



DECEMBER 2022

SOUTHERN TRAILS



ALL WRAPPED UP

Sleigh-ing trails in the VHC

AT THE TOP END

Part III: Our Two and Half Men reach the top of Cape York

FREE CALENDAR!

Download your free 2023 ST4WDC Calendar. See the winning photos.



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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 2023", 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](#)

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2022 Victorian High Country Ramble
Dargo River Inn


PRESIDENT'S REPORT

BEFORE I GET INTO MY USUAL WAFFLE, LET ME WISH YOU ALL A SAFE AND WONDERFUL CHRISTMAS (SINCE THIS IS THE LAST NEWSLETTER FOR THE YEAR.

BY ANDY SQUIRE

And now the waffle. Reflecting on 2022 I think that the club should be proud of its achievements, despite everything that nature has thrown at us; COVID-19, floods, endless rain (locusts next?). We did have to cancel a number of trips and events, but we still managed to run over 40 trips and events (ok, so I just plucked that number, but there were still a lot), and MP even managed to return from the recent Vic High Country trip with most of the participants in tow. And it looks like the weather might be on the improve just in time for summer. Hopefully it holds and we all get the chance to go camping and 4 Wheel Driving, since that is what we're all about.

With any luck the next 12 months will be an improvement. But we need fuel costs to come back down. I don't have enough kidneys to keep travelling at this rate. I will just have to park-up under a tree by a river and turn into a hermit. As long as Bundy prices don't increase I might be OK. I would hate to have to go back to work full-time. Being part-time self-unemployed is bad enough. I want to be full-time self-unemployed. Oh well.



Need a stocking stuffer? Check out our merch on page 35

I was listening to some Talking Heads the other day (the musical group, not that bunch on tv) and I picked up on some lyrics (that I had heard and sung along to really badly before): "I'm not lost, but I don't know where I am". They're from the song 'Road to Nowhere'. And my immediate thoughts were that these were an apt saying for one fearless Trip Leader. But after a bit more thought, I realised that they really summed up this year, and more particularly the last month. That sense of thinking you are going OK, but then realising that things aren't quite where they should be.



He had a wicked sense of humour and a way of looking at life that brought a smile to all those around him.

Photo from the 2022 Birdsville to Dalhousie trip

And back to being serious, that leads me to this; it is with great sadness for me to let the membership and friends of the club know that Darren 'Shakey' Miller passed away last Sunday 27 November. Shakey was a true stalwart of the club, and despite having Parkinsons he was an active Trip Leader and Social Event organiser, a regular attendee at club meetings and events, and the hilarious editor and producer of Trip Reports.

Despite his illness he was always cheerful and willing to offer his help in whatever way he could, and I never saw him with a frown. He had a wicked sense of humour and a way of looking at life that brought a smile to all those around him. He was an inspiration and will be sorely missed. On behalf of the club, and personally, I offer Trish and the family our deepest condolences.



Keep on travelling Daz.

Andy



ST4WDC TRIBUTE

Darren "Skakey Daz" Miller

Passed away suddenly on
Sunday, 27 November 2022.

Shakey and his wife Trish joined the Club in 2017. Although Shakey had Parkinson's disease, it did not stop him from becoming a very active member of the Club. Shakey mentored new members as trip leaders, presented excellent trip reports, helped at the Spectaculars and gave a hand to whoever needed it. Daz contributed to all parts of the Club as a trip leader, talented photographer and video editor and was at the heart of social events.

He had a wicked sense of humour, with many laughs shared at the Club meetings and on trips. He may say that he was thankful to the Club for the support he received, but we as a Club are grateful for the time we had with him and the friendship he gave to many Club members over the last five years. Recently recognised for his commitment and support with the President's Award, Daz inspired us all.

The Club has lost a dedicated member and a true friend.



Free CALENDAR

2023



TRIPS AND ADVENTURES

JAN



TRIPS AND ADVENTURES

MAR



Click the download button or visit shorturl.at/awyOT to access printable PDF files and images to print at home or your favourite printing place.

Printing a wire bound full-colour A4 calendar on silk paper at Officeworks is roughly \$25 to \$30 per calendar. Use a PDF file, either A4 or A3.

The Officeworks [Calendars](#) use the image files.

DOWNLOAD ↓

SOCIAL CLUB UPDATE

Photo competition winners,
Christmas party and download a
free 2023 ST4WDC calendar

Thanks to all the members who made the
Christmas Picnic at Honeysuckle Creek a fantastic
time. We had gum leaf lucky draw, hula hooping,
Jenga and a few impromptu carols were sung.



Champion hula
hoopers

**MERRY CHRISTMAS
AND HAPPY HOLIDAYS
FROM THE ST4WDC SOCIAL CLUB**

Next year will have monthly social events
alternating between TGIF pub dinners and
a scenic drive picnics. Send a message to
social@st4wdc.com.au with your venue
and destination suggestions.



WINNING PHOTOS

The competition drew in an amazing 38 entries and more than 300 votes to pick the winning entries for the 2023 ST4WDC calendar.

Congratulations to the winners and thank you to our entrants and voters. We will host the competition again next year, bigger and better. So get snapping!

CONGRATULATIONS

Steve and Kerrin Pullen
Lynne Donaldson
Ian Kelly
Andy Squire
Rob Calvert
Matthew Warmington
Cynthia Coleman
Richard Celiz
Bruce Ronning
Michael Loberger
Matthew Robinson
Rob Donaldson



OTT ADVENTURES IN CAPE YORK: NOLAN'S BROOK TO TOWNSVILLE

Part 3 the adventure continues.....

The Old Telegraph Track continues north to the now closed Jardine River ford so at this point we took the exit toward the Jardine River ferry via the Bamaga Road bypass. North of the Jardine is officially NPA “Northern Peninsula Area” and although not the challenge it once was, reaching it is still a significant milestone. Since it was only mid-morning, Dan and I decided to make a beeline directly to the Tip, no detours and no distractions other than a quick refuelling stop at Bamaga.

The road from Bamaga to the Tip “Pajinka” changes to a tropical, almost jungle-like scene at times carving a tunnel through the wilderness, and suddenly the road ends and you are there. Not that there’s much to it, just a crude carpark, toilets and some signage. There was a tour bus reloading its cargo of seniors and a helicopter offering joy flights

There is no constructed pathway or steps and no handrails, just the well-worn trail of many thousands of feet on the rocks.

over the Tip coastline. The carpark fronts a beach which at low tide offers an easier route to the Tip, or you can clamber overland up the rocky promontory. There is no constructed pathway or steps and no handrails, just the well-worn trail of many thousands of feet on the rocks.

Being low tide and rather easier, Dan, James and I chose the beach route but even this reaches a point where you have climb up over

the rocks and then some 10 minutes later you round a bend and there it is, the famous sign. We’d arrived about lunchtime which apparently is the peak, so there were lots of people all waiting their turn to get their photo by the sign. In hindsight I would choose another time of day, either early morning or late afternoon. Plenty of fellow travellers during our stay did exactly that and told us they were the only ones there, which would have been nice.



It's really quite a thrill finally putting your hands on that sign and a massive part of the attraction of Cape York. Most trips are all about the journey, and whilst 100% an epic journey, Cape York is really all about the destination, travelling north until there's no more north and reaching the tip of the Australian continent, a place still so remote that it's unreachable by road for half of the year.



A short walk from the Tip carpark are the ruined and rotting remains of the once luxurious Pajinka Wilderness Lodge. The story goes that after being operated by Ansett and then Qantas during the 80's it was acquired by the Injinoo Aboriginal Corporation in 1992 as a community venture, but after a

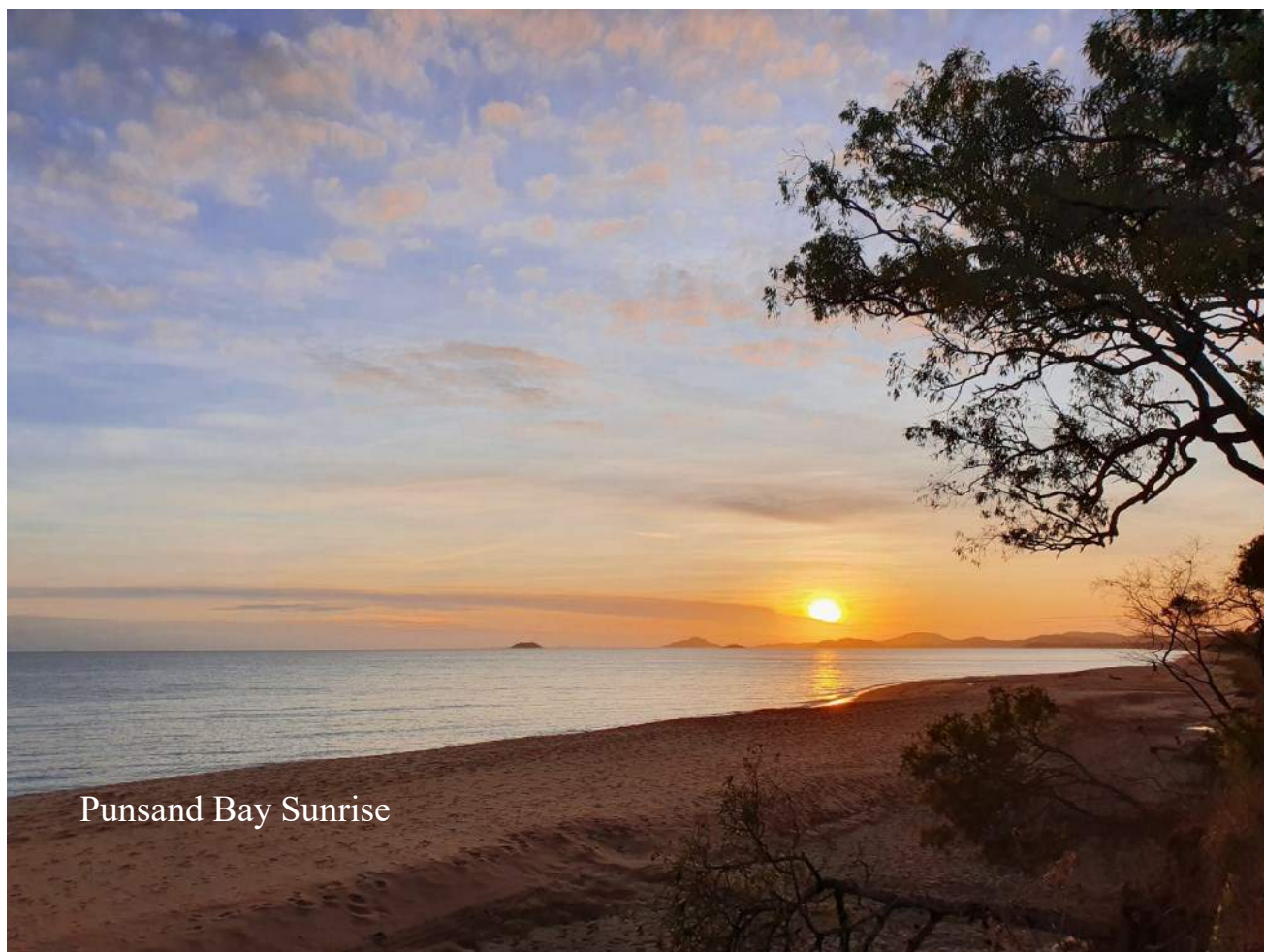
generator fire left the site without power or water, disputes over the cost of repairs could not be resolved and Pajinka was abandoned. It's all still there; cabanas falling apart, reception and bar covered with graffiti, even the pool now filled with filthy sludge. There's been talk recently of resurrecting it but looking around it's obvious any resurrection would require nothing short of a full demolition and rebuild.



With our journey north completed and our bucket-lists reduced by one it was time to relax, but rather than take the main road back to Punsand, we decided to take a short cut. Roma Flats Track is the northern-most 4WD track in Australia and runs directly from Pajinka to Punsand Bay. Almost everyone I'd spoken to about this track had gotten stuck on it, but hell; after what we'd come through, how bad could it be? Indeed, there were a few large bog holes and quite a bit of soft sand, all with cars in various stages of being recovered, but they had it under control, waved us around and Dan and I got through without any problems.

The NPA has several camping options; Seisia Holiday Park and Loyalty Beach both in Seisia, Alau Beach further south near Umagico and Punsand Bay closer to the Tip. All of these are highly rated with Punsand generally considered the best (but most expensive). We'd originally booked for one night at Punsand and the next two nights at Seisia, but availability changes frequently and we were able to secure all three nights at Punsand, albeit with two campsite relocations. The campsites are quite nice especially if you can get a beach front one, which we did on the third night. The "Corrugation Bar" gave us a break from camp cooking, serving breakfast, lunch, dinner and more than a few overpriced beers.

The Y62 crew we'd met way back at Coen and crossed paths with several times on the OTT arrived (I heard the V8's 5 minutes before they rolled up) and we joined them for a few meals and a campfire. They were one of many familiar groups we caught up with and exchanged track stories with during our stay.



Punsand Bay Sunrise

We spent the next few days checking off some of the standard tourist items;

- The five beaches run is a 10km 4WD track from Somerset near Albany Island making its way south along five beaches before heading back inland to rejoin Pajinka Road. Highly recommended, despite all the flotsam and rubbish at the high-water line. Do what we did and fill a bag.



- Scenic helicopter flight. I missed out on this one because it was James' birthday gift from his Mum and Dad, but apparently it was really good. They made the only crocodile sighting of our trip!

- Thursday Island. The boat trip was nice but Thursday Island itself is not terribly interesting. It was still worth doing simply because we were there. We saw an old fort, some government buildings, the cemetery and the cultural centre mainly celebrating Mabo and the designer of the Torres Strait Islands flag. We bought some souvenirs, had a burger and a beer at Australia's northernmost pub then waited two hours for the boat to take us back.

- There are a few WW2 plane wrecks about, worth looking at if you like that sort of thing.



Our original plan for the return journey was to visit Chilli Beach via the Frenchman’s Track, but we’d been monitoring updates as to river levels. The Pascoe River in particular was running very high and had not been successfully crossed this season. With the only other access to Chilli Beach coming up from the south it would mean a very long detour so reluctantly we decided to give that a miss. This left us with some spare time. Since we’d already missed out on Creb due to it being closed, and now Frenchman’s was a no go as well we decided to take on “the hardest track in Cape York”; the famous Old Coach Road from Laura to Maytown.

So, we checked out of Punsand Bay, stocked up and refueled at Bamaga and headed south, this time via the bypass road. We’d always planned to visit to Elliot Falls on our return trip and within a few hours made the turn north onto the short stretch of OTT and road to the Falls. We were well used to corrugations by now, but this particular stretch of road was the worst of all and in my desire

<https://www.capeyorkaustralia.com/old-coach-road.html>



Old Coach Road

The Old Coach Road is the hardest track in Cape York.

On some maps it looks like any gravel road,
... and **many people do get caught** thinking ...
... that this is like any Sunday drive between Maytown and Laura.

hanger busted off leaving a sizeable hole. That explains the sound, as if the V8 wasn't loud enough already! I revved it up to the delight and cheers of a few bogans parked up nearby.. the same ones that charged past us at Cannibal Creek. The very same ones that tried to bum steer us into taking the worst line at Nolan's Brook!



After a refreshing swim I thought about what I could do. The car would run fine but I was concerned that with so many more corrugations ahead, the increased stress on the remaining hangers would end up breaking them all. A bush fix was needed, so I kept my eyes peeled and soon found what I was looking for; a fence and a borrowed length of wire to keep things in place, at least until I could figure out something better. It was still obnoxiously loud but at least it shouldn't fall off.

Next stop was our camp for the night, Moreton Telegraph Station. This is a pleasant grassy campground beside the Wenlock River with hot showers and plenty of shade only 40km south of Bramwell, making it a good alternative to Bramwell Station or the Roadhouse. By early afternoon the following day we had reached Coen and decided to camp at The Bend again, since we'd liked it so much on the way up, and the opportunity of a cool swim was always welcome.

Our target for the next day was Laura, where we were to meet my friends Shayne and Tania coming up from Townsville to join us doing the Old Coach Road. This was quite a commitment on their part since Townsville to Laura at about 7 hours is a long drive to take on after work on a Friday arvo. On Shayne's advice we camped in the mostly dry Laura River bed a few hundred metres off the road and I took the opportunity of a few quiet hours to see if I could improve my exhaust repair any better than it was. I got the idea of using a cut and folded bit of beer can to make a patch for the hole, which worked a treat! The exhaust now sounded completely normal. This lasted all the way home until I got it properly fixed in Canberra.



We woke in the morning to find Shayne and Tania had snuck in unnoticed during the night, then after a quick stop for fuel and supplies in Laura, drove the short distance to pick up the northern end of the Old Coach Road.

The track starts out very tame, just a dirt track through mostly flat terrain with a few easy water crossings. It goes on like this for

about a third of its entire length, then abruptly changes as you start ascending the range. The old Coach Road was originally built to access the Palmer Goldfields and village of Maytown. Parts of it were cut through solid rock and dry stone walling can still be seen along some sections forming part of the track. Many of the tougher sections involving rock steps, deep ruts and cross axling offsets were bypassable, so you had the choice to attempt them or not. In one well known section both Dan and I had taken the easy line around a serious of steep rock steps, but Shayne was a bit more hardcore than us and decided he wanted to give it a go. It took a few attempts and an impressive wheel lift on his Triton but he made it up without any damage and got some great footage to prove it.



One section we'd been anticipating was instantly recognisable. There is a short but very steep climb (in our case a descent, since we were travelling south) where the track splits into four lines of varying difficulty. The one we were interested in had been featured on 4WD24x7 the previous week where Rueben from DMW driving a blown Y62 Patrol attempted the most extreme line and basically destroyed his drive train in the process. Looking at the hill we could not believe anyone would even attempt it. Going "full noise" in a supercharged V8 with 37" tyres could only end one of two ways; success or utter destruction. We could still see the stains where he dropped all his steering fluids when the steering rack exploded.

The track makes its way along the range providing some stunning views before coming down into the Palmer goldfields area. Here we got a bit lost as the correct route was not clearly identifiable on any of the maps we had between us, and we disagreed as to which one to take. Naturally we chose the wrong one resulting in us missing the southern end of The Old Coach Road and found ourselves constantly exiting areas signposted "restricted



area”, “private mining lease, no trespassing” that we’d entered somehow without realising.



Eventually we reached the historic Maytown ruins. None of the original buildings are there, just the remains of the paved main street and guttering with signs indicating the businesses that had once stood there. After a quick walk around we continued across the nearby Palmer River and attempt to locate a camp for the night. The maps indicated one nearby with a note explaining that bookings were required. With no cellular signal we had no means of doing this but decided to check it out and maybe take our chances. The “North Palmer River Campground” turned out to be a barren bit off wilderness beside a stagnant pond which none of us were the slightest bit interested in staying at, so we decided to head east toward the main road and unless we came across anything better, spend the night at the Palmer River Roadhouse.

Earlier from up on the range we’d noticed bushfire smoke in this area and wondered if it would affect us. Now we were driving through actual fires with flames on either side of the road in some places. It appeared to be some sort of managed burn although we saw no evidence of anyone managing it, nor any signage warning of it. It was a very warm day but not very windy so the fires were all creeping along slowly and did not appear to pose any threat. Still it was unnerving.



The Palmer River Roadhouse was a welcome sight after a long day on the track. The Roadhouse's of the Cape; Palmer, Hahn, Musgrave, Archer and Bramwell are the only outposts for hundreds of kilometres where you can get fuel and a drink or snack, and the food can be surprisingly good. At Bramwell it's their signature Fried Chicken Burger. At Palmer it's their steaks. The menu has a mini steak option but that sounded too small for a man so I confidently ordered full size. What came out took up the whole plate and was delicious and tender, but it got the better of me about halfway through and I passed the rest over to Shayne to finish off. I'll know better next time. The bacon and egg full breakfast went the same way and Shayne once again was the beneficiary.

Dan and James headed out early for Cairns to put James on a plane to Canberra. Shayne, Tania and I travelled in convoy back to their home in Townsville, re-joined by Dan later in the evening to share some laughs and memories over dinner and a few beers. When we awoke to a glorious far north Queensland morning it was Monday 25th July 2022 and it was time to go home. Time to head back to the bleak Canberra winter, back to our daily lives and routine. Back to our families and loved ones.

They say there's two types of 4WD'ers; those who have been to Cape York, and those who are planning to go. If you have Cape York on your bucket list, plan it, do it and don't let anything stand in your way. There will always, always be reasons you can't do it *this* year. Sweep them aside or it will never happen. I hope you've enjoyed this series. If you are planning your own Cape adventure and have questions or need help planning it, please don't hesitate to get in touch.

Before I sign off I'd like to give special thanks to Daniel Jackson and son James for making this trip possible and for making it so much fun.

Happy camping! *Bruce Ronning.*

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E: sales@tracksadventuregear.com.au

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Gold Sponsor



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OH WHAT A FEELING



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This year was about getting back on the road after the bushfires and COVID-19 lockdowns of 2020 and 2021. The Club held some epic trips, trained more 100 members in driving, winching and first aid despite the ever constant rain and flooding. Many of these trips will be on again in 2023. Here are some snippets of member experiences to help you plan what trips to add to your bucket list.

HUTS OF THE VICTORIAN HIGH COUNTRY

The high country is nothing short of beautiful. Fantastic campsites, crystal clear streams and never-ending views. I can see why it is on everyone's bucket list, or at least it should be. The promise of challenging drives also adds to the pleasure. Beers around the campfire and good company always make these trips worthwhile. Thanks, Michael, for another great trip.
Mark



STOCKTON BEACH

The adventures started as soon as we aired down and headed onto the dunes looking for our campsites with a number of members getting stuck in the dunes. Saturday morning we all met up at the Lavis Lane entrance and headed back onto the dunes and back down towards the beach where we managed to find the Sigma shipwreck. We spent the rest of the day looking for some adventurous dunes and soft sand to try out our sand driving and recovery skills. We managed to find both with one challenging hill climb and recovering one vehicle out of our convoy.
Rob Stevenson



AUSTRALIA DAY AT LOWELL'S FLAT

The tracks are in great condition, and it was an easy drive down to Lowell's Flat. Lowell's Flat is a great spot to visit for the day or stay a night or two. The river was flowing well, and a few members decided to jump in and enjoy the afternoon relaxing in the water.
Lynne



BEST OF 2022

MADIGAN LINE

Crossing The Simpson is a memorable trip. The driving is not hard, nor is the navigating. I'd recommend it to anyone who enjoys the desert. A well set up and maintained 4WD will do it easily. Fuel range is about the only concern. The Madigan was once a barely discernible couple of wheel tracks but has grown in popularity in recent years. The scenery is incredible, there might be 1,100 dunes but they are all different. The wildflowers were amazing and the vistas down the lines of dunes awesome. Highlights for me, apart from getting to complete the final run into Birdsville via Allandale Ruins, were reaching Camps 1 and 2 and finding the "Football Field" a unique round claypan surrounded by its equally round sand dune.

Rob C



COTTER CHALLENGE

Only a fairly small area where we drove, but a good mix of easy and hard. One part of the track was obviously too hard (canyon type rut) and we took a detour around. An interesting bunch of vehicles, IFS and solid axle, but all quite capable. Fun driving and also good practise on recoveries teamwork. Look forward to more days like this.

Andy



CANBERRA BALLOON SPECTACULAR

Over the 9 day event 36 volunteers plus ringins helped 9 pilots launch and retrieve their hot air balloons during the ACT's Enlighten festival, of which the Canberra Balloon Spectacular is a major event.

The volunteers are made up of members from our club, friends, family and enthusiastic bystanders who can't wait to put their name down for the next year's event.

Everyone is welcome and lasting friendships are made.

Catherine Panich



BEST OF 2022

MONKEY GUM

Whilst Monkey Gum is not to be tackled lightly, you don't need an extreme 4WD to enjoy the challenges it has to offer. With both the Gladiator and Hilux running modest 2" lifts and 32" tyres. Rock sliders and a reliable winch are a must and twin lockers definitely help. The trip was a heap of fun and will definitely be on the cards to do again, perhaps not in the middle of winter after record setting rain though.

Matt M



COTTER NIGHT DRIVING

The Cotter is a great proving ground for different levels of driving. Some decent rutted runs to flex the springs, followed by a few bog holes to test some fortitude, a long climb up the ridgeline before a couple of solid-based river crossings to rinse of the dust. Would strongly encourage all members to get out and explore our backyard on these and other similar trips.

Brett



OLD ANDADO

What a fabulous opportunity Dave and Helen Sutton gave us when they were camp hosts at Old Andado for June and July. We love Old Andado, and, in addition to the prospect of returning to help maintain this fabulous 'museum' and spend some time on the edge of the Simpson Desert, with the beautiful red sand dunes, we also had the potential to leave caravans and camper trailers in the 'care' of Dave and Helen and lead club trips across the Simpson. At Old Andado at the start and end of these trips, we enjoyed the company of Dave, Helen and Peter Butterfield, and saw beautiful sunsets (no sunrises for me!).

Bron and Andy.



BIRDSVILLE TO DALHOUSIE SPRINGS

We saw dingoes lounging on the track, a camel trotting in front of us, a bustard sauntering disdainfully away, emu running frantically from the noisy humans, budgie flocks swirling across deep blue skies, and endless glistening salt lakes and fields of wild flowers. We visited the Knolls, the Lone Gum, slept in gidgee groves and interdunals, watching the sun set spectacularly every evening. Purni Bore was unexpected in its beauty and masses of birdlife.

Bron and Andy



QUICK TRIPS

Yerranderie

The 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.

Andy Wall

So my 1st trip with the club saw 3 vehicles and 4 people airing down in the sunshine for the long drive into Yerranderie along the Colong Stock Route. On the first intersection the grade 2 newbie (me) offered directions remembered from a quick look at Google maps the night before. Wrong decision aka wrong direction. After two failed attempts to link back to the stock route via some steep and narrow fire trails (glad I had decided not to take the camper trailer) those with the authority that comes from holding a GPS had us back tracking and finally back to where we were supposed to be. The drive in was mainly comprised of dodging pot holes with a few mud wallows to navigate. That meant 3rd gear was a risky luxury. The rain soon came down in earnest and persisted as drizzle as we approached the old town. After checking in with the caretaker who was quite a character it was a welcomed lunch under cover, then we explored around town followed by a hike out to the old silver mine in between showers. We did intrepidly try to hike down to the river but turned back to town after a while. Back in town it was noted that it was a noisy and crowded full house at the private campground. So after a full day we left Bart and Kath to settle into their accommodation at the old NSW Bank building while Andy and I headed

out to the Government Campground to set up camp for the night. Turned out we had picked a good spot away from the crowds that rolled in after dark and although it wasn't apparent at the start, I could now see why the Government Campground with so much space may be the best camping option. The new awning on the ute became a welcomed refuge as the drizzle settled in again.



This saw Andy eventually give up on starting a fire after a valiant attempt. This saw us hitting the hay early and after a good night's sleep we started packing up camp for the trip out. Bart and Kath came out to say goodbye as they would be hanging around a bit more. The drive out was in the rain, and coupled with the weekend traffic it had created pot hole and mud wallow heaven, but all good fun. Of course the sun came out as soon as we pulled over to air up. Overall, great company on a well lead trip (thanks Andy). There was enough challenging driving to test skills and vehicle capabilities with awesome countryside and mountain vistas and an interesting destination thrown into the mix. Looking forward to the next trip and gaining my grade 3. *Trevor Costa*

Brindabellas Day Drive

The sun was shining and not a cloud in the sky, what a great day to be out on the tracks in the Brindies.

It was a pleasant day driving, due to previous rain a lot of the tracks were closed.

Morning tea up Mt Coree, no wind at all. Usually 9 times out of 10 there is a strong wind. Could of easily spent a couple of hours up there just enjoying the time.

Headed down the Brindabella road looking to explore some tracks off the side.

Headed down one of the tracks and it deteriorated quite quickly and a recovery was needed.

Good team work and the vehicle was recovered and we were on our way.

Decided to head down Gentle Annie and had lunch at Flea Creek.

Thank you to Dan for running a great trip and the company of the other trip participants.

It was great spending the day in the bush and having some time out.- *Lynne and Rob Donaldson*

The day started out pretty well, blue skies, no wind and not too busy. We all cruised along for a few hours and got up to Mt. Coree. Then, a light-bulb moment that took us into Bondo Forrest and that's when we shall all not speak about that happened.

Like the phrase in the movie "Fight Club"; "What happened in Bondo, Stays in Bondo..."- *Siva Poobalasingam*



HAVE YOU HEARD?



Tag along with Where's Matt!

Matthew Warmington is heading out on a year-long adventure after enjoying his travels out west.

Matt will share reviews, tips, photos and other travel experiences.



Hidden gems



Iconic places

Take Notice

With the very wet weather many of Canberra's favourite river recreational areas and crossings are closed. Check the [Parks ACT alerts page](#) when planning a trip. We can't wait for Charlies Recreational Area at Casuarina Sands to reopen.



Must visits

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.



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.

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



When running the Hema App and you have no internet connection, and the map is not displaying correctly or none at all and you have paid your map subscription. The reason for this that you must download the maps to your device.

Got something to share? We love to hear from members. Email publications@st4wdc.com.au

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

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

Start	End	Activity	Type	Grade	Leader
14-Jan-23	14-Jan-23	Lunch at Lowells Flat.	Trip	Grade 3	Shea Jost
21-Jan-23	21-Jan-23	Welcome to the Cotter.	Trip	Grade 3	Shea Jost
22-Jan-23	22-Jan-23	Graduates day out in the Brindies	Trip	Grade 3	Shea Jost
28-Jan-23	29-Jan-23	A Weekend in Victoria.	Trip	Grade 4	Shea Jost
11-Feb-23	12-Feb-23	Yerranderie Silver Mining Town	Trip	Grade 2	Michael Patrick
11-Feb-23	12-Feb-23	A Weekend in Victoria.	Trip	Grade 4	Shea Jost
17-Feb-23	19-Feb-23	Safe One Basic Driver Training Course	Training	Not Required	Bronwyn Squire
18-Feb-23	18-Feb-23	Welcome to the Cotter.	Trip	Grade 3	Shea Jost
19-Feb-23	19-Feb-23	Lunch at Lowells Flat.	Trip	Grade 3	Shea Jost
26-Feb-23	26-Feb-23	Graduates' day out in the Brindies	Trip	Grade 3	Michael Patrick
18-Mar-23	19-Mar-23	Micalong Creek Reserve Wee Jasper	Trip	Grade 2	Michael Patrick
18-Mar-23	19-Mar-23	Perkins Flat	Trip	Grade 3	Bruce Ronning
31-Mar-23	01-Apr-23	Exploring Bondo State Forest and surrounding areas	Trip	Grade 4	Daniel Donaldson
01-Apr-23	02-Apr-23	Mystery Bay	Trip	Grade 2	Michael Patrick
15-Apr-23	16-Apr-23	Expression of Interest Chainsaw Awareness Workshop	Trip	Not Required	Michael Kerr
28-Apr-23	30-Apr-23	Basic Winching and Recovery Course	Training	Grade 3	Bronwyn Squire
29-Apr-23	30-Apr-23	Abercrombie River National Park	Trip	Grade 3	Michael Patrick
03-May-23	05-May-23	Safe One Basic Driver Training Course	Training	Not Required	Bronwyn Squire
05-May-23	07-May-23	Safe One Basic Driver Training Course	Training	Not Required	Bronwyn Squire
14-May-23	14-May-23	Graduates' day out in the Brindies	Trip	Grade 3	Michael Patrick
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
26-Aug-23	27-Aug-23	Abercrombie River National Park	Trip	Grade 3	Michael Patrick
08-Sep-23	10-Sep-23	Intermediate Driving Course (Difficult Terrain)	Training	Grade 4	Bronwyn Squire

TRIPS AND EVENTS

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

Start	End	Activity	Type	Grade	Leader
22-Sep-23	24-Sep-23	Safe One Basic Driver Training Course	Training	Not Required	Bronwyn Squire
01-Oct-23	01-Oct-23	Graduates' day out in the Brindies	Trip	Grade 3	Michael Patrick
20-Oct-23	22-Oct-23	Intermediate Winching and Recovery Course	Training	Grade 3	Bronwyn Squire
25-Oct-23	27-Oct-23	Safe One Basic Driver Training Course	Training	Not Required	Bronwyn Squire
27-Oct-23	29-Oct-23	Safe One Basic Driver Training Course	Training	Not Required	Bronwyn Squire
05-Nov-23	05-Nov-23	Graduates' day out in the Brindies	Trip	Grade 3	Michael Patrick
18-Nov-23	25-Nov-23	Vic High Country Ramble 2023	Trip	Grade 4	Michael Patrick
10-Mar-24	23-Mar-24	Tasmania Touring & Camp; Tracks	Trip	Grade 3	Ethan Taylor



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



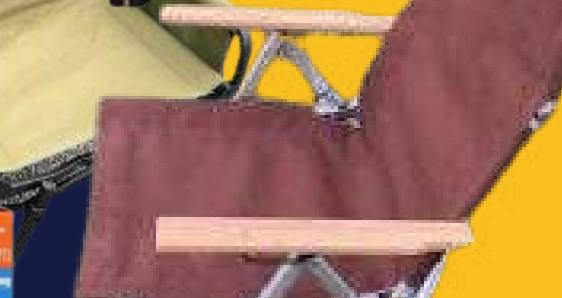
SUMMER RAFFLE

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