

October 2022



Southern Trails

Next Meeting:

The Next Club Meeting will be held at the Canberra Deakin Football Club at 7:30pm on Tuesday 11 October

A silver Toyota Patrol 4WD vehicle is shown from a front-quarter perspective, driving through a deep, muddy rut in a forest. The vehicle has a black bull bar with a "PATROL" badge and a roof rack. The tires are heavily caked with mud. The background consists of dense green foliage and trees.

Deep and dirty

Palm Creek, QLD



Directory

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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

I have been talking to someone much wiser than me about the Club—you might say I could have been talking to just about anybody then; harsh but fair. What I got out of it is that if you are registered under the Associations Incorporation Act (which we are), there is no such thing as a 'social club'. We have a duty of care—perhaps it's not bad—but bureaucracy comes with it. Which is a real bummer because that's what I want us to be; a Social Club. All we want to do is get out and enjoy the bush, 4-wheel drive, and go camping. But because the Act requires it, we need a Committee with rules, a Constitution, and By-Laws. We need rules that govern and control how we do things because liability falls back on the Committee and Club under the Act.



Oh no! Taken down by rules...

And these rules scare people away. *I get that.* We must have processes to approve activities or trips and rules to manage what can and can't be said on club forums because these rules are required. We don't want to make it a chore, but getting that balance required because of the Legislation is not straightforward. All the rules can seem daunting and become a reason for people to not step up. That becomes a problem; if people aren't interested, who gets involved? And we don't want to turn people away from the benefits of the Club. *So what's the answer?* Well, if you work it out, let me know.....

I recently attended the **Trips and Events Symposium** held by the Club. It had a 'frank and fearless' discussion on what is involved in being a Trip Leader, how we can get more trips up, and why people don't want to lead trips. There were some interesting thoughts, and there will be an article later in the newsletter from Michael Drew sharing his point of view. But one phrase that got me thinking is 'Tag-Along-Tours'. Some members expect to go on trips that are entirely organised and run down to the nth degree, so all they have to do is show up and get told what to do. And while that might be OK, it is not what a social club is about.

A social club is about like-minded people getting together and doing what they enjoy. The 'tag-along' model is helpful for new members as they need to gain experience and confidence. Those who have been around for a while, already have a pretty good idea of what 4-wheel driving is and what is involved in a trip. So we don't need to be spoon-fed or led like sheep. We really need a few people to have an idea and then organise it collectively. OK, someone obviously needs to be at the front leading the way, but do they really need to be the organiser and 'leader'. I don't think so. We also discussed approving a trip and the administrative overhead this might involve. I am unsure how we address this with the duty of care required, possible liability and insurance requirements. Still, if anyone has some suggestions, we are happy to listen....

President's Report

One thing that has been toyed with is the idea of 'trip pre-approval', which might be worth considering. The idea is that there could be a series of relatively simple and common trips that don't require full Committee approval, or trips that people have run previously that they are willing to re-run. A kind of 'cookie-cutter' approach. Potential Trip Leaders select from one of these pre-defined trips, and they get the details of the trip, logs, campgrounds, and any other information we have. And providing they have the required level of experience—completed Basic Driver Training, participated in some trips, or have run the trip previously, then approval from the Trips and Events coordinator is all that's required. This would also provide potential trip leaders or members who would collectively organise a trip with a starting point and some ideas. Think this might work? More of a flick and tick approach..... Interested? Drop us a line and let us know.

Plenty of ideas were raised at the symposium. So hopefully, there will be more information in the coming months once Michael (Trips and Events Coordinator) has had time to digest and plan.

One obvious way of getting more out of the Club is to meet new like-minded people and organise trips with them, even privately. Meeting new people might be the hard part (it's not like we are kids at school anymore, and anyone with the same pencil, ball, or shoes as you is immediately your best friend). Still, one way would be to attend some of the social events. The first was held at Rose Cottage Inn last week, and it was pretty good. Unlike the club meeting, where the chance to interact and chat is a bit limited, this gave us all the opportunity to speak with many people we might not otherwise talk to. And they don't bite (well, most don't), and we all have at least one thing in common that you can start the conversation with. So come on, get into it..... come along to the next one. You never know who you might meet.

Talking of club meetings, our AGM is this week. It's a shortened term due to the Club's operating year change. Again I would like to thank those members of the Club who have contributed over the last 6 months. Thank you to the members of the outgoing Committee and those who have accepted nominations for the new Committee. You know who you are. Hopefully, I'll see you there.

But what's with this wet weather. Enough already..... I can't keep up with beating the grass into submission. The weeds are taller than the trees, my camper has gone stale, and I'm paler than a Pom in winter. There is a bit of an easing at the moment. I better get out there and take the dog for a walk while I have the chance. Hopefully, things will dry out a bit over the summer, and we can get out and enjoy the tracks. In the meantime, stay safe and stay dry. And just think, "Being soaked alone is cold. Being soaked with your best friend is an adventure."

Andy.

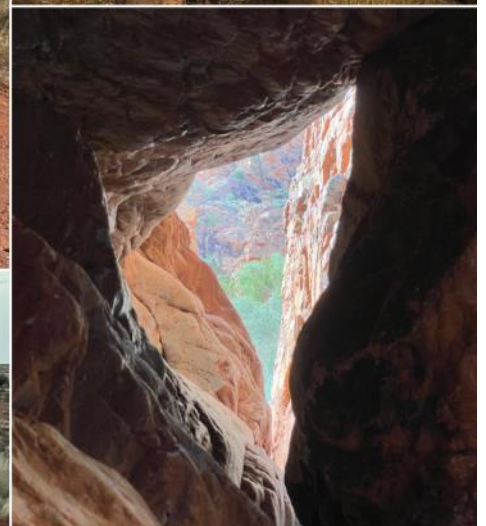
Letter from the Editor

Hi everyone!

I hope your month has been enjoyable, not at least bearable. My month has been fantastic—visits to Ayers Rock, the Olgas, Kings Canyon, West and East McDonnell Ranges, and various other camp sites. They are definitely, places to put on your bucket list.



Many will know the joys of outback travel and discovering new and wonderful places. Even in the monotonous kilometres with seemingly endless roads disappearing into the distance or the unusual things and wildlife you are likely to see on the way. I encourage you to start planning your own trip or a trip with other Club members.



Letter from the Editor

Ann Ronning has kindly compiled this edition mainly because I am distracted, and she offered.

We have trip reports on the last Basic Driver Training in September 2022, Brindabella Ramble, and Daintree to Palm Creek. There are also some thoughts from the Trip Leader Symposium which are worth considering. If you have been thinking of leading a trip but are unsure where or when—there are trips on the website now that need leaders. All you need to do is let Michael Patrick know you would like to lead one and then go ahead.

The Club Clothing store has many items being cleared out at heavily discounted prices. See Françoise or Michael L at the meeting or email them at clothing@st4wdc.com.au for more details.

Welcome to new members:

Neil & Libby Pinkerton – Ford Ranger

Happy trails, Matt.

Social Club

Photo competition and calendar

We want your best action or scenic photo to grace a Club calendar for 2023. Visit the [ST4WDC Facebook page](#) for details on how to enter or email a photo to social@st4wdc.com.au, and we'll put it on the Facebook page for you.

The competition closes on 18 November 2022 at midnight. The top 12 photos in the competition album with the most likes win a place in the calendar. A PDF calendar will be available for all members.

Show your interest in a printed calendar and [pre-order with this form](#) or email social@st4wdc.com.au. Calendars could cost between \$12 and \$20, depending on the quantity pre-ordered. If we have enough interest, you will be contacted with the final cost after 22 November, with delivery before Christmas. It would make a great stocking stuffer.

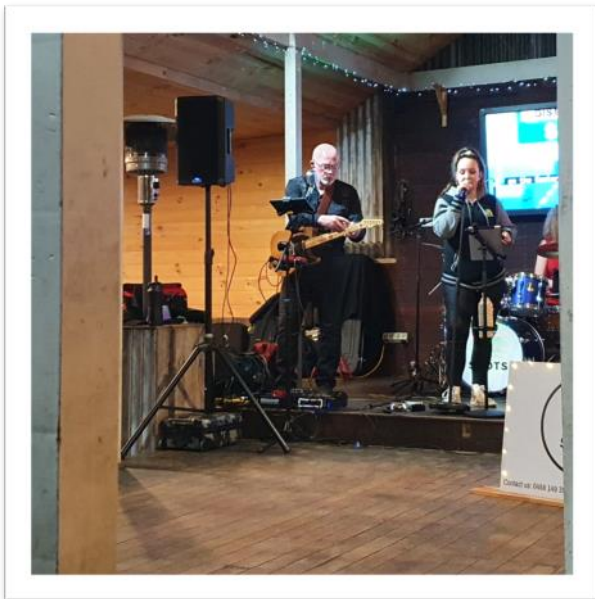


Social Club

Events

Thank you to the members for joining the Social Club's first TGIF Meet Up at Rose Cottage.

Good food, good company and great tunes from the band made the night a success. Our next TGIF will be on Friday 28 October, with a venue to be confirmed. So come along and join the fun again or for the first time.



Upcoming events

Tulip Top Gardens trip- Sunday 16 October

TGIF Meet UP – Friday 28 October

Golden Axze RND 4 - Friday 4 November

We want to hear from you!

Look out for the Social Club flyer and suggestion box at the next Club meeting. Let us know if you have an activity in mind or want some company on a social outing.

Watch the [Facebook page](#) for polls and questions about what activities and venues.

Also, please share your feedback on these new social activities with anyone on the ST4WDC Committee or the Social Club coordinator Ann on social@st4wdc.com.au anytime.

Trip Report - Basic Drivers Training



Safe One Basic Driver Training Course

7th - 11th September 2022

Chief Instructor Peter Butterfield

Education Coordinator Bronwyn Squire

Student	Instructor	Trainee
Tracey Eppelstun	Peter B	David H
Ricky Woltring	Bronnie	Ciril
Andrew Cohn	Stuart	
Sarah Rodgers	Michael L	
Peter Fahey	Lynne	Scott G
Rob Voegeli	Rob D	Rob Davidson
Richard Pender	Andy	Michael K
Ana Pender	Rod	
Nichole Hermansen	Michael P	David L
Stephen Brand	Rob P	

Trip Report - Basic Drivers Training

The following are the comments and feelings of the students who participated in the September Safe One Basic Driver Training Course.

Firstly, thanks to all the members of the DTU for organising the weekend. I appreciate the effort behind the scenes to coordinate an event like this. I really enjoyed the weekend and found it challenging at times. I feel I learned a lot and gained confidence over the two days, and I look forward to practising what I learned. Stu was a great instructor. He was supportive and reassuring and was calm when I was not.

Overall, I'm glad I did the weekend training, and I now look forward to driving on trips with the club.

Cheers, Andrew

Bron clearly drew the short straw and got to be my trainer, and Ciril was our trainee trainer. Things went OK on Saturday and then much better on Sunday. I noticed that for the last challenge of the back door, Bron had enough sense to send Ciril with me, so if anything went wrong, she would still be fine. All went well, and I think they are both still talking to me. It was a great weekend, well-planned and organised, and I left feeling much more relaxed and confident in my decision-making and driving.

Ricky

Even though we were there for training, I had an enjoyable time and met wonderful people from the ST4WDC. I thank those organising the training course and all the trainers giving up their weekend. Big thank you to Michael L.



Trip Report - Basic Drivers Training

His skills and knowledge along with his relaxed demeanour were a perfect combination to build my confidence and keep the initial fears and stress to a minimum during the 2 days of driving. I have learnt so much and look forward to putting it into practice.

Thank you again for a great weekend,

Sarah.

Michael, I know you said a small paragraph, but I'm a business analyst by trade and can't help myself! Plus, I suppose I had you as my trainer, I should say lots of nice things... Nah, I'm kidding. I would say nice things anyway!

The weekend started with us not really knowing what to expect. We knew the weekend format and that we'd be learning to '4wd'. Still, I don't think anyone expected to receive the level of education and training we got. Saturday morning's theory session was comprehensive. Our favourite bit was seeing the diff in action and determining the differences in 4wd systems and drivetrains. Learning about the importance of tyre pressures was enlightening as well. Peter is an excellent trainer. We enjoyed hearing his short anecdotes dotted throughout the training (the stories around the fire were a little longer), and he clearly has a wealth of knowledge. The pre-drive visibility checks were also enlightening. I learned a lot about my driving position (apparently, I'm a short arse - who knew?!), what I can and can't see out of my vehicle, and how to line up my wheel placement.

Saturday afternoon's driving session was awesome in many ways. Still, my top two were the wealth of knowledge the trainers have and their willingness to teach us and answer any silly questions we might have. I was also surprised by my ability as a driver and my car's capabilities.



Trip Report - Basic Drivers Training

Having Michael and Peter as my instructors in the car gave me a lot of confidence that I otherwise would not have had. Walking through the obstacles and discussing them before tackling them made them more straightforward.

Sunday started with some recovery education. It was great to go over it piece by piece and learn about all the moving parts to safely perform the snatch exercise. When we hit the tracks again, Michael and Peter were awesome, allowing me to take control of the car enough to figure things out. They were always willing to answer any questions and stop and talk things over, which again boosted my confidence levels and understanding. The final icing on the cake was conquering the "Back Door" (now, stop giggling like school kids), which I didn't think I'd be able to do. But again, after careful consideration and talking it over with my instructors, I had a reasonable level of confidence when I approached it and managed to get the car up.



I have gained so much knowledge about this sport and can only attribute it to the skill of our trainers and senior club members. If anyone had told me at the start of the weekend that I would be driving the obstacles around the tracks, I did, whilst understanding what was happening. The confidence to tackle them, I would never have believed them.

Overall, I thought the weekend was well thought out and well executed. I would thoroughly recommend it to anyone who owns a 4wd and has limited experience using it as such. Thank you to Michal, Peter, Bron, Andy, and all the volunteers for a great weekend. Looking forward to seeing you all on future trips!

Nicole

Trip Report - Basic Drivers Training



I was a bit nervous Friday night as I didn't know what to expect, but I was also very excited to get out there and give it a go. On that first drive through the creek, I was certain my little Jimny and I would float away in the water. Still, once I made it to the other side, I figured Jim was basically Invincible. The theory early Saturday morning was great. I found that much of it didn't fully click until I got back out on the tracks, and I was watching the other cars tackle the course and seeing the difference in how they maneuvered their 4WD. I realised it was all clicking together and making sense.

Rod was a great instructor on both Saturday and Sunday. He was very helpful in helping me build more confidence in myself and Jim. He also helped me learn many basic skills around my vehicle that I didn't know how to do before. I accidentally shook the British voice out of him going over some rocky roads. Rod also scolded me whenever I accidentally hooked my thumbs on the steering wheel.

Overall, It was a great trip. One of my biggest worries was that I wouldn't fit in. Still, Saturday night showed me how easy it was to get involved in the community. It feels like a huge family I can't wait to be a part of.

Aua

Trip Report - Basic Drivers Training

I joined the club and undertook the training because I want to be safe and adventurous (but at my stage of life, perhaps not too adventurous) and occasionally go places a bit out of the way when I am travelling around exploring. And I am very keen to go on an occasional tag-along club outing. This course was perfect. I learnt so much about my car, my limits, the technical side of being safe and how to be equipped to tackle the Australian bush. The trainers and organisers are incredibly dedicated, skilled, and generous with their time and experience. And they are all passionate about the fun of exploring the bush with vehicles that can go places. I was particularly impressed with their commitment to tread softly, stay on the track, and always ask, 'do I really need to be here and do I really need to go there. Thanks to Rob for his guidance and time. See you all on the road sometime.

Stephen Brand



The 4WD Training weekend was fun and challenging in equal parts. As someone without 4WD experience, I had strong reservations. I wasn't sure I would make it through the course without getting stuck somewhere or rolling or freezing at the wheel. Luckily, I had an excellent support team of Peter B and Dave (my official trainers) and Paul (my unofficial trainer). With a good mix of classroom and practical, I learned many new skills and returned feeling much more confident.

I'd like to thank the ST4WD Club for all the hard work in putting these awesome training weekends together. Also, thank you to all the super talented trainers, and in particular, my two, for all the patience, tuition and encouragement over the two days and Paul for his never-ending support. Lastly, I'd like to thank and congratulate all the great trainees of the ST4WD Graduate Class on September 22!

Looking forward to many trips... some in the driver's seat 😊

Tracey

Trip Report - Basic Drivers Training

I really wasn't sure what to expect from the Basic Driver Training. Having owned several 4WDs over the past 20+ years, and having what I thought was a good grasp and experience in off-road driving, was there much more I could learn or did I just have tickets on myself? We met at Bredbo, and the sun was well over the hill when the convoy left. We eventually turned off Jerangle Road, squeezed the convoy into a small paddock, and aired our tyres down in the dark to around 25psi. At this point, I was expecting a bit of a cruisy

Throughout the weekend, I learnt a lot about myself, my vehicle and the gap in my experience, knowledge and off-road driving capability.

drive-in. I was about midway in convoy, and as we set off the first obstacle, a creek crossing, and as I watched the vehicles ahead of me depart and traverse the creek, I saw their headlights start what appeared to be a very steep ascent continuing as far as I could see, in the dark that climb seemed to be around 30+ degrees. At this point, I knew it would be an interesting weekend, and it was.

The course was run extremely well, the trainers were relaxed and maintained a sense of calm and humour. The only criticisms that other drivers and I received were constructive and done in a matter that I can only describe as respectful and non-judgemental. I highly rate the course and believe that even the most experienced off-road driver can learn something from it. The other aspect that I found very pleasant was how, as a new member of the ST4WD club, I was accepted and treated almost like an old family member. I've never experienced that in a club before. Well done to the driver training volunteers. You guys rock!

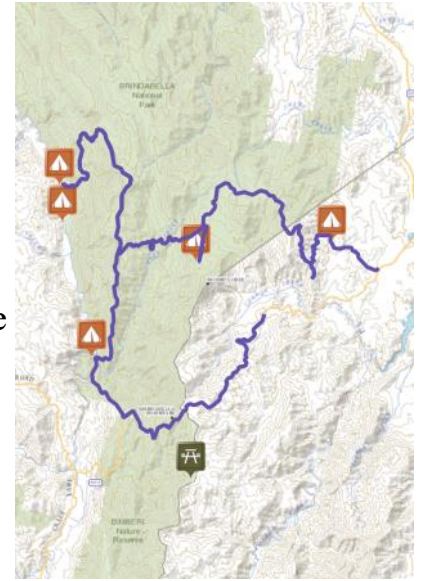
Richard



Trip Report - Brindabella Ramble

On an overcast Sunday morning, we met at the usual meeting spot in front of Uriarra Homestead. After a night with some decent rain, I had made plans to lead into the Brindies via East-West Road past Blue Range campground. And then to Coree campground (but not to the summit as it was closed) for morning tea, then to McIntyre's campground for lunch.

All went to plan, with all tracks in good condition and dryer than expected. So, when we left Coree, I led the group down the Powerlines track hoping for a minor challenge but found the track to be recently graded and dry. Once we turned onto the Waterfall trail, things started to get a little slippery and more challenging with McIntyre's, so we took our time heading down into the campground.



We spent lunch with another group from the Club. After this, we returned to McIntyre's and Waterfall, finding some slippery climbs. Once we got to the top, we headed down Webb's Ridge into Flea Creek. We stopped for a quick break and headed out via Gentle Annie Firetrail before airing up and heading home.

Thanks to all for coming out. I found it an enjoyable day in which I could get used to the technology in my new Jeep whilst heading the group.

Rob Stevenson

Our first Brindabella Ramble was done and dusted just a few months later than expected, but the weather played nice this time. We met up at Uriarra Homestead on a brisk but sunny Sunday morning. Meeting the crew for the day, we also dodged around the other ST4WD crew who were also out for the day. Out front, leading the trip, was the bright red beacon ably piloted by our trip leader Rob.

Hitting the tracks, we had a little of nearly everything, rocky ascents and descents, muddy pools of water and multiple times crossing running water across the tracks. A memorable muddy spot going up the powerline track gave everyone a chance to take home proof that we'd been out on the tracks.

Lunch was taken at the picturesque McIntyre's Hut before heading back out and arriving at the deepest water crossing into Flea Creek. A short drive back out and airing up at the tar marked the end of the day. All in all, a great day trip out to the Brindabellas.

Bill and Karen

Our Club Sponsors

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



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Our Club Sponsors

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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 Driffta Stockton, ARB, Thule, Rhino Rack, Hayman Reese plus many more.

Drop in on Simmo, Glen, and the staff at:
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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
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Our Club Sponsors

Gold Sponsor

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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.

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Trips and Events Become a Trip Leader



WE NEED YOU FOR AN ADVENTURE!!

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

Trips & Events Coordinator

Ph: 0412 377 941,

E: trips@st4wdc.com.au

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
16-Oct-22	16-Oct-22	Driver Training Student Follow Up	Trip	Grade 3	Michael Patrick
16-Oct-22	16-Oct-22	Tip toe at Tulip Top Gardens	Social	N/R	Ann Ronning
21-Oct-22	23-Oct-22	Talooge Muster	Trip	N/R	Lynne Donaldson
21-Oct-22	23-Oct-22	Basic Winching and Recovery	Trip	Grade 3	Bronwyn Squire
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	Training	N/R	Bronwyn Squire
27-Oct-22	27-Oct-22	Hema 4x4 App Workshop	Trip	N/R	Michael Patrick
29-Oct-22	29-Oct-22	Kowen day trip SAT	Trip	Grade 4	Darren Miller
30-Oct-22	30-Oct-22	Kowen day trip SUN	Trip	Grade 4	Darren Miller
4-Nov-22	4-Nov-22	The golden axxe rnd 4	Trip	N/R	Darren Miller
5-Nov-22	6-Nov-22	Micalong Creek Reserve	Trip	Grade 2	Michael Patrick
6-Nov-22	6-Nov-22	Driver Training Student Follow Up	Trip	Grade 3	Shea Jost
6-Nov-22	6-Nov-22	Brindabella Ramble	Trip	Grade 3	Ethan Taylor
11-Nov-22	14-Nov-22	Bush Skills Weekend 2022	Trip	Grade 2	Matthew Maddigan
12-Nov-22	13-Nov-22	Yerranderie Silver Mining Town	Trip	Grade 2	Michael Patrick
19-Nov-22	26-Nov-22	Vic High Country Ramble 2022	Trip	Grade 4	Michael Patrick
19-Nov-22	20-Nov-22	Off Road Camper Trailer	Training	Grade 3	Glen Watts
26-Nov-22	26-Nov-22	Brindabella's Day drive	Trip	Grade 3	Daniel Donaldson
10-Dec-22	11-Sep-22	Tantangara Dam overnight camp.	Trip	Grade 2	Daniel Donaldson
17-Dec-22	18-Dec-22	Bendethera Bender	Trip	Grade 3	Bruce Ronning
18-Dec-22	18-Dec-22	Expression of Interest Chainsaw	Trip	N/R	Michael Kerr
18-Mar-23	10-Apr-23	Tasmania Touring & Tracks	Trip	Grade 3	Ethan Taylor
15-Jul-23	16-Jul-23	Snow Camping 2023	Trip	Grade 4	Matthew Maddigan

Micalong Creek Reserve and Yerranderie Silver Mining Town are new 'pre-approval' trips. Contact trips@st4wdc.com.au for more information.

Trip Report - Cape York

Daintree to Palm Creek

Trip Report - The Cape Adventure July 2022 by Bruce Ronning

Trip Leader – Daniel Jackson

Attendees – Daniel Jackson (with son James), Isuzu MUX, Bruce Ronning Y62 Patrol

Dan and I travelled separately from Canberra as Dan was holidaying with his family at Port Douglas and starting his trip from there. It's a big drive from Canberra in one day, so an early departure is essential. I took the inland route via Walgett, Roma, Emerald, and Charters Towers. Hebel, just over the Queensland border, is a great place for an overnight stop with free camping behind the pub or general store/café with toilets and showers available.

The next night I stopped at a free camp in Emerald and made Townsville mid-afternoon on the third day to stay two nights with a friend. Three full days of driving would get you as far as Cairns or Daintree, but they are big days.

I camped overnight at the very nice Daintree Riverview Caravan Park to meet up with Dan first thing in the morning for the official start of our trip. This is only a few kilometres from the

CREB Track, which we had planned to drive, but, unfortunately, was closed due to wet weather. We did Bloomfield track as a substitute, a very scenic and easy driving (grade 2 track) coming out at Wujal Wujal. The cultural centre was closed, so we continued to the famous Lion's Den pub near Helenvale for lunch, which was well worth the stop.



Proceeding up through Cooktown and Hopevale, we reached our first trip camp at Elim Beach. Elim Beach is a great little campground, and there are good tracks in this area with spectacular ocean views if you want to spend an extra day here. Still, we didn't and headed westward into Lakefield National Park via Battlecamp Rd, reaching our second night's camp at Kalpowar Crossing. Be aware that neither Elim nor Kalpowar have any

Trip Report - Cape York

Daintree to Palm Creek



firewood in or near the campgrounds or for sale. We were lucky at Elim, finding an unburned pile at a recently vacated campsite but at Kalpowar had to be somewhat more resourceful. There is supposedly good barra fishing at Kalpowar in the Normanby River. Still, I could not interest anything with my lure.

Leaving Kalpowar, we went westward through the rest of Lakefield National Park. With stops at the White and Red Lilly Lagoons and Old Laura Homestead before crossing the Nifold Plains to meet the Peninsula Developmental Road'— the PDR— at Musgrave Roadhouse. The Battlecamp and Lakefield roads are all well-maintained and easily driven in dry weather (grade 2 track).



Our next camp was a free camp known as The Bend, just outside of Coen. This is a fantastic spot but immensely popular, so plan to get there early before the best sites are gone, and remember to collect your firewood on the way. Here we met up with a group of families also driving Y62 Patrols. They invited us to share their fire for that evening and again later as we crossed paths throughout the rest of the trip. We were grateful to finally find

some water we could swim in (no crocs). There are cherabin (freshwater prawn) in this river if you have a suitable trap to catch them.

After stocking up the next day in Coen, we headed north to our final camp before hitting the tracks proper. Bramwell Station Tourist Park is a few kilometres south of Bramwell

Trip Report - Cape York

Daintree to Palm Creek

Junction Roadhouse and a few kilometres east of the main road. However, as it was still early in the day, we decided to drive straight up the OTT for a recce of the first obstacle of the OTT, Palm Creek, just four kilometres in. The main entrance is a 3m vertical drop, and the corresponding exit lines appeared undrivable.

Nobody was around, but we eventually found the “chicken track” some distance to the east. It was surrounded by a large group of vehicles, most towing campers. We later learned that these were part of a “Moon Tours” tour group. And that their first drivers got stuck in the exit, blocking the track for five hours until finally being freed shortly after our arrival. The remainder of the tour party retreated back to Bramwell, leaving the track open to those few still brave enough to attempt it. The entry and the exit were well beyond anything Dan, and I had driven. Still, watching one vehicle, a Pajero, complete both without incident, we were thus heartened that it might not be the impossible feat that it looked.



Back to Bramwell for our third night’s camp and to enjoy Bramwell Station’s famous dinner and show. What can I say about the Bramwell show? “Cringeworthy” comes to mind. Yet, the Bramwell dinner and show are an essential part of the Cape experience and are not to be missed.



Trip Report - Cape York

Daintree to Palm Creek

We decided to head out early the next day to get ahead of the anticipated queue at the Palm Creek crossing. The “chicken track” entry is a steep 2m drop straight into the creek, at which you turn right and drive upstream in the actual creek for about 100m to the exit. This part was easy, albeit somewhat terrifying. The exit is a long muddy ramp eroded by repeated use to a deep narrow channel ending with a steep climb out.

Having watched the previous day, it seemed that the strategic placement of Maxxtrax was the key to a successful exit. So with Maxxtrax set in place, Dan lined up for the exit and made it without any trouble to our relief and surprise.

My turn. Y62s are wide, so my main concern was keeping the car centred on avoiding scraping the sides. However, the combination of the uneven track with the necessary amount of right foot slammed my passenger side hard into the wall three or four times, each reported by a loud and expensive-sounding crunch. Feeling sure to find severe damage, you can imagine my relief when all I could find was a scraped snorkel, or so it seemed. It wasn't till many days later I noticed that the impact on the snorkel had actually pushed in the entire panel.

It's in the panel beaters as I write this... new passenger front guard, snorkel, mirror and step. On the upside, insurance is covering most of the cost of a set of steel rock sliders in place of a new step, so I've come out on top.

Stayed tuned for how Dan and I finished the trek and made it to the top of Australia. We'll share more Cape York adventures in the next newsletter.



Trip Symposium

Why We Need You

There are not enough trips on the register. We all have experiences of seeing a trip that sounds great only to see that the trip is full. There are several reasons for this: you were too late, other members jumped on it immediately, donkey nominations in case you 'would like to go', the serial booker, limited convoy nomination space, trip leaders 'let their friends know first' and the list goes on.

We all complain, and we all want it to be better. What are the options?

I recently attended the trip planning workshop on Thursday 29th September. It was an interesting and, at times, frustrating meeting. Many issues are quickly identified, but solutions are not always as simple. I walked away from the meeting with a greater understanding of the situation. I thought I'd pen this in an article to help others like me understand the problem and the solutions we have.

There are more vehicles than spots.

I was intrigued by the maths of the club, and I thought it necessary for others to understand the numbers. Here we go... Approximately 270 vehicles cover the 400 or so members. There are roughly 80 trips planned in the 2022 calendar. Half of these 'trips' are training. This leaves approximately 40 trips in the planner. Excluding major events such as the famous Vic High Country trip with 50 vehicles, most trips would take around eight, with more simply being unmanageable. Therefore, we have approximately 320 spots annually (40x8) available for members to join. This is less as the trip leaders take 40 of these spots. Thus, we have 280 spots for roughly 270 vehicles.



Trip Symposium

Essentially, you would have one trip a year if all things were equal. Say if everyone in the club wanted to go on 3 trips each year, we would need 810 vehicle spots annually for this to occur in an ideal state. Our current deficit is 530 places to achieve this.

Trip leaders are a limited commodity.

It takes time, planning and willingness to volunteer. Michael P shared that we have around 10 active trip leaders and another eight in the system. Let's do the maths on this. To achieve the ideal state of three trips per year per vehicle, we need to find 530 additional spaces on trips. With an assumption of 8 vehicles per trip, we would need the current 10 trip leaders to run 75 more trips annually (only seven additional members can go as the trip leader is excluded from the calculation), or each trip leader runs eight more trips each. If the additional eight trip leaders became active, this would drop to 4 trips each. If the current trip leaders held their current activities, with the additional eight picking up the gap, they would need to run 8 each to meet the target. This is equivalent to leading a trip every 6.5 weeks. I think we would all agree that it is unfair and impossible to achieve without additional measures and trip options being introduced. **Do we have a problem?** Yes, but it is one of capacity rather than anything else.

One common feedback to the club committee is that the trips are always full of the same people.

I have also thought this at times. But let's explore this from different perspectives. Firstly, imagine you are a trip leader. You enjoy going on trips and you have a circle of friends that you like going with. Trip leaders are also members and want to spend their leisure time with friends.

I certainly have a group I go camping with, and with the limited weekends I can go on trips, I want to spend it with people I know and trust and enjoy their company. Imagine the situation where you are a trip leader, and your friends cannot come along. Would you still go? Is it your role to be a tag-along-tour guide? Or would you simply pull the trip and go with your friends? I dare say many of us would do the latter. I had not thought about this at great length until hearing some trip leaders share why one or two other members would always seem to be on their trips – because they are great friends. If they had not been on the list, the trip might have simply been a private one where no member benefits.

So what can we do? I was happy to hear that solutions are being worked through. In essence, all aim to address the reality that we need 810 trips, with only 10 current members willing to provide this. It is a simple supply and demand issue.

Trip Symposium

How can we increase 'trip supply'?

- More trip leaders lead to more trips
- Larger vehicle allocation on trips
- More trips provided by current trip leaders

How can we affect demand?

- Place restrictions on the trip leader when accepting nominations
- Reduce club membership size
- Introduce rules to ensure equity of trip nomination acceptance

There are probably not many more options to address the supply and demand issues. Reading the above, I, for one, am not in favour of any further club rules, especially on trip leaders volunteering their time. For me, we must therefore increase supply.

More trip leaders leading to more trips were discussed. This is the best chance the club has to increase the number of members on trips each year. Firstly, I welcomed the suggestion of placing trips in the planner without a trip leader. We all have seen a trip and have been unsuccessful in getting on the trip. The answer may be simple. Place leaderless trips in the system and get the nominees to work together to organise the trip. This would be especially useful on each long weekend of the year. It can be cancelled if the trip does not have an allocated leader/leadership group.

Michael P and the committee will endeavour to provide the GPX files and trip notes if requested. I am happy to work with a group of like-minded people to solve this issue rather than not going at all. Secondly, it was tabled for the committee to provide 10 or so 'good trips' on the website. Any new leaders can pick from the 'trip pack' knowing the trip has been made many times, which may reduce the barrier of not knowing where to go when leading. I assume that many others, like me, in the club are happy to point their car in a direction and have some others follow. The barrier is knowing where to point.

Lastly, there was a discussion about a 'shadow leader'. This would be a more experienced trip leader willing to help new leaders plan the trip. A barrier to leading trips can be overcome through members having access to a mentor to run ideas by.

Larger vehicle allocation on trips is complex.

The more cars, the more spread the convoy gets, which frustrates those in the front and back. I do not believe this is a viable solution to the problem. **Equally, more trips provided by current leaders** must also not be considered a long-term solution. The numbers are unfair; if this was possible, the club would already be doing this.

In summary, if we want more, we must collectively increase the club's capacity to provide more, which is why we need you.

Michael Drew

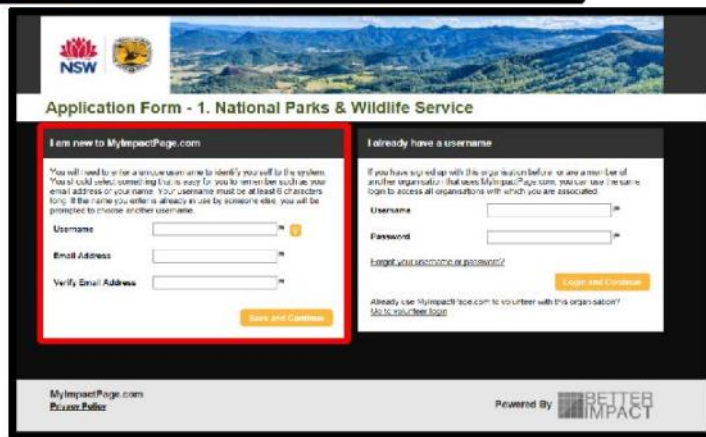
Volunteer Registration

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.

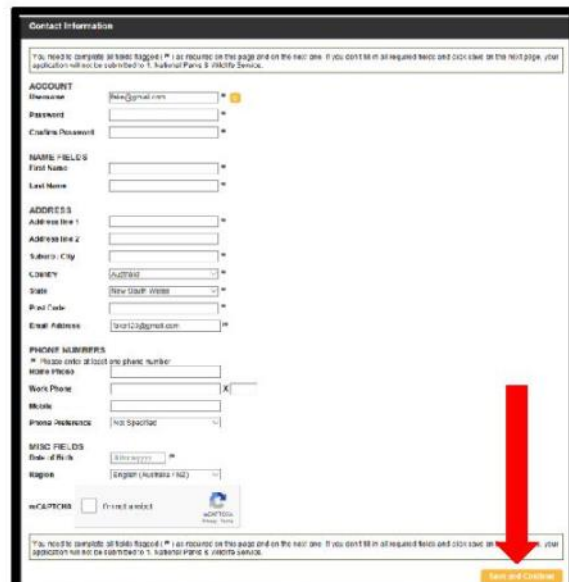
1. Go to this link: <https://4wdnow.com/pages/volunteer-sign-up-with-national-parks>
2. Hit the YELLOW "FILL IN APPLICATION" Button on the right of the screen. (red circle in screen shot below)



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.

Classified Advertisements



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.

\$140.00 for both.

Contact: Matt Warmington

0407 562 656

mattwarmo@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

SALE

Great specials on select clearance items.

Item	Notes		Sale
Jumper rugby top denim collar		\$55	\$27.50
Jumper rugby tops yellow collar	2XL	\$55	\$27.50
Hoodies	large sizes	\$50	\$25.00
Chambray shirts long sleeves Men	large sizes	\$50	\$25.00
Chambray shirts long sleeves Ladies	large sizes	\$50	\$25.00
Chambray short sleeves Men		\$50	\$25.00
Chambray short sleeves Ladies		\$50	\$25.00
Polo Cotton Navy Gold Ash trim Men	discontinued	\$40	\$20.00
Polo Ladies Gold and Ash trim Ladies	discontinued	\$40	\$20.00
Polo Cotton Navy and Gold Ash trim La-	discontinued	\$40	\$20.00
Bucket hats Navy Gold trim	M/L	\$20	\$10.00
Bucket hats Black	L /XL	\$20	\$10.00



Polo Shirts:	\$40.00
Chambray 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

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