



SOUTHERN TRAILS

March 2017

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The next club meeting will be held on the 14th March at the Canberra Deakin Football Club

Due to the AGM there will be no guest speaker

Visitors are welcome

President's Post

President's Awards 2017

At the February general meeting, I was pleased to present President's Awards to Lynne Donaldson, Marj Jones, Michael Patrick and Peter Reynolds. These members have all made significant contributions to the club in various areas including serving on the committee for extensive periods. Lynne, Marj and Peter are not re-nominating for committee positions in 2017 and on behalf of the club I thank them for their considerable efforts serving on the committee and also supporting and contributing to the activities of the club.

2017 Annual General Meeting (AGM) 14 March

Members are reminded that the AGM will be held on Tuesday 14th March at 7:30 pm at the Deakin Football Club before the March general meeting. Documents and reports for the AGM are available by logging on to the website.

Balloon Spectacular – 13-19 March 2017

As mentioned last month, Catherine Panich is seeking volunteers to provide crew support at the ACT Balloon Spectacular which starts on Saturday 11th March. Details are on the website so if you can assist please register or contact Catherine.

Overweight Caravans - RV Daily Magazine Article

Club member Alex Szabo flagged an interesting article in online magazine "RV Daily" issue 10 about a recent police education campaign in Victoria to identify overweight caravans and gauge driver awareness of their vehicles' various approved weight limitations and actual weights towed. It is an interesting read and of course this type of check could readily be applied to 4WD vehicles (not necessarily towing caravans and camper trailers) and penalties imposed. Alex will give a brief overview of the article at the March general meeting.

Members may recall that at the April 2016 general meeting, guest speaker, Kevin Phillips, gave a very interesting talk "Weighty Matters" about towing camper trailers etc. Details of the presentation are on the club website at Information /Articles Reports & Trip Reports [Track Talk: Weighty Matters.](#)

That's all from me this month - hope to see you at the next club meeting on Tuesday 14th March or on a track somewhere.

Jim Anderson

Lynne's Latest

G'day everyone

As some of you are aware I have been out of action for the last Month having a revision on my hip replacement. Everything is going well with recovery and I hope to be back hitting the tracks very soon.

I missed last Month's general meeting and was blown away to receive a President's award. I have found that the more you put into the Club the greater the reward. The friendships and comradery that I have made since joining the Club has been great. I will be continuing to put back into the Club any way that I can, and that for us means leading more trips.

I will not be continuing with the Membership secretary role and would like to thank everyone for your support over the last 4 years. This time has been thoroughly enjoyable and I have loved welcoming new members and being able to assist the general membership with any enquiries.

Please give the new Membership Secretary Demetrio Veteri (Dim) a warm welcome and show your support to him in this transition period.

Below are the new members for the month of February:

Tim and Emma Borough

Luke Jonkergouw

Glenn and Margaret Davidson

Steve Walsh

Bryn Evans and Imogen Firmstone

Below are the numbers of membership

Ordinary - 217

Life - 9

Subtotal - 226

Family - 162

Total – 388

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 Dim regarding any membership matters you may have either by email, phone or grab him at the meeting.

Safe travels Lynne

Talooge Park - March 2017

Author: Scott Cumming

The February Muster was on the same weekend as the driver training and winch training, so we had over 30 vehicles using the property which was great to see. It took P.R, P.B and Dim about two hours to reach the property from Bredbo due to the number of trees that had been blown across the access tracks after some recent high winds up to 100kph. Our priority for the muster on Saturday morning was to clear fallen trees on tracks 1, 2 and 3 so they were clear to use for the training. We had an enthusiastic and willing team as usual, and the tracks were clear after a couple of hours.



Our next job was to spread out the soil at ARB crossing after the work in late December repairing and stabilising the crossing. Alpine mix seeding will be spread during the March muster now that it is a bit cooler, to further stabilise and regenerate the hill. The flat camping areas near the clubhouse and Machinery shed were used for the first time so the members were now able to have reasonably level sites and these will also be seeded in March.



Our usual BBQ sausage sizzle was provided by the club under Thurbon Flat shelter and this time was a welcome break. It was good to be able to use the BBQ as we had a total fire ban on the previous evening. The weather was much cooler on the Saturday with the occasional light rain shower.

The footings for the two ablutions sheds were done, and will allow for piers to be completed in March, so that once set the sheds can be lowered onto permanent piers. We can then clean them out to turn one into a chemical storage shed, and the other one into storage so that the current chemical shed can be adapted into an additional bunkhouse, hopefully before Winter.



Further Spot spraying to clear weeds throughout the main paddock including St John's Wart and Scotch Thistle was also conducted.

Pig traps were relocated to Honeymoon Bay and Wombat Flat, and stocked with a nice smelling mix of corn, molasses, wheat grain and a little yeast, so hopefully these will continue to be successful in reducing the population. A couple more pigs were spotted and put to sleep last week away from the traps, so since April 2016 we have reduced their numbers by 13.

Talooge Gate Security Codes

In January 2017 the gate security codes were changed. Remember, before travelling to Talooge you should always contact one of the relevant officers for the updated gate codes.

Scott Cumming: property@st4wdc.com.au 0490 000913 or
Satellite text only +61 405 894 135

Jim Anderson: president@st4wdc.com.au 0408 283496

Peter Butterfield: education@st4wdc.com.au 0417 480856

Talooge Security

If you are visiting Talooge and notice any suspicious behaviour or a vehicle you don't recognise, it's your property and you have the right to politely ask who they are and what they are doing. Report any suspicious behaviour to either myself or Jim Anderson. Surveillance cameras are installed on the property to assist in identifying any unauthorised traffic. The combination lock on the gate from the main paddock to the Horse paddock has been replaced but it is slightly different to the old one; you need to push the button on the bottom after entering the code for it to open.

Talooge Park "it's your property" and we do have some fun at the musters, so if you haven't been out there for a while or are a new member and are happy to help support our club, or even if you are amongst a number of regular helpers, I encourage you all to join us at Talooge Park for a little bit of work and a lot of fun. The weather is perfect at this time of the year and the camaraderie is always good, and a free sausage sizzle on Saturday courtesy of the club is always welcome.

Upcoming Talooge Park Musters: March 18/19 , April 8/9, May 13/14, June 10/11

See you at Talooge Park. Scott Cumming - Property Coordinator
property@st4wdc.com.au

To Always Look Over Our Great Environment

Trips Register

Start Date	End Date	Activity	Type	Leader
13-Mar-17	19-Mar-17	Balloon Spectacular	Event	Catherine Panich
18-Mar-17	26-Mar-17	Search for the missing huts of the Vic High Country	Grade 3	Michael Patrick
18-Mar-17	19-Mar-17	Talooge Park Muster	Muster	Scott Cumming
22-Mar-17	22-Mar-17	Information Night River Crossing & Sand Driving Course	Training	Peter Butterfield
14-Apr-17	16-Apr-17	Concept of Joint 2018 Jamboree	Grade 3	Michael Patrick
19-Apr-17	19-Apr-17	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
21-Apr-17	4-May-17	Tasmania Bound	Grade 3	Alan & Marj Jones
22-Apr-17	25-Apr-17	Geehi	Grade 2	Alex & Andrea Szabo
29-Apr-17	29-Apr-17	River Crossing & Sand Driving Course	Training	Peter Butterfield
1-May-17	27-Aug-17	Chain Saw Awareness Training (Expression of Interest)	Training	Michael Patrick
6-May-17	26-May-17	Exploring the back yard of South Australia	Grade 3	Glynis Whitfield
6-May-17	26-Aug-17	First Aid Training (Expression of Interest)	Training	Michael Patrick
18-May-17	21-May-17	Consolidated "Safe One" Basic Driver Training at Talooge Park	Training	Peter Butterfield
28-May-17	28-May-17	Brindabella Ramble	Grade 3	Michael Patrick
17-Jun-17	18-Jun-17	OziExplorer Nav X	Grade 3	Michael Patrick
3-Jul-17	28-Jul-17	Working Bee/Care Taker Old Andado Station NT	Grade 1	Dave Sutton
15-Jul-17	16-Jul-17	Advanced Trip Leader Training	Training	Michael Patrick
16-Aug-17	16-Aug-17	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
12-Aug-17	13-Aug-17	It could be cold at Bendethera Caves	Grade 3	Michael Patrick
9-Sep-17	10-Sep-17	Explore The Tracks of Abercrombie River National Park	Grade 3	Michael Patrick
14-Sep-17	17-Sep-17	Consolidated "Safe One" Basic Driver Training at Talooge Park	Training	Peter Butterfield
20-Sep-17	20-Sep-17	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
30-Sep-17	2-Oct-17	Bush Skills Weekend	Grade 3	Michael Patrick
6-Oct-17	8-Oct-17	Queanbeyan SES Landsearch Exercise	NR	Alan & Marj Jones
19-Oct-17	22-Oct-17	Consolidated "Safe One" Basic Driver Training at Talooge Park	Training	Peter Butterfield
11-Nov-17	19-Nov-17	Victorian High Country Ramble Vers 2	Grade 3	Michael Patrick
12-Nov-17	12-Nov-17	Brindabella Ramble	Grade 3	Michael Patrick
25-Nov-17	25-Nov-17	ST4WDC Christmas Party at Talooge	Event	TBA
8-Dec-17	8-Dec-17	Driver Trainers Christmas Dinner	Event	Julie Buttriss

Brindabella Ramble Dec 2016

The start of December had the early haze of a hot summer - no rain for nearly two weeks and a forecast hot day greeted our rendezvous with trip leader Garry at Uriarra homestead.

The dirt bike that drifted past us on the climb into the Brindies rejoiced at finding an Indian truck amongst the Japanese vehicles, giving us an extra spray of gravel to celebrate the convoy's multicultural origins. As we climbed into the Brindies, there were vast views offered over Canberra – well maybe to those early in the convoy – who weren't swamped in the fog of early summer dust that hung in the air with newfound joy at being relieved of the moisture that drew it back to earth.

The newbies (myself included) were gratefully guided in the nuances of convoy radio protocol by the more experienced members, and relaxed into their newfound confidence of gear and line selection and the liberating concept of choosing a line knowing that no unexpected oncoming vehicle would suddenly appear ahead.

As we approached Waterfall Track and the descent to McIntyres, I wondered – where was the factory? The factory surely must be ahead. The stream of FJ cruisers was constant – all types, colours, every variety of accessory combination. Watching one descend a steep track we saw that one even had a child-shaped air-bag in front of the driver – a sight that inspired amazement and discussion amongst our party. Eventually, the flow of FJs stopped, and there was just the calm of the river flat, almost empty after what would have been a beautiful night's camping down on the river flat.

Under light cloud, and with surprisingly few flies, we settled down at Lowells Flat under the watchful gaze of a wedge-tailed eagle and to the song of early summer cicadas. At lunch, trip participants were treated to a simplified Master Chef experience – two kitchens were assembled in front of the audience and the chefs worked their trade – the result surely a tie – certainly none of the judges clearly identifying a clear winner. One Chef paid close attention to the fine adjustment of flame height and intensity, whilst the other focused almost entirely on wind management – retrieving wayward wind shields as they sought freedom afar. Both strategies paid off – each producing a delicately boiled water for infusions of tea.

After the judicious extinguishing of campfire generously left by the previous night's campers, we wound our way up through the bulldust to the top of the range. At the Coree picnic area were initially embarrassed by the tenacity of a group of mountain bikers who had ground their way up from Canberra for a trip the Brindies, but then we were completely overshadowed by the long-distance runners who were doing a similar lap.

At least they weren't confused (as we were) by the open-but-closed road signs that limited the ability to complete a lap of the Brindies – it looks like progressive track maintenance was working its way through the area. So, with Gentle Annie closed, but sweeping views in our minds we cut back across to our entry point to glide down the bitumen to Uriarra.

For me, I left with more than an air filter full of dust – a newfound respect for convoy procedures, consolidated confidence in myself and my vehicle, and the knowledge that I'm lucky enough to be in a club full of experienced, passionate, generous and humorous people.

Participants:

Garry McLaughlin -Toyota Prado

Brad and Cheryl Wells - Toyota Prado

Rosemary James - Toyota Prado

Simon Nally - Mitsubishi Pajero

Chris Nichols - Mahindra

Clay Mifsud - GU Patrol

Authors Susannah & Simon Nally



Highlights of the Menindee, Mungo and More

Participants:

Alex and Andrea Szabo

David and Jen Cunningham

Jim and Ros Hanigan

Garry and Pauline Lymbery

Alister and Brigitte Nairn

Paul Oboohov,

Rita and Callum Wilkinson

Ken Sullivan and Fay Steward

Brad and Chez Wells

With Kinchega National Park closed due to rain a week before departure, Alex made the decision to start the trip at Mungo National Park instead. Everyone made their own way there, typically via Balranald with some meeting up en-route. Ros and Jim arrived on Saturday and made sure we all had camping spots nearby. Others filtered in on Sunday and Alister and Brigitte arrived Monday, just in time to leave due to the impending rain and road closures.

Mungo highlights for us were the tour by Indigenous elder Ernie Mitchell, the lunette landscape, main camp and meeting by chance new Club member Rosemary and her travelling companion Derek, who were touring separately. (Alex and Andrea Szabo)

Mungo National Park

Although not the first time we've visited the park, this occasion was even more special due to the insights provided by our Indigenous guide. We were shown ancient footsteps embedded in the rock platform, hunting artefacts, and tasted some delicacies from local plants native to the area. The camping area had million dollar views and the informal/primitive nature of the camping area was just perfect. (Ken Sullivan and Fay Steward)

A highlight of the trip for me was the Indigenous guided tour of the iconic Walls of China 'lunette', a 30 kilometres long and curved sand dune on the eastern edge of the dry Lake Mungo, with guide Ernie Mitchell, a Barkindji man of the Darling River. From little stashes hidden in the sand next to particular plants on the dune, he would pick up something and hand it around, saying "This is a fossilised fish scale", or "This is a chopping stone". Or point to a dark smudge in the dune, where a plant was growing better than others, and say "That's an old fireplace". As the wind blows the



Guide Ernie Mitchell with ancient stone

sand over and from the dune, all sorts of small stones and small animal bones become exposed on the surface, and one has no idea of their antiquity. At the southern end of the dune, archaeologists in the 1970's and 80's found the 40,000 year old bones of Mungo Man and Mungo Woman, many ancient fireplaces, and discarded small animal bones and shellfish, from a time before the last Ice Age when Lake Mungo was full and teeming with life. In the ancient dried mud of a nearby dried lake, under a veneer of sand, 20,000 year old footprints were found, including those of several women, a child wandering back and forth between them, a one legged man hopping along, and separately a man running as fast as today's Olympic runners. There was a drying world, as the last Ice Age tightened its cold grip, transforming Australia into a series of deserts. Our guide Ernie would

talk of the past, and in the next sentence describe the contemporary life of his people, with anecdotes, emphasising the enduring strength of their culture. Ernie finished the tour with a song about Lake Mungo, Man and Woman, with accompaniment on his guitar he'd been carrying.

Driving out of Lake Mungo to the northwest to escape an impending cold front that might have trapped us with closed, muddy dirt roads, we passed through the bigger dried Lake Leaghur, and the enormous dried Lake Garnpung, each fringed by low sand dunes, underlining the aridity of the area. (Paul Oboohov)

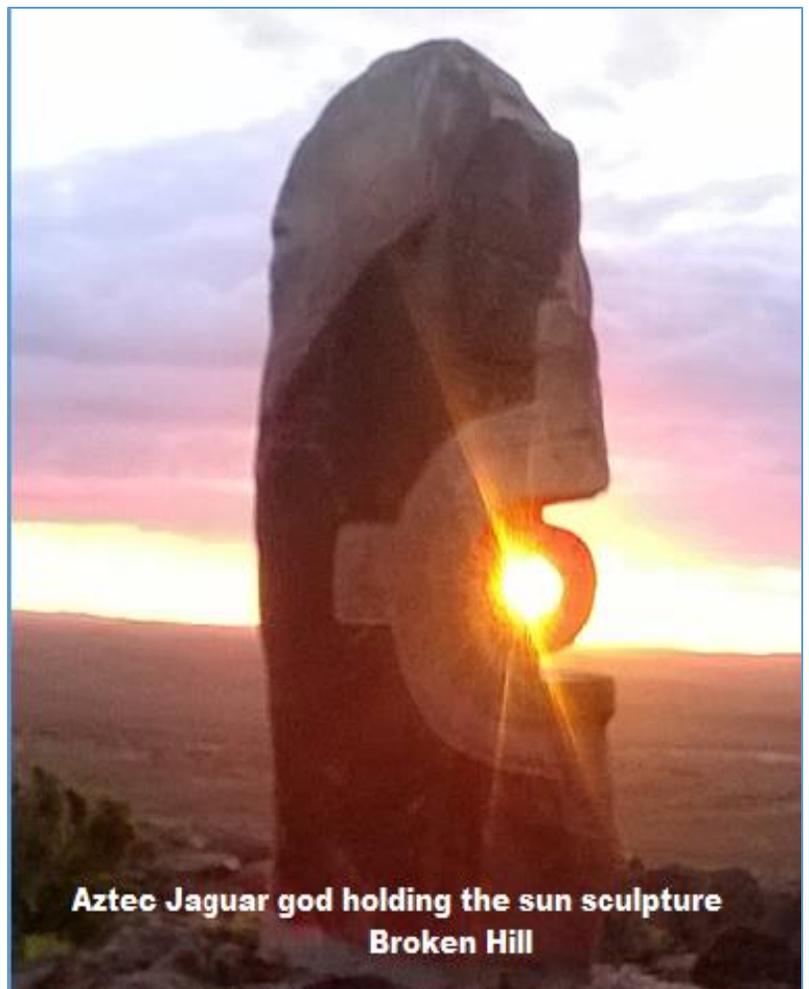
Leaving Mungo, most of us went north through the dry lakes to Pooncarrie. Alister and Brigitte headed for Mildura to secure accommodation for us at a caravan park where we all arrived on Monday evening. Bumped into Rosemary and Derek while there. Day off Tuesday where everyone could do their own thing. Highlights of the caravan park were river frontage onto the Murray and the ever raucous kookaburras.

We went out on a day trip to Lindsay Island which is in Murray-Sunset National Park. We ventured off the main dirt road and soon found ourselves in clay-type mud, so quickly established the group's risk appetite and environmental and social conscience – back onto the better roads for us. It was a pretty trip, with interesting scenery. Our highlight was the talk from the caretaker at Lock 7 after we inadvertently ventured past the 'Authorised Vehicles Only' sign (which, as we drove out, saw had fallen over, face down – innocent 'til proven guilty). (Alex and Andrea Szabo)

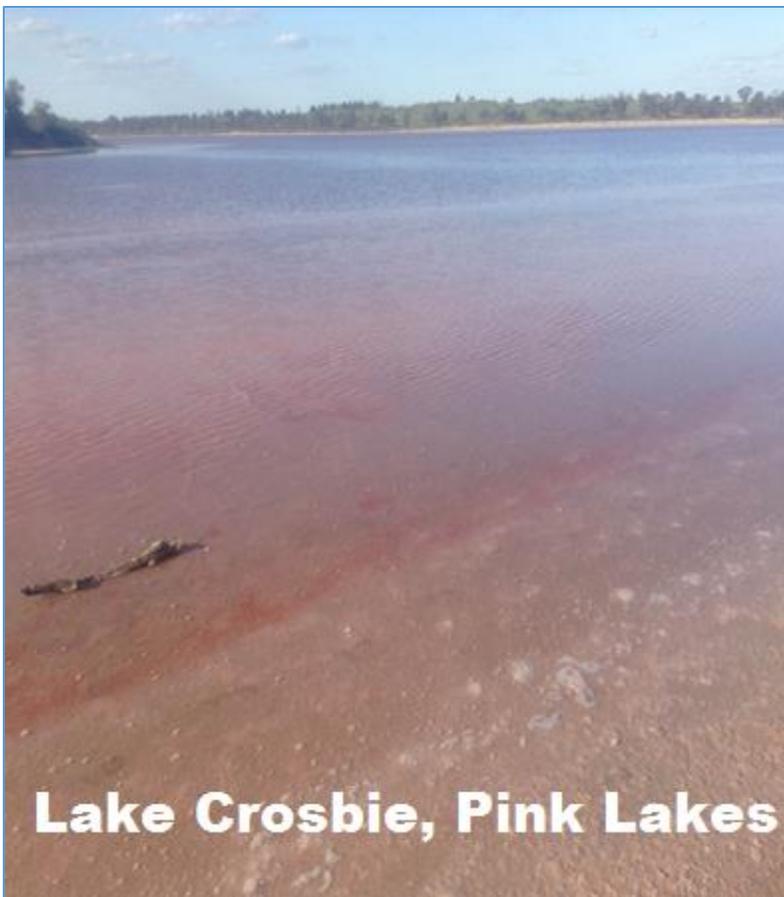
On a partly muddy excursion west along the Old Mail Route, starting from just south of Mildura, we visited two of the Murray River 'locks', or weirs. At one of them, on the Lindsay Island wetland reserve, there was a large dial showing the current river flow, which was at 20,000 megalitres per day. At another lock, they had lifted out quite a few of the concrete blocks that formed the weir (they have an overhead crane for this purpose) to let the swollen river flow through. Towards the end of the trip we heard on ABC Radio Victoria that the flow had risen to 36,000 megalitres per day, as the rains just kept coming.

Given how wet and muddy things were, we all decided to head for Broken Hill on the black-top to let the National Parks dry out. Broken Hill, Silverton, the Sculpture Park at sunset, museums, Miner's Memorial all proved very interesting and a great way to wait out the weather. We have to praise the museum at the Silverton Gaol as probably the best \$4ea spent the entire trip. Then of course there was copious coffees and even pizza. (Alex and Andrea Szabo)

Despite the convoy having escaped to the north in a bid to outrun the rain, it poured the next day in Broken Hill. That scotched a visit to the Indigenous rock art galleries at Mootwingie, as dirt roads were closed, so we all resorted to becoming tourists in and around town. So Rita, Callum and I visited the Mad Max Museum in Silverton, as well as two half grown camels at a farm on the edge of town (a tipoff from a young waitress in the Musician's Club the night before), the Royal Flying Doctor base (a video showed one of their new turboprop aircraft landing on a dirt road to pick up an injured grey nomad. All they need is a clear and well formed dirt road of about 1,000 metres), the Sculpture Park on a ridge out of town that resulted from a sculpture



**Aztec Jaguar god holding the sun sculpture
Broken Hill**



Lake Crosbie, Pink Lakes

symposium in the 1990's, and the Miner's Memorial, which sits on a giant slag heap above the town commemorating a hundred years of miners meeting an untimely end in that dangerous industry, their names etched in glass, with the mine, circumstances and date.

When a high pressure system finally presented a window of good weather for about four days, the convoy went south to the Pink Lakes (yes, they are pink, from an algae) camping area on the southern edge of Murray Sunset National Park. (Paul Obohov)

After 3 nights in Broken Hill, we headed down to Pink Lakes – a long day which included sighting a rare, wild bra tree (look for the photo) fruit and veg resupply inside the fruit fly zone (which, incidentally has been much reduced in size, which is why fruit bins have been removed in the places you used to see and feed them). We free



camped for 4 nights at Lake Crosby – a gem of a find. Beautiful spot, lovely sunsets, pink lakes (true), interesting birdlife, salt mounds and signage about life early last century, etc.

We did a day drive through Murray-Sunset NP to the Border Track. This proved longer than expected and we ended up doing some night driving on the sandy tracks – good fun. (Alex and Andrea Szabo)

We were able to circumnavigate the Park, taking in the sand dune Border Track (with lush green new wheat growing in fields just across the border, in South Australia, next to us). (Paul Oboohov)

[Murray Sunset National Park.](#)

The park was outstanding because of the unique salt water lake system unseen anywhere else on our travels in Australia, and beautiful semi-arid landscape. The flora, although almost miniature in size, was exquisite as a result of recent rains. The history and relics from the days of salt mining was also very interesting and it was amazing to learn about the scale of the salt mining operations, and something we never knew existed. Although it wasn't Alex's plan to do any nocturnal driving, our day trip proved to be even more adventurous due to the slight miscalculation (or maybe it was deliberate) which resulted in us driving in convoy over some pretty



tricky sand dunes under the stars. It was a tiring but absolutely wonderful day! (Ken Sullivan and Fay Steward)

The next day we went for a short drive into Wyperfeld NP which, although close by, was vastly different. (Alex and Andrea Szabo)

On another day we headed south to Wyperfeld National Park, which has as its central feature the giant flat Wirrengren Plain, which is yet another dried lake, bordered by quite big sand dunes. This is reached by driving over deep, soft sandy tracks where Jim got stuck, getting out by lowering the tyre pressures some more. O'Sullivan's Lookout, itself quite a high

sand dune, looks out over the vast Wirrengren Plain, and to the west to impossibly big, high sand dunes that would have to rival Big Red, in the direction of Big Desert National Park. (Paul Oboohov)

Ros' damper

What can you say....the damper was unbelievably delicious....the new master chef! (Ken Sullivan and Fay Steward).

That night everyone was agreed that yet another impending big cold front meant there was no point in hanging around any further, and not have dry tracks to travel on. So the next day everyone packed up and headed for home. (Paul Oboohov)

With the prospect of more rain late in the week, we decided to head in our own directions so we didn't pack up and travel wet, some racing the cold front eastwards, while others drove through it westwards towards Adelaide. There was so much more to explore in western Victoria, that we will have to return. (Alex and Andrea Szabo)

Rita, Callum and I decided to go west (after my 100 series Landcruiser, and hired Tvan, were towed out of Pink Lakes by the RACV with an alternator that had given up the ghost, which was replaced in the town of Ouyen) the next day to Adelaide to visit a friend, and the last day of the Adelaide Show. We headed back, overnighing in a caravan park in Mildura to ride out yet another cold front, then travelling up the Victorian side of the Murray River, staying in Shepparton, and visiting yet two more friends in Albury, before getting back to Canberra. Oh, and dropping off Rita and Callum in Sydney. (Paul Oboohov)



The camaraderie

Thanks to Alex's great leadership and good humour the mood throughout the trip was positive and upbeat and we enjoyed the great company and laughs around the camp fire. (Ken Sullivan and Fay Steward)

For Alex and Andrea, we loved the camaraderie of the group, with everyone pitching in and looking after each other. Great scenery, wildflowers, wildlife, birdlife, campfires, happy hours, lush greenery and group flexibility. Thanks for joining us on this trip.

Compiled from contributions by Paul Oboohov

Training



Track Talk: How to be a Good Travelling Companion on a club 4WD trip.

When I joined the club in 1995 many of the active members had considerable experience travelling in the bush, by 4WD, motorbike or even on foot, and considerable camping experience even if new to 4WD'ing. I've noticed over recent years that many members do not have that background, and this can lead to problems on trips with members not understanding what is expected of them and inadvertently breaking the unwritten rules.

For some folks the transition from driver training where they receive intensive guidance, to real-world 4WD trips where they receive little if any guidance, can be a bit of a shock. Do not imagine that as a newcomer you are not welcome! The old hands fondly remember our early years and the terrors of tracks that now seem easy. On trips newcomers will be made very welcome and find advice is readily available if asked for and acted upon. Please remember that a Grade 3 trip is not necessarily a trip for novices.

For the benefit of new members and novices I now provide to all applicants for my trips a set of guidelines that lays out my expectations of the participants and some of what they should expect, and not expect, from me as a trip leader.

The following represents my own opinions and practices and is not a statement of club policy. I offer it here as guidance for members who are just starting to do trips with the club, and also for trip leaders (and potential trip leaders). Trips run more smoothly when all the people involved share an understanding of practices and expectations. Please feel free to adapt this for your own use. And if you feel the following is a bit too proscriptive, please remember that your club trip leaders are not paid to run trips; they do it for pleasure and for the good of the club, and they are the rarest and most valuable club resource.

The Unwritten Rules, or, Guidance for Travelers.

Could you please advise me of the names of the other people travelling with you.

- All vehicles must be registered and with at least 3rd-party insurance.
- All vehicles must be in sound mechanical condition with up-to-date servicing. Please attend to known issues before the trip.
- No trailers. (or) Trailers OK. (Depending on the trip.)
- For grade two and higher trips, basic driver training must have been completed.
- For grade three trips ALL-TERRAIN tyres with good tread are essential on all four wheel and spare. THIS IS VERY IMPORTANT. Mud-Terrain tyres are also acceptable.
- Rated front and rear recovery points are essential.
- Snatch strap and 2 rated shackles is essential. Other recovery gear is good if you have it.
- Fire extinguisher and first-aid kit are essential.
- Air compressor (for inflating tyres) and UHF radio are essential.
- Snow/mud tyre chains are worth carrying if you have them.
- A small tarp may be needed for river crossings and gathering firewood.
- A small bush-saw with a hardwood blade is very handy for firewood.
- A small shovel is essential for toilet duties.
- A mattock is the best tool if any road-building is needed.
- Extended diff and gearbox breather tubes are recommended.
- A cargo barrier is strongly recommended. Please ensure your gear is secured in case the ride gets rough!
- Road Service (eg NRMA) cover with premium options is strongly recommended.

Departure point and time: Meet at (place) for a (time) departure on (day and date).
On the morning ring please me on nnn nnn nnnn if you are going to be late.

The planned route:

(Route details here, with daily locations and road distances to be covered, and campsites identified.)

Fuel: The longest leg between refueling stops is about X km including about X% low range work. Remember to carry a reserve in case one of the expected stops is dry (this happened recently with no diesel available in Omeo!).

Vehicle preparation. This is important. If you are not a pretty handy mechanic yourself you should have your vehicle checked by a specialist 4WD mechanic annually, and preferably not too long before a serious trip. Batteries have caused problems for some members on recent trips. If your battery is more than 2 years old (or if you don't know how old it is), please go to a battery specialist and ask them to load test the battery. It's a quick, free test and will tell you if your battery is about to let you down. You should carry at least the following basic spares – do not expect others to be able to help you if you do not have spares! Radiator hoses and hose clamps. Heater hose (one metre) of the correct diameter and hose clamps. Auto-transmission cooler hose (one metre) and hose clamps. Fan belts – for water pump, power steering and air conditioning. Engine oil (one litre), power steering fluid (500ml), auto-transmission fluid or manual gearbox oil (one litre). Spare fuel filter. Spare engine oil filter. Basic tool-kit with spanner set and sockets. Tyre repair kit with plugs, spare valve stems, valves and caps. Workshop manual. Fire extinguisher. Electrical fuses. Jumper cables. Spare solenoid for your winch. Even if you have no mechanical skills yourself, these items will enable other members to help you.

Check how your battery earth terminal is attached, and keep the necessary tool handy in your door pocket. On two occasions we have had to disconnect batteries to prevent or stop a vehicle fire, and scrambling for the right tool might take too long. Consider having a quick-disconnect isolating terminal fitted for your battery earth terminal.

Daily Vehicle Check: Either morning or evening – check for tyre damage, tyre pressure, wheel nuts tight, oils and coolant levels, washer bottle, radio, battery secure and terminals tight, roof rack fittings.

Maps and Navigation: We use OziExplorer GPS software/apps to help navigating, and I can share my waypoint and route files on request. Even if you are not an OziExplorer user I encourage you to keep track of our progress to build your skills. You'll need the following maps: (list trip maps here).

Start times: Our standard daily start time aims for a 9:00am departure from the campsite. For most of us that means rising at 7:00am. Please allow yourself enough time for breakfast and packing. If an earlier departure will be required I'll advise you the night before.

Toilets: There are pit toilets at each of the campsites excepting (name campsite/s) where we will need to dig our own. If anyone has a toilet-tent and/or thunder-box could they please bring it and let me know? At casual stops all toilet waste must be buried with your small shovel.

Expectations: Your trip leader has a particular route planned that takes into account available campsites, daily distance, track difficulty and points of interest, and if possible will have conducted a reconnaissance trip. Unforeseen difficulties can

cause delays and the need to re-route. When the going gets tough, please be patient and help others.

Please be flexible with your expectations about the trip. Conditions can change, or the trip leader may find that some members of the party do not have the skills, experience or vehicle capability to tackle some tracks, and the planned route may need to be changed. Your trip leader is doing their best to keep everyone safe and happy. If the trip doesn't meet your expectations please consider leading a trip yourself.

Your trip leader is not a 4WD instructor, and will not provide instruction or advice unless requested. If you need advice at any point please ask. Your trip leader will otherwise assume that you are confident driving your vehicle.

Unless specifically listed as such, this trip is not designed specifically for novices. If you are a novice please discuss your participation with the trip leader before booking.

Problems on the road can cause delays, and a late return to home. I normally like to arrive home by about 6:00pm, but can never guarantee that. Please don't make commitments to arrive home at a particular time on the last day.

Bad weather especially rain can make it necessary to change plans and stay off steep tracks in the high country and elsewhere.

Chainsaws: Depending on the trip your trip leader will probably carry a chainsaw for clearing tracks of fallen timber. In many areas the use of chainsaws for cutting firewood is discouraged or banned.

Camp fires: I'm not sure if anyone is bringing their children along, but we welcome kids and usually enjoy their company. However I must insist that parents do not allow their children to play with the campfire especially by poking sticks into the fire and waving burning sticks around. The safety of all members is paramount. With our bushfire record in this area we must never encourage kids to think of fire as a plaything.

We will usually need to collect some firewood along the way for the evening campfire. Please bring your small tarp (can also serve for a radiator blind for river crossings) with some rope or straps to secure it, to carry a bit of wood to the campsite. A small bush-saw with a hardwood blade will be needed for cutting firewood. Especially in the mountains the best firewood is dry (standing) timber no more than 100mm in diameter. In Victoria all firewood must be cut into lengths no longer than one metre. If you are planning an elaborate meal that requires a lot of space at the fire you should make special provision for that. When we get to the campsite, don't dump the firewood right beside the fireplace – put it about 5 metres away to leave room for our chairs.

The common camp fire is a place for socializing and warming up as well as preparing food. The fire is not a place to dispose of your rubbish, especially plastics, and never glass! Please bag your rubbish and dispose of it when we pass through a town.

If we are camping in Victoria the following rules apply:

- Fires not to be lit on days of Total Fire Ban;
- The fire is lit in a properly constructed fireplace or in a trench at least 30cms deep;
- The area within a distance of three metres from the outer perimeter of the fire is clear of all flammable material;
- The fire does not occupy an area in excess of one square metre and the size and dimensions of solid fuel used are the minimum necessary for the purpose;
- A person is in attendance at all times while the fire is alight and has the capacity and the means to extinguish the fire; and
- The fire is completely extinguished before the person leaves. This should be done with water, not soil, as fires can still smolder under soil. If a fire is cool to touch, it is safe to leave.

(From <http://www.depi.vic.gov.au/about-us/media-centre/media-releases/compliance-operation-reiterates-campfire-safety>)

If we are camping at one of the mountain huts please remember that it is traditional to leave dry wood and kindling in the hut for the next party in case they arrive in wet conditions.

The person who lights the fire is responsible for extinguishing the fire before retiring to bed. If that's not you, please don't stoke the fire up with quantities of wood late in the evening.

If there is a total fire ban we will not be able to light a cooking fire, so bring an enclosed gas stove or some cold food!

Radio procedure: We normally use UHF channel 14, but may need to use another channel if we have interference from other groups. If anyone is using a hand-held UHF as their main radio please let me know. On the track, don't panic if you can't hear every transmission from the trip leader clearly. If it's important the trip leader will ask the members to relay the message back through the convoy. Your trip leader will **not** provide a running commentary on track conditions, and I ask that participants also observe that practice. An exception to this rule is made for dangerous or potentially damaging conditions or situations. Some level of social chat on the radio is acceptable and encouraged, but please allow priority for the trip leader's communications about directions, warnings etc.

Convoy procedure is to be followed at all times on the road. My usual version of this is to stop for the following vehicle wherever there is a deviation from the obvious main track. It isn't necessary to stop at every intersection if we are continuing on the good main track.

Pace and keeping up: Your trip leader will travel at a moderate pace for the conditions, based on long experience. In general terms it is expected that all trip participants should be able to maintain a similar pace, which will allow the convoy to progress at a satisfactory rate. Don't drive so close to the vehicle in front that you are in their dust cloud, or not leaving a safe distance between you another vehicle on climbs and descents. On steep climbs and descents wait for the vehicle in front to call you through, and remember to call through the following vehicle. Do try to travel at a similar pace, and expect to catch up with their dust occasionally or maintain visual contact in open terrain. If you find you are consistently falling well behind the vehicle in front of you please talk to the trip leader about the best position for you in the convoy.

River Crossings: A small tarp about 2m x 2m is needed to cover the front of the vehicle if the water is deep. Straps or ropes are also needed to tie it in place. It's purpose is to stop water rushing in through the radiator, possibly bending the fan into the radiator or drowning the motor. Practice before the trip! A snorkel is good **if** the tubing is actually well sealed. Differential, gearbox and transfer case breathers should be extended with tubing to raise the intake to a high point, to keep the water out. Please advise the trip leader if you have no experience with river crossings.

Tail-end Charlie: the trip leader will normally appoint an experienced member with a good radio as tail-end Charlie. Charlie's job is to acknowledge and echo every radio transmission from the trip leader, and to advise their progress past key points such as intersections. This helps the trip leader to learn if the convoy is getting too spread out.

Health issues: To help with our contingency planning, please advise your trip leader if you or any member of your party has health issues that could be a particular problem in remote areas.

Photos and Videos: I love photography and take a lot of photos, and I encourage you to also make photos as we visit some wonderful places. However we should also remember that many people don't like to be photographed and don't like to have their image posted on social media websites. Please check with the person before doing so. The same applies to videos, with the added issue of recorded sound. If you are running a GoPro or similar video camera inside your vehicle, please inform other members when you are recording, as a courtesy, so we can be careful with our language! (This is not about rights – it's about courtesy.)

Trip Reports: Club tradition requires a written trip report for the newsletter and a brief verbal report for the next monthly club meeting. Please acknowledge your trip leader's effort in organizing the trip by being willing to assist with trip reports. Written reports can be shared amongst several people.

Any problems? If you are having any problems on the trip (vehicle or other equipment, or another member's behavior) please inform the trip leader discretely.

I think that's about it. If you have any questions please ask. We're looking forward to sharing an enjoyable trip with you. Cheers!

Chris Nicholls

Buccleuch State Forest Feb 2017

A semi-structured 'Recee' is 'just like a box of chocolates' – full of surprises!

Glen and Jane Watts' grand plan for the day was altered by the inevitable locked gate, but that's really when the fun began. Broken Cart Trail in Kosciusko National Park is well worth the drive – in the dry and with like-minded companions.

Revisiting Broken Cart has been on my to-do list for a while. Our kids often recall our first trip along there 12 years ago as a challenge conquered – it was wet, slippery, we were alone, with no spare and nearing dark – not advisable.

A slow, clay-based trail, full of rutted obstacles and deep muddy pools provide entertainment for drivers and passengers alike. Watching a 100-series belly flop and try to swim is an image I won't forget quickly.

In-between the fun, the alpine environment was surprisingly lush green and dense. This provided us cooling relief from the stinking hot, 40+ degree heatwave that Canberra was suffering through. While most would not recommend venturing into the bush in these conditions, both inside and outside the vehicles, we enjoyed a comfortable 22 degrees high in the mountains. These extreme conditions created a photographer's paradise on sunset, putting on a hot orange sunset and stunning rainbow over the Canberra.

If you're feeling the Brindies are a little Cadbury Dairy Milk, it's worth exploring a little further afield. The best thing is, you can still get in some Family Favorites on the return journey, dropping into Flee Creek for happy hour – the best way to finish a great day with friends.

Willing participants: Garry and Leanne McLaughlin, Graham Booth, Tony Warren, Andy, Rachel and Christina, and Zen.

Glen Watts







Club Clothing

<i>Polo Shirts</i>	<i>\$38.00</i>
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<i>Bucket Hats</i>	<i>\$15.00</i>
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<i>Name Badges</i>	<i>\$10.00</i>

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- Comes with a spare battery, battery fast charger, 2 extra chains, 1 spare bar and chainsaw box



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0412 377 941
m-patrick@bigpond.com



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120 watt folding solar panel – 2x 60 watt panels

- Panel works fine, however the MPPT battery regulator/controller is not working.
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David Sutton
0427811484



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A POWERTECH 1500 watt inverter
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Works well \$200.00

Phone David Sutton
0427811484



Tow Assembly

To suit Prado 120
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80cm X 47cm
\$70.00

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