 8 degree angled cover ply that adds over 2.5 times more tear resistance.

Super Tensile Steel

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.

Australia's largest range of 4WD tyres

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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