



SOUTHERN TRAILS

NOVEMBER 2022



SAND-TASTIC

K'gari (Fraser Island) has never been better

NEXT MEETING

Canberra Deakin
Football Club at 7:30pm
on Tuesday 8 November

TOP TRIPS

More OTT travels and
historical Yerranderie

COMPETITION TIME

Win one of 9 prizes in
the summer raffle



DIRECTORY

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Shea Jost
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GENERAL MEETINGS

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.

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.

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 www.facebook.com/st4wdc/.

Southern Trails:

Contribute to 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.

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](#)

UPDATE

**DECEMBER MEETING WILL BE HELD
6/12/2022 AT DEAKIN FOOTBALL CLUB.**

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Entry in the photo competition by Sarah Wallace

PRESIDENT'S REPORT

WELL. LOOKS LIKE YOU GET ME FOR ANOTHER 12 MONTHS.

BY ANDY SQUIRE

Back in March, I wondered if this was because you think I'm doing OK, or just no one else wants the job. I'm still stuck with what to think on this one, but I suspect the latter. We had three new members join the Committee, so I would like to welcome and thank Ann Ronning (Publications Coordinator), Ethan Taylor (General Member) and Shea Jost (General Member). We had our first meeting last week and these guys hit the ground running. Hope we don't stumble.

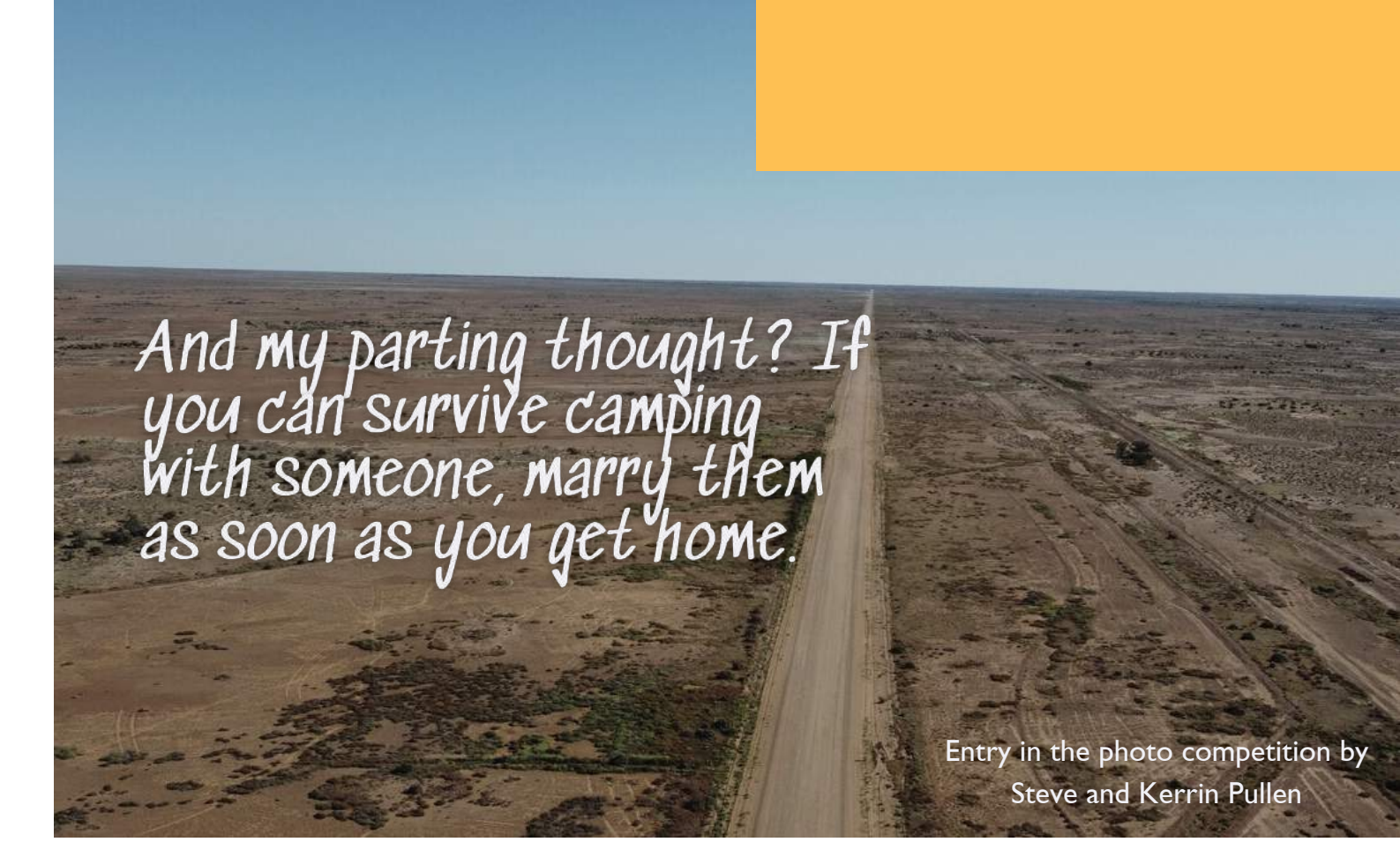
Last newsletter I put some thoughts out there about trips and rules and general running of the Club. There wasn't an overwhelming response (in fact zero), so I'm going with the idea that we are doing OK (or perhaps no one reads my piece, which is just as likely). We are still trying to get something together that will improve the way trips are organised and the process for planning and approval, so hopefully we can get more on the schedule, but it will take members to step up and lead, or help with the planning.

We are also trying to find a support agency for our website and member and trips database. Given our size it is hard to find any company willing to take it on without either a complete rebuild, or an astronomical fee. If anyone knows of a company that might be willing, or any club member has the skills in WordPress and PHP and is willing to assist in the short term, please let us know. A couple of Committee members are currently working through the system to try and fix a couple of known issues, but they already have Committee commitments and this is just something else that they have taken on due to a high need.

Tied in with this is renewal time for about 60% of our membership. There is a known bug in the system that might 'expire' you immediately after payment of your renewal. If you do get an email saying 'sorry to see you go' shortly after you have paid, rest assured we know about it, the Membership Secretary is all over it, and we are working on getting this fixed.

Trips and training are getting cancelled or postponed all over the place again. This damned La Nina. Creek flooding is making access difficult. Government Authorities are closing tracks, parks and reserves willy-nilly, and for safety (and comfort of participants and our volunteer training team) we have had to postpone some training. Please, please, please..... bear with us; it's not like we are doing it out of spite or because we couldn't be bothered; it really is beyond our control.

But enough with the doom and gloom. What good things have happened? Well, a few things. Our Delegates to the NSW ACT4WD Association have been getting together and planning a range of actions to improve our interaction with the Association, but also to try and implement more regular interaction and consultation with the relevant Parks authorities in our area to find out about closures (when, why and will they re-open), and what assistance the Club could provide which may result in improved access for our members. This is a long and hard process as often there are competing priorities and views.



And my parting thought? If you can survive camping with someone, marry them as soon as you get home.

Entry in the photo competition by
Steve and Kerrin Pullen

We also had another social evening out at EagleHawk last week. The food was excellent, the atmosphere convivial, and the company fantastic (I was there, what else could it be!!!). It was great to see some new members attending and getting to know us. Ann has some more planned over the coming months, so keep an eye out. And if you can think of some places that you might like to go, or suggestions of venues or activities, drop her a line (publications@st4wdc.com.au).

Looking out the window while I try and think of things to write, it looks like today might be nice and sunny. According to the weather man it might hang around for a few days; I can only hope. With any luck it holds for the Bush Skills and Vic High Country trips, but who knows? Just get out there and enjoy it while you can. In my case, it's just the normal monthly whinge; I need to go out and beat the weeds into submission again. So I better get to it.

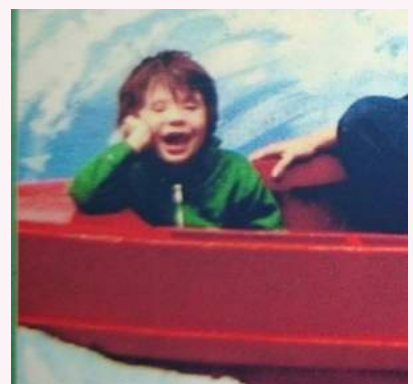
Andy

Entry in the photo competition by Michael Loberger
Nunnock river on the brown mountain



MEET THE COMMITTEE

We ask the hard questions and see if you can guess who's who with some nostalgic photos



Congratulations to our returning and newly elected Committee members. Each went through a gentle grilling to help members learn more about them.

**Francoise Zaalen-Arbaut,
General Member (Merchandise)**

What do you love about the Club

Alain and I intend to 4wd for years to come, as Australia has such an incredible backyard. The training I received was second to none. As I do not like driving in general, it gave me the confidence to act in an emergency.

Shea Jost, General Member

Favourite track? Yet to find one.

What is on your bucket list? Cape York

Best club memory? Huts of the High Country trip

Do you have a controversial opinion relating to 4-wheel driving? We don't get bogged; we get delayed. There is no such thing as turning around.

Worst luck story? Breaking a shock on the High country trip.

Rob Donaldson, Property Coordinator

Favourite track? Mt Airly, Capertee NSW

What is on your bucket list? Cape York.

What is the hardest part of your role on the Committee? Monthly reports and reading emails.

Best club memory? Getting to the top of Mt Airly.

Andy Squire, President

What do you enjoy about your role on the Committee?

Well. Where to start? Nothing? No, that's not true, or fair. I guess I enjoy the camaraderie of the Committee, and the sense that we are doing something for the Club. Occasionally there is actually a sense of achievement when something positive happens and we can see a real benefit to the members.

Favourite track?

This one changes every time I am out. Mt Coree at sunset is awesome, the tracks across the Simpson are spectacular, the Vic High Country is challenging and amazing, Clymies in Tasmania were sensational, and Monkey Gum was exhausting but gave a sense of achievement. Could I pick a favourite? Probably not as every track can change, and every track, view, experience brings new enjoyment even if I've been there before.

How did you find the Club, and what made you join and stay?

We found the Club at the 2014 4WD Spectacular. We weren't really looking for a club, but then went through the club tents and thought it would be good to join one. Why Southern Tablelands? Probably the welcoming attitude of the members in the tent, the property (bummer about that at the moment) and the opportunity for more training (as well as a well-populated trip calendar).

Where do you see 4-wheel driving in 10 or 20 years' time?

I would like to think about where it is now with perhaps a few more reliable electric vehicles, but the way things are going I suspect it will be a lot more challenging as areas continue to be gated and locked.

Do you have a controversial opinion relating to 4-wheel driving?

No, not really. If I had to try and pick something it would possibly be to implement a scheme where there are more gated tracks with a club managed access regime. The intention would be to keep the ferals out, but I have no idea how it could work.

The other side to this would be to create 'sacrificial' areas that were just 'open slather' where anyone with a 4WD could just go and tear it up, no responsibility. At least they would (hopefully) be concentrated in a few locations and more of the bush and tracks would be kept in good condition.

Worst luck story

Again, too many. But a couple; Coming out of Monkey Gum there are about 15 mud puddles/bog holes along the track. After stopping at the first 10 to poke with a stick only to find they were firm-bottomed and only 300mm (or less) deep we took a punt on the 11th only to disappear into a deep hole. Water over the bonnet and coming in the vents, too steep to reverse out, generally stuck. Luckily we had some friends behind to recover us.

Or maybe it was doing Clymies and straddling the rut which then turned at 45 degrees across the track leaving nowhere to go except in, resulting in the car ending up neatly settled on its side against the bank. Again, luckily we had some friends to pull us up and out.

Then again, it could have been the New Year's eve up the Brindies when I managed to run over a screwdriver on one of the tracks and stake the tyre. What the hell is a screwdriver doing on a track in the Brindies?!?!?

Best advice for someone new to 4-wheel driving

Get a bank loan and be prepared to have no spare cash. Get some quality training (usually through a club because they are more hands-on, real-world and practical). Go with a group of experienced people, and give it a go; you will have support and learn from the experience. Trust yourself and your vehicle; they (and you) are more capable than you think. Balance this by not being too gungho; look,

assess, plan. Buy the best gear you can afford; going cheap bites you on the bum. Don't expect your vehicle to be pristine; a few dings and scratches are to be expected, after all, you bought it to go off-road.

Favourite camp oven recipe

Whatever Bron cooks for me (did I really say that?!?!?!). Probably Sultana Dumplings. Done right they taste brilliant and come out golden brown and delicious. And they are pretty easy.

Ann Ronning, Publications and Social Club Coordinator

Favourite track?

I always liked Gentle Annie because it was the first track we tried to do in our first 4WD, a Pathfinder. Back then, it was terrifying, and we aborted; now, it's an easy ride. I also loved going to K'gari (Fraser Island)

When you aren't 4-wheel driving, what are you doing?

I collect indoor plants. I've turned my home office into quite the jungle, and I have a converted IKEA cabinet greenhouse for my alocasia and caladiums. I also like powerlifting, Olympic weightlifting and strong man.

Do you have a controversial opinion ?

I hate driving. But I love going bush and camping. Just don't ask me to ever get behind the wheel.

Roland Pittar, Secretary

What do you enjoy about your role on the Committee?

The Club is a great club. Its success, in large measure, comes from the sum of all its moving parts, represented by the contribution its Committee, driver trainers, trip leaders and members make. As Club Secretary, I enjoy helping to bring those parts together for the greater good of the Committee and Club.

What is on your bucket list?

North-West Australia. Spectacular scenery, great drives and big sky.

Where do you see 4-wheel driving in 10 or 20 years' time?

I think the last few years have seen people "rediscover" domestic travel and what they can do in their own country. This will most likely see both supply and demand drive changes in a number of aspects of what we all enjoy doing, if people continue to demand greater domestic experiences than has been the case in the past. It will be important to represent our pastime responsibly in order to have the access and opportunities we want.

There will also be big technological changes over the next couple of decades, presenting both opportunities and challenges, which may depend on perspective as much as anything.

What is the hardest part of your role on the Committee?

It's not so much about it being hard. Probably the greatest requirement is being organised and considerate of other committee members, so things like agendas, minutes and so on are coordinated in a timely manner.

Best club memory

I think the bedrock of the Club is the trips you can do with other Club members, so it's hard to pick between them. I would still put the Basic Training up there as one of the best club memories, as it was a great way to get to know people better, as well as pick up some great knowledge and improve your skills.

Worst luck story

Reversing over a can of spray paint that a possum had knocked off a shelf in the garage. Exploded over my car and my wife's car. After getting both cars fixed, my wife's car was written off a month or so later in the January 2020 hailstorm ...

Best advice for someone new to 4-wheel driving

Join a 4WD Club and test your ideas with those in the Club. It's a very different experience to testing your ideas with those on social media.

Michael Kerr, General Member (Raffles)

What do you enjoy about your role on the Committee? Engaging with people

How did you find the Club, and what made you join and stay? Rob and Lynne

And I needed a new outlet after giving up scouting and the SES

When you aren't 4-wheel driving, what are you doing? Motorbike riding spending time with the family, fishing, building hot Rod.

What is the hardest part of your role on the Committee? Remembering to buy the raffles each month

Best advice for someone new to 4-wheel driving

Don't skimp on quality where it matters, Buy the gear you can afford, just ensure is correctly rated

Ethan Taylor, General Member

How did you find the Club, and what made you join and stay?

Three previous clubs I joined had no heart and soul. I had heard about this great Club based in Canberra and despite still living in Sydney at the time decided the 4 hour drive to Canberra was worth it. Best decision I've made for Clubs.

Where do you see 4-wheel driving in 10 or 20 years' time?

I think in 10 years time all our vehicles will have been converted to hydrogen engines - (a dedicated company will have been set up to provide a lift a drop service to replace tired old diesel engines with hydrogen engines to keep our 4x4's running).

In 20 years - Humm - in the unlikely event that I'm still alive - I'll probably be a crabby 81 yo still telling people to stop whining and get their vehicles working and get out there never mind the daily floods and scorching sunshine (even in Canberra). Hopefully.

Do you have a controversial opinion relating to 4-wheel driving? Yes - I drive a Jeep.

Worst luck story

In my first year of 4x4 and in my Jeep Cherokee KJ arrogantly drove into a bog expecting the Jeep to be invincible (forgetting the driver (me) was still a rookie)! Got bogged. Alone. Had to climb out of the driver's window to get recovery gear set up only to find my winch rope had come adrift from the drum (not checking it before a trip!) and had to wait about two hours (alone) for a friendly 4x4 to recover me. The episode ended well. I just had to clean the very muddy jeep in a creek near the campground - Newnes in Blue Mountains NSW

Best advice for someone new to 4-wheel driving

Get the best tyres you can afford and start driving to get to know your off-roader before you sink big money into it.

Lynne Donaldson Membership Secretary:

What do you enjoy about your role on the Committee?

As membership Secretary, I like to talk and meet with the new members. I think it's very important to have someone welcoming them as it can be daunting joining a Club.

How did you find the Club, and what made you join and stay?

A friend had been a long-term member and had always recommended the Club. We wanted to join a Club to make friends and have support whilst out on the tracks. We love the Club and the lifelong friendships that we have made.

Best club memory -

This is a really hard question as I have a lot of great memories. This one is my worst and best memory. We had just joined the Club in 2008 and really our 1st time meeting a big group from the Club for a Bush skills weekend at Talooge. It was a windy day and our tent pegs snapped (not once but twice). We were embarrassed and were about to pull the pin on the weekend when club members came to the rescue and were so nice and helpful. They moved us up into one of the sheds and we felt the true spirit of the Club. We had young kids at the time. This gesture obviously resonated with us as 15 years later we are still here.

Favourite camp oven recipe -

Baked pumpkin hollowed out filled with rice and vegetables.

1 jap pumpkin (depending on the size of your camp oven).

1 cup of rice

500 ml of chicken stock

Mixture of veggies, I use carrots, onions and peas.

1/2 cup Parmesan cheese.

Hollow out your pumpkin(leaving the top piece, put aside)

Place all ingredients in the pumpkin and stir. Put the top piece back on.

Wrap the pumpkin twice in alfoil and place in your camp oven.

Put on the fire for approximately 2 to 3 hours, checking every 1/2 hour or so.



Paul Kerr, Vice-President

What do you enjoy about your role on the Committee?

I enjoy the ability to help out such a great club, I don't have much 4WD experience, but have a number of skills through my day-to-day work that can support the Committee in ways.

What is on your bucket list?

The Big Lap, plenty of time in the centre, plus along the Southern and South West coast.

How did you find the Club, and what made you join and stay?

Tracey and I were looking for a bunch of like-minded people, wanted to be able to be prepared in knowing how to 4WD safely and get experience doing it. I'm a photographer by love, so want to be able to get into places that are harder to get to and be able to show the beauty of this rugged country. Joining, learning and driving would put us in a position to be able to take off and travel over the next few years, but also through this Club, hopefully find people to journey with.

When you aren't 4-wheel driving, what are you doing?

Photographing, working and trying to keep fit. Somehow I manage to cram it all in.

Do you have a controversial opinion relating to 4-wheel driving?

Not really controversial, but probably wondering what the future looks like for 4WDing with the governmental policies coming in mandating all new electric vehicles in the next decade.

Bronwyn Squire, Education Coordinator

What do you enjoy about your role on the Committee? At the moment, not much. When there is not this constant rain and training isn't consistently cancelled, I really enjoy seeing new club members trained and having enjoyed the training weekend so much. I appreciate witnessing new friendships and connections form among the students, not only on basic driver training but on all the education courses.

Favourite track? Difficult question. Loved Climies in Tassy (even though it wasn't my turn to drive, sadly), also Ring River Track. Always, always love Madigan Line across the Simpson Desert. Enjoyed

driving Monkey Gum in the Navara but not sure I'd do it in the 79!

What is on your bucket list?

LOADS, but if I'm to pick one it will be Karijini National Park in WA.

How did you find the Club, and what made you join and stay? I didn't, I didn't want to join, and I stayed because I found a passion I never ever dreamed I would have. Andy made us join this Club for the property, training and trips, I wanted to join the other Club with nicer colour shirts. He won, and thus we won. PS: I thought we were buying a ute to take our green waste to Corkhill Bros.

When you aren't 4-wheel driving, what are you doing? Organising 4WDing education courses! Hahahah. I work at retiring but I'm not being very effective, biggest problem I have is saying 'no' to clients. I LOVE my succulents, kitties, kids, and hubby (I should not say in that order though!) I'm a fan of eating out, camping, and just getting away.

Do you have a controversial opinion relating to 4-wheel driving? I guess not, aside from the fact that quite a few people shouldn't have licenses at all, let alone being allowed to drive off road. However, there aren't these type of people in our Club, thankfully, and it's not even controversial.

Best advice for someone new to 4-wheel driving.

Just do it! But do your training first



BUSH SKILLS WEEKEND@TALOOGGE

SATURDAY 12 NOV

From 9am	Rock painting and outdoor game equipment available for the kids
10.00 am	Welcome and orientation, then track driving
12.00 pm	Kid's cooking – Chocolate cake baked in an orange
12.30 pm	ST4WDC Sausage sizzle
From 1pm	Bush skill demonstrations
2.00 pm	Bush Olympics and face-painting (all ages)
3.00 pm	Track driving
7.00 pm	Camp oven Masterchef. Present your dish to our panel of judges
7.30 pm	Kid's movie (TBC)

SUNDAY 13 NOV

10 am	Morning tea (bring something to share)
11 am	Track driving
12 pm	Smores and hot dogs for the kids
From 1pm	Demonstrations and Camp Setup Walkaround
3.00 pm	Track driving



May be
postponed
due to rain

SKILLS, TRACKS AND FUN

Joining ST4WDC at the weekend are five other local clubs and associations. There will be skills demonstrations, interclub games and activities for the kids. Don't miss out on a great weekend up at Taloooge.

Leading photos



SOCIAL CLUB UPDATE

TGIF, amazing photos and
Christmas is just around the corner

Our TGIF meet-ups are really hitting the spot. The October "Meat-Up" at Eagle Hawk Hotel was exceptional, with a great turnout of members and great food. Most agreed they thought Eagle Hawk would find a place on their private "where should we eat?" list.



Photo Competition

The competition has been fierce, with members showing off their great trips and camera skills. Help your favourite photos get into the calendar with your vote. You can find all the entries in a [photo folder](#) on the Facebook page.

There is still time to enter 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. The competition is open to members. Anyone can vote.

If you want a printed calendar, [register your interest](#) with this form or email social@st4wdc.com.au. Calendars are estimated to cost between \$12 and \$20, depending on the quantity pre-ordered. All members will be emailed a digital copy.

ST4WDC SOCIAL CLUB

CHRISTMAS

Picnic

This year, the social club invites members to go for a scenic drive, join in an afternoon picnic, and share a sunset at the Honeysuckle Campground at 3pm on Sunday 4 December 2022. The grounds have gas BBQs, shelter, tables and seating, toilets and fire buckets. We'll have activities, a Christmas hat competition and bring your best holiday treat to share.



DATE: SUNDAY 4 DECEMBER FROM 3PM
LOCATION: HONEYSUCKLE CAMPGROUND
244 APOLLO ROAD, NAMADGI NP

BYO YOUR OWN PICNIC, AND IF YOU CAN, A HOLIDAY TREAT TO SHARE AND SOME WOOD FOR THE FIRE BUCKETS. [BOOK ON THE WEBSITE](#)

YOU CAN CAMP BEFORE OR AFTER THE EVENT. VISIT [HONEYSUCKLE CAMPGROUND](#) ON THE PARKS ACT WEBSITE

FOR MORE INFORMATION

OTT ADVENTURES IN CAPE YORK: PALM BEACH TO NOLAN'S BROOK

Part 2 the adventure continues.....

Dan and I were feeling confident after completing the Palm Ck crossing and were about to move on but we noticed the guy behind us was having some trouble climbing up the final part of the exit. After three unsuccessful attempts his crew opted for the winch but couldn't get it to work. With his Pajero stuck at an awkward angle and blocking the track, I offered to snatch him out and within a few minutes he was on his way.

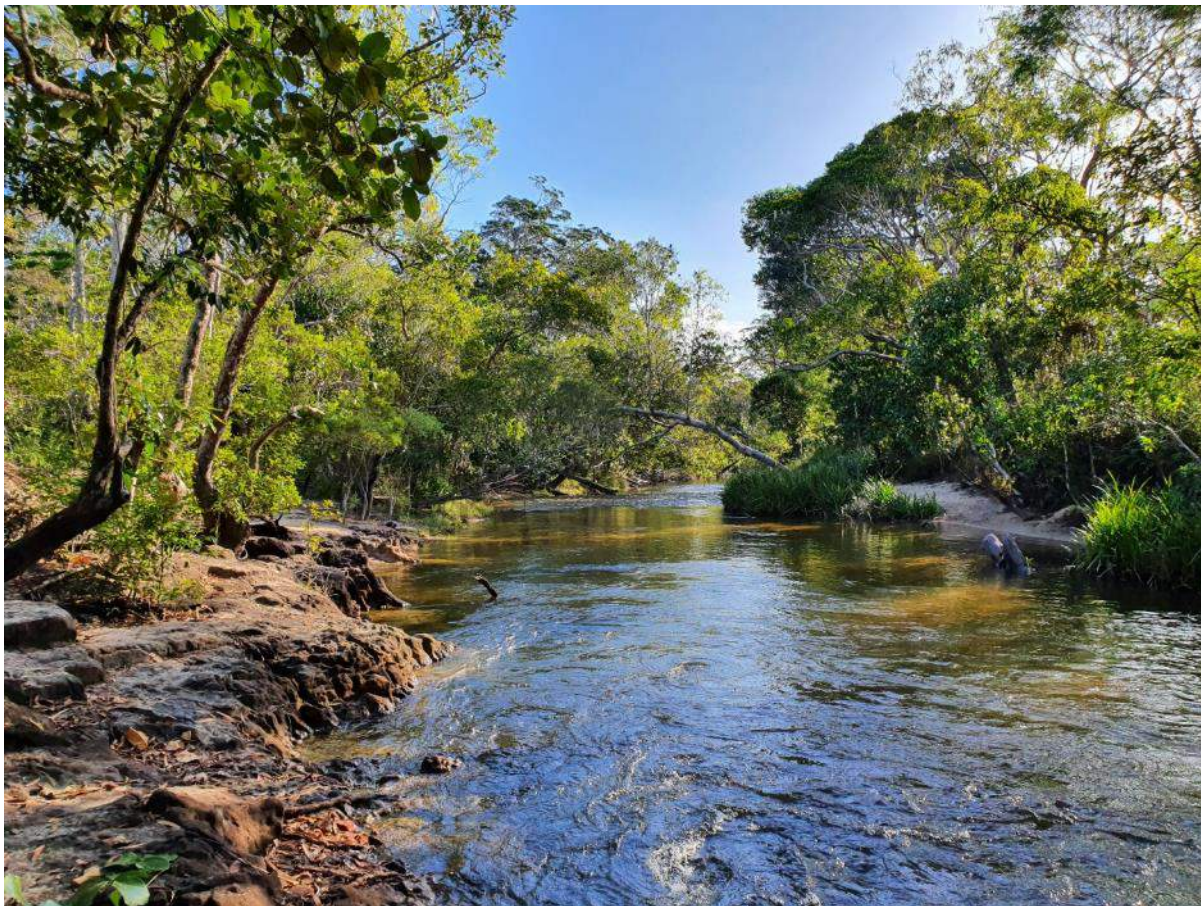
Before leaving Palm Creek behind Dan and I decided to check out the original exit and to our surprise saw that there was a vehicle already lined up in the creek, meaning that it had already come down that impossible 3m vertical drop we'd assumed undriveable. Not only that, but it was the Travelling Campers; Josh and Mikayla filming their OTT experience for their YouTube channel. I couldn't believe anyone would put a Y62 down that hole and was disappointed to have missed seeing

The roar of that V8 as he gave it everything was something to behold

it, I mean how did it fit? (it's since been published on YouTube and well worth watching). Dan and I decided to hang around for a while to watch the action while Josh attempted the exit. This thing is a monstrous beast, lifted with 325 tyres and twin locked. The roar of that V8 as he gave it everything was something to behold, but alas even with Maxtrax he could not find

enough traction it and after smashing the driver's side guard on the third attempt for a souvenir dent it was time to pull out the winch. With no suitable trees within reach, my Patrol was maneuvered into place to serve as an anchor point and assist in my second recovery for the day.

Leaving the Travelling Campers to get the rest of their crew through (they all took the chicken track) Dan and I continued northward. The next few crossings; Ducie Ck, South Alice Ck and North Alice Ck, were fairly minor by comparison but did require care as they were all muddy and deeper than they looked. The next significant crossing was Dulhunty River. Dulhunty is a rocky bottomed clear water crossing and was easily completed. Just a short distance further was Bertie Ck. Both Dulhunty and Bertie are well known for their good camping and I'd heard of a great campsite down a track on the southern side of the Bertie crossing so we decided to check it out. The campsite was stunning and we were the only ones there, so though it wasn't even lunchtime, we were in no hurry and decided to make the most of it with an early camp. Early July daytime temperatures up here average around 30C so the crystal clear flowing water at the junction of Dulhunty River and Bertie Ck was extra inviting. One other group did eventually arrive but there was plenty of room and they didn't bother us at all.



Bertie Creek by our camp.

The early start of the day before had worked well to get ahead of the main body of vehicles coming through, so we decided to do the same thing again and rose at first light to a light breakfast and quickly got on our way. The first crossing for the day was Bertie Ck itself. This crossing, like Dulhunty was clear, rocky and trouble-free but the climb out exit presented some problems with deep uneven ruts in a narrow track wrapped around a massive exposed root ball from a fallen tree. Dan negotiated it easily enough but with my longer and wider Y62 I needed to crawl very carefully to avoid hitting anything, and without much momentum soon found myself crossed up and bogged in the ruts. With Dan's assistance and a Maxtrax under each spinning wheel I was soon moving again and we set our sights on the next crossing Cholmondeley Creek, followed by the infamous Gunshot Ck.

Gunshot is confronting. We arrived to find tracks going off everywhere in what looked like some kind of cratered moonscape and it took a fair bit of walking around to understand the layout. There was one track going off far to the left that had a steep drop down to a muddy side channel of the creek. We could see vehicles had been through there but the mud was soft and deep. It was clear this approach would require a lot of winching. In the middle were a few very steep walled vertical drops, one of which appeared to be the "original Gunshot", and around to the right was another steep entry that went into a long flooded, waist deep channel with a muddy bottom. Getting stuck here would mean the car filling with water and I found myself wondering if the original entry might actually be the best one. Looking again at all the options we opted for the left entry.


Walking down the bottom, the tyre tracks of previous vehicles were all knee-deep mud but the ridges between them seemed reasonably firm. If we could get the wheels up on those ridges it might be possible to drive most, if not all of this boggy section. The drop down was very steep, slippery and off-camber, but we were used to that by now and hardly gave it a thought. Once at the bottom, getting the wheels onto the ridges was easier said than done and despite many Maxtrax placements we could not get the rear wheels to come up. Still, progress was made to a point where some suitable trees were in range and with some winching were eventually able to clear the bog. Then came the actual creek itself but it was shallow with a firm sandy bottom and easily crossed.



The next crossing; Cockatoo Creek begins with a steep rutted descent to a clear rocky bottomed crossing which required careful negotiation of underwater potholes and then to finish up the southern section of the OTT was the shallow and sandy Sailor Creek crossing only a short distance from where the OTT re-joins the Bamaga Road bypass.

No trip to Cape York would be complete without visiting the spectacular Fruitbat, Elliot and Twin Falls. Fruitbat Falls is a "day use only" area easily accessible via a short drive from Bamaga Rd. Elliot and Twin Falls require driving up the northern OTT some distance but can still easily be reached without any serious obstacles. Camping is available at Elliot Falls but requires booking online well in advance. Although convenient to the Falls for repeat visits and swimming, these campgrounds are really nothing special. After enjoying a refreshing swim at each of these locations, we continued up the track to the next crossing and our intended camp for the night; Canal Creek.

Canal Creek has some of the best camping on the OTT and was a real highlight. Our camp was literally three steps away from crystal clear pools and just a short walk upstream were more waterfalls, like a mini version of Elliot Falls with lots of deep rock pools you could sit in letting the water rush over you.



Starting early again the next morning we soon crossed the equally stunning Sam Creek, resisting the temptation to stop and have another swim. Then came Mistake Creek with its long steep entry followed by one we had been a little worried about; Cannibal Creek. This crossing enters a deep pool then hooks around mid-stream to exit to the right. We'd seen a few recent videos of vehicles coming to grief in the deep part; bogged then flooded since there is no convenient winching point. Josh (of Travelling Campers) actually wrote off his car here on a previous visit. After studying it for a while we rigged a winch extension to a tree on the opposite bank in case of any trouble. Dan went first and made it through easily, but the delay had cost us our lead and by the time I was ready another convoy had come through. These boys were clearly fond of the "make it or break it" approach, smashing through without so much as a cautious look out the window. Dan had parked in the limited space on the northern beach and was blocking the track, so he had no choice but to drive the exit track and promptly got bogged about halfway up, still blocking the track. After about 10 minutes of setting and resetting Maxtrax with the bogan crew impatiently observing, the track was cleared and they were thankfully on their way. I went back to bring my car over and completed the crossing and exit without any problems. Go the Patrol!

Next was the Cypress Creek log bridge. Fair dinkum, does the OTT have everything or what? It looks sketchy as all hell but with good spotting and care we got the obligatory photos and made it to the other side. Next was Logan's Lagoon. Logan's is the longest and probably the deepest water crossing of the OTT. It's not advisable to walk this one due to the possibility of crocs and it's muddy too so you can't see the bottom. One has little choice but just send it and hope for the best, however soon after we arrived another two vehicles arrived so we waved them through in order to observe. Although one went perilously close to rolling off the side of the short but steep entry, both made it across easily and waited for us so as to provide assistance if needed. The OTT is great like this. Other travellers are usually very friendly and happy to lend a hand. It's common to cross paths with the same groups many times, not just on the track but at the campgrounds and other places around the tip. Dan and I shared quite a few meals and beers by the campfire with people we met along the way.



Dan and I both got through Logan's without incident and we continued on our way to the most feared and famous crossing of all; the dreaded Nolan's Brook. When researching for a Cape York trip one quickly learns about Nolan's notorious reputation for swallowing cars, and by swallow I mean engine hydro-locked, virtually destroyed and the car leaving on a trayback. Lots of people say "don't worry, you can bypass it" but that's not really true. The bypass is three crossings back between Mistake Creek and Sam Creek, quite a long way to go south on what is mostly a narrow single-lane track with 99% of traffic travelling north. The entries to those crossings were all difficult to negotiate going down and would be doubly so going up. It's not really an option. Once you reach Nolan's you're committed. There's no going back.

On arriving we were soon parked up and in the water checking out the depth of the different lines. Nolan's always has plenty of observers camping or just hanging around to watch the carnage, and on hearing the arrival of fresh victims, several came down to offer their advice. There was a main line through the middle, one to the left and a couple to the right. Our bogan friends from Cannibal Creek were there and assured us the left line was the easiest, but it turns out this advice was more motivated by the desire for entertainment than for our successful crossing, as one of them had already flooded his car by taking that exact line and for laughs was trying to lure others to share his fate. Bastard! The couple that we'd just joined crossing Logan's had arrived just before us and decided to go through first. One took the left line, quickly bogged and had to be towed out. The next took the middle "main" line and drove through easily.

The thing about Nolan's is not the depth or the length. Logan's is deeper and longer yet few vehicles have problems with it. The thing about Nolan's is the loose sandy bottom that never settles firmly

and seems to change with every vehicle through it. You'll watch a stock Navara doing it easy, then two minutes later a lifted 79 bog taking the exact same line. It's impossible to pick who's going to make it. Dan and I had previously decided on one of the right-hand lines but on seeing this last success, Dan changed his mind and took the centre line instead, and quickly regretted it. Even with a snatch strap pre-rigged and a tow vehicle at the ready, the 10 or 20 seconds it took to hook up and pull him out was long enough to put a few inches of water over his floor, completely soaking the carpet and flooding some of the electrics. Ouch!

My turn! Nobody else had taken the line I chose but I still reckoned it was my best shot so I lined up the Y62 and drove in. Seconds later I was through with not a drop of water in the car! On the northern side of Nolan's, we'd entered the privileged ranks of "those who had crossed" and in so doing earned the right to place our chairs among the mob to watch and offer advice to each new group of worried looking drivers as they arrived to consider their fate and the fate of their vehicles. What a great way to spend the afternoon, feet in the water and beer in hand.



Poor Dan spent the evening sponging out his car. He had some warning lights up on his dash thanks to water in the electrics, but the car was running and seemed to be OK so we both knew it could have been much worse. Over time with drying out and a few blasts of compressed air into the wet connectors, everything eventually came back to normal and Dan was able to relax. It was a nasty blow having made it all the way up the OTT only to get bogged and flooded at Nolan's, but we saw the same happen to plenty of other cars while we were there. That's Nolan's and that's what makes the OTT such an epic adventure. The excitement, accomplishment and risk go hand in hand. You don't get one without the other.

In next month's instalment I'll tell you all about reaching The Tip, Punsand Bay camping, Thursday Island and The Old Coach Road.

K'GARI (FRASER ISLAND)

Trip Leader: Scott Grogan

Hi Scott, what can I say fully sick bro. Thank you again for taking Lyn and me on your convoy to Fraser Island. Mad!! Experience in the Island sand driving and getting bogged, learning a couple of tips about Fraser Island. Also, thank you for your patience in keeping the group together tricky situation. Already miss Queensland being back in Canberra's s^%\$t weather. Cold, and wet. We can't wait to do it again next year!!

Cheers Lyn and Rico

One of our bucket list items was to visit Fraser Island, and I was keeping a close eye on the Club trip list and finally saw the Fraser trip was listed, and I was so excited when it got approved by our trip leader Scott. Straight away, my wife and I took three weeks off and thus began the trip planning. We took the opportunity to visit some friends and some places we hadn't visited before. I think that's the beauty of getting the chance to travel on long-distance trips organised by the Club. We planned to visit some NSW east coast beaches before getting to Rainbow beach to join in with the fellow travellers. We arrived at Rainbow beach, obtained the barge passes and met with others on the 18th for our very first gathering. We were very excited to meet Scott and the other participants of the trip. Scott's firm instructions were to leave the Caravan Park at 7.00 am and have the barge tickets and park use permits ready. The next day we were out of the caravan park by 7.00 am and aired down at Inskip. We cross over to Fraser in two groups. The first thing I felt when I drove out of the barge was the soft sand, and I thought I was going to get bogged but keeping up the momentum, I was able to drive without any issues and also didn't want to get bogged down before the trip started. . We re-gathered with the others and started driving east I think. It was a very good feeling driving on the beach and had to get adapted to the required momentum and speed. We met our first



Dingo who was fishing. I actually didn't know that they fish on the beach until I read about it in one of the information posters. According to the information they wait for fish to be washed up to the beach and then have a go at them.



After morning tea we visited the S.S. Maheno shipwreck which was used as passenger\hospital ship that got stuck in the sand in the 1900's and left as it is currently. It is said that every year the shipwreck sinks a bit and one day it will be completely sunk. We had some photo opportunities and got back to driving. The beach looked solid and the driving was easy except for the washouts from the little streams that created a bit of drop which needed to be engaged with caution. We camped at a zone2 camping site. I think we were lucky that Scott found the spot in spite of all the good spots being taken besides it was QLD school holidays and most of the campsites were taken. Our spot was not bad, looked a bit cramped but once we settled in there was more room that we expected.

Next three days were driving around Fraser. We visited kingfisher bay holiday resort and did a bit of walking along the tracks which included



a boardwalk and cafes\ restaurants. We had a delicious lunch in one of the restaurants and joined the group for more driving. The inland tracks were very tight on either side passing another vehicle was a bit difficult at times but because we traveled as a group Scott was able to let the incoming vehicle hold off until all of our group got through. We drove through Ngkala Rocks to get to Sandy Cape. It was an interesting drive through the rock that had steps, deep holes and water. Everybody got through the rocks unscratched but one of the vehicles in our group got stuck on the soft sand. I took the opportunity to let down the tyre pressure to around 15 psi. Under the guidance of Scott the vehicle was recovered and we crossed over to Sandy Cape. The top end of Fraser. We visited the Champagne Pools and Waddy Point which are two interesting and beautiful places not to miss.



Champagne pools were amazing with huge bubble flows from the sea coming through the rocks to reach the pools and a quick walk to Wadi point gave 360 views of the sea and we were also lucky to catch glimpses of whales far away.

Our camping site for the next couple of days were Dundubura and Central Station. Both were Dingo-free areas. Scott had booked the group camping area for our group at Dundubura that had clean toilets and nice grass areas and was not that busy compared to Central Station. Our group was a bit scattered that night because most of the camping ground was taken by the time we reached the campground.

One of my favourites was Eli Creek, the freshwater creek. Crystal clear waters and we were able to walk along the stream up to the end of the creek where the creek meets the sea. My wife's favourite was Lake McKenzie. She was

adamant to get her feet wet although it was raining heavily. That she did in the heavy rain. I was also lucky to get a photo of an Australian Rainbow Bee-Eater. Another photo in my Bird photo collection.

On Friday as scheduled we left Fraser but Scott suggested if we would like to drive the Coloured sands of Rainbow beach. We had to get a different permit to Fraser. Scott did a quick run to reki off the track and it was a go. The cliffs were really beautiful with different colours and different shapes. It was like a marvel of nature. The driving was a bit different to Fraser. Lots of obstacles. We had to drive around rocks and big chunks of wood. We spent some time at Double Island point, took some group photos, and it was time to head back and Scott wanted us to be quick because the tide was coming in. Heading back along coloured sand we realised that the tide was coming in fast but there was no turning back at this stage and we kept on pushing and managed to reach the entry point to coloured sands. We had one recovery but it was a quick one.

Our bucket list got double ticks. Thank Southern Tablelands 4WD for making these trips happen and a very big thank you to Scott Grogan for doing the hard work, organising the trip and taking the big responsibility of completing the trip without any casualties. Also we thank all the fellow travellers for keeping a good companionship and making this trip a memorable trip. Hope to see you all on another trip.

Waruni & Sen

Thanks for an amazing trip to Fraser Island, dad and I really enjoyed it. It was an well organised trip with you providing us with good information before we left, to what to bring and where to buy tickets/passes. We had great scenic drives and camped at different sites. I liked the grass camping site the best as it was well maintained, had flat ground, they provided tables, everyone could camp together and had good showers.

It was great driving on the sands, driving through narrow tracks, seeing a shipwreck and also went on some good boardwalks. *Luke*

We had a wonderful time exploring Fraser Island with club members. Over the four and a bit days we had on the island we drove the entire length of the east coast, on the magnificent beach from the southern most point, Hook Point, to the most northerly point, Sandy Cape. Along the way we saw the Maheno shipwreck, some of us climbed to the top of Indian Head and saw the magnificent views out over the Pacific Ocean, enjoyed time at the Champagne pools and paddled or went on blow up floating toys in Eli Creek.

We also explored the central part of the island with its magnificent rainforest and went to Kingfisher Bay, a resort on the west coast. We visited Lake McKenzie with its pure white sand one lunchtime when the rain belted down for about half an hour, so we saw it in the mist and once the rain had cleared it was picture perfect!

During our trip we saw some wildlife including dingoes (two of them wanted to eat our sausages one night!), a few whales in the distance and we saw a group of dolphins playing in the water just before getting the boat back to the mainland. Once we got back to the mainland, we drove down the wonderful Rainbow Beach with all the different lovely colours in the cliffs.





Thanks to Scott and all the other club members for a fantastic trip.

Rosemary and Glynn

This trip will be my third time to Fraser, Trish and Jack's second visit. This trip has broken all previous trips record's due to the number of recoveries. We had a ranger bogged at Ngkala Rocks with a bit of tyre pressure reduction, shovelling and Max traxs, they were out

A bit more right boot for momentum and we were on our way.

Then there was the Shakey-mobile which sank due to stopping in quicksand. But then there's Shakey who, also sank up to his shins in the quicksand, had to be saved by Scott and his shovel. A quick snatch to get the Shakey-mobile out, and after everyone had a laugh, the day did not finish there.

At Eli Creek out came a floating chair and with the words, "Come on Shakey your turn".

Off we went with two stabilisers, Scotty and Rico, and we set off downstream. We didn't get far and the stabiliser had failed. Yup, Shakey had two rollovers and Rico had copped a boot to the head.

All in all everyone had a laugh and it was a great experience.

Then we decided that we would go for a drive along Rainbow Beach. That was an exciting time as we were trying to beat the tide. Next minute the Patrol got hung up on a log; with some quick thinking, we were all able to get to solid ground and not a statistics on the pub's wall of shame

With sightings of dingoes, whales, dolphins and two stray children, and yes, Scotty had to find where they were camping after dark. Lucky for them, a pack of dingoes was licking their lips close by.

Will I go again? Hell yeah, we had a ball! *Shakey*



BRINDABELLA FOLLOW UP FOR DRIVER TRAINING STUDENTS

This trip was the chance for the club members who had just recently completed their driver training to enhance their skills with an Off Road drive in the Brindabella National Park. This drive covered different tracks and weather condition with the aim to have lunch at McIntyre's hut.

The group meet at the homestead at the corner of Uriarra and Brindabella road. Once everyone had arrived a quick driver brief was given. The group travel to down Gentle Annie to Flea Creek for a quick stop.

We then headed up Webbs Ridge Trail and encountered some holes on the track. Once we had overcome the water obstacles we headed down Waterfall Trail to McIntyres Hut for lunch.

The group had lunch and a chat before heading to Mt Coree. The group was able to experience how much a track can change within a short period of time as the track out of McIntyres up Waterfall became slippery as we exited with one member losing moment coming up the track. From Waterfall the group made it way to Mt Coree via Power Lines Trail.

At the base of Mt Coree we stopped for a break as the track to the summit was closed.

From Mount Coree carpark we head down Two Sticks and followed the trail down Blue Range. By the time we were travelling down Blue Range the weather had improved with the group able to see views of Canberra on the way down. The day overall was nice day for the drivers to confirm their training.

Shea Jost

A big thank you to Shea for organising and leading the follow up Brindabella day trip. I had the best day. I was a little nervous being by myself in the car but that soon vanished with all the fun I was having. Really enjoyed the lunch catching up. *Sarah Rogers*



The Sunday out to the Brindies was great fun! I definitely felt a difference and much more confident post training course in comparison to when I first started 4x4 driving. The trip definitely went a lot smoother once I realised that I wasn't actually in 4L... I wonder how the training course would have gone if I had realised at the course, I would guess somewhat smoother... Sorry Rod!! :). Overall the trip was definitely worth it and great fun! There was plenty of radio banter which always makes things a bit more interesting! It was great to see everyone out and I am very excited to get out on more trips with everyone!!

Ana Pender



The driver training follow-up day in the Brindabella's was a great way to solidify and reaffirm all that we learnt on the training course. The greasy wet conditions made it all the more enjoyable with the odd challenge of a water crossing with two large rocks, not sure if anyone got through that unscathed, and of course nobody died. Completing the day with no more dents than when I started was also a bonus, not that you would have notices on the golf balled BT50 which already had more hits than the Beatles, from hail. Although I had been up in the Brindabella's before, I had never taken any of the 4WD trails before, and have to say that the drive down to McClelland's hut was particularly picturesque. Even more of a surprise was how I found myself putting into practice all the training from the course on the steep wet descents, and ascents, with my vehicle confidence level continuing to increase, secretly hoping there would be more challenging obstacle to come. This would have to be the best follow-up course and want to extend my deepest thanks to Shea for leading it, I'm sure a great time was had by all.

Richard Pender



I enjoyed the day out. It was nice for most of the day and it really gave me a great opportunity to work on picking the best lines (which I MOSTLY did), keep up momentum to help me up hills and obstacles and stick to the right gears for going down hills. It was a great experience and I still have a smile on my face.

Erika Woltring

WAS ABERCROMBIE NOW YERRANDERIE

This trip started out as Abercrombie River National Park scheduled for 2020 but due to Fires, Covid, Rain and Flooding but no drought it was changed to Yerranderie Silver Mining Town. Did it rain? Yes it did but only on the way in and stopped thirty minutes before we got there and the sun came out.



Yerranderie Private Town is one of NSW's most authentic, unchanged silver mining ghost towns, having been carefully preserved to retain its historic past. Accessed via 4WD Oberon Colong historic stock route, the buildings, including the post office, tailor shop, general store, bank and residential cottages, have been restored to their original condition as accurately as possible, and the displays are all of genuine relics collected by miners over the decades.

Michael Patrick

The following are some comments from the Participants



Our group set out amid gloomy weather and a forecast of worse to come. Before very long and driving through steady rain along a very muddy track, any hope of half decent camping conditions was truly in the realm of the miraculous and Michael's forecast of better conditions ahead (based on the standing position of cows) did little to reassure. Nothing to do it seemed but push on and get it over with, but weather miracles do happen, and we experienced one, arriving to Yerranderie Government Town campsite in beautiful fine conditions which held up for the duration of our camp and the entire following day. Not one minute of precious fireside time was lost. Yerranderie is a long drive, maybe too long for overnight camp but it was a scenic drive and there a few things to see and do there: some old buildings, mines and walking tracks. Not much 4WDing but as a last-minute alternative, it served us well. *Bruce*



I am usually considered somewhat of a rain man. I am not referring to the 1988 comedy drama film starring Tom Cruise and Dustin Hoffman. I am referring to the fact that when I attend trips, it rains. Well not this time nature!



The group of 8 vehicles were blessed with almost perfect weather over the weekend. Just enough rain to make the tracks enjoyable and dust free but sunny and dry upon arriving in camp. The drive to Yerranderie town was enjoyable. Not only the scenery and the relaxing nature of the tracks but also the continuous friendly banter between Shea and Michael throughout the drive.

Yerranderie town was like stepping into history and it was delightful to see that NPWS were able to display old relics without the need to hide them behind locked glass cabinets.

My only regret was leaving the family at home which now that I think about it, was probably a blessing in disguise as it gives me a great excuse to return to this lovely spot in the future!

Big thanks to Michael for leading another enjoyable and well organised trip.

Peter

Yerranderie trip didn't disappoint, excellent track in and out, the best high range grade 3 trip I have ever been on (in fact the only). The destination was unbelievable, the clouds rolled back to a starry sky and stunning sunny Sunday, the birds at sunrise were amazing. The trip pace was perfect for me, the company was friendly and quiet and when I got home and washed my truck I got to keep 40 kilos of subsoil and clay. Thanks, Michael, for another outstanding memorable trip.

John Pearsall.

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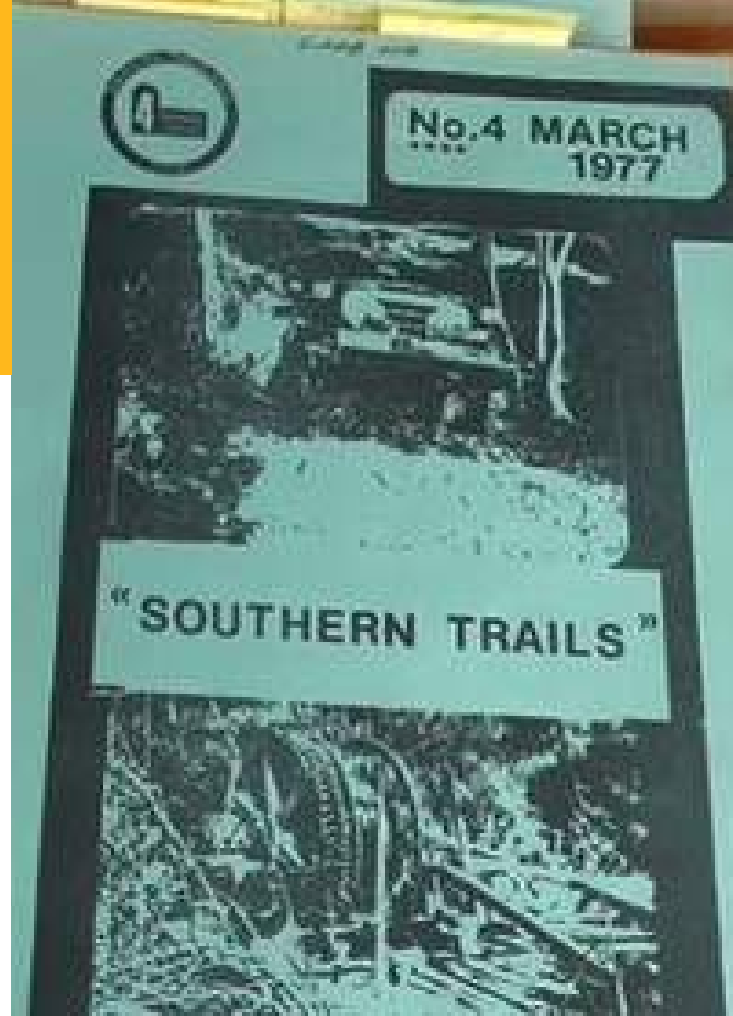
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HAVE YOU HEARD?

Southern Trails Goldmine

Thanks to the dedication of Graeme Booth, a former publications officer for the Club, ST4WDC has found some newsletter riches. Many of the early editions (1977-1990), have been beautifully catalogued and put in indexed folders.

Graeme is doing well and enjoying being retired. He still has a Jeep and also a dual-cab Navara, which he has done up well for touring. Has a hybrid camper on order which should be ready in Jan 2023, after which he and his wife intend to head off for a year or so following their whim.



Photos for Club House

Club sponsor ARB Fyshwick have generously offered to print some large photos for our club house at Talooge. If you have any photos from club trips, training or events that you'd be willing to have printed, you can upload them via the below link. The prints will be approximately 75cm x 75cm, so the photos will need to be of sufficient resolution for this size. Please include your name and a brief description of the shot in the title so we can credit the image to you. Upload your [photos here](#).



Member Information

Welcome

Here is all the information you can edit regarding your membership. Your membership is due to expire on the 08/03/23



Update Your Information



Renew your membership



Propose a Trip



View Trips



Member Forum

Don't get lost with Michael

Are you aware that ST4WDC runs OziExplorer Workshops and Hema 4x4 App Workshops? The workshops introduce members to using OziExplorer, Hema Navigator and Hema 4X4 Explorer mapping software. Participants learn how to plan and navigate routes, Off-Road and evaluate tracks already driven. Ask Michael about ST4WDC guides and your interest in attending a workshop.

Between workshops, we'll run tips from Michael to help keep you on track.



You cannot create a route on the Hema HX2 or a device running the Hema 4x4 App. All you can do is create the waypoints, but the devices will not link the waypoints to create a route. You can only create a Route/Trip in the Hema Cloud.

Member forum

Don't forget to check out the member forums. You will find it in your member information page. Swaps or ask about a new track to hit.

SHOREBIRDS AND FROG INFO FROM 4WD NSW & ACT



Watch Out – Shorebirds About!

Spring is here, and beach-nesting birds have started setting-up homes on sandy beaches along the NSW coastline, including areas popular with 4WDers, Worimi Conservation Lands (Stockton Beach), Hawks Nest, Old Bar & Harrington. Shorebirds such as endangered Pied Oystercatchers and Little Terns lay their eggs in shallow scraped-out nests in the sand. Their eggs and chicks camouflage so well against the sand they are almost invisible and easy to step on or crush.

Known nest sites may be indicated by fencing or signs. Keep a lookout for unmarked nests.



Little Tern Pair - NPWS



Camouflaged Pied Oyster Catcher Eggs - NPWS



Pied Oystercatchers & Chicks - NPWS



Little Tern Eggs beside Wheel Tracks - NPWS

Video - [How 4WD users can share the shore with shorebirds](#)

Website - [Beach-nesting birds: Share the shore](#)

[Shore Bird ID Booklet](#)

feathered facts

- Endangered Little Terns migrate thousands of kilometres from eastern Asia to lay their eggs on Australian beaches every summer, usually arriving on NSW beaches between September to November.
- At less than 25cm long, Little Terns are the smallest terns in NSW.
- They have 'black caps' over white feathers with pale-grey wings
- The breeding population of little terns in NSW has been declining by 2.6% per year from 2001 to 2020.
- Pied Oystercatchers are distinctive, black-and-white shorebirds with pink legs and red beaks. Almost always seen in pairs, they live in Australia year-round and usually start nesting in August or September.
- 'Oystercatcher' is a bit of a misnomer, as this species eats many other invertebrates, oysters, and other bivalve molluscs.
- Eggs of beach-nesting birds are speckled and blotched to provide camouflage but are still at risk of predators on the ground and from the air. Predators of shorebird eggs include foxes, dogs, dingoes, ravens, silver gulls, and goannas.
- Beach-nesting birds lay their eggs in shallow scrapes in the sand, often on estuary entrance bars up and down the coast.

Get involved with Frog monitoring in your local waterway!



The Department of Planning and Environment - Water is partnering with the Australian Museum to learn more about the health of our waterways by monitoring frog responses to river flows using the [FrogID](#) app.

Most frog species depend on water to complete their life cycle. This makes them significant indicators of ecosystem health. Monitoring frogs can help us assess the outcomes of water-sharing plans, the State Water Strategy and other water management activities.

A drop in frog populations can be an early warning sign of environmental stress, such as pollution, drought or habitat changes. We can use this essential data to inform how we manage water resources.

Frogs are experts at camouflage, so you often hear them before you see them. The FrogID app is a fun and easy way to learn more about the incredible frogs living on your property, from the Stony Creek Frog to the Giant Banjo Frog, and provide us valuable information.

To get involved, download the [FrogID App](#) and use it to record the frogs in your local area.

Every whistle, bleat, croak and bark can help us make informed decisions about conservation and water management, ensuring the waterways that frogs call home will be around for many generations.

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

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:

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

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.

Contact trips@st4wdc.com.au for more information.

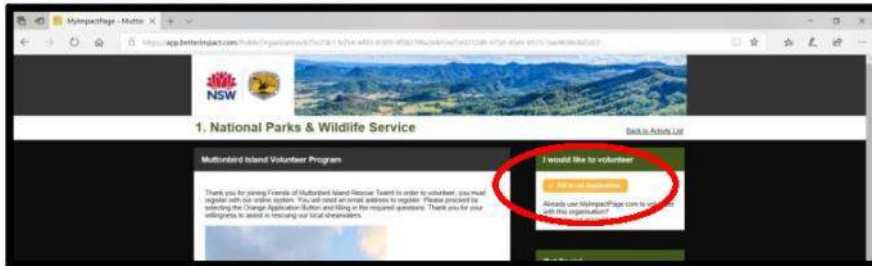
Start	End	Activity	Type	Grade	Leader
12-Nov-22	13-Nov-22	Yerranderie Silver Mining Town	Trip	Grade 2	Andy Wall
19-Nov-22	26-Nov-22	Vic High Country Ramble 2022	Trip	Grade 4	Michael Patrick
19-Nov-22	20-Nov-22	Off Road Camper Trailer Workshop	Training	Grade 3	Glen Watts
26-Nov-22	26-Nov-22	Brindabella's Day drive	Trip	Grade 3	Daniel Donaldson
4 Dec 22	4 Dec 22	Social Club Christmas at Honeysuckle	Event	NA	Ann Ronning
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	Not	Michael Kerr
15-Jul-23	16-Jul-23	Snow Camping 2023	Trip	Grade 4	Matthew Maddigan
23-Aug-23	28-Aug-23	Simpson Desert Crossing	Trip	Grade 4	Matthew Maddigan
10-Mar-24	23-Mar-24	Tasmania Touring & Camp; Tracks	Trip	Grade 3	Ethan Taylor



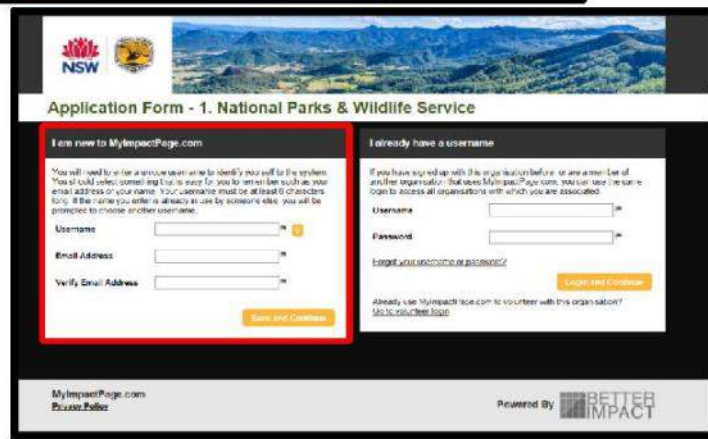
Volunteer Registration

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.

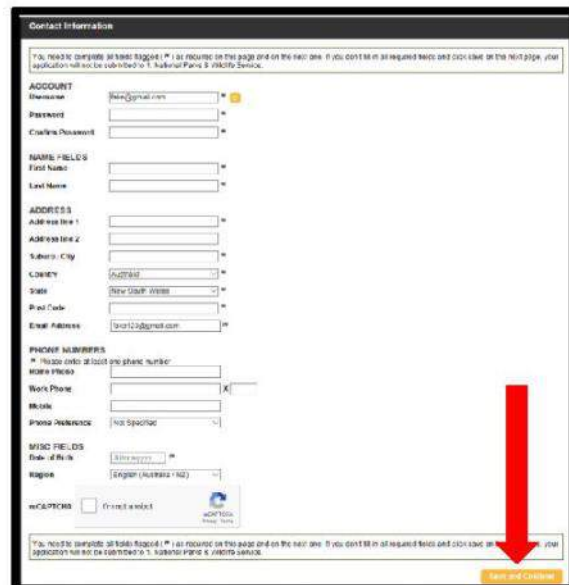
1. Go to this link: <https://4wdnow.com/pages/volunteer-sign-up-with-national-parks>
2. Hit the YELLOW “FILL IN APPLICATION” Button on the right of the screen. (red circle in screen shot below)



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

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

IPF extreme sport LED driving lights



RRP\$400ea

Selling for \$400 for the pair

Great lights but sold the Ute so no longer need these

Call 0420963804

Michael Loberger



SUMMER RAFFLE

starting at
\$5
per ticket

FIRST PRIZE - ARB ELEMENTS FRIDGE - FREEZER 12V & 240V 60LTR

The Southern Tablelands 4WD Club is running a summer raffle. Just \$5 per ticket, and you could win one of nine prizes with a total prize pool value of \$3,933. A sack load of great prizes and just in time for Christmas giving. A couple of raffle entries make a perfect stocking stuffer. First prize is a ARB Elements Elements Fridge - Freezer 12v & 240v 60ltr with a RRP: of \$1,399.00.

The raffle closes at 7:00pm on the 14 February 2023 with the draw taking place at the ST4WD members meeting the same night at 8.30 pm. Full terms and conditions available online at <https://www.raffletix.com.au/?ref=4p77v>



Permit R 22/00194xt

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 large sizes	\$40	\$20.00
Polo Cotton Navy and Gold Ash trim Ladies	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