

TrackChat

June
Issue 2019 Volume 6

WAGGA WAGGA
FOUR WHEEL DRIVE CLUB INC
“Living the Adventure!”



Royal Flying Doctor Service

Medical services needed by people living in rural and remote areas of Australia are no different to services required in our large cities, but the vast distances that small rural populations have to overcome to access health services, provide a real challenge. The Royal Flying Doctor Service works to assist country Australians in many ways.

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This meeting night, 18 June 2019 at the RSL Club, Bill Fraser will be our guest speaker. Bill is a member of the RFDS Volunteers Group in Canberra. You are cordially invited to come along and bring your friends to hear about the life-saving work of the RFDS.

If you would like to meet and share a meal with Bill at the RSL Club Bistro, before the meeting, you are more than welcome. There is a booking for 6:00pm and if you want to be part of it, just contact Allan Pottie (0414 492 055) so that he can let the Club know.

Wagga Wagga Four Wheel Drive Club Inc. (WW4WDC) was established in January 1978 and is one of the longest running 4WD Clubs in Australia. With a membership of around 65 enthusiastic families, members have opportunities to appreciate and enjoy the outdoors; 4WD touring and adventures; promote a positive approach to conservation; set good examples and are safe and responsible four wheel drivers while abiding by The Club Rules and Code of Conduct. The Club encourages family activities with social events and regular trips to places of interest locally and across Australia. The Club is affiliated with Four Wheel Drive NSW & ACT (the Association of Four Wheel Drive Clubs) and promotes Tread Lightly and the Code of Ethics of Four Wheel Drive Australia.

Wagga RSL supports Wagga 4WD Club & encourages Club members to become members of the RSL and like them on FB

Club Executive

President	Greg Ogden	0419 494 451	President.wagga4wdc@gmail.com
Vice President	Paul Kingdom	0427 719 933	
Secretary	Ian Davidson	0427 262 091	Secretary.wagga4wdc@gmail.com
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Association Delegate	John Kent		see above
Publicity Officer	David Ohlsen	0418 457 434	
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Wagga Wagga 4WDrive Club Inc

PO Box 5842, Wagga Wagga NSW 2650

Email: secretary.wagga4wdc@gmail.com

www.wagga4wdclub.org

MEETING DATES

(3rd Tuesday of the Month)

RSL Club, Dobbs Street, Wagga Wagga 7.30 pm

- Tuesday 18 June
- Tuesday 16 July
- Tuesday 19 August

Curious? Visitors are very welcome to attend

WW4WDC **welcome all new members** to the club. If you have any questions or queries please do not hesitate to contact one of the Club Committee.

Note from the Editor:

Please get your contributions in for July Trackchat by the 6th of July or else it will have to wait for August.

Thanks Annette for an unexpected trip report that highlights the advantages of being in a club.

See you on a track somewhere and remember

"you're not lost or bogged until you are out of fuel"

Clancy (michael.salway@bigpond.com)

Around the Camp Fire

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DON'T FORGET

Basic Driver Training is on 22/23 June - see page 14 or website for details

Contact John Kent for further information



Read the Wheeler's Hut trip report for a clue to this location

Trip Lotto For 2019

May – Graham McKenzie

June – John Kent

July – S Broomfield

August – John Di Trapani

September – John Moore

October – Nigel McMullen

November – Allan Pottie

Thanks for supporting the Trip Lotto leaders by attending their 'trip'. We're a social club - it doesn't work if you don't play and as in most social things - the more the merrier!

ACTIVITY:	Night Drive						
Leader:	John Kent		Ph:	0419691218	Email:	Johnkent651@gmail.com	
Date/s:	29 June 2019		Deadline to confirm participation:			26 June	
Meeting point:	Apex Park Lake Albert				Start time:	2 pm	
Vehicle / participant numbers:	<i>Maximum:</i>	No limit		<i>Minimum:</i>	2		
Description of activity, safety issues, comments etc:	<p>A leisurely drive to Livingstone NP for a bit of a drive in the afternoon, a camp fire dinner and a night drive. This is a Trip Lotto event and also a follow-up to the driver training course. There may be a navigation / observation exercise involved??</p> <p>If the weather is inclement, we will postpone.</p>						
Personal gear required:	<p>4WD vehicle. Warm clothes. Evening meal and afternoon tea. Chair. Torch. Pen and paper. A little bit of fire wood if you have it.</p>						
Club gear provided:	Maps of Livingstone. First aid kit.						
Level of physical difficulty of overall activity: <i>Easy? Moderate? Hard? Very hard?</i>						Easy	
FOR TRIPS:	Grading (see P2):	<i>If wet:</i>	3	<i>If dry:</i>	2	Suited to camper trailer? <i>Y? N? NA?</i>	NA
Number of nights camping:		0	Location:				
Full time driving?	no	Fuel required & availability:			100 km?		

NOTES AND TRIP GRADING

Intending participants must reconfirm with the activity leader by the Wednesday before departure.

Photographs taken during the activity may be published in TrackChat and on the Club website and Facebook page.

Trip / Club rules are to be followed.

Because of the nature of activities undertaken, there is always the possibility of personal injury or vehicle damage. All participants have a responsibility to maintain safety at all times.

It shall be the sole responsibility of each vehicle driver to decide whether or not to start or continue to participate in a trip. it is recommended that advice is sought from the trip leader.

TRIP GRADING/ DIFFICULTY:

2	Easy	Green circle	Easy 4WD trip. Mostly unsealed roads with no obstacles and minor gradients. Suitable for all wheel drive and high range 4WD vehicles with road tyres and low clearance, and novice drivers.
3	Medium	Blue square	Mainly high range 4WD driving but low range required. Tracks may include steep, rocky, slippery, sandy & muddy sections and water crossings. Suitable for medium clearance vehicles with dual range and all terrain or road tyres. Drivers should have experience and training. Basic recovery gear required to be carried.

A gynaecologist had become fed up with malpractice insurance and HMO paperwork and was burned out.

Hoping to try another career where skilful hands would be beneficial he decided to become a mechanic.

He went to the local technical college, signed up for evening classes, attended diligently, and learned all he could.

When the time for the practical exam approached, the gynaecologist prepared carefully for weeks and completed the exam with tremendous skill.

When the results came back, he was surprised to find that he had obtained a score of 150%.

Fearing an error, he called the instructor saying, "I don't want to appear ungrateful for such an outstanding result, but I wonder if there is an error in the grade.

The instructor said, During the exam, you took the engine apart perfectly, which was worth 50% of the total mark.

You put the engine back together again perfectly, which is also worth 50% of the mark.

After a pause, the instructor added, "I gave you an extra 50% because you did it all through the muffler, which I've never seen done in my entire career.

What do these words have in common?

1. Banana
2. Dresser
3. Grammar
4. Potato
5. Revive
6. Uneven
7. Assess

Yes, I know they all have double letters, but that's not the answer

Answers are in next month's Trackchat - stay tuned



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Wheeler's Hut/Mt Pinnibar Trip Report Tony Driscoll

Day 1

On Saturday 4 May we were heading to the Vic High Country on a trip organised by Ian. Unfortunately Ian wasn't able to come along so asked Scott to take over as leader. We all met up at Apex Park for an 8am start. After the safety briefing and drawing of positions we headed off with Scott in front, followed by Carolyn and myself, Jeff and Kim, Aaron, Rob and Kaye, Ross and Jodie, Mitchell and Brendan as Tail-End-Charlie. First stop was at Henry Angel Camp ground for a toilet break, and then on to Corryong where most went and topped up their fuel, then regrouped at the park for morning tea.

After a good break we headed to the start of Elliott Ridge Trail, which was the start of the fun.

Scott stopped to open the gate while the rest of us waited on the other side of the road. Scott started to get out of his car when it started to roll backwards. Luckily he still had one leg inside his car so was able to stop it rolling before it rolled back onto the road. Not a happy chappie as he only had the handbrake adjusted the previous week. After we all went through the gate we stopped to air down. Poor Scott finished airing down the front tyre and stood up straight into his side mirror, almost knocking himself out. After a few minutes he was alright.

All aired down we started the climb up Mt Elliott Ridge Trail. We were surprised at how easy it was after all the rain they had received Thursday night (60+ mm) but it seemed to wash all the loose gravel from the track. At the top we stopped at the lookout for a look over Corryong and surrounds. The view was quite good despite the clouds.

Continued along Elliott Ridge Trail to Ned Kelly where we stopped for a look and then drove down to the hut for lunch.

Back onto Elliott Ridge Trail and continued towards [Wheeler's](#) Hut with only 2 missed corners (As Scott said not U turns - only reversing backwards.) Turning onto Wheeler's Road (and other tracks that I forgot the names of) the weather took a turn for the worse with quite heavy rain and even a bit of sleet/snow, then onto Dunstan's Road. Turned into Pinnibar Hut (Gibson Hut) for a look. One camper here. Hut is being refurbished and a new toilet block being constructed. Very different to the last time I was here.

The plan was to follow Lower Shady Creek Track but, due to bridge work, this track was closed, so Scott decided to continue toward Upper Shady Creek Track and go down it, even though the plan was to come up this track on Sunday.

Upper Shady Creek Track was a good track with steep sections easily negotiated with steep contour banks (I bottomed out on a few) until we came across a section of clay-topped track; quite rutted and very slippery (and it started to rain again). It was a case of letting the car find its own way down. Luckily it was only a short section. After this section there was a large hole before dropping into a creek crossing, which turned out to be not too bad.

After every one was across the creek we continued towards camp, when I noticed a light on my dashboard. We stopped to investigate and decided it was nothing so serious that it couldn't wait till we arrived at camp, which was not a great distance away.



Arrived at Wheeler's Hut to find a group camped at the hut and a group further in. We all picked our spots for the night, lit the fire and had happy hour. (Turned out the campers at the hut were deer hunters with a lot of dogs, which were mostly well behaved)

After a while everyone dispersed to cook their tea (with light rain falling again) and after went back to the fire (rain had stopped) and discussed the route for the next day. It was decided that going back up Upper Shady Creek Track was not going to be an option due to the fact if we did not make it up you had to reverse back down the track and across the creek as there was no way of turning around.

Turned out it was a good decision as on Sunday Brendan heard on the radio a group tried to go up it but had to give up and go another way.

Day 2

Up early Sunday morning, as the hunters were cutting fire wood at about 5.30am. They left early and said we could help ourselves to some wood if we needed to, which we did. Everyone had breakfast packed up and ready to roll by 8.45. I noticed my light was still on so Brendan hopped under the car (must be a big lift Ed.) to make sure I had no water in my fuel filter; all good so on the tracks soon after. (A big thank you to Brendan for helping me out)



Left camp and turned onto Wheeler's Creek Track. After about 500m Scott realised we were on the wrong track so that saw us do our first official U-Turn. Backtracked and turned onto Cattleman's Creek Track and then onto Dunstan's road before turning onto Mt Pinnibar Track towards Mt Pinnibar, this being the easiest way to the summit. The track was very rocky so a slow ascent to the top. At the summit it was a typical day, limited view, blowing a gale with a wind chill factor of about -5.

After a short break we started our descent to Tom Groggin. The track started out quite rocky but soon changed to be quite smooth. Soon came across our first major obstacle: a large hole in the middle of the track that looked worse than it was. No problems for anybody.

Continued on down, then heard on the radio that a group trying to get to Mt Pinnibar had to give up and turn around and head back down to Tom Groggin.

Came across a Patrol heading up. Stopped and told him what to expect up ahead and then we continued on. Came to a downhill section which Scott misjudged. He was in second gear when the descent turned steeper than he anticipated so he hit the brakes to slow down, but started to slide so took his foot of the brake and rode it to the bottom. Looked quite scary from behind but he said all was good. Funny though how he decided to have morning tea straight away. Everyone else had a nice slow trip down. (See our Facebook page for video and other photos).

After smoko we continued on till we came to the largest of the slippery sections (we think this was the spot that stopped the other group from continuing up). Scott poked his nose over the top but luckily saw a bloke unhooking his winch from a tree. At the bottom his Hilux could not be seen as it was around a bend. He walked up to Scott and asked us to wait for him but Scott told him it made more sense for him to reverse off the track and let us through, which he did.

This section was a slippery descent to a corner (where the Hilux was parked) and then a rutted and muddy section. By the time Brendan came down he said it was just like a slippery slide.

After this it was an easy drive down to Dogman's Hut for a quick look and then to towards Tom Groggin. Before crossing the Murray, Scott wanted to check out a campsite on the Davies Plains Road. Back to the Murray crossing and after a quick look we all crossed with no problems.

Stopped at Tom Groggin for lunch and to air up before heading off to check out Olsen's Lookout. Back to the main road and onto Khancoban for ice creams and toilet stop.

Decided to head back via Jingellic and Holbrook, where we stopped for our last break, before arriving back in Wagga about 6.30

Like to thank Scott for stepping up and leading the trip at short notice and for everyone else for making it a great trip.



Olsen's Lookout

Wagga Wagga 4WD Club thank the following
for their ongoing support

- | | |
|--------------------|----------------------------|
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| ◆ Autobarn | ◆ Wagga RSL Club |
| ◆ Barbeques Galore | ◆ Wagga Wagga City Council |
| ◆ Maxiparts | |

Trip /Activity Report Template

This is just a very rough guide to assist with the type of information that might be included in a trip report. Please feel free to use all, some or none of this when compiling your trip reports:

- Name of Trip – include destination and all places visited in between
- Dates, time departed and where from, day and time of return.
- Name of Trip leader
- Number of kilometres travelled
- Number of people, vehicles, types of rig i.e. camper van, rooftop tent, tent, etc
- Highlight/s of the trip
- Negative/s of the trip – if any
- Comment on road/track type, condition, recoveries etc
- Activities carried out and a little detail i.e. fishing, swimming, walks etc
- General comment about how the group enjoyed the trip.
- Please attach at least 3 photo's with your trip report

TrackChat Contributions

Are always welcome and are especially appreciated when they are in **original** format.

Please, if you can avoid it, do not send pdf documents as they lose clarity in the process of converting them into a format that I can readily use. Thanks. Ed.

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This is my trip report from Horseshoe Top End

As usual with me, my trips they are always eventful and extremely entertaining, (mainly for other people).

My journey started from Torquay Vic. via Camperdown, Warrnambool, Port Fairy, Mt Gambier, Gawler then on to our meeting place at Tarlee.

Vehicle preparation included getting new wiper blades and spare blades, not even thinking I would be using my wipers very much as the country is in drought. Wrong. A cloud burst about 100km from Mt Gambier, driver's side wiper blade virtually disintegrated before my eyes. Replaced it with the spare blade in the pouring rain and continued my adventure. (I think the shock of rain was too much for the old blade.)

I had my GPS on directing me to Gawler. Should have looked at my paper maps before relying on the GPS. Following the GPS directions, it took me into the Adelaide Hills, beautiful to start with - I was quite enjoying the diversion - until I realised that I was heading directly into the path of a bush fire. Fortunately, as luck would have it, I rounded yet another sharp bend, descended down another steep decline, nearly taking the policeman out that was standing at the detour sign at the bottom of the hill. Visibility was a bit limited at this stage. I was really grateful, he directed me out of there.

Finally arrived at the Gawler caravan park; a lot later than expected. I would recommend this park highly, the owners were a delight - just what I needed after my interesting day.

I ventured out to Tarlee the next morning to find a camp site and have a look around. Lovely little town and area. Decided that I wanted to sleep soft, so I booked into an amazing place, The Tarlee Motel. What a great find this place was.

Refreshed and ready to go, I went to the meeting place and met the Gawler Four-wheel-drive club. I could not have been with a better group of people to go on a trip with (except you lot of course) I immediately felt welcome. Networking at its best.



Leaving Tarlee in convoy for another 3.5hour drive to our destination. Horseshoe Top End is a pound, much like Wilpena pound, a bit smaller and without the tourists. It is a privately-owned property that the owners hire out to 4-wheel drive enthusiasts. I dare say that they would make more income from hiring it out than from farming at this stage. This country was dry, very rocky and very dusty. No problem to get caravans into the place. The campsite had a long drop toilet at the camp site and the hot shower was about a kilometre from camp.



ACTIVITY INFORMATION SHEET

ACTIVITY:	Basic 4WD Driver Training Course					
Leader:	John Kent	Ph:	0419 691 218	Email:	Training.wagga4WDC@gmail.com	
Date/s:	June 22, 23		Deadline to confirm participation:		Sat June 1	
Meeting point:	Club Quarry Training Area, Alfredtown			Start time:	12.30 pm	
Vehicle / participant numbers:		<i>Maximum:</i>	12	<i>Minimum:</i>	2	
Description of activity, safety issues, comments etc:	<p>This basic training course is ideal for those new to four wheel driving and those who wish to learn more about safe driving and vehicle recovery. The course covers:</p> <p>Basic 4WD theory: Features of a 4WD vehicle and how a 4WD works. Pre-departure checks and maintenance. Tyres and tyre pressures. Responsible 4WD driving and protecting the environment. Safety and risk management.</p> <p>Practical: Pre-departure checks. Recovery points. Approach, departure and ramp over angles. Choosing the right gear. Safe driving in easy to moderate terrain including hills, sand, mud, water (axle deep), rock, and side slopes. Stall recovery on hills. Changing a wheel on uneven ground. Vehicle recovery: traction boards, snatch strap. Post 4WD driving vehicle checks.</p> <p>The course is conducted by accredited club trainers with assistance from experienced club members under the auspices of the Driver Training Unit of the NSW/ACT 4WD Association in association with Getabout Training Services Ltd.</p> <p>Participants must be a financial member of a 4WD Club affiliated with the NSW/ACT 4WD Association.</p> <p>Cost: \$90 per person. Partners are encouraged to also participate.</p> <p>Enrolment: On-line enrolment details will be provided to those who register their interest. Contact John Kent to register.</p> <p>What you will need: Participants will need a registered 4WD vehicle and basic recovery equipment (snatch strap e.g. 8,500 kg; rated D shackle e.g. 4.75 t or soft shackle, dampener for snatch strap, leather gloves, good vehicle jack and base plate e.g. thick ply board, shovel). Vehicles must be fitted with recovery points front and rear. A UHF radio and a good air compressor are highly recommended. If you are not sure on what to get, seek advice. Further requirements will be forwarded to participants.</p> <p>Assessment: Participants who successfully pass theory and practical assessments will be awarded a nationally recognised Statement of Attainment: <i>SISODRV302A Drive and Recover a 4WD Vehicle</i>. Participants will be provided with a Training Manual for study prior to the course.</p> <p>Timings: Participants are asked to be at the venue by 12.30 pm Sat 22 for a 1pm start. The course will finish at lunch time Sunday 23.</p>					
Personal gear required:	See above plus: Closed in foot wear. Suitable outdoor clothing for working on vehicles. Hat. Lunches, morning/afternoon teas. Water. Chair. Pen. Paper. Operating manual for your vehicle.					
Club gear provided:	Bush toilet. Tarp shelter if required. Camping on-site is available if needed.					
Level of physical difficulty of overall activity:			Moderate – you will need to remove and replace a wheel.			
FOR TRIPS:	Grading (see P2):	If wet:	3	If dry:	3	Suited to camper trailer? Y? N? NA?
Number of nights camping:		Location:				yes
Full time driving?	no	Fuel required & availability:		Enough for 100 km		

The four-wheel tracks we took ran around the property, and up the side of the pound to amazing views of the area. I did my usual stunt, getting stuck half way up a steep rocky incline, however I had you lot in my head (for this do-or-die moment) instructing me. Stay calm, reverse back, change your line and go for it. It worked. This time I didn't have to be rescued. RELIEF, RELIEF. I think Gawler club would have been kissing the ground at this stage.

The trip leader had organised a trip around the local area, mainly to see the ruins of previous people's dreams. These once



beautiful homesteads, now piles of rocks. This country is not for the faint hearted.

Our next adventure was to Gladstone. The three gauges of the railway met at Gladstone: who knew? We also explored the de-commissioned Gladstone gaol; if that place does not keep you on the straight and narrow, I don't know what will. It was quite an eerie experience wandering through the cells and into the hanging room.

After that bit of history, we ventured out to the silo art at Wirrabara. Recommended you take a look.

After saying our goodbyes and getting the directions to go to Burra, we parted.

The Burra open cut copper mine is worth a visit and Burra itself is very interesting.

Back in my car and off to Morgan; the Murray River was full and Port Morgan looked a treat, with all the house boats either moored or floating up and down the river. Went exploring and found an enormous amount of water in different wet land areas, which was a surprise to me, particularly in a drought.

Continuing on to my next free campsite at Overland Corner, I was surprised what a good free camp this was. The pub had meals and toilets (yes!) and the view was to die for.



On the road again after wandering around this area and spending a bit of time around the Renmark area.

Saw the greatest number of emus in the paddocks between Mildura and Balranald. They were like the kangaroos on Kapooka Army Base; everywhere. Talking to a few locals in Balranald, in regard to what has happened to this community's economy and why, I left with a realization that I have not got a clue of what is really happening to some of our fellow communities down the river. My time spent in Balranald was in enlightening, to say the least.

I would like to thank the Gawler Four Wheel Drive Club for a very well organised trip, making me feel so very welcome and for inviting the Wagga Four Wheel Drive Club to a trip to Maralinga in July. Great work Gawler Club. (plus, thanks for the laughs)

Cheers Annette



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ACTIVITY INFORMATION SHEET

Provide information relevant to the activity. Leave section blank if not applicable.

Forward to Activity Coordinator and TrackChat Editor



ACTIVITY:							
Leader:		Ph:		Email:			
Date/s:			Deadline to confirm participation:				
Meeting point:				Start time:			
Vehicle / participant numbers:		<i>Maximum:</i>		<i>Minimum:</i>			
Description of activity, safety issues, comments etc:	<div style="border: 2px solid black; padding: 10px; background-color: #FFD700;"> <p>Please download a copy of this from the website and fill it out then <u>save it as a word document</u> and forward it to the Activity Coordinator and to Trackchat Editor Michael Salway (Clancy)</p> </div>						
Personal gear required:							
Club gear provided:							
Level of difficulty of overall physical activity: <i>Easy? Moderate? Hard? Very hard?</i>							
FOR TRIPS:	Grading (see P2):	<i>If wet:</i>		<i>If dry:</i>	Suited to camper trailer? <i>Y? N? NA?</i>		
Number of nights camping:			Location:				
Full time driving?		Fuel required:					

ACTIVITY INFORMATION SHEET



WAGGA WAGGA
FOUR WHEEL DRIVE CLUB INC
"Living the Adventure!"

ACTIVITY:	Perkins Flat Campground- June Long Weekend						
Leader:	Paul Kingdom	Ph:	0427719933	Email:	pgk2650@yahoo.com.au		
Date/s:	8 th – 10 th June 2019		Deadline to confirm participation:		5 th June 2019		
Meeting point:	Opposite the RAAF Base Wagga			Start time:	8.00am		
Vehicle / participant numbers:		<i>Maximum:</i>	10	<i>Minimum:</i>	2		
Description of activity, safety issues, comments etc:	<p>This will be a lazy weekend around the camp ground beside the Goodradigbee River at the Brindabella end of Long Plan Road. This will be good trip for new members and a camper trailer friendly weekend. So bring a book, outdoor games, fishing rod, or walking boots or we can go for a drive to Blue Water holes or some huts. Or try your skills with camp oven cooking. Or sit around and enjoy the location.</p> <p>We will set up Jimmy Thunder box for a toilet.</p> <p>Sections of the tracks we will cover can be quite rocky and bumpy so please make sure your trailer, if you bring one, is in good working order and has a full articulated off road hitch. There will be some low range driving just for better control with trailers.</p> <p>Some diesel additive may be a good idea as it could get below zero.</p> <p>The trip home will be via the Brindabella Rd and Nottingham Rd to Micalong Creek camp area at Wee Jasper for lunch and head home from there on dirt as much as possible as weather and time permits.</p>						
Personal gear required:	<p>Camping gear for all types of weather, Food for 3 days, Recovery gear, Warm clothing for all types of weather.</p> <p><u>Fire Wood Please</u></p>						
Club gear provided:	Jimmy thunder box, First aid kit						
Level of physical difficulty of overall activity: <i>Easy? Moderate? Hard? Very hard?</i>						Moderate	
FOR TRIPS:	Grading (see P2):	If wet:	4	If dry:	3	Suited to camper trailer? Y? N? NA?	Yes
Number of nights camping:		2	Location:		Perkins Flat		
Full time driving?	No	Fuel required & availability:		Full Tank out of Tumut			

June						
Mo	Tu	We	Th	Fr	Sa	Su
					1	2
					1	2
3	4	5	6	7	8	9
					8	9
10	11	12	13	14	15	16
					15	16
17	18	19	20	21	22	23
					22	23
24	25	26	27	28	29	30
					29	30
July						
Mo	Tu	We	Th	Fr	Sa	Su
1	2	3	4	5	6	7
					6	7
8	9	10	11	12	13	14
					13	14
15	16	17	18	19	20	21
					20	21
22	23	24	25	26	27	28
					27	28
29	30	31				
August						
Mo	Tu	We	Th	Fr	Sa	Su
			1	2	3	4
			1	2	3	4
5	6	7	8	9	10	11
					10	11
12	13	14	15	16	17	18
					17	18
19	20	21	22	23	24	25
					24	25
26	27	28	29	30	31	
					31	
September						
Mo	Tu	We	Th	Fr	Sa	Su
30						1
						1
2	3	4	5	6	7	8
					6	7
9	10	11	12	13	14	15
					14	15
16	17	18	19	20	21	22
					21	22
23	24	25	26	27	28	29
					28	29
October						
Mo	Tu	We	Th	Fr	Sa	Su
	1	2	3	4	5	6
	1	2	3	4	5	6
7	8	9	10	11	12	13
					12	13
14	15	16	17	18	19	20
					19	20
21	22	23	24	25	26	27
					26	27
28	29	30	31			

Please check Wagga 4WD Club Web page for calendar updates

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A guy was driving around the outback and saw a sign in front of a broken-down house: "Talking Dog For Sale ." He rang the bell. The owner appeared and told him the dog was in the backyard.

The guy went into the backyard and saw a nice looking blue-cattle dog sitting there.

"Do you talk?" he asked.

"Yep," the dog replied.

After the guy recovered from the shock of hearing a dog talk, he said:

"So, what's your story?"

The bluey looked up and said,

"Well, I discovered that I could talk when I was pretty young. I wanted to help the government, so I told the Federal Police. In no time at all, they had me jetting from country to country, sitting in rooms with spies and world leaders, because no one figured a dog would be eavesdropping. I was one of their most valuable spies for eight years running. But the jetting around really tired me out, and I knew I wasn't getting any younger so I decided to settle down. Signed up for a job at the airport to do some undercover security, wandering near suspicious characters and listening in."

"I uncovered some incredible dealings and was awarded a batch of medals. I got married, had a bunch of puppies, and now I'm just retired."

The guy was amazed. He went back inside and asked the owner what he wanted for the dog.

"Ten dollars," the guy said.

"Ten dollars? This dog is amazing! Why on earth are you selling him so cheap?"

"Because he's a liar. He never did any of that shit."

A teenage boy had just passed his driving test and inquired of his father as to when they could discuss his use of the car.

His father said he'd make a deal with his son:

'You bring your grades up from a C to a B average, study your Bible a little, and get your hair cut.

Then we'll talk about the car.'

The boy thought about that for a moment, decided he'd settle for the offer, and they agreed on it.

After about six weeks his father said, 'Son, you've brought your grades up and I've observed that you have been studying your Bible, but I'm disappointed you haven't had your hair cut.

The boy said, 'You know, Dad, I've been thinking about that, and I've noticed in my studies of the Bible that Samson had long hair, John the Baptist had long hair, Moses had long hair....and there's even strong evidence that Jesus had long hair.'

To this his father replied, 'Did you also notice they all walked everywhere they went?'



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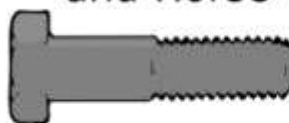
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MEMBERSHIP FORM

The completed form (including signatures) may be submitted to the treasurer either electronically to Email: treasurer.wagga4wdc@gmail.com. or in hard copy at a meeting.

This form will not be processed until payment is received.

Membership is annual from April 1st to March 31st of the following year.

FEES \$55 pa per vehicle (family)

I am: <input type="checkbox"/> Applying for membership <input type="checkbox"/> Renewing my membership			
<i>PLEASE PRINT NEATLY</i>			
First name:		Family Name:	
Postal address:			
Town/City:			Postcode:
Home telephone:		Mobile phone:	
E-mail address:			
Spouse/Partner (optional): First Name:			Family Name:
Email (optional):			Phone (optional):
Children (optional):			
<i>TrackChat:</i> To minimise costs and ensure quick delivery, the Club's monthly newsletter (in full colour) is emailed to members. It is also available from the Club's website www.wagga4wdclub.org . For members without an email address, a hard copy can be posted out upon request or collected at meetings.			Please post a hard copy <input type="checkbox"/>
Access to Quarry Training Area (QTA): I hereby apply for access to the QTA for private driving practice for this membership year. I have read and will abide by the Club Policy for private use of the QTA. My level of 4WD experience is: Novice [] Experienced [] I have done: Basic 4WD training [] Advanced 4WD training []		<input type="checkbox"/>	Committee decision: Independent access approved [] Access approved if accompanied by an experienced member []
<i>I hereby apply to become a member, or renew my membership, of the Wagga Wagga Four Wheel Drive Club Inc. with full voting rights. I have read and understood the Club's Activity Rules and Code of Conduct, and the 4WD Australia Code of Ethics. In the event of my admission as a member I agree to abide by these. I understand that four wheel driving is potentially hazardous and that injury and vehicle damage is always a possibility. I hereby also nominate my spouse/partner to enjoy with me the privileges of membership including voting on all Club operational matters except formal votes on constitutional matters.</i>			
Signature of applicant:			Date:
Payment by:	<input type="checkbox"/> Cash		
	<input type="checkbox"/> Cheque: made out to Wagga Wagga Four Wheel Drive Club Inc		
	<input type="checkbox"/> EFT: WW4WDC Inc BSB 325-185 Acc No. 38701433 (Description: Name or Membership No)		
NEW MEMBERS ONLY are required to have this section completed. This application will be processed if the applicant is nominated by a current member or attends a meeting and presents this form. As a member of Wagga Wagga Four Wheel Drive Club Inc, I nominate the applicant for membership.			Committee decision: Membership application approved: Yes [] No []
Name of nominator:		Membership No:	
Signature:		Date:	
Privacy: Membership information is used for Club operational purposes only. I agree to my/our name/s, phone number/s and email(s) to be published in the Club Members List. Please note that photographs taken during Club activities may be used for Club reports, promotion and publicity. Participants who do not wish to have their images included must notify the activity leader.			