



SOUTHERN TRAILS

AUGUST 2024

AMERICAN BUILDS

New Gold Sponsor

COVER PHOTO - SOUTHERN CROSS AND COAL SACK

by astrophotographer, Dr Graeme White



DIRECTORY

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"

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

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Southern Trails

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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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This Month's Cover Photo: *The Southern Cross and Coal Sack - in celebration of Olympic athletic stars*

by Dr Graeme White, Astronomer and Astrophotographer



PRESIDENT'S REPORT

BY ANDY SQUIRE

I'm back.

Last month all you got was "Andy's gone a driving and **he** don't know where he are". Well. That was harsh. It was supposed to be "... and **we** don't know where he are". I knew exactly where I was at every point on the trip. That's what SatNav is for. Ozi Explorer had me pinpointed at every step. Did I know where I was going next or how to get there? No. But that's not the point. I knew where I were. And some people kept telling me where I should go. But that's not unusual either.

It was a great trip. Across the Simpson desert again, along the Rig road at the south end. A road much less travelled. So more overgrown, dunes less smashed, plenty of camping spots. And didn't see another car (apart from our convoy) for 2 days. After all the rain it was so green. Birdsville the normal tourist lay-over, but with the Big Red Bash only a week away it was starting to get a bit horrific. A quick detour up to Boulia so that MP could re-live some of his childhood and then back down to Betoota. 3 days out from the BRB and it was obvious that Betoota was a 'last stop before Birdsville' kind of place. 8000 caravans and campers all heading to Birdsville. Unless you like crowds, I would stay away around the time of the BRB, Finke Races, Beetota Races and any other touristy kind of event. Chaos.

We made it down to Innaminka and then it bucketed down. Best laid plans and all that..... soggy camper, roads closed, nearly bogged on the Common, someone got lost walking back from the pub in the dark, lost their teeth (again!). Detour out to Bourke and round (did get bogged at Eulo... don't believe everything people tell you; it was soft and sticky) to get to Silverton (700km extra). Option was sit out 5 days waiting for the roads to open, so we would up only one day behind our original plan. Just goes to show that you need to have alternative plans, be flexible, adapt, and just enjoy..... And pay the extra fuel.

We went down to Mungo, and it just reinforced for me what a cluster the NPWS booking system is. The main campground supposedly has 18 sites (from memory). According to the booking system

there were at least 4 vacant on first check, but we could only find one spot. The website and person we spoke to on the phone said you can pay by envelope at the Information Centre. Nope. Went onto the online booking system and it now said 6 vacant spots. Tried to book one and it said none available. Meanwhile, another member of the group had managed to connect and book a site. I went back on and it still said 6 sites available. But there weren't any. There were campers in every one (since we took the last). And the Ranger drove around checking and did nothing..... I guess they need to be careful given that some people can get obnoxious or aggressive. But why have a booking system if it is not enforced and so rubbish?

Enough of that though. It's time for me to start banging on about the AGM and the Committee. October is the AGM, and all Committee positions are declared vacant. If you think the Committee is doing a good job, let them know and nominate them. If you aren't happy then do something about it.... Simple. Bang done.

If you missed the last couple of Club Meetings you may not know that we are no longer affiliated with the NSW ACT 4WD Association. The recommendation from the Committee that we don't renew for the 2024/25 year was accepted by the membership at the June meeting. This doesn't mean that we can't re-join at some future point, nor that we aren't engaged with the Association; it just means we don't have a direct say, and that our members can't get any of the Association's member only benefits. We still maintain a cordial relationship with the Association, and will review participation early in the new-year and make a recommendation to the Membership regarding whether to re-join or not around May.

Hopefully those who have been coming along to the Club meetings are enjoying the game/competition run each month. If you've got any ideas for an appropriate games just let me know..... The quizzes are ok, but a bit of variety is always good too.

And that's my page done. Everything is still just ticking along, so enough from me. It's nearly warming up, so get out there and enjoy; see you on the tracks. And remember, "if you don't know where you are meant to be, you can't be lost"



MEMBERSHIP MATTERS

BY LYNNE DONALDSON

Welcome

to the following 4 new members who joined in July:

Alistair Catterall – Ford Ranger

Dave James – Toyota Hilux

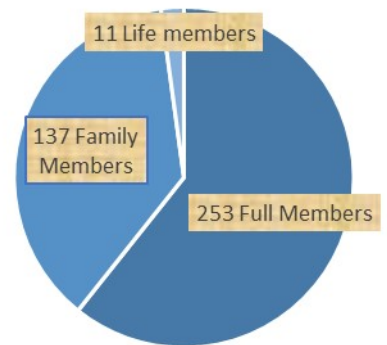
Alex Wakfer and Maz Seibel – Mazda BT50

Rheece Galea-Bell – Mitsubishi Triton

and to Returning Members

Neil and Jen Ellison – Mitsubishi Triton

Membership - Total 401 Members



numbers as of 31/07/2024

I take pleasure in the thought that it's not long now and it will be starting to warm up. People tend to hibernate or travel in the colder months.

We have a couple of social events on the calendar. A bowling night which will be a lot of fun and our End of Year celebration at Kowan forest, come for the day or stay overnight.

In recognition of your dedication to the Club, we now have stickers that celebrate the number of years you have been in the club. These years are 2, 5, 10, 15, 20, 25, 30, 35, 40 and life membership stickers. Come and see me at a Club meeting to get yours.

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.

If you have family members and have children that have reached 21 years of age, they now need to upgrade to a full member or else be removed from your profile. If this is the case, could you please contact me to discuss.

If you need a new club sticker, come and see me at a meeting.

Membership benefits

Please remember that several businesses in Canberra advertise with us and will give you sound advice as a ST4WDC member when you purchase your 4wd and camping gear.

Make sure you mention you are a member at participating stores! Check out a full list of Advertisers on our web site and within the newsletter.

Association Stickers – At each general meeting, there will be 2024 association stickers available to collect. State forest permits are paid each year to allow all affiliated clubs to access forests without charge. (Dated vehicle sticker is proof of membership).

Many thanks to the club members that have assisted at the visitor's table. Having other members on the table welcoming and informing visitors about what we do in the club is extremely helpful to me and is much appreciated by all visitors.

If you see a new face at a meeting or someone looking a little lost, say G'day 😊

It takes only a few minutes to possibly make someone feel welcome and connected.

If you have any Membership queries or want to have a chat, do not hesitate to contact me membership@st4dc.com.au or 0412 251 528.

Till next month,

Lynne

LOOKING BACK

December 1989



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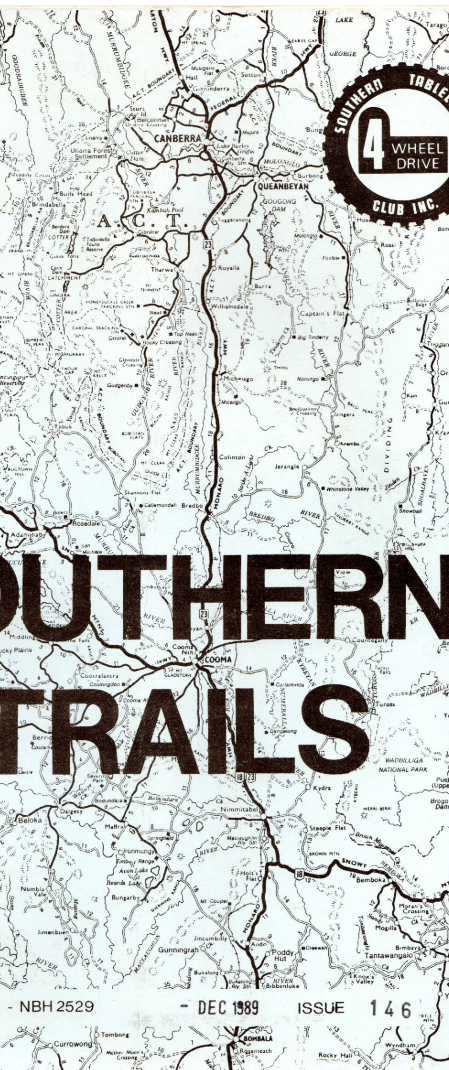
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TRIP REPORT

Tuross Falls - Cascades on 20 August

Leader: David Chaplin

A convoy of six vehicles departed from Williamsdale on a foggy Sunday morning and headed for Cooma. We stopped in Cooma to top up our fuel and bought a few last minute things such as munchies and drinks, only to litter the car floor throughout the day (our car anyway).

We took the road to Numeralla and continued until we reached the turn off to the Nimmitabel - Countegany road. Hubs were locked in and high 4 engaged to make dirt driving a bit more controllable, as this particular stretch of road gets quite slippery when wet, and I can speak from experience.

Before long we reached the turn off into Tuross River Estate where we drove through a gateway and onto private property. On our left was the head waters of the Tuross River, fed by the fresh creeks of the Highland Country. It was here that the Jorritsma family caught up with us. Apparently they were a little late getting away. (I wonder how come I got to do this write up, Dave?)

It was a pleasant drive through this particular property, that is, if you enjoy being amongst a herd of Herefords who happened to be sharing the track. Our resident butcher Brian, had dollar signs ticking over in his eyes as he checked out the weights on the hooves.

A left hand turn from this particular track took us through the Ferguson's property where we crossed the Tuross River and it was at this point, that Dave called us up on the CB to let us know that this will do for a cuppa.

Excellent spot to stretch your legs and go for a walk and whatever may follow. That is if you can find a spot where there were no kids. Funny how they always seem to beat you to the good spots.(trees).

Off we went 4 wheeling on a grade 2 track

towards Tuross Falls. (This can be a grade 3 track when wet).

We came to a tricky creek crossing where a few vehicles encountered slight difficulties. John Jorritsma drove his Sahara in and it decided to stop in the middle. To avoid unnecessary damage to the creek bed by spinning back and forth, a good decision was made to roll out the winch cable. A slow and steady Sahara pulled out onto the other side with the track left in good condition. After a few kilometres of winding up and down gullies and around trees, we finally made it to the falls, just in time for lunch. Dave Chaplin briefed us all about the precautions to be taken along the foot track. Especially for the kids, because you wouldn't want to slip and go for a long slide over the side.

An excellent walk to the falls. Slow and steady is the only way and worthwhile when you reach the falls. You come to a cliff edge which drops hundreds of feet to the river below. A magnificent view and quite breathtaking.

By the time we got back to camp the sky decided to close in, so we quickly made lunch. Some brought it ready made, others put the barby on.

David decided to carry out repairs to a rear spring which inverted on him a little earlier or while straddling a rut. With the help of a power winch and a highlift jack we managed to repair the problem.

After lunch we back-tracked to the main road because it's only one way into Tuross Falls.

The second part of the trip took us to another spot on the Tuross River, the Cascades. A fairly easy drive till you get within 10 kms of the Cascades where you will encounter a few big hippos in the middle of the track. All go through without any major dramas. The track was rutted but firm and soon after we reached

the Cascades.

An excellent swimming hole where the river cascades down limestone rock face with a natural water slide into a deep blue pool. We all had a bit of a slide ourselves as we walked down into the cascades. The rocks are very slippery and we found ourselves forming a human chain as we inched our way down.

A magnificent piece of natural landscaping, millions of years in the making. Should be an excellent camp site in the summer. We made our way back up and had afternoon tea further up the River where Dave treated us all to a piece of home made English cake.

Well after a good hour of chatting, drinking and eating we decided it was time to head home. We were going to go home via Badja Fire Trail and then up Slap up trail to come out onto the Captains Flat road, but on the way out of the Cascades, Dave inverted both rear springs and wasn't too keen to bush it with his rear end sitting up pretty high with little travel.

We all headed for Cooma and home on the highway. What a great way to spend a Sunday with friends in the bush!

On behalf of those who participated I would like to thank David for leading this trip and also to Belinda and Jarelle Chaplin for entertaining us on the CB with bush songs.

Kruno and Vesna Luketic

TRIP CALENDAR

SAT-SUN 2-3 DECEMBER TUROSS RIVER/CASCADES

LEADER John Jorritsma (887129)
CONDITIONS Grade 2/3
FUEL Full Tank
COMMENTS A weekend camping trip to the cascades next to the Tuross River. The route will take in the Big Hole on Saturday, then on to the Cascades where we will set up camp. On Sunday a 45 minute walk to the Tuross Falls for those who would like to see or swim in the pool below the falls. Those persons who don't want to walk to the Falls can enjoy the natural rock slide into the pool at the cascades or do their own thing. This will be a pleasant camping weekend for those members with children so come along.
DEPARTURE 8.00am at Captains Flat Turnoff on coast road about 2 kms east of Queanbeyan
MAP Batemans Bay Forestry

SUN 10 DECEMBER DAY TRIP

LEADER Mary Reid (813768 H, 437333 W)
CONDITIONS Grade 1/2 (possible 3 option after lunch if large enough numbers for two groups)
FUEL Full Tank
COMMENTS The ULTIMATE scavenger hunt/observation rally/4WD trivia quiz/forest drive etc fun day.
SEE PROMO ELSEWHERE IN THIS MAGAZINE
DEPARTURE 9.00am Junction of Captains Flat Road and Kings Hwy
MAP Batemans Bay Forestry

26 DEC - 7 JAN VICTORIAN ALPS

LEADER Geoff Appleby (H 551056)
CONDITIONS Grade 2/3
FUEL Along the Way
COMMENTS As we go to press, the intention is to start off at Myrtleford (Lake Buffalo) and then an explorer's approach to the great outdoors - probably a couple of 2 night camps.
DEPARTURE Boxing Day from Lake Buffalo
CONTACT GEOFF FOR FURTHER DETAILS

SUN 22 JANUARY DAY TRIP

LEADER Andrew West
CONDITIONS Grade 2
FUEL Full Tank
COMMENTS An interesting drive through the Brindabellas for new and old members with a BBQ Lunch.
DEPARTURE 9.00am at Cotter Tavern
MAP ACT Special 1:100,000; Cotter 1:25,000

THU-SUN 25-28 JANUARY SNOWY RIVER AND BEYOND

LEADER Geoff Appleby (H 551056)
CONDITIONS Grade 2/3
FUEL Along the Way
COMMENTS A late afternoon departure on Thursday for a camp along the Snowy River - then a leisurely drive (!) through some magnificent mountain country in Eastern Gippsland. A limit of six vehicles will apply.
CONTACT GEOFF FOR FURTHER DETAILS

SAT-SUN 3-4 FEBRUARY ALPINE LODGE, THREDBO

LEADER Keith Kloosterman (H 412338, W 666607)
CONDITIONS Grade 1
FUEL Full Tank
COMMENTS Saturday chairlift and walk to Mt Kosciusko. Sunday by Ski Tube to Mt Blue Cow. Bring walking boots. Payment by January Meeting.
DEPARTURE Find your own way to Thredbo
Walkers will leave from Lodge at 10.30 am

Randwick Municipal Council has taken delivery of Land Rover 6x6 all-wheel-drive vehicles for beach cleaning duties at Clovelly, Coogee, Maroubra, Malabar, Frenchman's Bay and Yarra Bay. The basic vehicle, which was originally developed for the Australian Army, has been modified for civilian use by Sydney based GES Garwood.



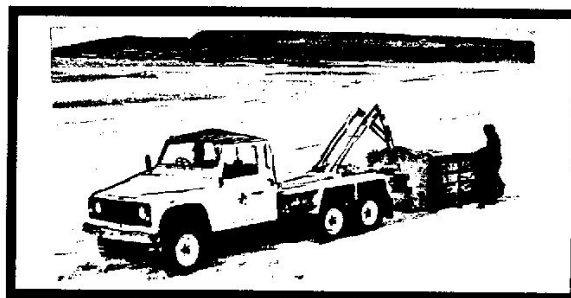
Beach cleaning machines towed by 4WD tractors are used to sift the sand and thereby collecting rubbish, empty bottles and seaweed. This rubbish used to be piled up along the beach for later collection by front end loader and then transferred to a tip truck safely parked at the edge of the sand.

Under the new Linktip system, the Land Rover 6x6 carries a specially designed beach refuse bin which is placed on the beach. The design allows the beach cleaning machines to discharge directly into the bin without anyone touching the rubbish. When full, the hydraulic lifting equipment of the Land Rover collects the bin and tips the rubbish directly into the back of a conventional garbage collection vehicle for compaction and final removal.



The key to the Linktip's versatility is the design of electro-hydraulic tipping gear with specially designed remote-controlled locking sleeves on the tipping arms. Tipping and bin collection is controlled by a multi-position lever mounted in the vehicle's cabin. External controls are available when used with hydraulic winches fitted to demountable flat-bed bodies for the recovery of dumped vehicles. The one-man operator can choose between full tipping action to 52 degrees for bin placement and collection. Different designs of demountable bin increase the vehicle's versatility.

Four bins have already been installed on the sandy foreshore of the Randwick Council. Six road bins are proving a boon for the removal of debris and rubbish at small sites. These road bins are sized to allow a wheelbarrow to tip directly over either side into the load space. By dropping a one metre high tailgate, workers can walk their loads on board.



As well as garbage compaction bodies, GES Garwood's range of demountable body options includes fuel, water and effluent carriers, rear tipping bodies, milk collection tankers plus generator sets and water pump systems mounted to flat bed carriers.

Some technical details:

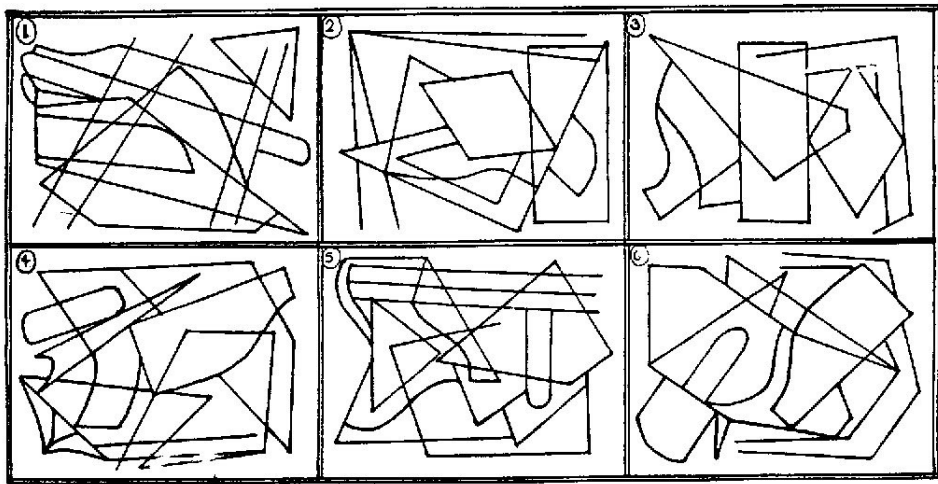
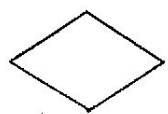
The chassis mounted hydraulic pump is powered by a military-style, twin-belt drive crankshaft-mounted pulley through an electromagnetic clutch (available with over-speed protection control).

Power for the various demountable body and equipment systems is provided through quick release, self-seal hydraulic connectors. The Land Rover 6x6 is powered by a 3.9 litre turbo-charged Isuzu diesel engine which produces maximum power of 86kW at 3000 rpm. Peak torque of 320 Nm is rated at 1800 rpm. Extensive protection against salt spray corrosion is assured by Land Rover's galvanised chassis and alloy body panels. Optional extras include disc brakes all round, a stainless steel exhaust system and alloy battery carrier.

KID'S CORNER

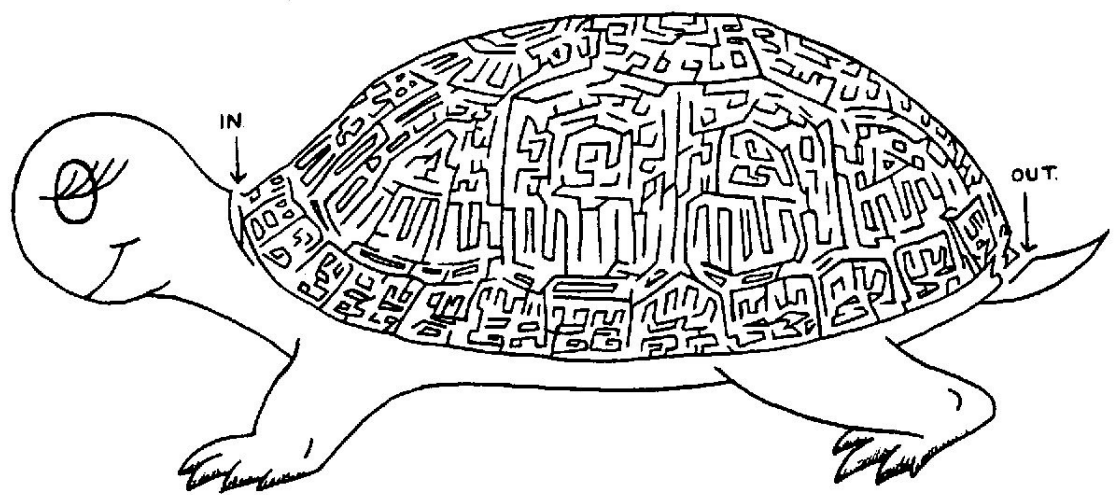
WHERE IS THE HIDDEN FIGURE?

Can you find any of the three figures shown below hiding in the six squares? There is only one figure in each square.
Lucky hunting!



MYRTLE MAZE.

Myrtle is a little mixed up. Can you find your way through Myrtle's shell and help her get untangled? Good luck!



FROM THE MOUNTAINS TO THE OCEAN

15 - 19 APRIL 2024

Trip Leader: Matthew Maddigan



The whole area is absolutely beautiful. While somewhat disappointing that we couldn't find hard tracks in Barrington Tops National Parks (Grade 4 and above), there are supposedly some great tracks in Chichester State Forest. We went on several 'reccies' but couldn't find the harder accessible tracks this time (we did have several 'adventures'), however the tracks we did drive in both areas were stunningly picturesque. More exploration required! Riverwood Downs, where we stayed, was a top camping spot with cabins and various other types of accommodation. We camped right on the river and with such a big group of ST4WDC members we had plenty of space for a big campfire each evening, except the wonderful night we all ate at the Bistro in a room set aside for us. It is a magnificent part of NSW and we will be back on the next trip in 2025. Thanks Matt for organising the trip.

Bron Squire





Due to having to drop off our youngest at a Cadets Camp, my Wife Maria & I only made it to camp at Riverwood Downs just before dark on the first day to hurriedly set up our little Campervan.

Next morning we joined in the briefing & were off with our Convoy into Barrington Tops. While the scenery was visually stunning, unfortunately it seemed like all the "hairy" tracks that I'd read about since the 80's were long closed off, so the drives were more scenic dirt-road jaunts than tough 4WD driving. A lot of the dirt roads were in fact a better standard than some of the atrocious "sealed" roads between Newcastle & Barrington.

Our day down at Stockton beach was a hoot, especially playing in the dunes, which had Maria muttering darkly about "testosterone" & "boys & their toys". All the various vehicles did well but the standout champ was of course the lone Suzuki Jimny which scurried everywhere without problems.

The next day, being an Air Force Brat meant an extended visit to the "Fighter World" Museum at Williamtown Air Force Base. Always very interesting & many photos were taken. That night was the "All-In" dinner at the Resort Restaurant, which was most enjoyable with good company & conversation.

Another day in "The Tops" followed with some great scenery but also some rain towards the end of the day, but still a good day out.

We'd booked a powered site for our Van but hadn't been able to get the entire 7 days, so had to pull stumps on the Friday. We treated ourselves instead to a night in a Motel down in Nelson Bay before driving home on Saturday.

Many thanks to Matt for organising the trip & now looking forward to our next adventures, especially the Victorian High Country.

Steve & Maria Goleby



It was great to explore a new region and the Barrington Tops didn't disappoint. We have heard lots about the area from family who live nearby and were keen to get there ourselves. We camped for the week at Riverwood Downs in the Monkerai Valley. It was lovely sitting beside the Karuah River watching the canoes float by. For the driving we split into two groups – a more adventurous 4WD group and a more leisurely touring group. We chose the later. The drives were great and showcased some of the spectacular views and amazing countryside. We now have a long list of places in the area we want to explore a bit further.

On the free day we went into Dungog and some of the little villages in the area for a bit of sightseeing. The highlight of the trip was sitting around the campfire and making new friends.

Thanks Matt for a great trip.

Sue and Rob Phillips



SOCIAL CLUB ACTIVITIES

**Watch this Space
and look at the
Trips and Events page**

Watch this Space
and look at the
Trips and Events page

OUTDOOR RECIPES

REPEATED Recipe (not after eating)

Curried Lamb Mince

Recipe is taking the flavour profile from the Cape Malay people who migrated from Ceylon and Malaysia in the 17th and 18th century

around 750g fatty (80/20) lamb mince
1 chopped onion
½ tsp cinnamon powder (or a stick)
4 cardamom pods crushed
2 cloves
1 tsp garlic (or two pods crushed)
2 tsp ground coriander
1 tsp ground cumin
½ tsp tumeric
salt to taste

Sauté onion until brownish, add mince in batches, fry all until brown, add spices and cook a little more. Then either add a couple tsp of gravy powder or half to full tin of crushed tomatoes, and cook for around 30 minutes until lamb is cooked and the sauce has thickened somewhat. A splash of vinegar (brown or white) could sharpen the taste and cut through any fat. Mix through say a cup of frozen peas (or tinned peas), and warm through. Serve on the vet koeke / fat cakes, and even garnish with parsley or coriander leaves.

Recipe by Adré de Waal

This is an ongoing segment on outdoor / barbeque / 12V oven cooking .

Your Help is Needed *(don't leave all recipes to a few people!)*

If you have a good (or even just OK) recipe, send the recipe and photos to 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**

[Return to Content Page](#)

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 memorable

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.



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HAVE YOU HEARD

HEMA UPDATE

Hema have released a new update to the HEMA Premium Maps, The new update is HEMA Premium Version 5 Quarter 2.

Any questions contact Michael at Trips@st4wdc.com

FREE MEAL

If you present a trip report at a Club meeting, at the next Club meeting you will get your meal paid for by the ST4WDC. See Roland, the Club Secretary, for details.

2024-25 CLUB BUDGET

The Committee has approved the 2024-25 Budget. The Budget is available from the website for logged in members: Committee and Policy Documents > Club Budget

Tyre Pressures

EDUCATION COORDINATOR'S TIPS AND TRICKS

Bron Squire, the ST4WDC Education Coordinator, has provided information on tyre pressures.

Tyre Pressures

Standard tyre pressures should be typically - 40 psi for large 4wds, 35 psi for medium 4wds and 30 psi for smaller 4wds.

Lowering tyre pressure from this standard is an essential part of 4wding to increase traction and to help tyres mould to the terrain causing less damage. Added benefits include a smoother ride, less damage to suspension and tyres, and less punctures.

Rule of thumb: lower 10 psi from highway pressures on dirt, and further 5 psi depending on the terrain.

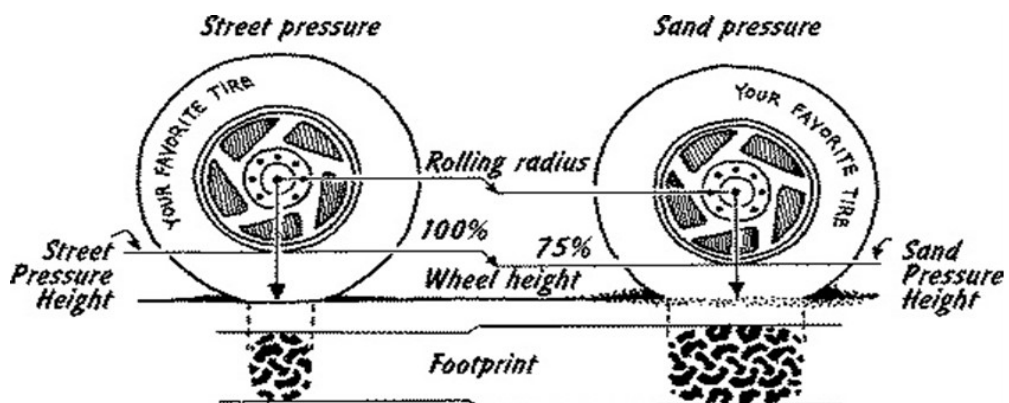
Tyres must be reinflated once back on the road to avoid excessive heat build-up from within the tyre. If tyres cannot be reinflated then the speed should be reduced dramatically.

Aim for a tyre contact patch of 300mm.

Sand requires lower pressures, down to around 15 psi.

Tyres will heat up over the day and consequently pressures will change. Should check tyres throughout the day.

Avoid heavy breaking and sharp turns – (to avoid tyre rolling off the bead).



TYRE PRESSURE GUIDE



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E: sales@tracksadventuregear.com.au



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MATES CHATTING

In what way have you or do you contribute to the club?

What pictures would best describe you ?

How long have you been a member?



Member Spotlight

Member Spotlight on

*Troy and Bart
(or Bart and Troy)
- great mates &
active club members!*

What have you found to be the best part of joining the ST4WDC?

Mates like you!

What trips are on your bucket list?

Anything as long as you go!

CLUB MEETINGS

7-30pm, 2nd Tuesday of each month

Canberra Deakin Football Club, Grose St, Deakin, ACT

August Meeting - usual room

Please consider having your meal in the meeting room and sharing your table with other members who you may not as well. It is then a great opportunity to get to know more club members.

October Meeting - Annual General Meeting

Please consider contributing to the Club by being a Committee member - contact Roland at secretary@st4wdc.com.au for a nomination form.

November meeting

Mathew Linnane, from Hema, will be attending the meeting and talking about

- 1) The new HX-2+ Navigator & Accessories
- 2) The HEMA Alpha Program
- 3) Map Patrol

ST4WDC Trip of The Month (TOTM)

by Michael Patrick

trips@st4wdc.com.au

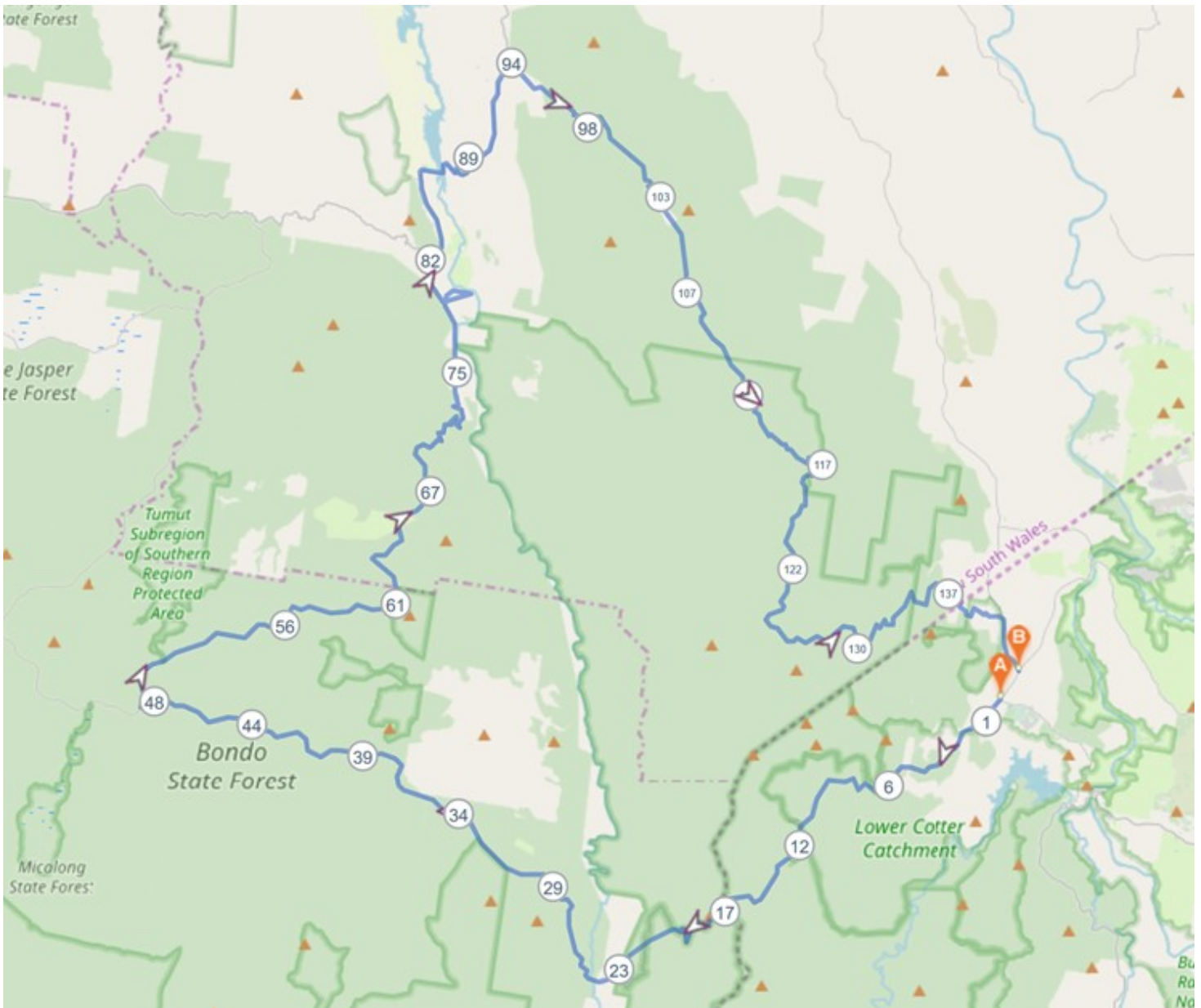
Welcome to the TOTM. Each month in the newsletter I will list an easy trip for club members who want to lead a day trip. If you are interested in leading this trip, please contact the Trips and Events Coordinator for the trip details. This month's trip is:-

Wee Jasper

This is a nice easy grade 2 day drive to Wee Jasper. Have a picnic or stay the night at Wee Jasper camp grounds. Wee Jasper Campground is a collection of four of nature's most pristine camping escapes in country NSW, where getting back to basics in the great outdoors is as easy as rolling out the swag.

This laid-back camping escape in country NSW is dog-friendly and has everything you need for an outdoor adventure. World-class hiking, walking, waterfalls, paddling and fishing are all in abundance. It's about as wild as it gets, all with warm showers and flushing toilets!

Note this a grade 2 trip but weather conditions and track conditions can change this grading



TRIPS AND EVENTS

Please check www.st4wdc.com.au and consult with the Trip Leader to confirm details before attending.
Contact trips@st4wdc.com.au for more information.

Title	Type	Grade	Trip Leader	From	To
Dinner and Bowling	Event	NR	Tracy Rankin	16-Aug-24	16-Aug-24
Abercrombie River National Park	Trip	Grade 3	Michael Patrick	17-Aug-24	18-Aug-24
Talooge Muster	Talooge Muster	NR	Brad Wells	7-Sep-24	8-Sep-24
Off the beaten tracks in mid-South Australia	Trip	Grade 3	Alex Szabo	9-Sep-24	20-Sep-24
Vehicle and Recovery Equipment Evaluation	Event	NR	Bronwyn Squire	10-Sep-24	10-Sep-24
“Safe One” Basic Driver Training Course	Training	NR	Bronwyn Squire	20-Sep-24	22-Sep-24
Brindabella Ramble	Trip	Grade 3	Troy Larke	29-Sep-24	29-Sep-24
Watagans	Trip	Grade 4	Robert Stevenson	4-Oct-24	7-Oct-24
MLR4WDC Loftyfest 2024 - Peterborough SA	Trip	Grade 3	Alex Szabo	5-Oct-24	7-Oct-24
Vehicle and Recovery Equipment Evaluation	Event	NR	Bronwyn Squire	8-Oct-24	8-Oct-24
Paint and Pino	Trip	Grade 2	Nicole Hermansen	12-Oct-24	13-Oct-24
Basic Winching and Recovery Course	Training	Grade 3	Bronwyn Squire	18-Oct-24	20-Oct-24
Intermediate Winching and Recovery Course	Training	Grade 3	Bronwyn Squire	18-Oct-24	20-Oct-24
Talooge Muster	Talooge Muster	NR	Michael Patrick	18-Oct-24	20-Oct-24
“Safe One” Basic Driver Training Course	Training	NR	Bronwyn Squire	30-Oct-24	1-Nov-24
“Safe One” Basic Driver Training Course	Training	NR	Bronwyn Squire	1-Nov-24	3-Nov-24
Brindabella Ramble	Trip	Grade 3	Troy Larke	10-Nov-24	10-Nov-24
Vehicle and Recovery Equipment Evaluation	Event	NR	Bronwyn Squire	12-Nov-24	12-Nov-24
Vic High Country Ramble 2024	Trip	Grade 4	Michael Patrick	16-Nov-24	23-Nov-24
Vehicle and Recovery Equipment Evaluation	Event	NR	Bronwyn Squire	10-Dec-24	10-Dec-24
Murder Mystery in The Wonnangatta Valley	Trip	Grade 4	Michael Patrick	16-Mar-25	23-Mar-25
Exploring Outback NSW	Trip	Grade 3	Debbie Davidson	29-Mar-25	12-Apr-25

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

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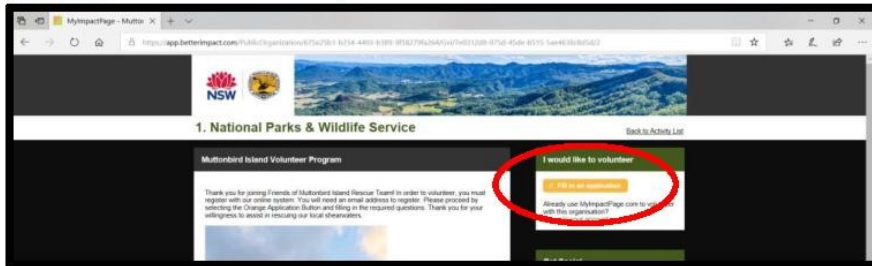
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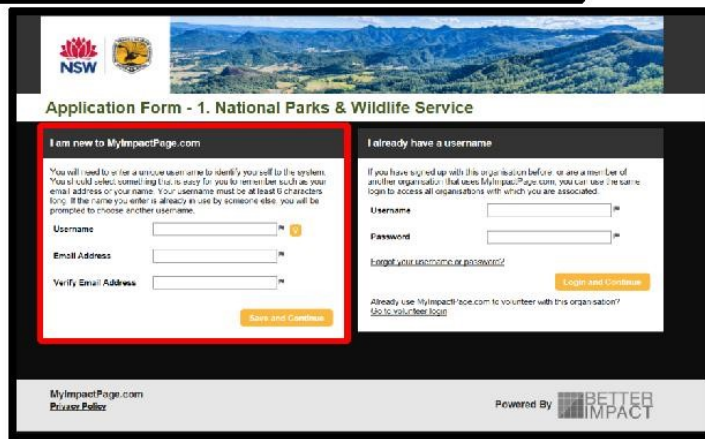
Volunteer Registration

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.

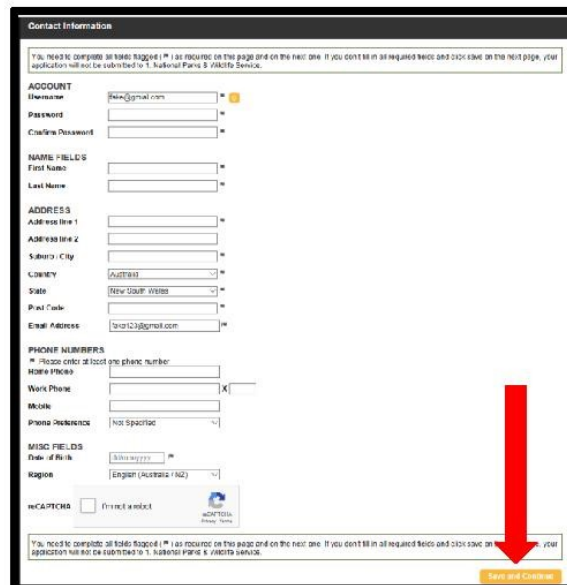
1. Go to this link: <https://4wdnow.com/pages/volunteer-sign-up-with-national-parks>
2. Hit the YELLOW "FILL IN APPLICATION" Button on the right of the screen. (red circle in screen shot below)



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.

We need

YOU!



Why We Need You *(from Southern Trails, 2022)*

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

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

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

There are more vehicles than spots. I was intrigued by the maths of the club, and I thought it important for others to understand the numbers. Here we go... There are approximately 270 vehicles covering the 400 or so members. There are roughly 80 trips planned in the 2022 calendar. Half of these 'trips' are training. This leaves approximately 40 trips in the planner. Excluding major events such as the famous Vic High Country trip with 50 vehicles, most trips would take around eight, with more simply being unmanageable. Therefore, we have approximately 320 spots annually (40x8) available for members to join. This is less as the trip leaders take 40 of these spots. Thus, we have 280 spots for roughly 270 vehicles. In essence, you have one trip a year if all things were equal. Say if everyone in the club wanted to go on 3 trips each a year, we would need 810 vehicle spots annually for this to occur in an ideal state. Our current deficit is 530 places to achieve this.

Trip leaders are a limited commodity. It takes time, planning and willingness to volunteer. Michael P shared that we have around 10 active trip leaders with another eight 'in the system'. Let's do the maths on this. To achieve the ideal state of three trips each per year per vehicle, we need to find the 530 addition spaces on trips. With an assumption of 8 vehicles per trip, we would need the current 10 trip leaders to run 75 more trips annually (only seven additional members can



We need

YOU!



go as the trip leader is excluded from the calculation), or each trip leader runs eight more trips each. If the additional eight trip leaders became active this would drop to 4 trips each, and if the current trip leaders held their current activities, with the additional eight picking up the gap, they would need to run 8 each to meet the target. This is

equivalent to leading a trip every 6.5 weeks. I think we would all agree that is both unfair and unable to be achieved without additional measures and trip options being introduced. Do **we have a problem?** Yes, but it is one of capacity rather than anything else.

Trip leaders are also members and want to spend their leisure time with friends too. One common feedback to the club committee is that the trips are always full of the same people. I have also thought this at times. But let's explore this from different perspectives. Firstly, imagine you are a trip leader. You enjoy going on trips and you have a circle of friends that you like going with. I certainly have a group that I go camping with, and with the limited weekends I can go on trips, I want to spend it with people I know, trust, and enjoy their company. Imagine the situation where you are a trip leader, and your friends cannot come along. Would you still go? Is it your role to be a tag-along-tour guide? Or would you simply pull the trip and go with your friends? I dare say many of us would do the latter. I had not thought about this at great length until hearing some trip leaders share why one or two other members would always seem to be on their trips – because they are great friends and if they had not been on the list, the trip may have simply been a private one where no member benefits.

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

How can we increase 'trip supply'?

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

How can we effect demand?

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

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

More trip leaders leading to more trips was discussed. This is the best chance the club has to increase the number of members being on trips each year. Firstly, I welcomed the suggestion of placing trips in the planner without a trip leader. We all have seen a trip and have been unsuccessful in getting on the trip. The answer may be simple. Place leaderless trips in the system and get the nominees to work together to organise the trip. This would be especially useful on each long weekend of the year. If the trip does not have an allocated leader/ leadership group, it can be cancelled. Michael P and the committee will endeavour to provide the GPX files and trip notes if requested. For me, I am happy to work with a group of like-minded people to solve this issue, rather than not going at all. Secondly, it was tabled for the committee to provide 10 or so 'good trips' on the website. Any new leaders can pick from the 'trip pack' knowing the trip has been done many times and this may reduce the barrier of not knowing where to go when leading. I assume that many others, like me, in the club are happy to point their car in a direction and have some others follow. The barrier is knowing where to point. Lastly, there was discussion about a 'shadow leader'. This would be a more experienced trip leader who is willing to help any new leaders in planning the trip. A barrier to leading trips can be overcome through members having access to a mentor to run ideas by.

Larger vehicle allocation on trips is difficult. The more cars, the more spread the convoy gets and it becomes frustrating for those in the front and back. Also with a number of trips there is the issue of parking/space for morning tea etc, or for camping; and physical space at the various destinations is sometimes problematic. I do not believe this is a viable solution to the problem. **Equally more trips provided by current leaders must also not be considered as a long-term solution.** The numbers are unfair and if this was possible, the club would already be doing this.

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

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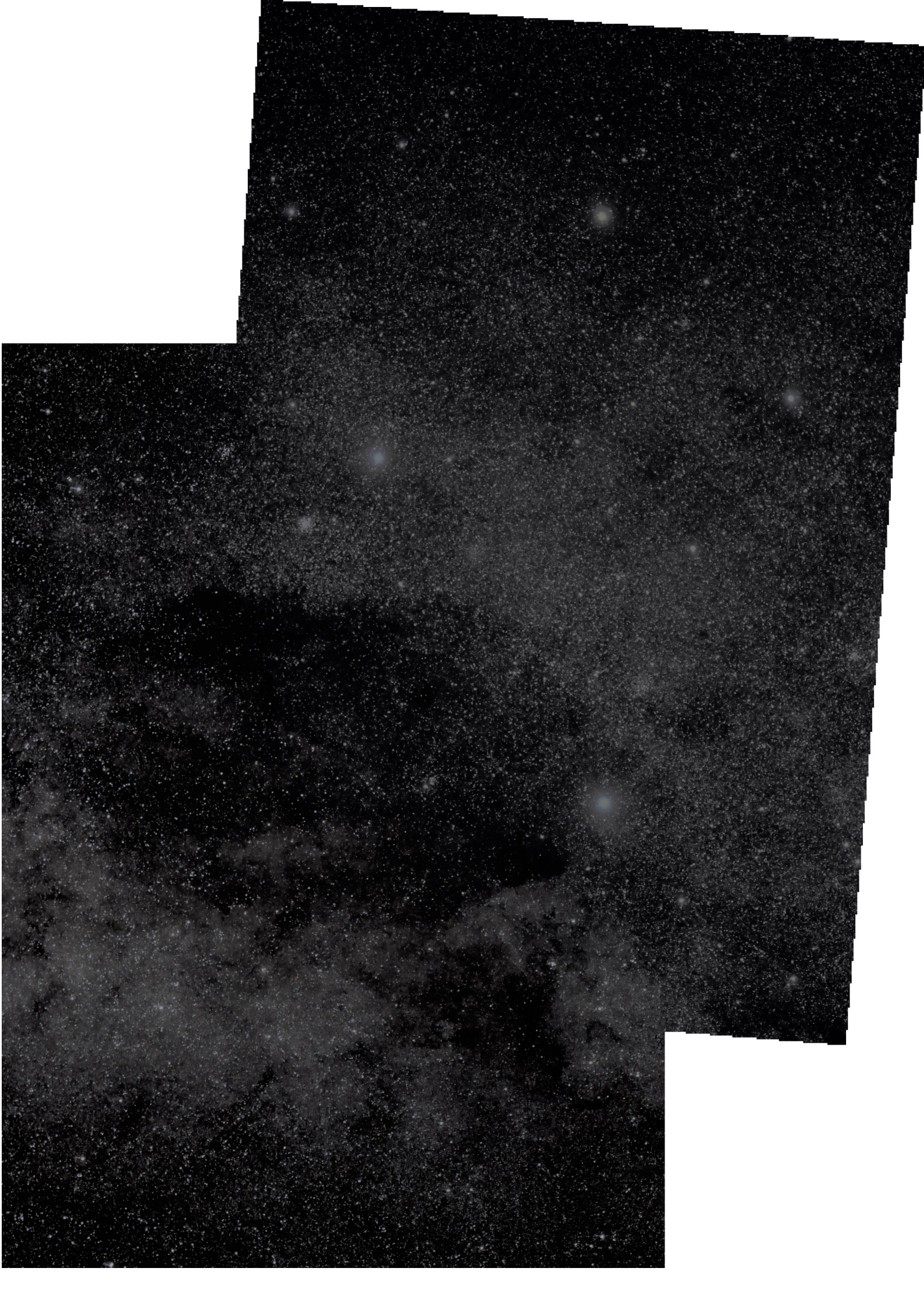
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ST4WDC SWAG



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