



JULY 2023

SOUTHERN TRAILS



MEMORY LANE

REVISITING THE 2009 LAKE EYRE TRIP

CHARGING UP

**MEET OUR SPONSOR MARK FROM
BATTERY WORLD AND ANDREW FROM
ENERDRIVE AT THE MEMBER MEETING**

TRAINING TIPS

**DO YOU KNOW THE HEIRARCHY OF
RECOVERY**

.....AWESOME PRIZE IN THE JULY MEETING RAFFLE !!



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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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PRESIDENT'S REPORT

BY ANDY SQUIRE

Hello, and welcome to the middle of winter. How did it get so cold and miserable? (I guess I just answered my own question... bit stupid really... but I feel like I need to fill at least one page).

This is the first winter in a few years that we haven't headed north before the cold really set in. But there are plans afoot.... We will be heading off later this month all being well; travelling north where it's warmer; going to have a look at Cape York. But at the moment that's even wetter than here. The amount of rain about in central Australia and the north is ridiculous! Not even the wet season. Deserts closed due to rain, Big Red Bash needs to be renamed Big Red Bath, and the dry season is just a memory. What's causing all this? I blame the weatherman on the ABC (someone's always got to be to blame don't they? Can't be that something just happened.)

So what can I tell you about this month? Engage brain and think of something... nope... only hitting neutral. I know! Maybe something positive about the club....

A while ago I got an email from a member who had just been on a trip out to Bendethera. In their email, they said

"We just spent two nights camping in Bendethera, including two days driving scenic low-range tracks and with the support of other members in case things went wrong." They encountered a commercial trip going the other way and said about that trip "It's very similar to our trip except they only did one loop run vs our two. Look at the price.... \$825 per vehicle! No food, no fuel or equipment, just the right to drive in the convoy. The same amount that they are charging for a single weekend drive will buy you 6 YEARS of ST4WD Club membership, for which you get instructor-led basic driver training, unlimited trips and access to the club's own property, not to mention social events, supplemental training and sundry other benefits."

Yeah, so, ok, access to the property is a known issue at the moment, but still... I didn't check the price of the commercial trip, but it sounds about right. So club membership is a bargain!

Maybe I should become a commercial tour operator.....



Since I won't be here to nag you in August, I better start now..... The AGM is in October. Time to do a Committee Reset. If you think we're doing OK, let us know and ask if you can nominate someone to stay. If you think you can do better then get nominated. If you just want to help out, then get nominated. Remember; ALL positions are declared vacant, there's no rule that says anyone on the Committee gets first dibs (if you can call it that....), and there is always turn-over; not all existing members will re-join, in fact there are at least 3 known who will not be renominating, and we have had one vacant position all year.

And.....nope... that's it. July is always a quiet month (for everyone except the treasurer who has to do the end of year accounts.... Sorry Jim!). And someone in the room just said to me "you don't have to fill a page if it is just dribble to fill a page". Harsh but fair.

Time to go.... And remember; There's no such thing as bad weather, only the wrong clothes. (Did I use this one before? Hmmmm)

See you on the tracks.

Andy





MEMBERSHIP MATTERS

BY LYNNE DONALDSON
MEMBERSHIP SECRETARY

Another month has flown by far too quickly! We are into the 2nd half of the year and looking at the calendar and booking in dates for Christmas get-togethers. How did this happen so quick.....

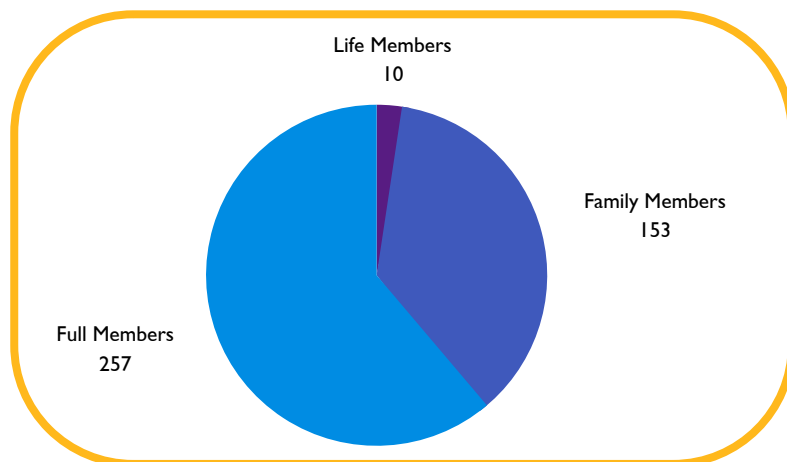
I have always been told that the older you get more the time flies and enjoy each day as it comes. Do I achieve this ??? probably not but it's always in the back of my mind to try and not stress on the little stuff.

Speaking of Christmas earlier, we have our Christmas Party booked for Burrinjuck Dam, it's always a fun event. Now's the time to get on the website and put your name down and lock it in your calendar. It will be a relaxed fun weekend!

It's been a quiet month for Membership. During the colder months, people generally hibernate and or head for warmer sun-filled days.

We have had no new members join the Club in the Month of June.

When your membership renewal is due, please hop onto the website and renew through the renewal form. You can also update your profile this way too. Also, if you need a new club sticker, come and see me at a meeting. Trips, events and the social committee have been busy organising a lot of activities and our calendar is looking full! Look up the list of upcoming events and put your name down to start making connections within the club and get out there and enjoy our country! If you're waiting for driver training, you can still attend the grade 1 and 2 trips and any social activities listed.



MEMBER BENEFITS

- Shop with our Sponsors. Mention you are a member for discounts on 4WD and camping gear.
- Pick up a 2023 4WD NSW & ACT Association sticker at the Club member meetings.
- If you're waiting for driver training, you can still attend the grade 1 and 2 trips and any social activities.
- Say hello to any new faces at our meetings, and thanks to those who volunteer at the visitors' table.

If you have any membership queries or want to chat, do not hesitate to contact me at membership@st4wdc.com.au or 0412 251 528.

Till next month,

Lynne



This month we get to know Club member Bruce Ronning

Member Spotlight

WHY DID YOU JOIN THE ST4WDC CLUB?

I wanted to do more trips than I was prepared to do on my own and to get to know other 4WDer's.

WHAT TRIP IS ON YOUR BUCKET LIST?

Simpson Desert

WHAT HAVE YOU FOUND TO BE THE BEST PART OF JOINING ST4WDC?

Going to new places but having the support of the leader and the other members.

IN WHAT WAYS DO YOU CONTRIBUTE TO THE CLUB?

I enjoy leading trips to places I'm familiar with and aren't too extreme and will continue to do this. To others that think they need seniority or advanced skills to lead a trip.. you don't. Just do it!

WHAT HAS BEEN YOUR MOST ENJOYABLE TRIP?

Cape York

HOW LONG HAVE YOU BEEN A MEMBER?

16 months

SOCIAL CLUB 2023 CALENDAR

Sun 30 Jul TBC new date possible	Winter activity	Corin Forest Book Now
Fri 25 Aug	TGIF	The Duxton Book Now
Sun 17 Sep	Picnic	Tidbinbilla Book Now
Fri 13 to Mon 16	Spring Activity	Camping at Wombeyan Caves Book Now
Fri 17 Nov	TGIF	Capital Brewing Co Book Now
Sat 9 to Sun 10 Dec	Christmas Camp	Burrinjuck State Park Book Now



SNOW PLAY AND PICNIC AT CORIN FORREST - SUNDAY 30 JULY

Book now to be a part of the winter activity at Corin Forrest. There is a cafe with a beautiful fireplace and plenty of outdoor picnic tables.

An email will go out to look at changing the date to Saturday 5 or Sunday 6 August.

Snowplay Ticket \$25 Toboggan \$5

SWAP'N'SELL

Polish up your treasures for
the July Club meeting

Got some gear that needs a new home? Bring it to the ST4WDC Swap'n'Sell. ST4WDC members can bring small accessories and tools for display at the Swap'n'Sell table or bring a photo for larger items. Swap'n'Sell will run every other month. You can use the form or make your own to advertise your items on the night.



SWAP'N'SELL

Date :

Title:

Description:

Features

Notes

Price or swaps

<input type="checkbox"/>	<hr/>
<input type="checkbox"/>	<hr/>
<input type="checkbox"/>	<hr/>
<input type="checkbox"/>	<hr/>

Contact details



THE SOUTH COAST 4WD CLUB CELEBRATES ITS 50TH ANNIVERSARY.

The South Coast Four-Wheel Drive Club is the oldest continual member of 4WD NSW and ACT Inc.

On Sunday 4th June over 90 current and former members joined in the 50th Anniversary celebrations over lunch at Figtree Sports. The Club was formed in April 1973, initially with 16 members, however the Club's popularity ensured many new members were keen to join in the fun, whilst learning invaluable four-wheel driving safety skills, as well as 'treading lightly' on places far and wide that the Club has visited over the last 50 years.



Check out the newly compiled list (including GPS coordinates) of all 64 trigs within the ACT's nature parks and reserves. (Please don't access trigs located on private or leased properties.)

[Check out the list and learn more about trig-pointing](#)

HAVE YOU HEARD?

CORIN ROAD CLOSURE FOR DAM WORKS 9 JUL TO 18 JUL

Corin Road, past Square Rock carpark to Corin Dam will be closed to public from 9 July to 18 July. Road access to Corin Dam, Stockyard Spur and Mt Gingera will be impacted

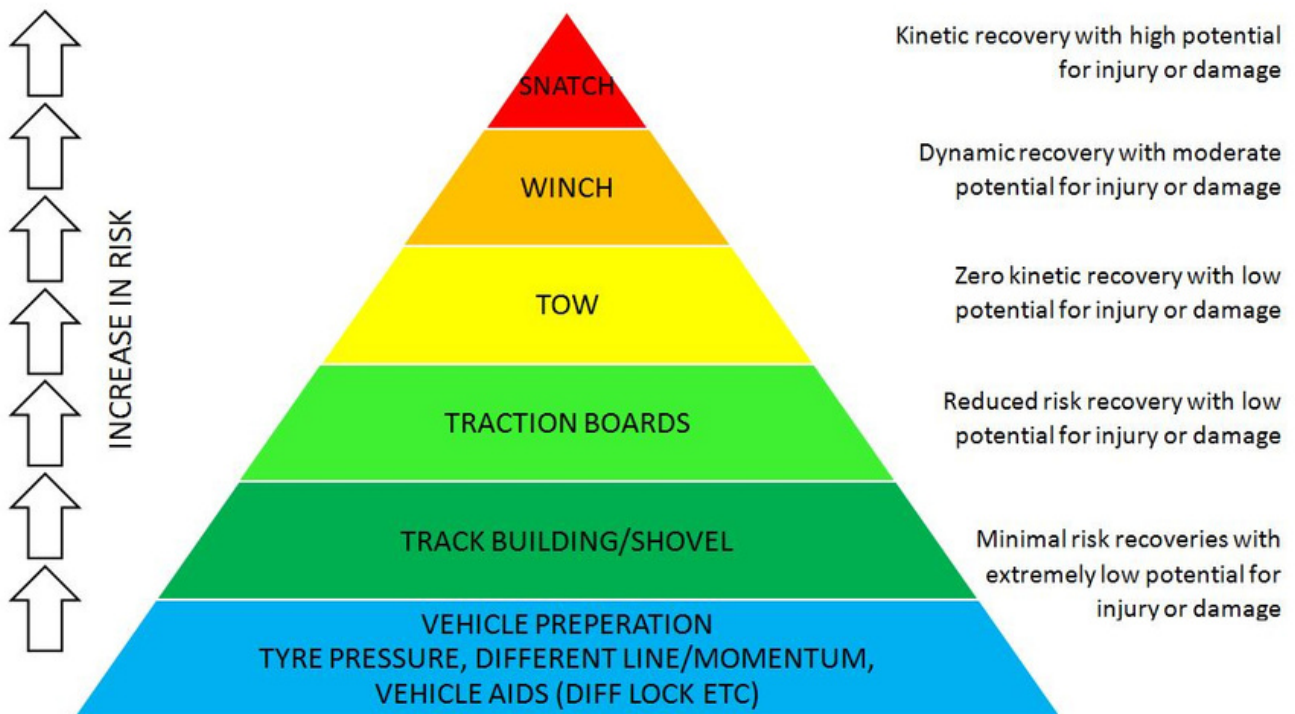
Don't get lost with Michael



If you are using the Hema Aerpro AMHxD3 and you are wishing to use the Turn by Turn On-Road Navigation you must turn off WIFI. If you do not turn off WIFI you will get the error Route Cannot be Found

HAVE YOU HEARD?

Hierarchy of Recovery



Recovery can be deadly. Keep aware of the risks, and be sure to learn the fundamentals of recovery. ST4WDC has excellent winching courses that will help you get unstuck safely.



RAFFLE POWER-UP

Don't miss this month's members raffle. Top prize is a 12V/10A Blue Smart Charger from Victron Energy. Valued at \$265 and generously donated by our wonderful sponsor Battery World.

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

TRIP REPORTS AND MEMBER ARTICLES

The Southern Trails newsletter captures the photos and experiences of members' and Club trips. It is only as good as the stories and images sent in for publication. If you have been on a trip, remember to share your observations, how your equipment and rig handled the track, the fun, the oh-nos and what you learned. Trip leaders, remind everyone to get back to you quickly and then send participant feedback with an overview of the tracks travelled in a trip report.

The Southern Tablelands 4 Wheel Drive Club has one of the best 4WD club newsletters. And that is thanks to the emphasis on sharing trip reports. There is room for your opinion pieces, questions to the Club on tracks, equipment advice, or advice about places that make great adventures.

You can send all articles and requests for advice to publications@st4wdc.com.au



- **MEMBER OP-EDS ON 4WD ISSUES**
- **QUESTIONS ON EQUIPMENT AND TRIPS**
- **DESTINATION REVIEWS**

TIPS FOR YOUR TRIP REPORT

Include these suggestions to create a great report



Expectations

Was this a new trip for you? What did you do to prepare? Why did you decide to join the trip?

Your vehicle and gear

What are you driving? How did it handle the tracks? What equipment did you bring, and what should you remember for next time?



Something memberable

What was special about the trip? Triumphs, fantastic sights, oopsies, lessons learned?



Tell a story

Take everyone on the adventure with you. Any local history to share?



Write it ASAP

The best time to capture the good stuff from a trip is as soon as you get home. It's fresh in your memory and sending it quickly helps your Trip Leader.



#JUMPBACKJULY—LAKE EYRE

19 May — 2 June 2009

By Jeanette Flanagan

Jeanette and Ian Flanagan (Trip Leaders)	Prado and Kimberely Kamper	"Icymus"
Kerry Blakston	HiLux and canopy	"Freedom 2"
Jenny and Brian Delroy	Nissan Patrol and Ultimate	"BJ"
Doreen and Plod McEn- croe	Toyota Landcruiser and Tent	"Turbo"
Sue and Peter Watson	Toyota Landcruiser and Tent	"Roller"
Robin and Laurie Westcott	Prado and Ultimate	"U2"



ur trip was planned to extend over 15 days with the primary objective being to see Lake Eyre with water in it and the birdlife that had been reported as flocking to the area. Planning had taken place largely by e-mail and phone allowing a final itinerary to be e-mailed to all participants in the week prior to departure with the suggestion that we need to be flexible, little did we know at the outset how important flexibility would be.

On our first day we covered the "housekeeping" tasks including, **confirmation of call signs** to simplify communication whilst in transit — the only new call sign was Kerry's – "Freedom 2" as this was her first trip in her new HiLux which had been fitted with a canopy and converted to a cosy little camper. **The written trip report** was to be completed by a different vehicle each day according to a roster. Excerpts from that report were used to compile this report. **Happy Hours** were to be catered for by two vehicles each evening.



This was also done on a roster system which enabled different combinations of contributors each evening. This system we found worked extremely well and we are indebted to Doreen who suggested it. **Charlie** was also changed each day, the vehicle behind “Icymus” dropped back to “Charlie” and all other vehicles moved up one position in the convoy.

DAY 1 Tuesday 19 May - Yass to Balranald

Our designated departure time was 0900 at the Yass Roadhouse, amended to 0930. The sun was just peeping through the clouds as we left Yass. There was no-one in the convoy who had not travelled with at least two of the other participants, we were a very enthusiastic group.

We travelled through really lush countryside with paddocks ploughed ready for planting in anticipation of rain. Passed through Harden, Murrumburrah and Cootamundra. In the Cootamundra Shire we encountered the Milestone Sculptures paying tribute to the significance of the wheat industry in the Cootamundra and Wallendbeen areas. It is an area that has seen some of the nation's finest high quality award winning wheat crops. The sculptures are made from cast concrete and use patterns that represent wheat stalks cut from compressed fibrous cement, painted in the soft colour of wheat. Each sculpture is topped with an acrylic panel inlaid with the motif of a huge head of wheat. Fibre optics has been used to

light the sculptures making them visible from dusk until dawn. At night the colours of green and gold can be seen as they simulate the growth cycle and the subtle movement of a dense crop of wheat.

Morning Tea was scheduled for Junee where we headed straight for the Green Grove Organics Licorice and Chocolate Factory, which is housed in the historic Junee Flour Mill. Built in 1934-35, the Mill was not only a town landmark, but a major player in Junee's industrial progress following the Great Depression. The Mill employed 25 workers on site and ran around the clock producing 5.6 million bushels of flour per year, which in today's dollars would be worth many tens of millions of dollars. A modern stone mill has been installed converting grain grown on the Green Grove farm into product for inclusion in licorice, flour and bread mixes.

We indulged ourselves in the chocolate and licorice tasting, including freeze-dried chocolate-coated strawberries and cherries. But we were not able to stay for the licorice making demonstration — something to look forward to on another trip. We then took a loop through the township — picturesque with a magnificent railway station and healthy white roses in the main street. Possibly the town had experienced recent rain. The sky was overcast as we left at 1215. The roads were excellent as we continued past more fields prepared for winter crops. We stopped on the

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ACCESSORIES

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

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

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

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

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

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Please ask at time of purchase.**

highway before reaching Narranderra at the Fruit Fly bins to dispose of the last of our fruit and vegetables prior to entering the exclusion zone.

We arrived at the Balranald Caravan Park at 1730. It is well maintained and has a wonderful old bridge relic in the middle. After setting up camp and Happy Hour, we wandered into town to the Ex-Servicemen's club for a delicious Chinese meal — if travelling this way it's a good place to stop.

Day 2 Wednesday 20 May – Balranald to Burra

Oh dear an injury! Kerry was limping this morning after injuring herself last night getting into her bed — her foot slipped off the milk crate she uses to get into the back of the HiLux and she twisted her ankle, grazed her shin, and went to bed in pain. This morning her ankle was swollen and she bound it to minimize the swelling and provide some support.

All packed up and ready to go by 0830. As we were about to pull out Freedom 2 stopped and would not start again. Needless to say the

“white knights” appeared to assist the damsel in distress! It was not long before the battery terminals were cleaned and we were on our way at 0850. This being another day on the blacktop we anticipated an easy day driving.

The clouds were high but we did expect some showers around Mildura. We drove through some fairly desolate salt bush country with very little vegetation until we got to Euston where the scenery and vegetation changed to orchards and vineyards — we had reached the Murray Irrigation System. Driving through Mildura, our trip leader did a good job of keeping the convoy together until we lost Charlie. We reassembled on the outskirts of Mildura and made our way to Lake Cullulleraine. This was a pleasant stop, a beautiful lake surrounded by large trees, lush green grass and birds galore! Black Swans, Wood Ducks, Water Hens, Cormorants, Egrets, Eastern Rosellas, Honey Eaters, and Noisy Minors.

We arrived at Morgan at 1430 for a late lunch in a pleasant park by the river— and then on to Burra, arriving around 1600 at the Caravan Park. Burra is a nice town, with a wealth of tin





and copper mining history. Fortunately they have retained a number of the old buildings and they are still in use. The miners' cottages are available for tourist accommodation. Two shepherds, Thomas Pickett and William Streaty simultaneously discovered copper in two localities near the Burra Creek in 1845. Revealing their lodes to two rival companies proved costly for the shepherds, with both of them receiving only a few miserable pounds.

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Day 3 Thursday 21 May - Burra to Roxby Downs

We awoke to a thick mist. Jeanette was advised by a contractor installing wind turbines that they were given accurate weather forecasts and that it was going to be "a crap day". They say one man's meat is another man's poison. In our experience one man's crap is another man's sunshine. The hills outside Burra were covered with a flush of green grass and the skyline dominated by wind turbines. The group was divided over whether this technological "advance" enhanced or marred the landscape.

We passed through Hallet, Yarcowie, Terowie, Peterborough, Orror and on to Willmington. From there we climbed through the southern end of the

Flinders Ranges, on a winding road with stunning eucalypts that would have warmed the cockles of Hans Heyesen's heart — eventually to the top end of Spencer's Gulf and into Port Augusta. Here we filled the larder, our fuel tanks and our tummies.

As we continued to head north we were impressed by the attention given to the single female member of our party — everyone was flashing lights at her! Sadly it was a fault in the electrical wiring to her driving lights that was stirring the masses — better luck next time Kerry.

Day 4 Friday 22 May – Roxby Downs to Halligan Bay

By 0940 we were heading off on the Borefield road, passing the Olympic Dam Mine which has been in production since 1988 - producing copper, uranium oxide, gold and silver. Around 3,000 people are employed at the mine site. The majority live in the booming Roxby Downs, the town boasting the highest birth rate in South Australia. The Borefield Road links Roxby Downs to the Oodnadatta Track (120 kms of dirt road) - and it was in good condition. The countryside was desolate but the vegetation and scenery were interesting with sand hills and clay pans — and Wedge Tailed Eagles the only wildlife visible.

We turned north on to the Oodnadatta Track, following the route of the Old Ghan Railway. It was not long after we turned that we had our first sighting of Lake Eyre South. We had passed through areas of Mint bush, Sand Hill Cane grass, Mitchell grass and Saltbush. The vegetation and topography were fascinating. We had a late morning tea at Lake Eyre

South which is 12 metres below sea level, and then headed off to William Creek.

The William Creek Hotel is an attraction that should not be missed, although the golf course could be - \$5 for 9 holes. And there should also be a search fee to find where it is! We confirmed scenic flights on Sunday and Tuesday and then headed off to Halligan Bay. The road into Halligan Bay was somewhat corrugated but not bad. The track had been topped with gravel that contained gypsum, and the crystals caught the sun and provided a glittering outback road. On arrival at Halligan Bay we found a small campground, and as we had been warned, a number of campers were already there. After some negotiations we all fitted in amicably.

Day 5 Saturday 23 May – Halligan Bay

We were now in the driest part of Australia. Lake Eyre fills only when the rains from the northern monsoons move southwards and flood the deserts and river system. When it floods it takes three months to fill, but it can take three years to dry. When full the lake is 2 to 3 metres deep. In the area around the lake the group spent time with heads down walking slowly, admiring the vegetation — many small bushes were in bloom, lizard holes and rabbit skeletons were evidence of a recent eradication program, ancient coral was scattered on the ground as was beautiful driftwood.. After our walks and a bit of lunch some decided that it was time to read or have 40 winks as the day was designed for relaxation after 3 big days on the road. Peter and Sue decided that they could not come to Lake Eyre with water in it without reaching the water. Our adventurers set of,

bucket in hand, to get us some Lake Eyre water!

On their return they had some dubious looking salty water in a bucket and their legs were covered in muddy ooze up to their knees. As we listened to Sue's account of exhaustion from the effort of extracting her feet from the mud to take a further step, the rest of us were very pleased that we had not risen to the challenge and accompanied them, although we did assure them that we were poised to mount a rescue mission had it been necessary, and if we had been awake.

We enjoyed Happy Hour while watching a gorgeous sunset tingeing the clouds with pinks and gold before it finally disappeared in a blaze of red and orange, to be replaced by a night sky full of stars reaching right down to the horizon with some hanging above looking as though you could reach out and touch them!

Day 6 Sunday 24 May – Halligan Bay to William Creek

After a windy night and a radiant sky prior to sunrise the wind dropped, and as all of our fellow campers pulled out we found ourselves alone in this magnificent landscape. A short walk in any direction enabled one to wonder at the magnitude and the solitude of the area — an uplifting almost spiritual experience.

Peter and Brian were booked on a scenic flight from William Creek at 1230, so both Roller and BJ packed up early. The fellows looking forward to the flight and the girls to an early shower at William Creek. The rest of us remained to enjoy a leisurely breakfast and planned to follow on later. We saw many birds at Halligan's Bay. Initially it





was the Orange Chats that were close to our campsite. We found that they were gathered in the scrub by the lake and as we walked we frequently had a couple of Orange Chats “escorting” us. We also saw the Red Capped Plover, Nankeen Kestrel, White Faced Heron, Banded Lapwings, Gala’s, Pelicans, Red Capped Robins, Banded Stilts, Silver Gulls, Richard’s Pipit, Zebra Finches, Welcome Swallows, Little Crow, Variegated Fairy Wrens, Whiskered Turns, Ravens and the inevitable Willy Wag Tails that seemed to frequent every area we went during the trip.

After a relaxing morning the four remaining vehicles departed Halligan Bay around 1145. We passed several cars coming into the lake, mostly day visitors. We stopped for several photo opportunities and to examine the quantities of gypsum lying in large sheets making the hillsides and valleys sparkle. A few trees in a dry creek bed provided shade for a lunch break. Some of the saltbush had red berries, while others were adorned with bright yellow berries. We also found a plant with mulberry-like berries which stained our fingers a brilliant reddish purple.

Once again we passed the memorial to Gabriele Caroline Grossmeuller, a German tourist who perished on the Halligan Bay road on 11 December 1998. The car that she and her partner were traveling in became stuck in sand, she decided to

walk rather than wait with the car and she perished on the track. A stark warning of the dangers of traveling in the outback. Plod said it was ironic that when rescuers arrived, they only had to lower the pressure in the tyres and the car was able to be driven out.

On arrival at William Creek we were surprised to find that Peter and Brian had not left on their scenic flight. It had been rescheduled to 3pm because “the plane could not get off the ground”. At 3pm these two brave fellows took off — their wives making sure that they retained their husband’s wallets – just in case.

One of the occupants of the caravan park was a fellow we had seen on the road on Friday, he was pushing a four-wheeled barrow and as we passed him, he had his head down and was not very communicative. One wonders at how much of the countryside he sees on his travels, where he has been, and where he is going? Unfortunately he was no more talkative in the park.

The William Creek Hotel has an almost legendary status and is the only ‘watering hole’ on the Oodnadatta Track between Marree and Oodnadatta. With the closure of the hotel at Tarcoola, the William Creek pub is the only iron hotel left trading in South Australia. As an original pub it provides a rare insight into an aspect of outback history and is filled with unique mementoes

left by thousands of visitors. We had to have a drink there.

Day 7 Monday 25 May – William Creek to Coward Springs

During the previous night the dingoes had been howling and the rain continued to fall - reportedly 9mm - enough to close the roads except the one to Coober Pedy which could be traveled only by 4x4 vehicles that were not towing. We were grounded! When the sun rose the sky was clear and blue, but then the temperature started to drop and a thick fog rolled in — it was freezing cold. Fog hadn't been seen in the area for many years, and it was a surprise for even the locals! Jeanette checked out the possibility of a flight today and as a consequence of the fog six people had cancelled, so at 0845 we were booked on the 0800 flight!

The fog remained and the eerie sound of the runway being rolled to dry it out before takeoffs could be heard through the camp. Finally, the sky cleared and Kerry, Robin, Jeanette, Ian and Laurie flew off at 1145 for a two hour flight over the Painted Hills and Lake Eyre.

The flight was fantastic, the sky cleared completely and there were large patches of water lying across the countryside. We flew first over the Painted Hills which are within Anna Creek Station which the pilot said was bigger than Israel and Australia's largest cattle run. The Station surrounds William Creek entirely and covers an area of 23 800 sq km. The Head station for Anna Creek is only 20 km from the township. They have had a run of dry years and have de-stocked as it got drier. Towards the end of each year they cut their numbers right back to look after the country and the cattle as much as possible. The stocking figures are normally up around 16,000 but now they are back to around 3,000.

We flew over the Oodnadatta Track and were able to photograph it with the Ghan Railway line running parallel in a straight line and disappearing over the horizon. Once over the Lake we flew to an island where the pelicans were nesting, a wonderful sight!

Those on the ground kept a check on the road closures and although the Closed Signs remained in place they were able to get



permission to travel to Coward Springs, provided that the vehicles were less than 3 tonnes. By the time the flight was finished the road was opened to Marree and we packed up and headed out at 1530. The road was OK but it was obvious why it had been necessary to close the road after only a small amount of rain.

What a beautiful place Coward Springs is! We were met by Prue, the owner who had organized a double campsite for us. Jeanette had booked and paid for our stay prior to departure, knowing that they limit the number of people at the site. The cost is \$8 per person per night and well worth it. The site was great, amazingly dry despite the rain. The fire places were made from old gas cylinders cut in half and the ground around each fireplace had been raked in a circular pattern. The campsites were clean and neat.

Coward Springs was a flourishing siding for the Ghan railway, the Springs being named after a member of exploration party of 1858. A hotel was built on the site in 1887 and remained in operation until 1965. All that remains of the Hotel now is the stone water tank which is in a poor state of repair. During WW 2 up to 56 troop trains passed through Coward Springs each day. Originally the trains stopped for 10 minutes, however because of the delays caused by the soldiers jumping off to get a drink it was reduced to two minutes, much to the displeasure of the publican. But the soldiers overcame the problem as they would begin to jump from the train prior to it stopping or run along the track to catch up with it as it slowly accelerated out of the station.

There are many relics of the old railway incorporated into the buildings around the park. The owners are resident in a stone building that was previously the station masters residence. Another stone building previously the Engine Drivers Cabin houses a museum covering every facet of the area, history, dreaming stories, flora and fauna.

Day 8 Tuesday 26 May - Coward Springs to Cooper Creek Crossing

Some arose before sunrise to use the spa while no-one could see them. Jeanette arrived shortly after sunrise for a refreshing dip, then Kerry closely



followed by Doreen. The water was a pleasantly warm and there were two jets of water conveniently at both back and calf height, it was very revitalizing. Peter started the donkey boiler so one way or another we all had either a shower a spa or both and were refreshed for the day.

After breakfast we explored the area and it was unanimous that when we next travel this way we will schedule a couple of days here. This is a real oasis in the desert! Birds that were seen here included Ravens, Little Corellas, White Winged Trillers, Welcome Swallows, Galahs, Crested Pigeons, Willy Wag Tails, Singing Honeyeaters, Zebra Finches, Magpies and the Grey Shrike Thrush.

Leaving at 1040 we traveled 6kms to the east to the mound springs. We visited both the Bubbler

and Blanches Cup, two springs in different stages of their lifecycles. Blanches Cup was very tall and less active than the younger Bubbler. Nearby was an extinct spring that had built itself to a considerable height. It was a thrill to watch water bubbling up through the ground that had taken between 1.5 and 2 million years to arrive at this point. A very interesting stop!

Back on to the Oodnadatta Track our next stop was the very isolated Curdimurka Siding — the tracks and the water tower are still there. The station is divided into three sections, each section with three rooms, possibly a living room and two bedrooms.

We continued towards Maree until we came across a place called “Plane Henge” – the first sculpture we saw was a huge dog, then a bus that looked like a hydrofoil, statues of many types and finally two planes standing on their tails with wings touching – someone had a good sense of humour. We arrived at Maree at approximately 1400, all vehicles fuelled up at \$1.77.9 a litre. We then had lunch, and a few wandered off to the hotel for a beer. The Hotel was well maintained — it has 10 cabins and a swimming pool out the back. They even have free camping. Everyone agreed this was another spot that warrants a longer stopover next time.

We left Maree around 1500 and drove up the Birdsville Track heading for a bush camp at Cooper Creek Crossing. The track was very good and we cruised along at 90kph. We pulled into the area located on Etadunna Station designated as a bush camp. There was no sign

of any water in the creek and it looked rather dry. We had expected this would be a site where we would be erecting our “Toilet Tent” however we were surprised to see a sign which read “Camping permitted within 1 km of the toilet”. We were even more amazed and delighted to discover that the toilet facilities were two very clean, with paper supplied, hand basin in each, FLUSHING toilets!!

The campfire was lit, a couple of semi-trailers with cattle on board roared past, a few galahs flew into the trees. “Happy Hour” and dinner were both enjoyed by the fire, the usual campfire chatter followed, a tiny crescent of a moon dipped over the horizon glowing reddish orange as it disappeared seemingly in pursuit of the sun. Later we drifted off to our respective sleeping spots.

Day 9 Wednesday 27 May – Cooper Creek Crossing to Birdsville

A dawn visitor – a Willy Wagtail skittering over our camper roof collecting the insects that had settled with us over night. We watched him systematically clean up the abodes of each of our fellow campers. The Cooper Creek Crossing is reported to be usually dry which was the way we had found it. The Creek traverses a floodplain about 5km wide, dotted with Coolibah trees which had provided lovely lacey silhouettes against the sky the previous evening. The landscape was very dry with pale fawn to white sand hills running north/south across it.

The Mungerannie Roadhouse is located beside a





beautiful green wetland with a good sized warm spa pool. The birds spotted here were the Welcome Swallows, Blacked Faced Wood Swallows, Willy Wagtails, Fairy Martins, Ravens, Pee Wees, Scarlet Chested Parrots, Black Fronted Doterells, Masked Lapwings, Swamphens and Black Winged Stilts. At the roadhouse "Hair Bear" was holding court, he recommended that we try the bakery at Birdsville. "Try the curried camel and rice pie! Get it microwaved for two minutes to stop the rice moving!"

Our next stop was Warburton Crossing (about 8km off the Birdsville Track on the Simpson Desert access road leading to The Rig Road and to K1 Line road). What a surprise, evidence of recent high water levels, lush green growth on the floodplain of Warburton Creek and a strong flow in the main channel. No-one will be crossing here for a while! We lunched with several billion flies, took time to explore the banks of the Creek then off again. The verdant surrounds of the Creek provided a striking contrast to the flat empty gibber plains, the breakaway country and the red and cream sand dune areas we had passed through.

Tippipilla Creek bush camp, which had been on our original itinerary, looked uninviting as we passed. Not much further on U2 got its second puncture in the same tyre. Turbo and Icymus broke from the rest of the convoy and returned to assist with the repair job. From here into Birdsville we travelled as two separate convoys on a sandy, smooth road surface for the most part – a far cry from the challenges it presented to

travelers of earlier times.

We booked into the Birdsville Caravan Park which has a total area of 30 acres, with unpowered sites on the river banks. A well-appointed park with grassed areas, flowering gums, barbeques, and gardens. On arrival some chose to head straight for the showers and then the laundry, whilst others, once set up, thought the iconic Birdsville Hotel was worth a visit

Day 10 Thursday 28 May – Birdsville

A relaxed day – no driving. Everyone had free time to do their own thing in Birdsville. What a surprisingly interesting place. It is not exactly a large town but Birdsville has an interesting art gallery, two museums, pub (of course), information centre, a couple of garages, the caravan park, airport and some historic sites.

First on the agenda for Ian and Laurie was to have patched tyres checked out at the service station. The mechanic is "a pilot first" so he was in his helicopter doing scenic flights. Later in the day when Ian picked up his car, a message from the pilot told him that the tyre had to be replaced as the damage had torn the belt (\$350). Laurie also had to replace his tyre but was able to use the spare he was carrying. The rest of the group had breakfast at their campsites and then embarked on a tour of the various attractions of the town. The geothermal power station was not open for inspection but the steaming hot water (98 C) could be seen emerging from a pipe and flowing down to the

cooling tanks prior to being piped around the town.

The Blue Poles Gallery is a must-not-miss attraction – the artist in residence, Wolfgang John is a seventy year old German who came to Australia at the age of 21. He worked in Sydney for many years as a fabric designer and more than 1.5 million yards of material using his designs have been produced. Wolfgang is also the Commodore of the Birdsville Yachting Club and showed us the places to find his craft throughout the river system, inviting us to use the boats if we so desired as long as we returned them — how generous. Wolfgang uses watercolours to capture skilfully the desert colours. Some purchases were made at his gallery whilst others were left with a great admiration of his work but not the where-with-all to purchase.

The Old Birdsville Hospital Historic Display was well worth a look and provided a glimpse of how it was in the early days of the Royal Flying Doctor Service. The Bourke and Wills tree just out of town was worth a visit even if it was just to see the enclosures and the signs for the yards used by the participants in the race meetings. Sue and Jeanette were very impressed with two mosaics that were a feature of the town and took numerous photos. The local road workers looked at us curiously as we walked around the back to see how the mosaics were constructed — no boys they are much too heavy to carry away!

Birds spotted included Pelicans, Rufus Night Herons, Greater Egrets, Yellow Spoonbills, Cormorants, Letter Winged Kites, Darters, Striated Bitterns, Black Tailed Kites, Willy Wagtails, Budgerigars, Masked Plovers, and Swallows. The Pelicans were migrating south in considerable numbers, and they were passing continually from sun-up until sunset in flocks numbering from seven to in excess of 30, with about ½ km between each group. We enjoyed Happy Hour at the campsite and adjourned to the Hotel for dinner and to celebrate the birthday of Brian and Laurie. What are the odds of two people in a group of eleven having the same birthday during a trip of

15 days?

Day 11 Friday 29 May - Birdsville to Innamincka

Timing for departure was determined last night, as some of us had not seen the photographs of the flood in January this year. We were to meet at the Information Centre at 0900, have a quick look and then form up outside the hotel for a quick photo opportunity. After a delay because of a slow leak in one of U2's tyres, we were on the road by 1010. We travelled back down the Birdsville Track for 117kms at speeds between 50 – 90 kms depending on the dust. And then turned off the Track to follow the Walkers Crossing Track to Innamincka.

This was new experience because no-one in the convoy had previously travelled on this track. It's a public access road for four-wheel vehicles only and traverses a working cattle property. Signs say that gates must be left as they are found although we found the gates had all been replaced by grids. As a precaution for this section, Turbo took the lead as we did not know how sandy the track was and thought it best to have a single vehicle ahead rather than one that was towing. All recent reports had identified sand drifts across the road particularly at the Innamincka end.

Kerry drove her Hilux in H4 because of the sand and corrugations — travelling mostly between 40 and 60 kms. It was quite a windy sandy road sometimes with sand mounded up beside the road. The scenery was constantly changing — initially we were on gibber plains where we passed drovers mustering cattle, and soon we found ourselves travelling between sand dunes, red dunes on the right grey dunes on the left, dead scrub and small trees on either side. We passed a bike rider travelling in the opposite direction, his partner who was following on behind saw Turbo approaching and, although they were travelling slowly, took fright and went into the deep sand falling off his bike. Plod and Ian helped him to right his bike and checked out that he was OK.





After following the road, the GPS and signs, we found ourselves discussing which way to go. We had missed the turn to Innamincka (Icymus had ignored the Navman's prompt to turn). So we did a loop around the Moomba gas fields and passed the Moomba installation which was an eye opener for those who had not seen it before. We then headed towards Innamincka travelling first on the New Strezlecki Track which was like a four lane highway. We then turned onto the Old Strezlecki Track which was a mish-mash of tracks trying to avoid corrugations. We arrived at Innamincka at 1720 and found a lovely spot by Cooper Creek, set up camp, and lit a fire using the wood that we had earlier loaded on to Icymus's trailer.

It had been a long day with some challenging driving but as Kerry commented "I enjoyed today's long drive as the scenery was forever changing around every corner, and there were plenty of those! I also practised some of my sand driving skills". This is a shake-down trip for Freedom 2 and all agreed that both the driver and the vehicle are proving to be extremely capable.

Day 12 Saturday 30 May - Innamincka to Noccundra

We then happened upon a couple of fellows out of their truck on the sand hills, Turbo stopped to ask if they were OK — yes they were just counting rabbits! Obviously they were tuned to our radio, when Roller stopped to speak to them Roller was informed that they were scientists involved in research on the now exploding rabbit population in the area — not rabbit counters — didn't we recognize them? Sorry guys we will know you next time!

We stopped for lunch at Walker's Crossing, named after Syd Walker. He worked for Santos Field Services on their Moomba gas and oil project, supervising the rebuilding of a vital crossing of Cooper Creek which was prone to regular flood damage. The construction was completed in late 1986 when seismic surveys were being carried out all over the Cooper and Eromanga basin taking in areas like the Simpson Desert, Strzelecki Desert and Sturt Stony Desert. An idle drilling rig could cost thousands of dollars a day, so reliable tracks were important — being able to cross the Cooper was essential.

Soon after the project was completed Syd Walker had a massive heart attack while practising for the Cooper Cup cricket match, a popular event for the people of Innamincka and Moomba. The men of the Field Services decided to name the crossing after their friend and built a memorial cairn nearby.

Woke early this morning to a beautiful morning, numerous birds calling. A Swamp Harrier was flying above, drifting on the thermals and as it glided it was eating a fish. As the rest of the camp began to stir, the breeze also started to increase in intensity and the temperature began dropping. We lit a fire and cooked breakfast.

Today was going to be a rest and explore day. Turbo and Freedom 2 were preparing to drive out to Coongie Lakes, Robin and Laurie (U2) had already set out on a walk along the creek to do some bird watching, and BJ had departed on a "historic" circuit incorporating the graves of both Bourke and Wills and the Dig Tree. Icymus and Roller had not finalized plans for the day when the ranger and his partner arrived and asked us if we had decided to stay? Apparently rain was on its way, a big front had already passed through Tibooburra and closed all roads. Their advice was to move today to an area where there was "black top" or be prepared to stay here for at least three to five days.

Fortunately Turbo and Freedom 2 had not departed, so they drove up to the Trading Post to try to raise BJ on the radio. Ian and Jeanette drove to the end of the track and walked along the ridge and the river bank calling for Robin and Laurie (U2) - it did not take long to find them. Plod and Ian were preparing to drive in different directions to find BJ when they answered the radio call.

During our short stay we had spied White Necked Herons, Swamp Harriers, Black Tailed Kites, Ravens, Cormorants, Little Corellas, Magpies, Fairy Martins, Welcome Swallows, White Fronted Wood Swallows, Crested Pigeons, and Nankeen Kestrels.

We took an opportunity to have a look at the alterations to the Innamincka Hotel and then we headed out around midday for Noccundra taking a detour via the Dig Tree. So another change in direction and departure from our original plan — the trip had definitely turned into the “The Flanagan’s Flexible Mystery Tour”.

Icymus, BJ and Freedom went into the Dig Tree reserve whilst the remainder of the convoy chose to stay outside and have lunch. Although Icymus had been there before it was still a moving experience to visit the scene of such a tragic episode in our early history. After lunch we drove back to the Adventure Way and continued on past gas and oil fields. The scenery was constantly changing — different coloured soils and sands, some hilly country and distance vistas. Increasing numbers of kangaroos, a few dingoes, some brilliant green budgerigars, corellas and some raptors were sighted during the trip. Suddenly we came across a dingo, some crows and nine wedge tailed eagles gathered around a road kill. As we approached the crows flew off but most of the

eagles stayed around to maintain their claim on the carcass, the dingo also remained nearby.

Finally we reached the blacktop and the clouds which had been following us all day were closing in. We approached our destination as the light was fading. The tenters elected to get cabins as it was already threatening to rain. The trailer folk camped out on the flat where the cattle trucks had been. A somewhat “country” aroma pervaded the camper trailers. The publican would accept no payment from those who were camped on the flat.

The Noccundra Hotel was a delight, very old with low doorways. They were happy to prepare a meal for those who wanted it although they were not expecting this number — some opted out as they had already thawed their evening meal. After dinner we agreed on a new route and declared a starting time of 0800 for the next morning. This news seemed to scare the troops as they went scurrying for their beds, leaving only the most hardy to consume a few ales. So much for a quiet relaxing rest day!



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Start	End	Activity	Type	Grade	Leader
15-Jul-23	16-Jul-23	Snow Camping 2023	Trip	Grade 4	Matthew Maddigan
30-Jul-23	30-Jul-23	Snow play and picnic at Corin Forrest - EOI	Trip	Not Required	Ann Ronning
12-Aug-23	13-Aug-23	Gungarlin River	Trip	Grade 2	Matthew Maddigan
23-Aug-23	28-Aug-23	Simpson Desert Crossing	Trip	Grade 4	Matthew Maddigan
25-Aug-23	25-Aug-23	TGIF - The Duxton	Trip	Not Required	Ann Ronning
26-Aug-23	27-Aug-23	Abercrombie River National Park	Trip	Grade 3	Michael Patrick
8-Sep-23	10-Sep-23	Talooge Muster	Trip	Not Required	Brad Wells
8-Sep-23	10-Sep-23	Intermediate Driving Course (Difficult Terrain)	Training	Grade 4	Bronwyn Squire
9-Sep-23	10-Sep-23	Expression of Interest Chainsaw Awareness	Training	Not Required	Michael Kerr
13-Sep-23	13-Sep-23	Hema GPS Navigation Workshop (Expression of	Trip	Not Required	Michael Patrick
17-Sep-23	17-Sep-23	Social Club Sunday Picnic at Tinbinbilla	Trip	Not Required	Ann Ronning
22-Sep-23	24-Sep-23	Safe One Basic Driver Training Course	Training	Not Required	Bronwyn Squire
29-Sep-23	2-Oct-23	Talooge Bush Gala	Trip	Grade 2	Matthew Maddigan
1-Oct-23	1-Oct-23	Graduates' day out in the Brindies	Trip	Grade 3	Shea Jost
13-Oct-23	16-Oct-23	Spring Social Event - Camping at Wombeyan Caves	Trip	Grade 2	Ann Ronning
20-Oct-23	22-Oct-23	Talooge Muster	Trip	Not Required	Brad Wells
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
28-Oct-23	29-Oct-23	Bendethera Bender	Trip	Grade 3	Bruce Ronning
5-Nov-23	5-Nov-23	Graduates' day out in the Brindies	Trip	Grade 3	Shea Jost
17-Nov-23	17-Nov-23	TGIF - Capital Brewing Co	Trip	Not Required	Ann Ronning
2-Dec-23	9-Dec-23	Vic High Country Ramble 2023	Trip	Grade 4	Michael Patrick
9-Dec-23	10-Dec-23	Christmas at Burrinjuck	Trip	Not Required	Ann Ronning
15-Apr-24	26-Apr-24	Tasmania Touring & Camp; Tracks	Trip	Grade 3	Ethan Taylor





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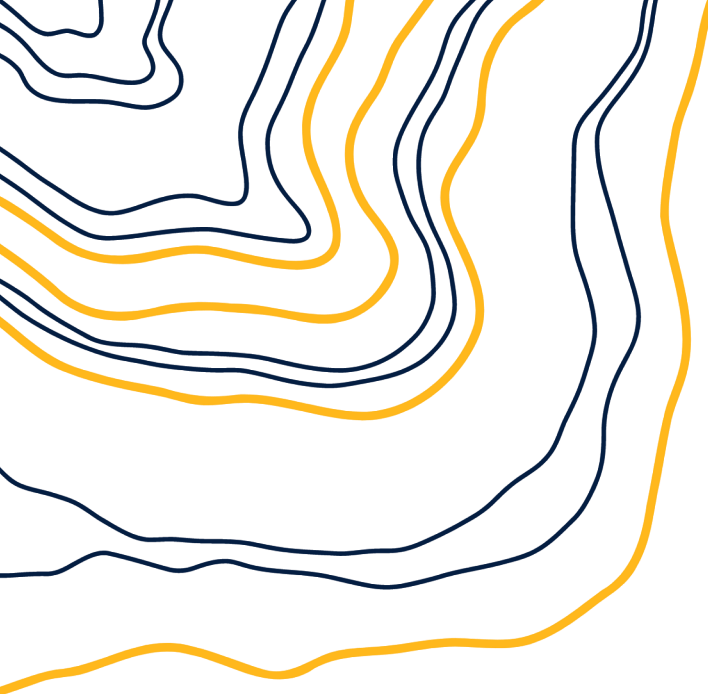
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MINIONS TAKE ON AUSTRALIA

Our [Minion travellers](#) have had lots of new adventures. Check out the sights to add for your next trip to through K'Gari, Biloela and other Queensland regional places. In the Minion's travel diary, Rikki and David capture unique points of interest. You should Have a look for anyone planning to travel around Australia; it will help build your sightseeing list. It is also a fantastic example of how to share your next adventure with friends and family and preserve a record of your experience.



THE SLOW WAY TO GET TO KUNUNURRA

Matt's travels

Finally made it to Kununurra, what an adventure!! It started out in Derby where I stopped for a spell at Birdwood Downs station after leaving Cape Leveque. The station was lovely and the afternoon happy hour around the fire was great as was the beef jerky which amongst other meats was available at the camp office.

Having replaced a suspect tyre with some side wall damage and adjusting loose wheel bearings, I set out eastwards on the Gibb River Road.

First overnight stop at Silent Grove campground was lovely and a visit to Bell Gorge with its cool swimming holes was a welcome relief from the red dust. Barnett Station roadhouse and Manning Gorge was the next stop after visiting Adcock and Galvans Gorges on the way.

Managed to bend the jockey leg on the huge speed bumps on the way into camp. Looks like the leg wound itself down on the corrugations beforehand, something I would have liked to know about. Another spare part ordered and on its way to a post office somewhere ahead. Found I could lift the van off the hitch using the front Bos370 stabilisers so wasn't really a problem.

Spent the day at Manning Gorge, what a lovely place. Also the river crossing and swim before the 2.5km hike helped cool off on the way back. Off to Drysdale Station on the Kalumburu Road I went the next day. I left the van at Drysdale and made a day trip to Mitchell Falls planning to camp out overnight and return to Drysdale the next day. To say the road was terrible would be an understatement. Hiked the 4.5km up to the falls and caught a helicopter ride back after staying a few hours to enjoy the views and swim. What a fantastic idea of mine that turned out to be, I love it when a plan comes together! After returning to Drysdale Station and spending the night I headed back down the Kalumburu Road to the GRR to continue heading east.

And that's when everything changed. I hit a washout a bit quicker than I would normally if I saw it first which didn't appear to do any immediate damage though a few minutes further down the road I had a tyre blow on the caravan. Upon inspection the cause of the blowout became clear, the passenger side suspension had collapsed causing the tyre to be pushed against the chassis and wear through.

Without going into all the gory details I managed to chock



the suspension with a lump of wood and get the van off the road where I set it up and had to camp out for four days waiting for a tow truck from Kununurra, 300kms away. Thank goodness for the sat phone! Finally it appeared like the tow was due to arrive on Thursday morning when I received a call saying they couldn't come as the Pentecost River crossing had been closed to them. So, I arranged another tow from Derby 400kms away. They surprisingly arrived the next morning and I made it back to Derby later that Friday evening. The repairs went ahead and took around a week to complete sans bump stops which I couldn't get in time so had them sent to Kununurra so I could have them fitted there. Total cost of the exercise if I didn't have roadside assistance or insurance, around \$13,000. Thankfully my contribution ended up being less. If I needed convincing premium roadside assistance was worth it I most certainly wouldn't now.

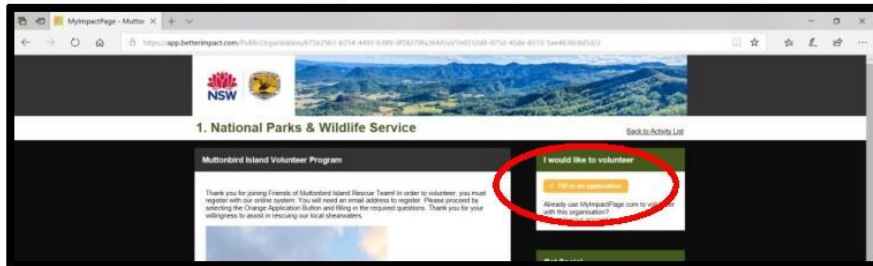
Anyway, on with the adventure. Off to Kununurra via the highway this time! Some lovely free camps at Ellendale Lake, and Leycesters Rest Area on the Ord River were great I also stopped at Mimbi Caves and went on a cultural tour. After making it through Fitzroy crossing a day before it closed again due to rainfall in the catchment, phew!, I made it to Kununurra. I'll spend a couple of weeks exploring the area around Kununurra including the Bungle Bungles, Lake Argyle, etc, and trying to improve my Barra score for the trip!



Volunteer Registration

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

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



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

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

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

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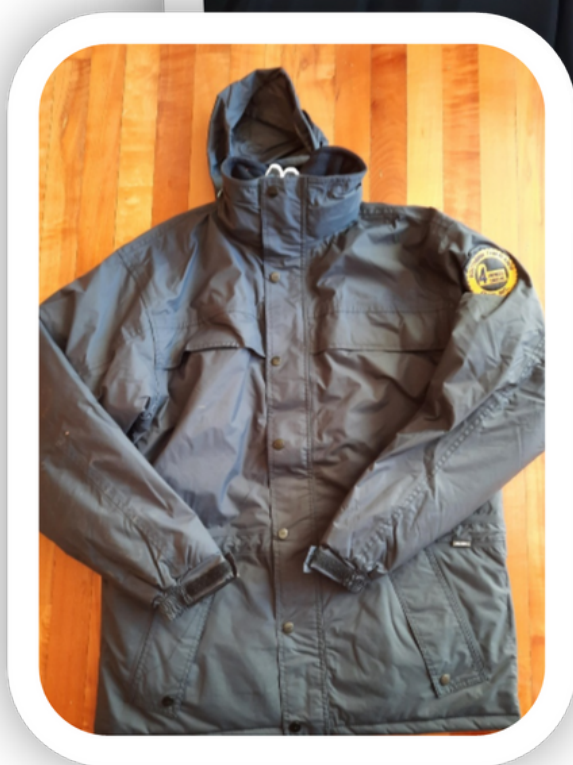
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Polo Shirts	\$40.00
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Hoodies	\$50.00
Rugby Tops	\$55.00
Caps	\$20.00
Stubbie Holders	\$7.50
Bucket Hats	\$20.00

Many older styles and larger sizes available. Visit the clothing table at Club meetings and make a deal on out of circulation merchandise.

ST4WDC SWAG



NOTICE: Clothing sales will be unavailable in August.

Club clothing is available at Club Meetings, or contact Francoise Zaalen-Arbaut at

clothing@st4wdc.com.au