



August 2022

Southern Trails

Next Meeting:

The Next Club Meeting will be held at the Canberra Deakin Football Club at 7:30pm on Tuesday 9th August

(Please note that the meeting will be held upstairs this month)

Okay, you win..

Maddigan Line



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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](#)

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President's Report

Well. I'm back. Bugger (is that what you said too?) Be nice! A lot has gone on while I have been away, so a big thanks to Paul (VP) and the rest of the Committee for taking care of things. It seems I might not be needed after all.

The changes to the Constitution and By-Laws were passed at the June club meeting, and the Constitution has now been ratified (is that what they do?) by Access Canberra. Hopefully the revised versions will be up on the website soon, but if you need a copy sooner send an email to Secretary@st4wdc.com.au.

We also had a vote on whether to remain in the NSW ACT 4WD association, with the decision made to remain for the next 12 months. A review of membership will (hopefully) now be an annual event so that we don't just default to remaining in, but look for genuine ways that we can contribute and benefit from participation.

While I am on the subject of the Association, we have a new Delegate (Bill Jones), and a current vacancy (Glen Watts after many years of service has resigned his position; thanks Glen for all your work over the years). For us to get full benefit from membership of the Association we need active Delegates. Ideally these positions would be held by persons outside the Club's Committee (most Committee members are already busy fulfilling their relevant roles). So.... If you think you could help out as a Delegate, please, come and see me at the next Club meeting, or shoot through an email (either to President@st4wdc.com.au, or Secretary@st4wdc.com.au). It really isn't that onerous.

Because of the changes to the Constitution (relevant to the Club's Financial Year) the next Annual General Meeting will be in October; all Committee positions will be made vacant, and nominations called. It has meant that this term of the Committee is short (6 months), but after October it should be back onto a 12 months cycle.

But where have I been? Well, Bron and I travelled for 9 weeks through Central Australia enjoying some well-earned down time. You might argue that as a Self-Unemployed person my whole life is down-time, but for some reason I always seem to have a list of a thousand things to do, most of which never get done. Coming back to Canberra after 9 weeks in Central Australia was a bit of a downer really. Cold, miserable and responsibilities. But we did miss family and friends so it is almost good to be back (for a few weeks anyway). As part of our 9 weeks away we lead a couple of club trips across the Simpson; one Old Andado to Birdsville along the Maddigan Line, and one from Birdsville back via Dalhousie along various southern desert tracks. Hopefully there will be some trip reports at the club meeting and in the newsletter in the coming months.

The trips across the Simpson again showed me the great people that make up our club, and their willingness to assist. Three of our members spent several months being Caretakers at

President's Report

Old Andado to help keep the place going, and after arriving at Birdsville one of our trip participants had a medical emergency which required medical evacuation to Brisbane (eventually), and recovery of their car (from Birdsville) and their camper (from Old Andado). Several members offered to assist, and the vehicles have been safely returned (couriered for the most part, but assistance was required to get them to collection points). Gladly I can report the member has recovered and all is well. Without the offers of help and assistance provided I imagine it would have been an even more stressful time for them and their family.

This weekend Bron and I (along with 15 or so others) have completed the Red Cross Basic First Aid Course. So what did I learn? Well, apparently looking at the wound and crying “Oh My God!” is not good practice. Nor is giving the injured person a really good shake to see if they are awake or conscious. The Course was excellent, and I even managed to pass the certification (I think), but, I’m sorry to say that if you are on a trip with me and injure yourself it is quite possible that you might just die; I have decided I really don’t like blood. (Maybe if you elect to choke I can help, but.....)

We get to do the Remote First Aid course next weekend.

I think that's it for this month, so see you at the meeting and on the tracks. And to finish? Well, remember, “The longest journey starts with a single step.” Just make sure you don’t stumble.

Andy..



Letter from the Editor

Winter has been really making its presence felt, or maybe I'm just getting older and softer. It seems like every second Facebook post is from people in northern parts of the country escaping the cold weather, and I don't mind admitting that I'm a teeny bit jealous.

My turn will come though as I'm planning to head off for a couple of months in September and October for the red centre. This is another shake down trip before heading off on the big lap in December, doing it unconventionally clockwise rather than anticlockwise.

As I will be travelling alone and still be working (a tiny bit) during the trip, communications has been one of the things I've wanted to get right. I had a few conversations with the knowledgeable folk at Watts Communications and I have since set the Patrol and caravan up with a Cell-Fi Go and a Nighthawk Modem. The Cell-Fi Go can be swapped between the car and van with separate antenna and power provisions. A mast at the front of the van will help to get the best signal available while I'm camped out for more than one night. The Nighthawk makes the best use of the mobile data service and provides the Wi-Fi network in the van. I don't know what jiggery pokery is going on inside that little box but it seems to achieve markedly better results when compared to what the iPhone can do.

I've also purchased a satellite phone thanks to Rob Davidson, something I've been meaning to do for some time. This should complement the PLB to provide emergency coverage in areas without mobile signal. The value of a sat phone became evident on the last Vic High Country trip when the diff in the Patrol failed and we had to travel quite a way to get mobile service so we could call for assistance. Being on the Iridium network, the Pivotal 60 package seems to be a pretty good option in my humble opinion. Its only \$10 per month more expensive than the \$50 package but provides much better call and text rates. I also like that you can put the plan on hold for \$10 per month if you need to.

In this edition we have trip reports from the recent Talooge Muster and some commentary from the "Can you Survive" event run by Glen Watts which was a resounding success from all accounts. Hopefully Glen will run this again sometime. We also have Chapter 1 from recent trips into the red centre starting with Bron and Andy's trip across the Maddigan Line. Keep your eyes out for Chapter 2 in next month's edition.

Welcome to new members:

- Warren Clark – Ford Ranger
- Janelle Spowart – Toyota Landcruiser 105 series
- Paul Chubb – Ford Ranger
- Tim Hall – Nissan Patrol GU

Happy Trails, Matt..

Social Club

**Tell us
what
gets you
revved up**



The Social Club is back and looking to create new activities and continue everyone's favourite events. So, we're asking ST4WDC members to say what social activities they want to see in the event calendar. Whether you like pub trivia or pinot and painting, tell us about it in the ST4WDC Social Club survey. The survey is your opportunity to help create what makes the ST4WDC a great Club - fun, friendships and events that bring all members together.

Social activities will fill the gaps between adventures and training to keep Club members connected. Don't miss your chance to share your new ideas or nominate events from the past. The Social Club working group will share survey results and a social event calendar for the rest of 2022 in September.

**Help get the social
club back on track**

**Tell us
what
gets you
revved up**

Take the social club survey

www.surveymonkey.com/r/ST4WDC



The survey is anonymous and should take less than 15 minutes. Also, if you would like to be behind the magic curtain, helping put on the events, the survey has a sign-up to be part of the working group.

Take the survey online now at www.surveymonkey.com/r/ST4WDC before it closes at midnight on 16 August 2022



TAKE THE SOCIAL CLUB SURVEY
Before midnight 16 August

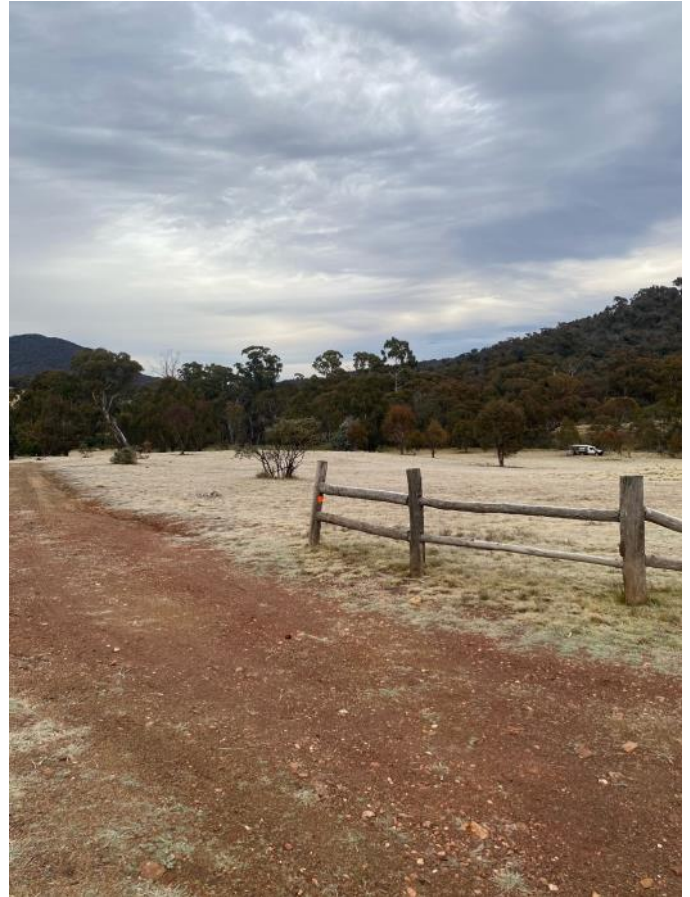
Trip Report - Talooge Muster

Trip leaders

- Rob & Lynne Donaldson

Participants

- Chris Nicholls
- Brad Wells
- Keith, Sarah and William Rogers
- Rod Cahill
- Mark Grundy and Ela
- Michael Kerr



A very small but well wrapped up bunch of members braved the cold weekend and went to Talooge for the muster held in July. For anyone who's been out there in July, will know how cold it can get.

After a long difficult drive in, on the wet tracks and 1 recovery in the dark we all finally arrived at home paddock at Talooge around 8.30pm.

It was good to see that for once the creek crossing was not as deep as has been the last few Musters.

As people proceeded to set up camp, fires

Trip Report - Talooge Muster



were lit in the sheds to provide some warmth. The next morning, we had a slow start to the day except for the ones that were up at sunrise.

The old Hilux in the shed eventually started and was ready to move piles of wood around from old stockpiles to the fire pit pile.

Wood was cut to size and stacked in the sheds for the internal fires. Some disappeared with trailers in tow not to be seen until lunch time with full loads of wood in the trailers. Also, the old Hi-lux did lots of running back and forth moving wood.

We all stopped for a great supplied sausage sizzle cooked by Lynne and Chris. After lunch a few more chores were carried out and some wood down by offset mounds was moved under the shelter for the next lot of campers to use one day.

On Saturday we also got to enjoy some lovely Mulled wine made on the stove which was great on a cold day. That night stories were told as we kept warm in the shed with the fire going.

The following morning some of us woke to music playing and I said to Lynne someone



Trip Report - Talooge Muster

has some great country blues music on the car stereo but was surprised to find one of our talented members (Mark) jamming away in the shed.

On Sunday we cut up a lot of fallen timber and with a couple of saws and a pole saw we cleaned up a fallen tree that has been down on Thurbon flat for a while now.

A little latter we went for a drive on some of the tracks and finishing off the drive on one the harder tracks which turned out taking a lot longer than planned after the leading vehicle had a flat tyre resulting in changing a trye on the tracks.



This also turned out a great time to try out someone's ARB Hydraulic Lift Recovery Jack. Hmmm might need to buy one now lol.

After getting back to home paddock we all done a quickish pack up and headed home. Thanks to everyone who came it was a relaxed and fun weekend.

Rob Donaldson

Trip Report - Can you Survive?



Finally, after moving the date due to Covid and other Club trips we finally had a date for the “Can You Survive” trip on 9th July.

9.00am on a beautiful sunny winter Saturday morning 10 of us, and 7 vehicles, met at Uriarra Homestead in readiness for the day. After a quick brief and air down we were on our way to the Flea Creek camp area where I was holding the “Can You Survive” session for the day.

Once down, a fire was lit, morning tea was had and the day began, Water, Fire, Shelter, Bushcraft compass, 72 hour planned survival etc., was explained demonstrated and put into action.

It was great to see all participate in both discussions and practice in shelter building, water sourcing, and fire starting. It was amazing to see the determination of a few trying to start a fire by traditional methods. With the moisture in the air and damp tinder it certainly didn't help. **There was a lot of smoke** but finally after a lot of determination and a few blisters Josh had a flame.

The day concluded with a drive out through the powerlines and via a couple of Shakey's short cuts. The day finished with a quick air up, debrief and a sample of bush tucker, (Allen's Pythons).

Comments from the day's participants;

I will survive this!

After I was dropped (literally) into the Brindies by helicopter. Crashing my way to the forest floor, I have fractured my leg. I then had to crawl through the forest whilst rummaging for worms and grubs to eat. I finally made it to the creek where I was able to make a shelter.

Started a fire buy using a flint and the back of my survival knife, with the help of some

Trip Report - Can you Survive?



cotton wool and Vaseline. I then tended to my leg making a splint using some paracord.

Whilst I boiled some water from the creek, I remembered that I had found some grubs and worms to eat. All I had to do was find some edible weeds (mmmmmm, getting the munchies).

Unfortunately, I just woke up, that was the end of my Bear Grills experience. But thanks to Glen I now have a bit more knowledge about bush survival. From seeing the easy way of starting a fire to the hardest. What to have in a grab bag for when I take my new walker for a spin through the bush. But the highlight of the day was when we had to bite the head off an Allan's snake and eat it.

Shakey

The “Can you survive day” provided excellent skills to get one through a 72-hour period in the bush when lost. It was clear that the first step is to be prepared in case you get lost and carrying a few bits of equipment (that Glen showed us) can be the difference between life and death. Definitely made me think about the safety gear that I would normally pack for a multi-day hike. I learnt many survival skills; I hope I never have to put in practice. Overall, a fun day in the Brindabella's sitting by the fire and discussing survival.

Thanks again for an informative day.

Monica

I had a great day, brilliant weather, great location, good fire (shame the smoke couldn't make a decision).

Glen's talk was really good with a huge amount of knowledge and experience imparted, I found it very informative. I will certainly print off the notes for later reference.

I hope that you will consider running the day again many times in the future, I know for sure there are a lot of other club members that would like to share your knowledge.

Trip Report - Can you Survive?



Cheers for now.

John Pearsall

I found this course very useful and enjoyable. Glen provided some very good survival skills that I will be able to use if I was ever in that situation. It made me realise how unprepared I was before this trip and in the future will always have a survival kit on me at all times.

Regards,

Luke

Thanks for the day. I did already have survival gear that I pack when bushwalking as I do a bit of it on my own. Typically, I include first aid gear, PLB, I have a Thuraya and often walk with a UHF handheld radio. But Glen got me thinking about including the survival blankets and coverings. I like Glen's idea of cordage and tape. I hadn't really thought



Trip Report - Can you Survive?



about the overnighting before. Thanks for sharing your expertise. It certainly made me think some more about it all.

Regards

Glynis

Would you survive?

Glen's guide to surviving was a good wake up which answered a lot of my questions about surviving in

the event of being lost in the bush. Having survived one or more incidents himself and spending a good deal of time in remote/rugged situations Glen had a lot to pass on.

No one plans on getting lost, but plenty do. The key message to surviving was that good preparation will minimise the chances, reduce the impact, and increase the chances of being found.

An initial exercise showed us all just how unprepared most people are. Glen then proceeded to demonstrate techniques that would reduce the risk and help us get out of a tricky situation.

It's encouraging to know that most people are found within 48 hours of going missing and that surviving the first 72 hours is critical.

There are some good "rules" to go by. The Rule of "Threes" helps set priorities. You can survive 3 minutes without air; 3 hours without shelter; 3 days without water; 3 weeks without food.



Trip Report - Can you Survive?



Of course in extreme situations of heat, cold, or rain those times will decrease rapidly. The main point is to prioritise the most immediate issue and not panic. A clear head will get you a long way out of a bad situation.

Another acronym Glen introduced will also help: STOP (Sit; Think; Observe; Plan).

Learning which way is North when there is no sun or in adverse conditions will help, particularly if you have a general understanding of the area and knowing which direction safety is likely to be, i.e. part of preparation.

We then learned five SURVIVAL SKILLS: First Aid; Shelter; Signal; Water/Food; Fire.

Key points here were treat ALL water sources as polluted. Methods of filtering and purification really important; food not so; rule of Threes applies.

We were then shown Glen's ESSENTIAL ITEMS kit, a small bag he takes everywhere,



Trip Report - Can you Survive?



everywhere (preparation again) and for a very small outlay, cheap insurance!

The kit held. KNIFE; FIRE TOOL; COVER/SHELTER; CONTAINER; CORDAGE/TAPE; and snake bandage. Additional items, determined by locality/topography/time, are suggested: GPS Locator (eg Garmin InReach, Spot tracker etc.); TARP; extra CORDAGE; SPARE CLOTHING; COMPASS; MAP; etc.

It's important to know your limits. Stop, make a plan, keep a clear head, stay put if safe, make yourself seen. Take stock of the situation, revise your plan, get out of the wind/rain/cold/heat and monitor your resources.

Follow TREK:

- Take adequate water/food/navigation/first-aid, the 5 Basic Items
- Register your intended route, tell family/friends/parks and expected return time/date
- Emergency beacons
- Keep to your planned route.

We finished with a list of useful Apps that will help with preparation and/or rescue:

- BOM for weather updates essential for preparation
- Emergency Plus same as '000' but sends location details
- Australian Red Cross First Aid listed by category
- Avenza Maps off-line mapping
- Fires Near Me NSW Rural Fire Service

It was a very informative session with lots of opportunities for questions and comments

Trip Report - Can you Survive?

and I would recommend it to all Club members. I now need to visit an outdoors store and set up my essentials kit and install it in my car.

Rob Calvert



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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.

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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

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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

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

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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

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

Ph: 0412 377 941, E: trips@st4wdc.com.au



**WE NEED YOU FOR
AN ADVENTURE!!**

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
15-Jul-22	17-Jul-22	Talooge Muster	Trip	Not Required	Lynne Donaldson
30-Jul-22	31-Jul-22	Snow Camping Gungarlin River	Trip	Grade 4	Matthew Maddigan
06-Aug-22	07-Aug-22	Basic First Aid Training HLTAID003	Training	Not Required	Michael Patrick
12-Aug-22	12-Aug-22	Monkey Gum Day Trip	Trip	Grade 5	Brett Smith
13-Aug-22	14-Aug-22	Remote First Aid Training HLRAID005	Training	Not Required	Michael Patrick
17-Aug-22	17-Aug-22	Basic Driver Training 4WD Vehicle Evaluation	Training	Not Required	Bronwyn Squire
02-Sep-22	04-Sep-22	Intermediate Winching and Recovery Course	Training	Grade 3	Bronwyn Squire
02-Sep-22	04-Sep-22	Talooge Muster	Trip	Not Required	Lynne Donaldson
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 and River Crossing Course	Training	Grade 3	Bronwyn Squire
18-Sep-22	18-Sep-22	Brindabella Ramble	Trip	Grade 3	Robert Stevenson
18-Sep-22	23-Sep-22	Fraser Island	Trip	Grade 4	Scott Grogan
18-Sep-22	18-Sep-22	Driver Training Student Follow Up In	Trip	Grade 3	Shea Jost
24-Sep-22	25-Sep-22	Abercrombie River National Park	Trip	Grade 3	Michael Patrick
29-Sep-22	29-Sep-22	Trips and Activities Symposium	Trip	Not Required	Michael Patrick
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 Course	Training	Grade 3	Bronwyn Squire
13-Oct-22	13-Oct-22	Expression of Interest for Hema 4x4 App	Trip	Not Required	Michael Patrick
15-Oct-22	16-Oct-22	Bendethera Bender	Trip	Grade 3	Bruce Ronning
21-Oct-22	23-Oct-22	Basic Winching and Recovery Course	Trip	Grade 3	Bronwyn Squire
21-Oct-22	23-Oct-22	Talooge Muster	Trip	Not Required	Lynne Donaldson
22-Oct-22	22-Oct-22	Kids cotter run	Trip	Grade 3	Darren Miller
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
06-Nov-22	06-Nov-22	Driver Training Student Follow Up In	Trip	Grade 3	Shea Jost
11-Nov-22	14-Nov-22	Bush Skills Weekend 2022	Trip	Grade 2	Matthew Maddigan
19-Nov-22	20-Nov-22	Off Road Camper Trailer Workshop	Training	Grade 3	Glen Watts
19-Nov-22	26-Nov-22	Vic High Country Ramble 2022	Trip	Grade 4	Michael Patrick

Trip Report - Madigan Line (11-16 June 2022)



We arrived at Old Andado a few days before the Madigan Line trip started. A bit of relaxation was needed before our desert adventure was to begin. We re-packed the car, did some washing and re-organised the pantry drawer (aka made sure the alcohol was safe!).

From day 1, Bron and Andy advised the approximate times we would be stopping but not what camp we would be staying at each night. This was a good thing for both the participants and them, as they did not have the stress of getting anywhere by a given time and didn't have participants complaining we were not there soon enough etc.

The first official day finally arrived! We were filled with excitement and trepidation as this was our first desert crossing. Morning tea time came too soon and while we stopped at Mac Clark (Acacia Peuce) Conservation Reserve, we were thinking how it was so bitterly cold – we are sure our fellow Canberrans sent the cold to us so that we would suffer a little.

Onwards we went as we stopped at Camp 1a, but then decided to head to Camp 1. Andy assured us that this was only about 1km to the camp.. it turned out it was about 7-8 kms. Hence from here on, whenever Andy said anything about any length, it was affectionately called an "Andy K" lol.

On another camp turn off, we were again advised by Andy it would only be about a kilometre down the road... which in turn was 40 kms return trip. Half the group went to this camp whilst the other half waited around. "Andy K" strikes again.

Luckily for us, the sand was hard and we had no troubles towing the camper or getting up



Trip Report - Madigan Line (11-16 June 2022)



any of the sand dunes. We spent several days being enthralled driving the tracks, taking in the scenery and relaxing.

The ever changing landscapes, birds and wildflowers were a real highlight for us. There was plenty of evidence each day in the sand of footprints. We spotted what we thought were camels, dingoes, birds, and other various reptiles' tracks. Sadly we saw very little wildlife in person as we only saw the tail end of a snake going into a spinifex bush, a tiny gecko, and a lone dingo at one of the camps one night.

Our two most favourite parts of the trip was the Hay River track, with its beautiful landscapes and trees, and the other favourite was reaching the "Football Field". This was a truly bumpy track that gave the "offset mounds" at Talooge a run for its money! Once we finally got to the field, it was a real WOW moment!!

There were 10 vehicles all up on this trip. We are very pleased to say what a great bunch of people. Everyone was very easy going and it was a pleasure to get to know some more Club members better. We had a lot of laughs and a really good time, especially around the campfire at night time.

A big thank you to Bron and Andy for leading a well organised desert trip.

Rob & Lynne

Great trip. Loved Old Andado Station. Irene really enjoyed cooking scones and pancakes with Helen. The sand dunes have to be seen to see just how red they really are. It was a fantastic group to travel with. Thanks to Bron and Andy for coordinating everything.

Cheers,

Stuart

Trip Report - Madigan Line (11-16 June 2022)



Day one 11th June

After the lining up the vehicles for group photos we departed Old Andado homestead and commenced our journey along the Madigan Line. We stopped for morning tea at the Mac Clarke Reserve where there are examples of the very hardy Acacia Peuce tree. After morning tea we reached the first two of Madigan's camps. After leaving camp two we continued along the track and some of us took a trip to the Madigan cairn located at Camp 4. After re-joining the main group we travelled a little further and made camp. Allowing for side trips to Camp 1 and the cairn we had travelled about 103 km along the Madigan Line and the going had generally been quite easy.

Day two 12th June

Day two saw us travelling through camps 5 and 6 and onto camp 7 where we camped. It was a nice sunny day with generally easy going although progress was a little slower as we encountered more dunes.

One or two dunes were a bit cut up but the firm sand made for generally easy going as we travelled 94 km for the day. The desert was looking vey green and not how you might expect it to.

Day three 13th June

After the usual start around 9.00 am we continued our travels through camps 8, 9 and 10 before stopping for the night at Madigan Camp 11. The going was slower at around 15 kph although there was plenty of traction on the dunes which were increasing in size with some having quite steep eastern sides. We passed some burnt areas of spinifex which our trip leaders told us was undertaken to assist in the rounding up of camels. They later conceded that this was entirely fictitious so who knows exactly why the burning had been undertaken. Less distance covered with only 65 km travelled this day.



Trip Report - Madigan Line (11-16 June 2022)



Day four 14th June

Shortly after leaving camp most of the group took the opportunity to visit the clay pan also known as Madigan's football oval. Although only about 5 km off the Madigan Line it took a while to reach as the track was very rough, probably the roughest we encountered. It was worth the effort though as the claypan was very impressive.

The going was again slow like the previous day as we passed through camps 12, 13 and 14. Once we reached the Hay River Track there were a lot more trees around. We camped between camps 14 and 15 after travelling about 90 km. At night a young dingo was wandering around the camp and seemed to have little fear of humans.

Day five 15th June

After briefly following the Hay River Track between camps 15 and 16 the Madigan Line turned eastwards and then south eastward after about camp 17. This resulted in easier going as the track ran more in parallel with the dunes meaning greater distances between dune crossings. The dunes were well vegetated with plenty of flowers. We reached camp 20 later in the afternoon. We debated about stopping there but decided to push on a bit further. We went about 10 km further and found a nice spot for our final night in the desert after travelling 141 km for the day.

Day six 16th June

After an 8.30 start we made our way to camp 21 and then the Annandale ruins which suggested there had been a substantial house there at some point. We then headed to Eyre Creek where there were signs that it had been flowing recently but only small patches of water remained.

We then headed south to join the QAA Line for the trip to the final dune. There were more vehicles and we passed several groups including one large organised tour with camper vans that we had seen at Old Andado.

Trip Report - Madigan Line (11-16 June 2022)

Arriving at Big Red at lunch time we ate lunch watching a range of vehicles and motorbikes attempting the various tracks on offer. Some of us dropped some more air out of our tyres and attempted the tracks with differing levels of success although we all managed each of the tracks eventually.

Heading off Big Red we could see a grader levelling off a large area in preparation for the Big Red Bash. After putting some



more air into the tyres we drove the final thirty kilometres or so to Birdsville for a 151 km day to complete the crossing. The trip was finalised with a celebratory dinner at the iconic Birdsville Hotel.

The wrap up

It was a great trip so many thanks to Bron and Andy for all their work in organising and leading. I think we were very lucky to see the desert in such a green state with lots of vegetation and plenty of flowers.

For those interested my Prado consumed a fraction over 117 L of diesel for an 837 km trip which includes the 121 km from Mount Dare to Old Andado. This represents an overall consumption of just over 14 L per 100 km. I had carried an extra 20l of fuel in jerry cans which proved unnecessary but was good to have just in case. We were lucky to have had firm sand for this trip but I would expect higher consumption under more usual drier conditions.

Jim D (Derrick)

Trip Report - Madigan Line (11-16 June 2022)

Old Andado, frozen in time and the perfect start point for our trip.

Time for memories to be formed. Vivid red sands against an intense blue sky; breathtaking golden sunrises and sunsets; endless miles of spinifex, interspersed with flowers of many colours; in places corpses of trees show their ability to thrive, survive and die a slow tortured death. Climbing dunes, crossing mudflats, an unceasing routine of dunes and swales. Campfires providing physical warmth and shared joy with good companions under starlit nights. Chatter on the radio melding with the clatter of the vehicle on rough terrain. Simple food, a treat or two. Good nights of uninterrupted sleep, far from the sounds of our urban existence. Greeting the light of day, ready to embrace more new experiences. Pointless fun on Big Red, laughter at the Birdsville Hotel. Fond goodbyes as we head our separate ways. Memories made of a special time.

Many thanks to Bron and her co-driver for making all of this happen, and thanks to each of my travelling companions. A trip to remember.

Tony



What an incredible experience! This was a trip very much on the “bucket list” and the Madigan Line west to east crossing certainly didn’t disappoint. While I’d spent a number of years in my younger days in remote SA, I’d never been to the Simpson Desert before, and it lived up to all I hoped it would be, and more.

The desert looked incredible after all the rain, with the vegetation looking really healthy, either putting on new growth or flowering. The sand was firmer, as it was holding more moisture. Even so, on many of the dunes, we still had to contend with quite deep tramp holes from previous vehicles not getting the

Trip Report - Madigan Line (11-16 June 2022)



combination of tyre pressures and throttle right. We were lucky with the weather – while some days, and certainly the nights, were cold, we enjoyed many sunny days where the contrast between the red of the desert and blue of the sky was amazing.

Most of us spent a few days at Old Andado Station before setting off. This is a truly remarkable place, and thanks to David and Helen Sutton for

being hosts there over June and July. We helped out with a few jobs around the place, whether that was collecting firewood or grubbing shrubs and saplings from the airstrip. It also meant that a number of us, who intended to make double crossings, could leave camper-trailers behind, rather than taking them across the desert.

Following Madigan's route from the 1930s crossing provided a great insight into what his expedition had to contend with. A convoy of 10 vehicles set off on our first day. A detour to Camp 1 provided the chance to play around with tyre pressures and had to negotiate one or two slightly trickier small dunes. On the trip to Camp 1, we also became acquainted with an "Andy-mile" – which we soon discovered was about 5 miles for anyone else – and became a regular feature of distance estimation for the rest of the trip.

Over the course of the 6 days, the driving was on a well marked track. It was very rough in places and we travelled at speeds of 15-20 km/h over much of it to look after vehicle and human. The detour out to "The Football Ground" was very rough, as we negotiated



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spinifex clumps and washouts. But well worth it to see a spectacular circular dune encircling a clay pan.

On our final day into Birdsville, we of course came across “Big Red”. After watching others try different lines up it, fortifying ourselves with some lunch beforehand, and further dropping our tyre pressures, a number of us decided to give it a go. A few of us had a couple of fails, further tinkered with tyre pressures and speed, before making it to the top. We even tried the most difficult lines with some success – had a real sense of achievement and great fun along the way.



Thanks to Bron for all the planning beforehand and leading the trip, and Andy too. Also to everyone else on the trip for making it such a fantastic experience – it really highlights the strength of the Club that there is such a great group of people, always willing to pitch in, share insights and offer help.

I got quite sick in Birdsville after completing the crossing and didn't begin the second east-to-west crossing. I received great support from Birdsville locals, as well as Club members (in particular David and Helen S; and Bron and Andy S) in helping with my vehicles, as I needed to be flown out by the RFDS to Toowoomba and had to leave my car and camper trailer behind. Again, this underscored the importance of travelling with such a great group, and I'm very grateful.

Roland Pittar



Our convoy of 10 cars left Old Andado on an overcast windy day to the Madigan Line via a reserve of extremely rare trees known as Waddi (Acacia Peuce) which can live a thousand years and more. We then started weaving in the plains and spent the first night close to the first of the 1,100

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and dunes. Being far from civilisation was awesome and great night sky.

Everyday the scenery changed, small red dunes and swales increasing to high double dunes. Slow drive and every few sand dunes offering specific vegetation. After a long drought and now two years having

recorded heavy rainfall, there were many flowers, birds and tracks of small mammals and insects. A dingo came very close to our camp fire one night hoping to be fed but had to look for another chance with another batch of campers far from our camp.

Alas compared to the 2019 trip, the tracks were now clearly visible and the sand compact - too many vehicles have damaged the slopes and at times we had the impression of climbing stairs. It is now a heavily used route, large groups, tours, bikes, some poorly geared 4wd and heavy camper vans.

Thanks to Bron and Andy who found the Football Field track (a small faintly defined track but extremely bumpy with overgrown spinifex we saw this huge deep claypan set in a depression of one of the big dunes. Its oval shape gives the impression of a football field.



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Fun very slow ride.

When finally arrived at the Adria Downs, a private property, in the Hay River bed. It was a contrast - fast easy drive and a fair bit of water in many places. After crossing the Hay River Track we went on to the second part of the Madigan Line. The track was smooth, less travelled, as many people



prefer to continue along the Hay track to Poepple corner / QAA line to reach Birdsville. We saw carpets of flowers and more peaceful landscapes.

We finally reached the 'Big Red' and for some after a bit of play, drove to Birdsville for a well earned shower, beer and feed. This time the pub did not offer beer on tap, food was not best value and goods were scarce as the town had been isolated by floods.

Our group certainly had lots of laughs during these very cold nights and after a last dinner at the pub we all continued our individual journeys. Thank you to all the other travellers in our group we had such good laughs and especially to Bronwyn to have prepared such trip and patiently managed our large convoy especially when weaving between other groups. The Simpson Desert is a beautiful place and I would strongly encourage our members to discover or rediscover this part of Australia.

Francoise and Alain



As I drove towards Old Andado in anticipation of starting the crossing weather was a major concern. The desert was flooding again. In 2019 we were only able to get as far as Camp 19 before having to backtrack and go cross country to avoid the water, as record rains in North Queensland filtered down through the Channel Country and cut off Birdsville. Completing the route Madigan followed in 1939 was a

Trip Report - Madigan Line (11-16 June 2022)



prime motivation for joining this trip. A bucket list item. Ironical that again in 2022 Birdsville was isolated and at this stage the only exit was westerly, back across the desert. This time it was more localised rain that was causing the Diamantina to flood.

During our drive up from Ceduna via Goog's Track, Borefield Road and the Oodnadatta Track a lot of camp-fire discussion revolved around alternate routes if Birdsville was still a "no go". Driving into Mt Dare the impact of the local rain was obvious even though the roads were relatively dry. Mt Dare was like Pitt Street as the Finke Desert Race was due to run the next weekend. It was also State of Origin that night so the pub and the campground were packed.

On reaching Old Andado the next day word was good that the north road out of Birdsville was open, so those not recrossing weren't up for an extended stay, counting pelicans on the billabong at the caravan park. Helen and Dave Sutton made us all welcome and some of us spent the next day doing a little maintenance on the Homestead. We come across lots of ruins as we travel the more remote areas so the preservation of Molly Clark's home, almost exactly as she left it in the 80's is testimony to the work of passionate people like the Sutton's, Peter Butterfield and other volunteers who caretake the property on behalf of the Family Trust that "runs" Old Andado.

Crossing The Simpson is a memorable trip. The driving is not hard, nor is the navigating. I'd recommend it to anyone who enjoys the desert. A well set up and maintained 4WD will do it easily. Fuel range is about the only concern. The Madigan was once a barely discernible couple of wheel tracks but has grown in popularity in recent years. The difference between a couple of years is very noticeable with a lot of the run-ups to the dunes full of tramp holes. It has suffered from being loved to death, with too many driving on overinflated tyres and some dragging monstrous camper trailers/caravans. Despite this the scenery is incredible, there might be 1,100 dunes but they are all different. We were incredibly lucky to see it in a really good season. The wildflowers were amazing and the vistas down the lines of dunes awesome. Highlights for me, apart from getting to complete the final run into Birdsville via Allandale Ruins, were reaching Camps 1 and 2 and finding

Trip Report - Madigan Line (11-16 June 2022)



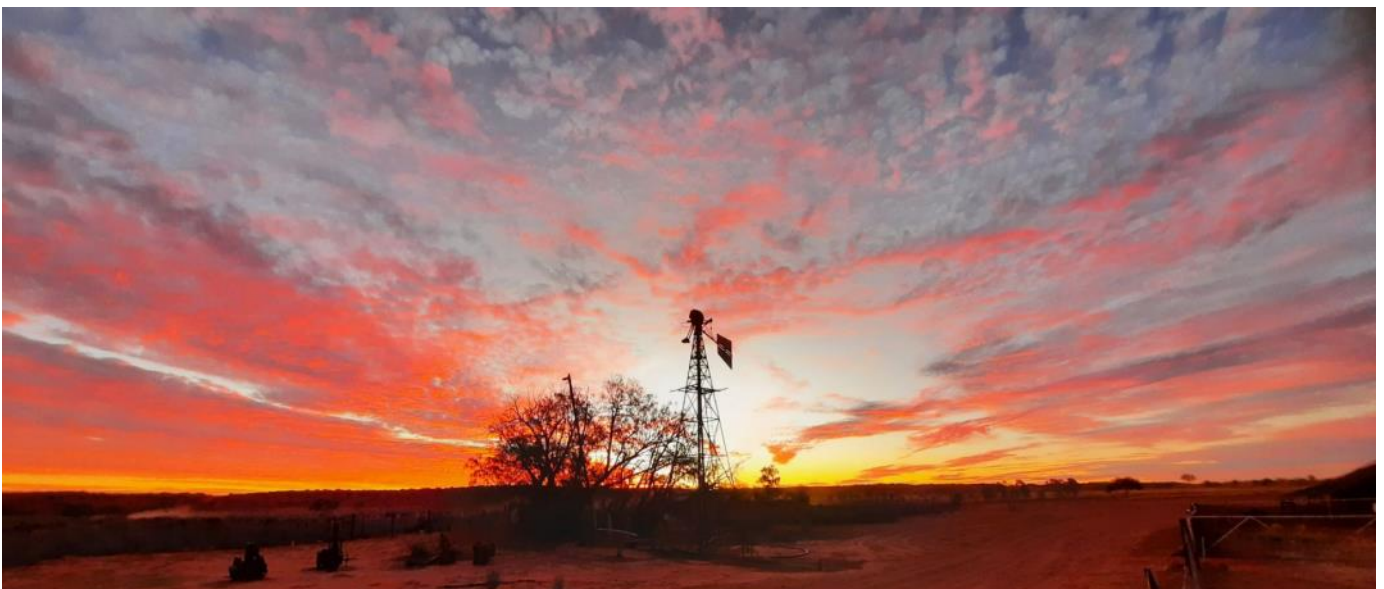
the “Football Field” a unique round claypan surrounded by its equally round sand dune.

We were very well led by Trip Leader Bron with her assistant Andy. Not an easy job wrangling 10 vehicles and lots of keen travellers. The timing was excellent, a leisurely pace was maintained and we finished with plenty of time to set up camp in the afternoons.

Rob C

Madigan - the trip of a lifetime. The desert is such a special place. The weather was perfect, the wildflowers were out. Would have liked to see camels but had to settle for their footprints. Equally perfect was the company. This was my first Club trip being a newby so I was pretty green but needn't have worried - everyone was so friendly and easy going and the trip leaders were awesome - they held it all together in a trouble free, relaxed frolic across sand dunes and salt pans. This is definitely a trip I would do again - thanks everyone for your company.

Louise



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.

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).

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.

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Bushranger
X-TRAX II Recovery
Tracks
\$100.00



Contact Rob Davidson 0428 223 379 rob.davidson56@gmail.com

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: \$11,000 ONO

Contact Melissa on 0421 026 067

Classified Advertisements



Rhino Rack tradies rack with gutter mounts. Was on a GU Patrol.

Includes:

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

\$550.00 o.n.o



LED Light Bars.

TJM brand, approx. 22".

\$280.00 for both



IPF Driving Lights

HID globes and ballasts.

Also takes Halogen bulbs.

Extremely bright spots.

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mattwarmo@gmail.com

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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
Jackets	\$85.00
Wind/rain Jackets:	\$130.00
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	



New!!



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