

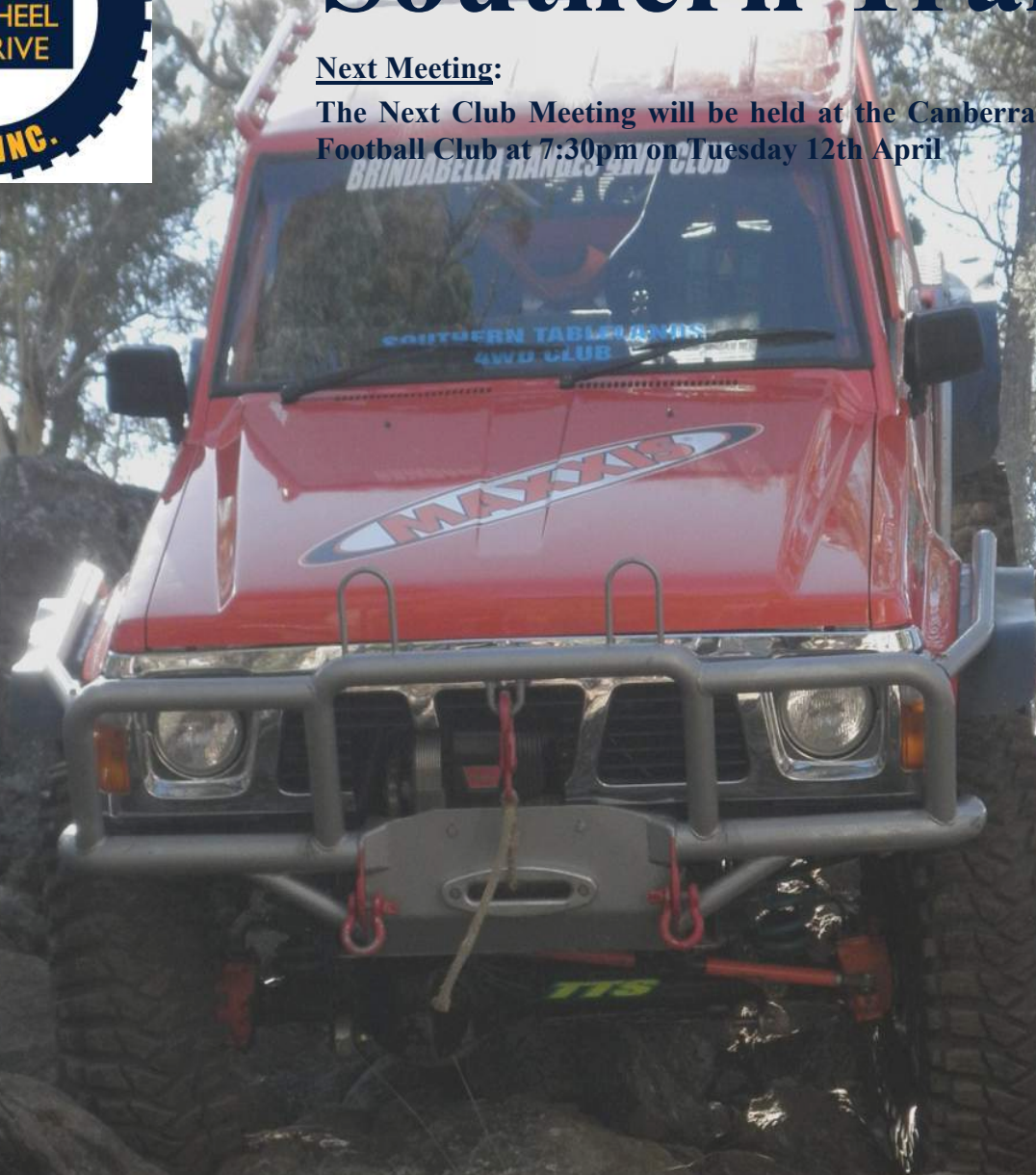


April 2022

Southern Trails

Next Meeting:

The Next Club Meeting will be held at the Canberra Deakin Football Club at 7:30pm on Tuesday 12th April



Rock and Roll..

The Rock Farm, Chakola NSW



Directory

President:

Andy Squire
(president@st4wdc.com.au)

Vice President:

Paul Kerr
(vpresident@st4wdc.com.au)

Secretary:

Roland Pittar
(secretary@st4wdc.com.au)

Treasurer:

Jim Anderson
(treasurer@st4wdc.com.au)

Membership Secretary:

Lynne Donaldson
(membership@st4wdc.com.au)

Events and Trips Coordinator:

Michael Patrick
(trips@st4wdc.com.au)

Publications Coordinator:

Matt Warmington
(publications@st4wdc.com.au)

Education Coordinator:

Bronwyn Squire
(education@st4wdc.com.au)

Property Coordinator:

Rob Donaldson
(property@st4wdc.com.au)

Public Relations Coordinator:

TBA
(public@st4wdc.com.au)

Information Coordinator:

Matthew Maddigan
(information@st4wdc.com.au)

General Committee Members:

Francoise Zaalen-Arbaut
(general1@st4wdc.com.au)

Michael Kerr
(general2@st4wdc.com.au)

Scott Grogan
(general3@st4wdc.com.au)

Michael Loberger
(general4@st4wdc.com.au)

General Meetings are held at the Canberra Deakin Football Club, Grose St, Deakin at 7:30pm on the second Tuesday of each month.

General meetings are where Club members and visitors can meet and get information on past and future Club activities in an informal atmosphere. Meetings regularly feature talks from experts on topics of interest, and reports on past trips. Visitors can introduce themselves, there is a raffle with generous prizes and a coffee break for catching up with other members.

Ideas for guest speakers are welcome, please don't hesitate to contact the Committee if you know of someone who could make an interesting and topical presentation.

Many members gather before the meeting to enjoy a meal or a drink at the club.

Publications

Website: Information regarding the Club, our activities, sponsors, and membership is available on our website at www.st4wdc.com.au.

Facebook: the ST4WDC page includes posts regarding Club activities and sponsors and can be found at www.facebook.com/st4wdc/.

Southern Trails: is the ST4WDC monthly newsletter. Trip reports, member profiles, relevant articles, and classified advertisements are welcome, as are photographs and illustrations. Closing date for contributions is the first Tuesday of the month. Send contributions to publications@st4wdc.com.au.

Trips and Events

An important element, some may say the lifeblood, of the Club is our trips and events calendar. Any member can run a trip or event once approved by the Committee, it's a very rewarding experience.

If you've been thinking of booking a trip or event, head to the [How to Book for a Trip](#) section of the website where you will find step by step instructions. You can propose your trip or event using the [Online Form](#) and there is a wealth of material in the [Information for Trip Leaders page](#) and also from experienced trip leaders who are always keen to help you run your trip or event successfully.

Club Bank Account

Membership fees are paid through the Club's website. For other financial transactions, the Club's bank account details are:

Bank:	Bank Australia
Account Name:	ST4WDC
BSB Number:	313 140
Account Number:	1213 0617

When transferring payments please include your name and the reason for the transfer, e.g. "J Smith clothing", "J Smith renew 2021", etc.



Code of Ethics



Four Wheel Drive Australia Code Of Ethics

ST4WDC is affiliated with Four Wheel Drive Australia and we promote responsible four wheel driving. We should all observe and support this Code of Ethics. Remember, image is difficult to change.

- Obey the laws and regulations for Recreational Vehicles that apply to public lands.
- Respect the cultural, heritage and environmental values of public/private land, by obeying restrictions that may apply.
- Respect our flora and fauna. Stop and look, but never disturb.
- Keep to formed vehicle tracks.
- Keep the environment clean. Carry your own, and any other, rubbish out.
- Keep your vehicle mechanically sound and clean to reduce the environmental impact.
- Adopt minimal impact camping and driving practices.
- Seek permission before driving on private land. Do not disturb livestock or watering points, leave gates as found.
- 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 emergency contact by radio or satellite.
- Plan ahead and lodge trip details with a responsible person.
- Enjoy your recreation and respect the rights of others.
- Support four-wheel drive touring as a legitimate family activity.
- Consider joining an affiliated four-wheel drive Club.

This Code supports the National Recreational Four Wheel Drive Vehicle Policy.

Produced by [Four Wheel Drive Australia](#) in the interest of promoting responsible vehicle use.

For advice and assistance in meeting the requirements of this Code of Conduct contact the [Secretary](#)

Contents

• President's Report	1
• Letter from the Editor	3
• Review of Club Constitution	4
• Trip Report - Huts of the Victorian High Country	5
• Our Club Sponsors	13
• Trips and Events	17
• Trip Report - Brindabella Ramble	20
• Trip Report - Country High Victorian the of Huts	23
• NPWS Volunteer Registration	31
• Classified Advertisements	32
• The Clothing Store	35

President's Report

Andy Squire

I'm back. Didn't really see that coming. But looks like you're stuck with me for another 12 months. Not my fault. No one else wanted the job. Judging by the applause at the AGM you were all happy though. Or perhaps that was the morbid cheer that the rowdy crowd gives when the trapdoor opens or the blade comes down on the sacrificial virgin (not that that analogy really applies to me; too damn big and ugly to ever be selected). So here we go again.

Most of the existing members re-joined the Committee, and we now have a new Vice President Paul Kerr, and Secretary Roland Pittar. Welcome on board, welcome back, and thanks.

We had our first Committee meeting last week, and we were all back into it. Deliberating, discussing, debating, disputing, arguing, wrangling, fighting, fisticuffs, knives, pistols at dawn; but we made it through. I think we actually made a few decisions and plans for the next couple of months. Let's see how we go.

A full list of the Committee and contact details are included in the Directory at the front of the newsletter, so if you have feedback, suggestions, or questions, get in contact with the relevant member.

Back in March I went on a Club organised fishing trip out of Narooma. It was fantastic! Well, maybe not for the two berley makers, but for the rest of us, it was fantastic! Apparently you need to stay away from cold two day old pies; not the best breakfast at 4.30am. I even got to catch a couple of decent fish. We don't normally eat fish, but decided to give it a go so brought some home and my brother cooked it up for us. Lightly floured with some herbs and pepper and shallow fried. Bloody beautiful! Will be trying that some more. Just goes to show that you need to try new things or have another go to check if it's really how you remember. Also goes to show what a great Club we are in where there is such a variety of trips and events.

Speaking of events, the big one was the recent 4WD Camping and Outdoor Expo at Queanbeyan over the weekend of 2/3 April. This was not the Spectacular, and the Clubs had no role in planning or running the event; it was taken on by a commercial entity when the MOU between the clubs to organise the Spectacular was dissolved. So it was always going to be a bit different and have a new 'vibe'.

With only a short time (4 weeks) to pull things together the Club was able to organise the Club tent/display, put on some pretty good demonstrations. The weather could have been a bit better; cold, wet and windy on Friday and Saturday, but a bit better on Sunday. At least it wasn't 40C and smoky.

President's Report

Andy Squire

Thanks to the Organising Group and the volunteers who staffed the Club tent, ran the demonstrations, and performed a few cleaning duties (that we got paid for). For us it was a big change; not having to organise the whole event, not being in control, but also not having the same obligation. We still got good exposure and some financial return, so overall a good outcome.

Hopefully I have filled my page. Which in my mind means I can stop now. And in your mind means 'thank god that is over'. But you hung in there till the end. So you deserve a reward. And here it comes, my pearl of wisdom for the month; "There is a name for someone who is wrong about everything; "husband"

Andy



Letter from the Editor

Reflecting on when I first joined the Club in 2009 I recall my attitude was “what can I get out of this membership?”. Whilst it was great doing the training and fun going on trips, I quickly became bored and let my membership lapse after a few years. When I renewed again several years later I recognised that my attitude determined what I got out of my membership. I had initially thought of the Club like a subscription where you paid your dues and received products or services, but now I see the Club as a group of friends getting together to do things we enjoy, support each other, and generally enrich our experiences.

That is why I now contribute to the Club in any way I can whether it is leading trips, preparing the newsletter, trip reports, attending meetings, on the Committee, attending musters, driver training. or just volunteering. This attitude has helped me get so much more out of the Club than I had previously. I recommend that you think about what you want to get out of Club membership, and if it is more, then become more involved. I can tell you that the rewards far outweigh the effort.

On this note, the 4WD Camping and Outdoor Expo at Queanbeyan went off really well with many Club members becoming involved. Thanks to all who participated, it also looks like we will have a number of new members as a result.



A big shout out to Tom and the crew at Towtal Towing and Scrap who assisted the Club with provision of a heavy-duty car trailer and flatbed truck to deliver the roll-over vehicle used in the demonstrations from Talooge to the Showground and back again. Their services made transporting the Hilux an easy task.

Welcome to new members:

- Alison Millea – Isuzu Mux
- Mitch Tilbrook – Ford Courier
- Bruce Ronning – Nissan Patrol
- Anatasia Pender – Suzuki Jimney
- Richard Pender – Chevrolet Silverado
- Ulrich Wahl – Mitsubishi Triton
- Christopher Read – Holden Colorado
- Kai-Lee Chan – Toyota Hilux
- Jacqui Murkins – Pajero Sport

Happy Trails.. Matt

Review of Club Constitution

Over the last 6 months the Committee has been reviewing the Constitution and has a number of proposed changes. These are being finalised and will be made available and formally notified to the membership once complete. Current planning is for these changes to be discussed (and hopefully ratified) at the May General meeting.

The basis of the changes are to:

Amend the Club's Financial Year to align with the general Financial Year (1 July – 30 June). Currently the Club's Financial Year corresponds to the Calendar year (1 January – 31 December). Under the current Financial year the bulk of the tasks required to finalise accounts for each Club Financial Year fall due during the December/January festive and holiday season. Changing the Financial Year will reduce the burden on financial staff (club Treasurer and Auditor) and still allow an appropriate period for finalising accounts and obtaining an independent review. This will also require moving the AGM to a new date (within 5 months of the end of the Club Financial Year).

Membership Changes to more clearly define a number of rules relating to returning members, and change of family members to full members. Under the current rules, the period between being a returning member, or simply a late renewal is not clear. In addition, returning members, family members, or family members upgrading to full membership (either for training purposes, or after turning 21) are not required to complete a club nomination form and agree to abide by the rules of the club. As these rules change it is appropriate that all persons wishing to become a member agree to abide by these rules.

Grievance Procedures to implement a formal Grievance Procedure as required by the Associations Act. At present, the club has an un-enforceable Grievance and Complaint Procedure (available on the website), but does not have a procedure incorporated into the Constitution as required by the Act. A more comprehensive Grievance Procedure will provide members and the Committee with certainty that any complaints against the club or another member will be treated honestly and fairly, and provide members with a means to have their grievance heard.

More specific details and proposed wording of the changes will be provided to the membership, including formal notification of a Special Resolution proposing the changes (in accordance with the existing Constitution, the membership must be given 21 days notice of the meeting at which the Resolution will be considered).

Trip Report

Huts of the Victorian High Country 2022

Michael Patrick (Trip Leader)

Shea Jost (Relief Trip Leader)

Rosemary and Glynn Shepherd

Mark Wakelam

Roland Pittar

Rob Calvert



On the 19th of March six vehicles departed from Canberra to head to Victorian High Country. The Theme of this trip was to visit some of the iconic huts located in the Victorian High Country.



Huts of all shapes and sizes were built in the high country from the mid-1800s by cattle musterers, fishermen, miners, loggers, forest rangers and more recently ski and bushwalking groups. Most early ones were built using materials at hand, and with basic tools. Many have long gone, but huts are still scattered all over the alpine and high-country area of Victoria.

Many huts now have significant heritage value. They are a reminder of the struggles of our forebears to glean a living from a harsh land.



Trip Report

Huts of the Victorian High Country 2022

We visited the following huts

- Frys Hut. Very Impressive reeks of history. A must see
- Pickerings Hut. Couldn't find it, was advised by locals the hut was still on holidays up north.
- Gardners Hut. Yep it was there
- Upper Jamison Hut
- Lovicks Hut
- Bluff Hut
- Bindaree Hut. Built for Hobbits
- Howqua Hut
- Stirling Mystery Hut. Reason it is called a mystery hut is we could not find it
- Craigs Hut. Yep it is a movie prop and nobody would be stupid enough to build there, as it is totally exposed to the elements. Note there were four red bellied black snakes sighted in the yard there.
- Bus Hut. Missing in action
- Refugee Hut. Built for cross country skiers
- King River Hut
- Lake Cobbler Hut
- Howitt Hut. Terrible camping spot

We had perfect weather for the trip with some light rain on Tuesday night. The tracks were in excellent condition at that time of the year, possibly due to



Trip Report

Huts of the Victorian High Country 2022

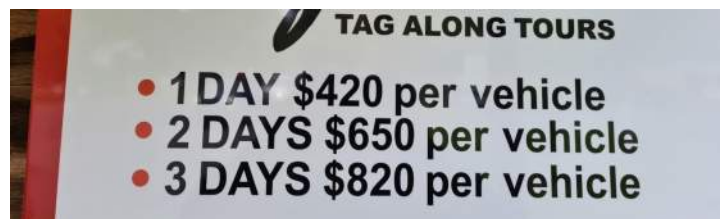
lockdowns in Victoria. Where we thought there would be some very technical driving, i.e. the Stair Case and others, that was not to be. We did encounter some technical bits on the Burgoyne and Chromite tracks. The Billy Goat track was quite chopped up.

Whilst we were travelling Rob Calvert advised he was not feeling the best, so a RAT test was performed and showed that he was free of Covid.

Unfortunately, he passed his bug onto me, and I had to disengage on Friday and hand over leadership to Shae. A big thankyou to Shae for taking over. Unfortunately, Shae went down with the bug in Canberra.

I would like to thank the participants for their patience in my leadership and course readjustments (NOT TURN AROUNDS).

Note: I saw this sign in Licola advertising Tag Along Tours.



For the price that we pay for membership of this Club and the trip leaders who volunteer their time to plan and lead these trips really makes the membership worthwhile.



The following are comments from the participants:

I would like thank Michael for organising the trip. I enjoyed myself greatly and didn't need any repairs done this time. The trip was a well-planned and implemented. It was good to visit some of the Huts, including those I had never visited previously and driving trails I had never been over and seeing the changes to the trails I had previously been on. The

Trip Report

Huts of the Victorian High Country 2022



trip was able to present me with challenging driving conditions which allowed me to learn more about my personal driving limitation and vehicle limitations. It was good to have a rest day in the middle of the trip. This allowed me to wind down from driving off road for 3 days straight. It was nice to visit Licola again I hadn't been there since 1983.

Staying at Dargo and able to have dinner at the Inn was a great idea. Catching up and having a chat with Simon from Tracks Adventure Gear on Mt Pinnibar was good, as he showed us his drone which he uses for photos. It was a great experience to take over as the trip leader at the end of the trip.

I enjoyed the week and was able to revise driving techniques that I had been previously taught and experienced. The different levels of driver experience and vehicles allowed me to witness how people would approach the driving of the tracks and obstacles. I enjoyed talking to the everyone about their different vehicles.

The week was a great time and place to meet people and talk about driving. I look forward to more Club activities and trips to the high country.

Shea

The Good the Bad and the Woolly: Victorian High Country Huts March 2022



I was really keen for this trip to eventuate. Having had to withdraw from several trips over the last couple of years due to Covid restrictions, minor ailments, and other circumstances I really needed to get into the VHC again.

For me it was an opportunity to drive some tracks we were unable to do on previous trips due to bad weather, bushfires, and track closures. So,

Trip Report

Huts of the Victorian High Country 2022



there were some firsts for me on some bucket list tracks.

The standouts were Burgoyne's and Chromite Mine Track. These threw up some steep climbs, tight switch backs and scrabbly sections with a few large rock ledges. I think all of us enjoyed the challenges both tracks provided, and it was a big day ending with a descent of Billy Goats Bluff.

A revisit to Mt Pinnibar, Mt Gibbo, and Mt Anderson was a big plus too. After a crisp night at Buenba Flat the drive-up Mt Gibbo was memorable. Looking back at the tips of mountains engulfed by mist filled valleys, as we climbed, showed off the High Country at its magnificent best.

Equally enjoyable was travelling with some Club members new to me. Also seeing the anticipation and enjoyment of others as they tackled the signature tracks of the Victorian High Country for the first time. It's easy to get blasé with our own experiences but important to remember that others are keen to drive new tracks as well.

Less entertaining was waiting for a phantom group to come up Billy Goats Bluff Track. After waiting and waiting on a very narrow steep section of track, a further check found they were on Blue Rag....the joys of radio (miss) communication.

Woolly was the head cold, I unknowingly brought with me. I thought I would have to disengage from the trip when a sore throat worsened and developed into a proper cold. A clear RAT and discussion with the other participants meant I could continue, but in retrospect it may not have been the best decision. Michael later succumbed and decided to go



Trip Report

Huts of the Victorian High Country 2022



home after Dargo and on the final day our stand-in trip leader was also cursing my "biological terrorism" when he came down with it. Something future trip leaders should consider if similar circumstances arise.

Thanks to all who contributed to a memorable week. Michael's work in organising the trip is considerable and much appreciated.

Rob

We started with a band of six vehicles gathered at the National Dinosaur Museum before making our way down the Hume and then on to Mansfield, where we fuelled and picked up some last-minute supplies. It was the beginning of a great week where we saw some beautiful country, and drove some tracks we thought would be difficult, but had recently been maintained, like "The Staircase". Others proved to be nicely challenging, where line and momentum were important, like "Burgoyne" near Licola.

It was also fantastic to pick up Mt Gibbo and Mt Pinnibar on our last day, before crossing The Murray at Tom Groggin and getting back to bitumen on the Alpine Way to make our way home.

We were extremely lucky with the weather. While the nights were cold, we generally had fine and sunny days. Only downsides were that Mark's Landcruiser had a shorn bolt in the steering assembly, which saw him leave early, and a stow-away virus (not COVID according to RATs), which stealthily moved through the convoy, and saw Michael and James having to leave a couple of days early.



The other convoy was travelling in the opposite direction to us – we ran into them on the Wonnangatta Track.

Trip Report

Huts of the Victorian High Country 2022



Michael generously allowed us almost a full five minutes to have a chat with them ... before cracking the whip to keep moving! We'd learned earlier that they'd had their own dramas with mechanical issues.

Thanks to Michael for all his organisation pre-trip and leading most of the trip, and Shea for picking up the duties on the last couple of days when Michael and James had to leave due to illness. Thanks also to everyone else



in our group for making it such an enjoyable week travelling some great tracks, seeing beautiful country and of course, checking out some great historic huts of the High Country!

Roland Pittar

We had a wonderful trip through the magnificent Victorian high country much of which we had never seen before. We saw a variety of huts. Some were large, some were small, some had been built quite a some time ago while others had been rebuilt after the recent fires. Our favourite huts were Fry's hut, which was not that far from Mansfield, and Craig's hut which was built originally for the movie "The Man from Snowy River". The



scenery from the tops of the mountains such as Mount Stirling, Mount Gibbo and Mount Pinnibar was just fabulous. You could see mountain ranges as far as the eye could see and it reminded us of how vast Australia is. Thank you to everyone who went on the trip with us and in particular for both Michael and Shae who were our trip leaders.

Rosemary and Glynn

Trip Report

Huts of the Victorian High Country 2022



The high country is nothing short of beautiful. Fantastic campsites, crystal clear streams and never-ending views. I can see why it is on everyone's bucket list, or at least it should be.

The promise of challenging drives also adds to the pleasure. However, covid, reduced use and an overzealous grader had left the tracks as smooth as a baby's bottom, but the view was still there.

Despite the silky-smooth tracks Barbara still managed to shed one of the bolts connecting the steering arm. As a result, I bailed halfway. Erring on the side of caution.

Beers around the campfire and good company always make these trips worthwhile. Thanks, Michael, for another great trip.

Mark



Our Club Sponsors

Platinum Sponsor



BULL BARS



SIDE RAILS & SIDE
STEPS



REAR PROTECTION,
TOWING & WHEEL
CARRIERS



CANOPIES



UTE LIDS & TUB
ACCESSORIES



ROOF RACKS, CROSS
BARS & CARRIERS



OLD MAN EMU 4X4
SUSPENSION



LINX



DRIVING LIGHTS

What can we say about ARB that you don't already know?

ARB make and offer some of the most rugged and well designed accessories available for your four wheel drive and have become the benchmark for strength and reliability. We recommend that you talk to them about equipping your vehicle for all your adventures.

The team at ARB Fyshwick will look after all your 4WDing needs!

Find them at 188-190 Gladstone Street, Fyshwick, ACT

(02) 6280 7475 or www.arb.com.au



AIR COMPRESSORS &
TYRE ACCESSORIES



AIR LOCKERS



WINCHES



PORTABLE FRIDGE
FREEZERS



TENTS, SWAGS &
AWNINGS



CAMPING & TOURING
ACCESSORIES



RECOVERY EQUIPMENT



RECOVERY POINTS



UNDER VEHICLE
PROTECTION



UHF RADIOS, GPS &
REVERSE CAMERAS



SAFARI SNORKELS



DUAL BATTERY AND
SOLAR SYSTEMS



FUEL TANKS & FUEL
STORAGE



DRAWERS & CARGO
SOLUTIONS



SLIDE KITCHEN



GENERAL
ACCESSORIES

Many of our fantastic sponsors offer Club member discounts.

Please ask at time of purchase.

Our Club Sponsors

Gold Sponsor



Tracks are Canberra's locally owned & operated, specialist adventure gear store.

They sell and fit all the gear to get you ready for your next adventure. Their friendly team will help you find the right auto accessories & products from a range of premium brands such as Driftn Stockton, ARB, Thule, Rhino Rack, Hayman Reese plus many more.

Drop in on Simmo, Glen, and the staff at:

72 Dundas Court, Phillip, ACT

P: (02) 6162 1929

E: sales@tracksadventuregear.com.au

Gold Sponsor



Battery World South Canberra sell a huge range of batteries and specialise in auto electrical service, dual battery systems, solar installations, plus camper trailer, and van setups.

They will come to you and test fit a new battery to get you on your way ASAP. Their off-site assistance is available 24 hours a day, 7 days a week and their team have all the equipment they need to check or fit a battery of complete a jump start.

Drop in on Mark and the staff at:

95 Grenville Court, Phillip ACT

(02) 6282 9884

Many of our fantastic sponsors offer Club member discounts.

Please ask at time of purchase.

Our Club Sponsors

Gold Sponsor



The folks at Monaro Off Road Centre have been long time supporters and members of our club, and look after the vehicles of many of our members. Michael and Rod can look after you with all vehicle servicing, repairs, pre-purchase inspections, trip preparation, new car warranty servicing, and a free courtesy car on request. They can supply and fit accessories from all the well known brands from leading manufacturers.

Gold Sponsor



Welcome to Canberra's specialist 4x4 & Auto accessories store. Whether it's towbars, roof racks, or bull bars, we can assist you with all your 4WD and car accessory needs. Visit one of our Canberra stores and talk to our staff who have a wealth of knowledge on all aspects of four wheel drive accessories to suit your driving or towing purpose.

11 Kembla Street, Fyshwick 6280 6222	68 Oatley Court Belconnen 6162 3808	72 Dundas Court Phillip 6162 1929	9 Kemble Court Mitchell 6241 5898
---	--	--	--

Many of our fantastic sponsors offer Club member discounts.

Please ask at time of purchase.

Our Club Sponsors

Gold Sponsor



Tyres & More is a national network of family-friendly tyre stores, offering you and your family safety on the road through Quality, Service & Value. Safety and performance on the road encompasses everything from good tyres to mechanical repairs and services. Our aim is to offer Australians the most complete car care possible, from tyre needs to safety examinations and accessories such as child restraints.

Find them at: 79 Newcastle St, Fyshwick. (02) 6280 5906

I'M HERE TO HELP

ST4WD CLUB MEMBERS EXCLUSIVE BENEFITS



Please contact Dominic Darmody, Group Fleet Manager at Canberra Toyota Fyshwick for any sales enquiries on 02 6221 1916 or email dominic.darmody@janrule.com.au

ST4WD Club Members receive trade price on spare parts and accessories.*

For spare parts and accessory enquiries, please contact Canberra Toyota Fyshwick parts on 02 6221 3503 or email parts.fyshwick@janrule.com.au

OH WHAT A FEELING

*ST4WD Club Members must present their club membership to receive Canberra Toyota benefits. Additional T&Cs may apply. See in store for details.

Silver Sponsor

Lic No. 20000105 Janrule Pty Ltd



Many of our fantastic sponsors offer Club member discounts.

Please ask at time of purchase.

Trips and Events

WE NEED YOU!! - New Trip Leaders

The backbone of any [four-wheel drive Club](#) is the Trip Leaders (TL'S) because if you have no Trip Leaders you have no trips and with no trips you have no four-wheel drive Club.

Some Facts:

- The Trip Leader workshop, Trip Leader manual and the Trip Leader checklist, are available tools to assist members who want to become Trip Leaders.
- Members think that they must do the workshop to become TL's, this **is not correct**. Any member can propose and lead a trip (however, the trip is subject to Committee approval).
- The Manual may appear lengthy and complicated, but it's not – it's just a tool.

The workshop, manual, and checklist are tools to assist TL's better manage a trip. The workshop is run by experienced TL's and covers the following:

- Role of the Trip Leader
- Expectations of trip participants
- Planning a trip
- Trip Proposal
- Running a trip
- Managing member expectations
- Incident management
- Trip reporting

We also have mentors available who can advise and assist new TL's in planning and running the trip.

If any members are interested in running a trip please contact Michael Patrick

[Michael Patrick](#)

[Trips & Events Coordinator](#)

[0412 377 941](#)

Trips and Events

Michael Patrick

Note that COVID-19 and other circumstances may affect this list. Please check www.st4wdc.com.au and consult with the Trip Leader to confirm details before attending.

Start	End	Activity	Type	Grade	Leader
29-Apr-22	03-May-22	Talooge Muster	Trip	N/A	Rob Donaldson
30-Apr-22	30-Apr-22	Brindabella's night drive	Trip	Grade 3	Darren Miller
30-Apr-22	30-Apr-22	Brindabella's night drive	Trip	Grade 3	Darren Miller
04-May-22	06-May-22	Safe One Basic Driver Training Course	Training	N/A	Bronwyn Squire
06-May-22	08-May-22	Safe One Basic Driver Training Course	Training	N/A	Bronwyn Squire
06-May-22	08-May-22	Basic Winching and Recovery Course	Training	Grade 3	Bronwyn Squire
07-May-22	08-May-22	Off Road Camper Trailer Workshop	Training	Grade 3	Glen Watts
15-May-22	15-May-22	Brindabella Ramble	Trip	Grade 3	Victoria Jewett
20-May-22	20-May-22	Cotter night drive 2	Trip	Grade 3	Darren Miller
28-May-22	29-May-22	OziExplorer & Hema GPS Navigation Workshop	Trip	Grade 3	Michael Patrick
01-Jun-22	30-Jul-22	Old Andado Caretaking (Covid restrictions dependent)	Trip	Grade 1	David Sutton
01-Jun-22	31-Aug-22	Brindabella Snow Seeking 2022	Trip	Grade 4	Matt Maddigan
10-Jun-22	17-Jun-22	Madigan Line	Trip	Grade 4	Bronwyn Squire
12-Jun-22	12-Jun-22	Cotter Challenge	Trip	Grade 5	Darren Miller
17-Jun-22	24-Jun-22	Birdsville to Dalhousie Springs	Trip	Grade 4	Bronwyn Squire
25-Jun-22	25-Jun-22	Trip Leader Workshop	Trip	N/A	Michael Patrick
10-Jul-22	10-Jul-22	Can you Survive!!	Trip	Grade 3	Glen Watts
10-Jul-22	26-Jul-22	EOI The Cape Adventure	Trip	Grade 3	Daniel Jackson
30-Jul-22	31-Jul-22	Snow Camping Gungarlin River	Trip	Grade 4	Matt Maddigan
06-Aug-22	07-Aug-22	Basic First Aid Training HLTAID003	Training	N/A	Michael Patrick

Trips and Events

Michael Patrick

Start	End	Activity	Type	Grade	Leader
13-Aug-22	14-Aug-22	Remote First Aid Training	Training	Not	Michael Patrick
17-Aug-22	17-Aug-22	Basic Driver Training 4WD Vehicle	Training	Not	Bronwyn Squire
27-Aug-22	27-Aug-22	Intermediate Winching and	Training	Grade 3	Bronwyn Squire
07-Sep-22	11-Sep-22	Safe One Basic Driver Training Course	Training	Not Required	Bronwyn Squire
07-Sep-22	11-Sep-22	Safe One Basic Driver Training Course	Training	Not Required	Bronwyn Squire
14-Sep-22	14-Sep-22	Information Night Sand Driving	Training	Grade 3	Bronwyn Squire
18-Sep-22	18-Sep-22	Brindabella Ramble	Trip	Grade 3	Robert Stevenson
24-Sep-22	25-Sep-22	Abercrombie River National Park	Trip	Grade 3	Michael Patrick
05-Oct-22	05-Oct-22	Basic Driver Training 4WD Vehicle Evaluation	Training	Not Required	Bronwyn Squire
05-Oct-22	05-Oct-22	Basic Driver Training 4WD Vehicle Evaluation	Training	Not Required	Bronwyn Squire
08-Oct-22	09-Oct-22	Sand Driving and River Crossing	Training	Grade 3	Bronwyn Squire
26-Oct-22	30-Oct-22	Safe One Basic Driver Training Course	Training	Not Required	Bronwyn Squire
06-Nov-22	06-Nov-22	Brindabella Ramble	Trip	Grade 3	Ethan Taylor
26-Nov-22	03-Dec-22	Vic High Country Ramble 2022	Trip	Grade 4	Michael Patrick

Trip Report - Brindabella Ramble

The Brindabella Ramble was an adventure that also served to remind us of the importance that the lessons Club training gives us. More about this later . . .

After a postponed first trip due to rain, my disappointment was real for this, my first trip as trip leader. It was with enthusiasm that I had originally signed up for the first of a series of preordained trips, well recognised by the Club / Michael Patrick as an easy trip to learn how to run a trip as a trip leader. Thanks to Michael's organisation I grabbed the first of these trips volunteering as Trip Leader. Darren (SHakeyDaz) volunteered to be my Mentor and we soon had the recce day trip planned which went without a hitch. I enjoyed Daz's unique / wicked sense of humour and we settled down to the discovery part of the recce trip. A great day out. I had time to soak in the views and the changing nature of the landscape.

Finally the replacement trip day arrived and having spent the previous day (Saturday) with Darren on his recce trip I was ready for the adventure of finally running my own trip, albeit a little nervous at the responsibility of taking care of the members attending. I handed the UHF mic to Darren who promptly refused it saying "well you're the trip leader you'll have to work the Mic too!" He did eventually grab the mic from me later in the trip of course!

We arrived at the meeting point and were quickly joined by four other members, two of whom were on their first or second post training trip and - would you believe it - it included another Jeep too! Thanks Daniel Parsons for your choice of excellent off-road vehicle!

After waiting a while for three members who hadn't advised they were not attending this replacement day we decided to head off (*by the way, a detail for all members to note, if you've accepted a trip and it gets moved to another date, you are still deemed to be attending unless you advise otherwise and remove yourself from the trip*).

The tracks, whilst a little damp from earlier rains, were not as dusty as they might have been and, grateful for small mercies as Trip Leader, you don't have to follow the dust from another lead vehicle!!

We made morning break at the top of Mount Coree, everyone marvelling at the views and with limited space to turn around as more people arrived we set off on the next stage of the trip. Lunch was uneventful but welcome and gave members the opportunity to chat and make new friends!

We set off after lunch, re-grouping at an intersection of four tracks and **herein lies the important lesson taught at training**. As the lead vehicle and the first following vehicle set off, truck three set off behind what they thought was the vehicle they had been following - Daniel's Jeep - well it was white after all! After 20 minutes, and arriving at the Power lines stop off we decided to wait and re-group. After about 10 minutes, Daniel in his Jeep

Trip Report - Brindabella Ramble

Rubicon arrived and we waited, and waited. With no radio contact from the others and Tail End Charlie silent for much longer than expected, Daz pointed out that it had been over 20 minutes that we had heard any acknowledgement from Charlie!

We hoped that by this time Charlie would have realised that no instructions were forthcoming from the Trip Leader and might have stopped to take stock. But nothing came back from the radio callouts we made? Leaving Daniel at the Power lines stop off with strict instructions to remain there and not move until we advised him otherwise, Daz and I set off in the Lead Vehicle for the hunt for lost participants. Not afraid of keen driving even on rough tracks we scooted back the way we came hoping we might just bump into the others - now three vehicles that were no longer on our tail?

It was sad (for me) that my first trip was turning out so badly (for me). I was concerned that one of the vehicles had suffered an incident or a breakdown and I wasn't there to help? After driving for 15 minutes we arrived back at the meeting point we had left together earlier and found no vehicles there. Deciding quickly to reconnect with Daniel, we headed back to get Daniel - needing to get closer to him for radio contact which had by now been lost, and who by now was out of radio range! As we approached about halfway we made radio contact with Daniel and asked him to head back the way he'd come to meet up again with us. We met him heading back and had a quick re-assuring chat.

Once reunited with Daniel (phew!) we headed the opposite way to again try to locate the lost trip members. This was now turning into what seemed like a farce (again - for me) and as I drove to find the lost team members - all sorts of horrible thoughts were floating in my head. After about two hours of searching we made the decision to head back to the main road to drop Daniel off so he could head home and try to make cellular contact with the three team members as we were still out of mobile phone range as well as UHF range. Daniel aired up and he headed off home with the three members' phone numbers safely in his mobile phone.

Darren and I were clear we would not leave the area until we knew where the three "lost" members were and that they were ok! After some 20 minutes more driving we made UHF contact hearing on the radio that they were all ok and were back on the main road and heading home! Relieved and somewhat bemused we turned around and headed back to the main road ourselves. At the end of the track (where we had left Daniel to head home) we parked up and I got on with the task of airing up - now (mostly) annoyed that my first trip as Trip Leader had ended up in such a mess! "I'm clearly not cut out for trip leading" I said to myself, as I felt I had let the Club down and the trip itself was not a success (in my opinion).

Trip Report - Brindabella Ramble

Almost finished airing up, a 4x4 went past us on the main road. . . Darren pointed out it was one of the Club members on the trip. The driver turned around and parked up beside us; we were soon joined by the other two of the trip members who had disappeared. I hurriedly reassured Daniel who by now was safely back home that the three trip members were safe. After realising they had followed the wrong vehicle away from the re-group area (well it looked like a Jeep!?) they continued on to find the next stop off where they thought we might have headed for thanks to one of the members having a good electronic map on board.

The moral is in there somewhere! However, as trip leader (with Daz's assistance of course), we had driven almost 80kms out of our way and for three hours trying to find the missing trip members and this wasn't even a long distance / remote trip. With reassurance from Michael Patrick (by text) that this. . . " can happen and it's not your fault !" and from Daz that it's happened before, I finished my task of airing up, listening to the excited tales of the decisions they had made and that they had still enjoyed the rest of their trip.

I was relieved of course that nothing had happened to any of them and that they were all safe, just a bit bewildered that it had occurred in the first place.

Sincere thanks to Darren, Trisha on the end of her mobile when we gained a signal, Andy for his follow up and for Michael. In particular, thanks to Darren for keeping me focussed as we raced around the Brindies. . .

Ethan

Trip Report

Country High Victorian the of Huts



Matt Warmington (Trip Leader)

Andy Donnelly (Matts patient passenger)

Rob Wilson (Relief Trip Leader)

Phil and Sue Walker

Kevin and Helen Curtis

Gerard Carlile

John Pearsall

Monica Ruibal and Alex

Well, where do I start? Probably at the beginning I suppose. The trip to the VHC like any VHC trip was one I was excited to do and had managed to compress my workload to allow me to have the time off. Before the trip amongst the normal TL planning activities and briefing participants, was also plans to have reduction gears and airbag suspension components added to the mighty Patrol.

Unfortunately due to Covid delays, the parts were not available on time and instead I had the boys at Hume Off Road do a pre-trip inspection for me in the time slot allocated to the upgrades (two weeks out from the trip). Bloody good thing I did as Ritchie informed me that my engine mounts were just about shot and needed replacement. After squeezing the workshop calendar



Trip Report

Country High Victorian the of Huts



and adding an extra shift, he got me in on the Wednesday three days before the trip to fit the new mounts (whew!).

With new engine mounts and a shopping list I headed off to the grocery store to stock up on essentials on the Friday. \$300+ later at the store and about \$428 later at the fuel pump me and my bruised back pocket headed home to pack.

Saturday morning after a quick trip to Maccas for brekky we met up with the

other trip participants at Williamsdale and headed off for morning tea (yes that's right, I have them on my trips) at Jindabyne bakery. We topped off the tanks at the local servo and headed off via Thredbo to Tom Groggin. The navigator was doing the job admirably and we forded the Murray River before taking lunch (yes that's right, another stop) at the Dogman's Hut.

Onwards to Mt Pinnibar the track started getting a bit tricky, with steep loose and rutted sections challenging traction and requiring great attention to line picking. After a few small readjustments to tyre pressure, line, and driveline settings we all made the top without incident. What a great view!! I was worried that the low cloud would stymie our visibility from the peak, but not so. The drone was deployed to take some eagle eye images before we headed off for the rest of the days journey to Wheelers Creek (no hut apparent).

Heading off the following morning included a morning tea stop at the bottom of Pheasant Creek Track (yes, another one). And, this is where my story changes tack.

Some of you may know Pheasants Creek Track from the creek crossing heading West is a bit steep and loose, and it was on this day. About 2/3 the way up we heard a mighty CRACK!! from the rear end of the Patrol followed



Trip Report

Country High Victorian the of Hutz



closely by a loss of drive in the rear end and of traction before the brakes hauled us up. Well, this isn't good.

After some settling down time, Andy got out and guided me down about 10m to a favourably positioned wash out which allowed us to secure the vehicle off the track and examine it more closely. A quick look under the truck confirmed the rear differential had given up and there was no chance of continuing up the hill let alone the trip.

As there was no mobile coverage in this area, we decided to leave the Patrol off the side of the track (with a solar blanket connected to keep the fridge running, and waypoint recorded so we could tell other people how to find it again), grab our overnight bags and jump in with Gerard who thankfully had some spare space in the Prado.

We managed to get phone service, and a pie though were kicked out of the pie shop at the stroke of 2pm to eat it in the street. Seems the owners are having staff problems as this happened the following day also. Calls to the NRMA breakdown service, and Youi insurance followed with no joy, and finally we managed to get in contact with Steve from High Country Recovery who agreed to meet us back at the Patrol with his Unimog the next day.

This settled I informed the group that Andy and I would stay in Omeo and would find our way to Bairnsdale the next day somehow to get a hire car so they could get on with the trip. "Not a bloody chance, we're staying with you till you get this sorted out" was the unanimous reply. I almost fell over.. To say I was overwhelmed by the unswerving support from the group would be an overstatement.

So Andy and I hopped back in with Gerard and the group headed off to Dargo for the night which was a great move as we could stay in the cabins and get a feed at the newly reopened



Trip Report

Country High Victorian the of Hutz

hotel (not the pub) bar. Pat the new manager and his staff looked after us and the next morning Monica and Alex fed us and Gerard announced he was heading home and would give us a lift into Bairnsdale.

So the group headed off on the remainder of the trip with Rob Wilson at the helm, and Gerard, Andy and I headed off to Bairnsdale in search of a hire car and morning tea - yes, again!!

Hertz had one small car (Toyota Corolla Hybrid) left so we grabbed that and after confirming we could drop it off in Canberra if needed, said goodbye and thankyou to Gerard and went our separate ways. Gerard back to Canberra and Andy and I off to meet up with Steve and his Unimog in Benambra.

The Benambra Pub is a typical small country pub and the owner Emma made Andy and I welcome while we waited for Steve. Eventually when he arrived Emma exclaimed, Wow!, I thought you were exaggerating about the size of that thing. You must really be stuck!.

A few kilometres up the Corryong road and we managed to locate the track and jumped in with Steve for the drive in to find the wounded Patrol. I didn't think the Corolla would be suitable for this bit. Finding the truck exactly where we left it was a relief and while Steve headed off to find somewhere to turn around, Andy and I rigged up a bridle, let a little more air out of the front tyres and packed the solar panel away. The plan was to use Steve's



snatch strap and with some assistance from the front wheel drive in the Patrol, drag it up and down the tracks out to the Corryong Road where Steve's trailer was waiting.

Shouldn't we disconnect the tail shaft? Hmm, lets see how it goes first.

Vroom, vroom, CLUNK, CLUNK, CLUNK, BANG!!, drag, drag, drag...

It seems that the tail shaft made the decision for us and disconnected itself.

Trip Report

Country High Victorian the of Hutz



Oh well, the diff was bugged anyway and it saved us the effort of undoing it. We disconnected the tail shaft from the transfer case and put it on Steve's Unimog. If only we had thought to put the nuts back on the threads the handbrake drum wouldn't have fallen off to be lost on the track, and to be sighted by MP's group (but not picked up!!) when they passed that way a few days later.



Heading off down the track again was fairly uneventful. Engaging the front lockers on the uphill parts to give Steve as much help as possible, and holding off on the downhill parts by leaving it in gear and letting him drag me. A few tight corners including one bypass around a fallen tree required some tricky manoeuvring but ended up being no problem.



Well, it seems Steve is a mechanic as well and so we sent the Patrol off with him to his depot in Eskdale, while Andy and I headed off up the Corryong Rd towards Albury for the night and then to Canberra the next day. I'm sure we must have annoyed a god or something.. About half way to Corryong at night on a dirt road in the middle of nowhere with no mobile service, we got a puncture!!! Bloody hell, what's next? I'm not sure if any of you have used one of those little spare tyres they put in cars these days, but that's what we had to do. Limited to 80kmph we managed

Trip Report

Country High Victorian the of Hutz



to get into Albury around 11pm after using a small patch of mobile coverage to book a hotel with the help of Andy's partner Michelle.

Up bright and early I let Andy sleep and headed out to get the tyre repaired, confirm with Hertz we would be dropping the car off in Canberra, take the car through a carwash as it was covered in dust from the dirt roads, and get some coffees. Well, that's the end of that part of the story.

Andy and I decided that we would not let a good disaster get in the way of us enjoying our week off, so decided to hitch up my boat to his Prado and head down the coast for a couple of days fishing and golf. Bloody good idea!!..

Matt W

What an adventure, nice and easy run from our meeting point and onto Dogman's Hut after a relaxing stop for a bite to eat for lunch. Setup our camp at Wheeler Creek and enjoyed the company around the camp fire.

Next day we started to make our way to Black Flat but Pheasant Creek Track had other ideas. I was travelling in the lead car with Matt Warmington when we had an issue where the driveshaft and the rear Diff had an argument and parted company from each other.

That was pretty much the end of the trip for us but our adventure was just beginning. With the help of the group we gathered our personal belongings and jumped into one of the other vehicles to get out of there where we landed in Omeo for a pie for lunch (Note Pie shop closes at 2pm and will throw you out mid pie!) and then onto Dargo where we had dinner.

That is where we parted company from the group but someone very kindly offered to take us to Bairnsdale to



Trip Report

Country High Victorian the of Huts

pickup a hire car and organise a recovery vehicle. I cannot thank the group enough for the support given to make sure we were safe and looked after until we could get ourselves organised.

We had a very long couple of days organizing getting Matt's car recovered and to a repairer as well as taking the hire car back to Canberra. Whew, on the way home we decided to not waste our time off work so headed down the

coast and had a relaxing few days fishing and playing golf. All in all far from the plan but on reflection I will be putting my name down for the same trip in the future.



Andy Donnelly

Lovely to meet everyone & make new friends in the Club. Even though it was shorter trip than expected it felt like we all got along well. Can't wait to meet up again on the next adventure.

Gerard



We'd been looking forward to this trip since the Victoria High Country Ramble in November, so it was great to meet up with the trip leader Matt, and the rest of the group at the meet up point in Williamsdale.

The convoy of seven vehicles made its way down to Tom Groggin after a Bakery and fuel stop in Jindabyne, over the Murray and then onto our first night's stop via Dogman's Hut and Mt Pinnibar. A great first day.

Day two didn't get off to a good start when Matt's diff decided to fail halfway up a steep climb and unfortunately that spelt the end of the trip for him and his co-pilot Andy. After securing his Patrol on the side of the track and loading some gear into

Trip Report

Country High Victorian the of Huts



another vehicle, we made our way into Omeo and mobile range so he could arrange the recovery, and then on to the Dargo River Inn for the night.

Day three saw us part ways and unfortunately we lost another convoy member who had to travel home so we were down to five vehicles. Thankfully Rob took up the reins to lead us on the remainder of the trip (he had the best navigation device!), which he did with only one missed turn for the rest of the week.

Day four saw the departure of another vehicle so then there were four. Our diminished convoy continued roaming the High Country and we managed to tick off most of the huts on the list, and followed the original route.....mostly, we did take a few short cuts. The weather was amazing (only some light rain late one night), and the tracks and scenery were incredible.

There were too many highlights to list, but the drive up Billy Goats Bluff is a stand out in my memory. It was a particularly challenging drive as it was very torn up after a summer of very heavy use, but all vehicles made it up. It was by far the hardest track I've driven to date and I was stoked to get the Navara to the top without incident and with no diff lockers!

A big thanks to Matt for getting the trip up and running, Rob for taking over as trip leader, and the rest of the crew for making it such a memorable week, we couldn't have asked for a better group of people to travel with.

Phil n Sue

Volunteer Registration

NPWS has a new online volunteer management system called VIP. Please follow the instruction below to register in the system. The process should take 5-10 minutes.

1. Go to this link: <https://4wdnow.com/pages/volunteer-sign-up-with-national-parks>
2. Hit the YELLOW "FILL IN APPLICATION" Button on the right of the screen.
(red circle in screen shot below)



3. Create an account by filling in the form "I am new to MyImpactPage.com" (See this area in red rectangle to right). Use your **EMAIL** as your username. Click yellow **SAVE AND CONTINUE** button when you are finished.

 A screenshot of the 'Application Form - 1. National Parks & Wildlife Service'. The form is divided into two main sections: 'I am new to MyImpactPage.com' and 'I already have a username'. The 'I am new to MyImpactPage.com' section is highlighted with a red rectangle. It contains fields for 'Username', 'Email Address', and 'Verify Email Address', along with a 'Save and Continue' button. The 'I already have a username' section contains fields for 'Username' and 'Password', along with a 'Log in' button.

4. Fill in the **CONTACT INFORMATION** form to the best of your abilities. The fields with **FLAGS** are required. Then Press the yellow **SAVE AND CONTINUE** button at the bottom of the page (red arrow in photo to right - you might need to scroll down to see it).

 A screenshot of the 'Contact Information' form. It contains various fields for personal and contact details, including 'ACCOUNT' (Username, Password, Confirm Password), 'NAME FIELDS' (First Name, Last Name), 'ADDRESS' (Address line 1, Address line 2, Suburb - City, Country, State, Post Code, Email Address), 'PHONE NUMBERS' (Home Phone, Work Phone, Mobile, Phone Alternative), and 'MISC FIELDS' (Type of Role, Region). At the bottom right, there is a yellow 'Save and Continue' button, which is pointed to by a large red arrow.

5. Another screen will pop up with multiple questions. Fill in the questions. Ones with **FLAGS** are required. Put N/A if it is required but you have no answer. Scroll down and continue to answer questions. After you have filled in the questions to the best of your ability, you will find the "SUBMIT APPLICATION" yellow button at the bottom of the page. Press this button and an **APPLICATION COMPLETE** confirmation screen will appear.

Classified Advertisements

Camel Trekker Plus Camp Trailer with 13ft Tent

The Trekker is an All-Road camp trailer.

The camp trailer includes a 13ft tent that easily accommodates two sets of bunk beds. For the parents there is a queen size bed with walk in step for ease of access. For privacy there is a detachable dividing wall. For cool summer camping or to keep the warmth in during winter there is a thermal roof. The tent has large windows for lots of natural light and cross ventilation.



The camp trailer also comes complete with an annex/gazebo with full zip on fly screens, zip on solid canvas walls and two floor choices, a nylon mesh or a solid PVC flooring.

The tent opens to the side, while the kitchen pulls out from the back of the trailer. The kitchen includes a 3 burner gas stove, small PVC bowl which drops into the stainless steel bench, hand pump for water, cutlery draw and storage.

The trailer includes full length Duragal chassis with extended 1800mm drawbar, electric brakes, handbrake, toolbox, pole carrier, stone guard, gas bottle holder, jerry can holder, 65 litre water tank, 12 volt on board power system, inbuilt gas kitchen, internal 12 volt led lights, drop down stabilisers and is fully dust sealed. The high tonneau cover accommodates the inner spring mattress and provides additional storage for soft items while travelling.



The tent is navy blue with beige roof.

Price: \$14,000 ONO

Contact Melissa on 0421 026 067

Classified Advertisements

Pair of after market side steps for GU Patrol.

More robust than standard, but not sliders or jacking points.

Good condition. \$20.00



Rhino Rack tradies rack with gutter mounts for a GU Patrol.

Includes:

- rear roller,
- high lift jack mount,
- shovel mount.

\$550.00 o.n.o

Contact: Matt Warmington • 0407 562 656 • mattwarm@gmail.com

Classified Advertisements

2008 TOYOTA LANDCRUISER CAB CHASSIS (DLS 05Y) & TRAYON CAMPER



Extras on vehicle include:

Bull bar, winch and side rails.
Weather shields left & right.
ARB compressor in toolbox.
80 Channel Icom CB roof mounted
NOW ARB roof rack.
Full width tyre box, 2 tyres & tools.
Daytime LED running lights.
5 Mag Rim Highway tyres (continental)
6 Steel Rim 4WD Cooper Discovery ST

Bespoke steel tray, rubber tray mat.
Air conditioning & dual battery system.
Full length shelf under tray & ladder rack.
CODAN HF Radio mounted behind seat.
4 toolboxes under the tray.
Air bag assist suspension.
Tow bar 50 mm SQ, lock, pin and bolt.
Switched LED reverse / work light.

TRAYON extras:

Extra power points & 12-volt outlets.
Corner bolsters & 2 ARB LED lights.
Canvas skirt, fly & awning (not in picture).

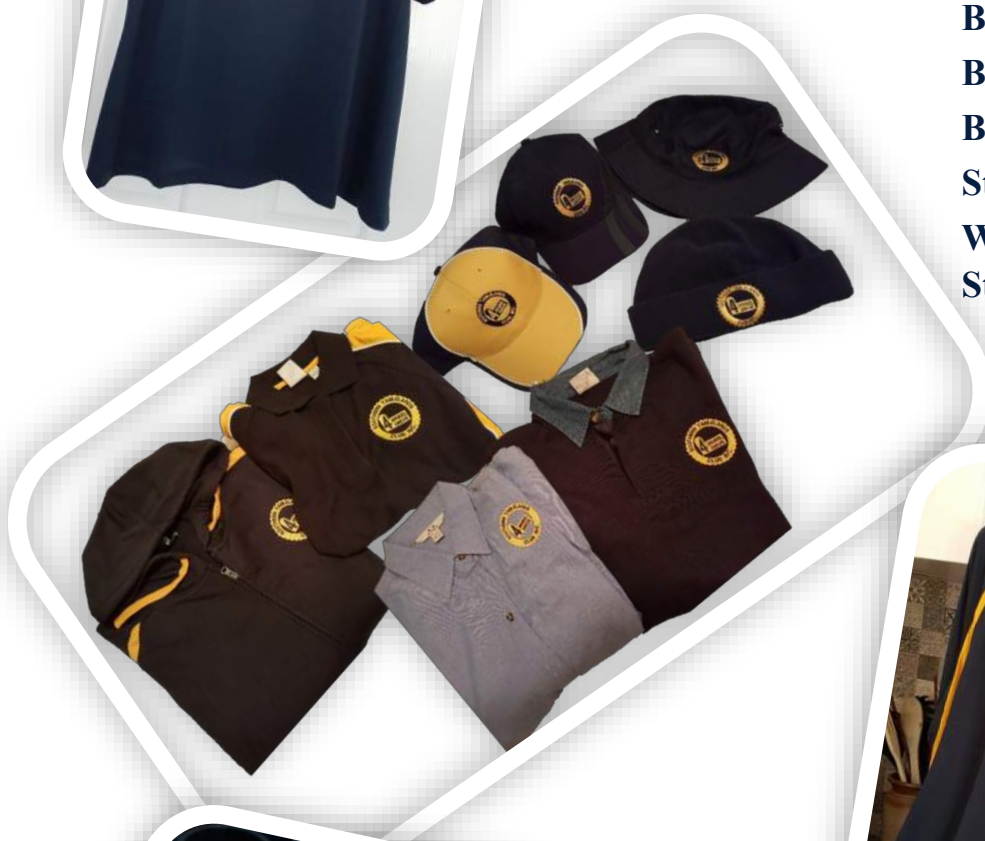
High density foam double mattress.
Extra new house batteries.
TRAYON Number 541.

Contact: David Campbell • 0431 574 303 • dcam77@netspeed.com.au

One owner since new. Cost over \$125,000 to assemble. Low Km (under 125,000Km). NSW rego to 12/4/22.

Price Reduced!! - complete: \$70,000 ONO (will consider selling the TRAYON separately)

The Clothing Store



Polo Shirts:	\$40.00
Chambery Shirts:	\$50.00
Winter Jackets	\$85.00
Hoodies:	\$50.00
Rugby Tops:	\$55.00
Caps:	\$20.00
Bucket Hats:	\$20.00
Beanies:	\$20.00
Badges (magnet):	\$13.00
Badges (pin):	\$10.00
Stubby Coolers:	\$7.50
Windscreen	
Stickers:	\$20.00



Club clothing is available at Club Meetings, or
contact Francoise Zaalen-Arbaut at
general1@st4wdc.com.au