



TOYOTA LANDCRUISER CLUB OF  
AUSTRALIA (SA) INC.

# ***MEMBERS INFORMATION BOOK***



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Without the help and support of many members the original Information Booklet would not have been possible. This new edition similarly would not have been completed without the help of many members in rewriting, reviewing and the preparation of new pieces.

Thanks must go to Di Rankine, Simon Critchley, Jenny Marshall, Steve Johnston, Peter Young, Trevor Coleman, Robyn Trezise & Ken Salt for their contributions to this edition and to the many more who read through pieces to correct the spelling, grammar and general errors. Any that do remain I take full responsibility for and add my apologies in advance.

The review and update of the Information Book has been very time consuming and overlong in the production for which I also apologise. Hopefully future editions won't be so long in production and we look forward to members' responses to this edition so that any future works fill the needs of members as far as possible.

Geoff Rankine Editor.

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This update of the Members Information Book has been built upon at least two previous editions and as such I would like to thank the previous editor Geoff Rankine. While this edition seeks to update many of the sections and includes new sections, it still follows the outline and retains much of the information of the 1999 edition.

For this edition thanks must go to Ralph Abbot, Peter Young, Vince Monterola, Mike Barkway, Michael Brooks, Darryl Royans, Edmund Morries and Allan McIntyre

David Ward  
April 2014

## INTRODUCTION

The Toyota Landcruiser Club of Australia (SA) Inc Committee and Members welcomes you to The Club and hopes that you will become active members of our organisation and will gain some benefits from the Club during your membership.

This document should give you sufficient introduction to the Club and guide you through your early stages of membership and the years that follow. If it doesn't, we would appreciate your comments so that we may improve future editions.

The Club is a family oriented organisation and endeavours to promote four wheel driving as a responsible and legitimate recreation. You will be encouraged to become involved in social as well as various outdoor activities.

By your involvement with the Club, we hope that you will gain proficiency in vehicle handling and valuable information for the maintenance and general care of your vehicle.

The Club is an environmentally conscious body concerned with the conservation of our natural heritage. We are active in a number of on going environmental activities.

In part, the aims of the Club are as follows:

1. To provide a common meeting place for people with similar interests.
2. To encourage and promote family oriented recreational activities.  
To organise Club trips including activities such as touring, camping, bushwalking, photography, birdwatching, fossicking, fishing, study of the flora, fauna and history etc.
3. To educate members on issues involving conservation and the responsible use of vehicles in the outback.
4. To actively support the conservation of the natural environment and to liaise with the controlling authorities.
5. To conduct meetings and educational classes whereby members may gain knowledge of vehicle handling, equipment suitable for their vehicle, navigation and other forms of bushcraft, travel safety, self sufficiency and general care and maintenance of their vehicles and equipment.
6. To defend the opportunity to have access to roads and tracks to places of public interest in the outback lands and to campaign to maintain this privilege.

Although we take some pride in the vehicles which we use, many of the Club activities are not vehicle oriented. Vehicles provide a safe, practical and reliable means of transportation for our families through sometimes harsh conditions common to Australia to places where we may enjoy our varied outdoor pursuits.

The majority of our members are family groups, including children of all ages.

The Club considers that our children, although they may be taught the fundamental principles of environmental awareness in their schools, should be given the opportunity to experience with their parents the work of nature in completely natural areas of different types. Our emphasis on family membership ensures that our children are given the opportunity of learning about our natural heritage by first hand experience. The attitudes and practical skills which they gain will assist them become self-motivated and more self reliant citizens of the future who are concerned about the environment. We also believe that everyone should have the opportunity to escape from the pressures of the highly commercialised, technologically based society in which most of us live and work, by retreating to the natural areas where such pressures seem minimal.

Many new members join our Club because they have an interest in travelling to the Australian outback. One of the first things to learn is how to do this as part of the Club's activities. If you are unsure of what may be required to prepare for a Club trip, please do not hesitate to ask as many questions as you need. The Club exists and grows because Members care and are willing to share their experiences and knowledge. The Club Committee is there to help guide you in the right direction. The Club Library has many books and videos which will give you valuable information in the way of camping expertise, vehicle maintenance and vehicle handling in differing terrain. The Club also has numerous maps and trip logs covering vast areas of Australia which are for members' use.

By far the easiest way to learn is to go on a short day/weekend Club trip and observe what others carry, how they pack their vehicles and how they use what they carry. Club trips are advertised in the monthly Newsletter which will be sent to you in the mail and are also discussed at monthly Club Meetings. If you are interested in going on a Club trip you must first advise the Trip Leader of your intention to go on the trip. Details of trip leader, areas involved and any special requirements will be included in the Newsletter. If unable to go on a trip please advise the Trip Leader so that another member will be able to take your place as numbers for trips are usually limited. Remember, when on Club trips each member must be self sufficient and a thorough pre-trip vehicle maintenance check is essential.

The club web site, <http://www.tlccsa.asn.au/index.php>, provides current information on meetings, events, fees and forms and links to contact committee members.

## A BRIEF HISTORY OF THE CLUB

In the early part of 1971, British Motor Industries (now Commercial Motor Industries), prompted by enquiries from private buyers of Toyota Landcruisers, wrote to a number of private owners asking them if they were interested in the formation of a Toyota Landcruiser Club. If the response was encouraging, arrangements would be made to assist in the inaugural meeting. A Toyota Landcruiser Club was already in existence in NSW.

As the response was very encouraging, arrangements were made to hold the inaugural meeting in BMI's premises, South Rd Richmond, on May 31st 1971. Mr. A Garrety of Theiss Toyota Pty Ltd, the Patron of the NSW Club, would be in Adelaide on that day returning home to Sydney after forming Clubs in Darwin and Alice Springs. Mr. Boxall of B M I and Mr. Garrety would conduct the meeting.

Eighteen Toyota Landcruiser owners presented themselves to this meeting. A few knew each other but for the most, they were total strangers. As they at least had one common interest, a friendly atmosphere soon prevailed.

The meeting soon got under way. Mr. Garaty explained the aims and objectives of the NSW Club and told of their various types of activities. The meeting was then opened for general discussion. As all those in attendance were already keen on the formation of the Club, it did not take long for a formal decision to be reached to form a Club in SA. An executive committee then had to be formed.

Each member present was then requested as to their willingness to undertake a position in the order of President, Vice President, Secretary and Treasurer. The Committee was soon formed. This Committee would hold office for three months when a general election would be held and a permanent Committee formed for the remainder of the first year.

Several of the original eighteen are still Members of the Club. At the end of our fifth year, 31st May 1976, we had a membership of 135 members. This was made up of 110 family members and 25 single members. The majority of these members lived in the Adelaide metropolitan area.

Their interests covered a very wide range of subjects. All were family oriented outdoor activities. Many found that the conventional two wheel drive vehicle considerably restricted these activities. The acquisition of a four wheel drive vehicle with its more robust construction gave added safety when driving on the more remote roads and tracks in the outback of Australia.

Another interest was now added, the four wheel drive vehicle. To learn more about their vehicles, how to maintain them, fit them out and driving techniques to adopt for different types of terrain, these people found it advantageous to join the Club. Members are proud to display their vehicles. Ideas on setting up are exchanged. No two vehicles are identically set up.

On Club outings, Members must be self sufficient at all times. Everything they will need must be carried with them. Rubbish must not be left behind. Whatever they carry into an area must be carried out with them, either back home or to an authorised rubbish disposal area.

Abiding by the Club Bylaws whilst engaged in Club activities must make the Members more aware of their own behaviour when on their own.

## COMMITTEE STRUCTURE AND SERVICES

The Committee consists of the President, Vice President, Immediate Past President, Secretary, Treasurer, Education Officer, Trips Coordinator, Environment Officer, Social Coordinator, Publicity, Minute Secretary and Four Wheel Drive SA delegates. There are a number of other non committee roles. Membership Officer, Librarian, Technical Officer, Maps and Logs Custodian, Merchandising, Newsletter Editor, Welcoming Officer and Web master. Sub-committees may be formed for special events.

Social events are organised and advertised well in advance at meetings and in the Newsletter. These have always proved successful and early bookings are recommended. Contact the Social Convenor, or any of the Committee, for details of events.

Similarly trips are advertised at meetings and in the Newsletter. Once again, be early. The Club Trips Co-ordinator does not organise trips usually however, the resources are available along with a wealth of knowledge. Don't be bashful, ask, as most members are only too willing to talk about their favourite trip somewhere or other. The Trips Co-ordinator will assist with all details involved in organising your trip away.

The Environment Officer is responsible for keeping the focus of Club members on our individual and collective responsibilities for environmental protection as outlined in the Club Constitution. This Officer also provides opportunities for members to demonstrate our concern for the environment in which we enjoy driving and camping by organising trips involving conservation projects. The Environment Officer liaises with government agencies, environment NGOs and others to provide ensure the Club's position and action on environment care is known.

The Technical Officer is available to answer, or try to advise, on vehicle type problems. Answers are not guaranteed but the Technical Officer will endeavour to find an answer if the solution cannot be resolved on the spot. He/she also acts as a reference point for vehicle problems that can be referred to the manufacturer or our current sponsor for assistance.

The Education Officer organises events during the year primarily for newer members but events are organised to cater for a variety of interests, ie ladies general mechanical knowledge, specific service demonstrations as well as driving techniques and the social aspects of camping in large groups. The Librarian and the Trips Logs and Maps Custodians hold a wealth of knowledge, please ask at meetings or give them a call for any background information needed.

The Club is affiliated with Four Wheel Drive South Australia and as such has a comprehensive 4WD vehicle insurance policy available to members. Contact the Club Insurance Officer for details of policies available.

The remaining positions are common to most clubs and are self explanatory. If you have any questions about any position or the duties/facilities available contact any of the current Committee.

## **CLUB MEETINGS**

General Meetings of the Club are held at 7.30pm on the fourth Monday of each month (except December) at the Sporting Car Club 51 King William Road Unley (enter through rear of building) Members and guests are invited to gather from 7.00pm.

The Annual General Meeting follows straight on from the May General Meeting. There is no smoking permitted in the venue.

Name tags should be worn at all meetings. These are provided upon joining for each member of the family and replacements are available at a small cost from the Membership Officer.

Attendance sheets are prepared for each meeting and are circulated during the meeting. If you bring visitors along please introduce them to our Welcoming Officer who will provide information about joining the Club.

The Club runs a raffle at each General Meeting to help provide funds for social activities as well as raffle prizes. Please support the raffles and buy a ticket at the start of each meeting. Donations of raffle prizes are always welcome, contact the Social Coordinator. The Welcoming Officer provides tea, coffee and biscuits for the social discussions after each meeting.

Please be seated by 7.30 pm.

It is essential that meetings be conducted in a proper manner and within a reasonable time. Please speak only through the Chair and stand when speaking.

A guest speaker will be in attendance at some meetings, while general discussions and trip reports will be presented at many with photographs also shown. The guest speaker, or special topic for discussion, will be announced in the Newsletter.

Suggestions from members are always welcome on any topic and any matters that need to be raised, including technical questions, can be presented in writing to the Committee or in the general business section at meetings. Please do not be afraid to speak up as other members, and the Club as a whole, may benefit.

## **CLUB CONSTITUTION**

### **1. NAME.**

The name of the Club is:- TOYOTA LANDCRUISER CLUB OF AUSTRALIA (S.A.) INC. and it shall hereafter be referred to as " The Club".

### **2. HEADQUARTERS.**

The headquarters of The Club shall be defined as - District "A" of the Motor Registration Division.

### **3. OBJECTS.**

- 3.1. To provide a common meeting place for people with similar interests in four wheel driving.
- 3.2. To encourage and promote family orientated recreational activities (in particular into areas inaccessible to other forms of transportation), organize Club trips which includes activities such as bushwalking, photography, caravanning, bird watching, fossicking, fishing and camping etc.
- 3.3. To actively support the conservation of the natural environment and to liaise with the controlling authorities.
- 3.4. To foster members' knowledge of the nature of the land traversed and its conservational requirements and management.
- 3.5. To conduct meetings whereby members may gain knowledge in vehicle handling, equipment, navigation, minimal impact camping, travel safety, care and maintenance of their vehicle, equipment and the environment.
- 3.6. To facilitate the purchase of equipment for the members' benefit.
- 3.7. To maintain access to public lands, public road reserves and public access routes. To undertake campaigns to maintain this access which are consistent with conservation of natural resources.
- 3.8. To promote responsible multiple use of public lands.
- 3.9. To promote the requirements and benefits of 4WD touring amongst land management agencies.

### **4. MEMBERSHIP.**

- 4.1. Membership shall be defined as either :-
  - family membership which includes husband and wife and any dependant children under the age of 18 years living with parents,
  - or two single adults,
  - or a single membership.
- 4.2. Membership of The Club shall be open to any person or persons interested in the furtherance of the objects of The Club, provided that the representation of Toyota Landcruiser owners is at least two-thirds of the current membership and that the current membership does not exceed 300, but such limitations shall exclude:-
  - Life Members

- Honorary Members
  - Persons previously dependants of financial members
  - Persons who are financial members of any club, accepted in accordance with 4.10
  - Interstate and overseas members
  - Financial members wishing to transfer membership from a Branch, provided that adequate proof of residence away from the Branch zone can be provided to the committee.
- 4.3. All applications shall be in writing and in such form as the Committee shall determine.
- 4.4. Persons eligible for membership due to any membership vacancy shall have their names placed in the monthly Newsletter. Any objection to such persons being accepted as members shall be in writing, with reason for the objection, and delivered to the Secretary by the end of the month in which the Newsletter is distributed. Any such objection shall be considered by the Committee.
- 4.5. All applications shall be approved by the Committee.
- 4.6. Persons not eligible for membership because of membership limitations shall have their applications placed on a waiting list and shall be given written notice of any membership vacancy that may occur. Such persons shall be given 21 clear days to accept the membership invitation and if such persons fail to respond to or reject such invitation, the application shall be removed from the waiting list.
- 4.7. Membership applications on the waiting list shall be processed in order in which they are received.
- 4.8. Life Membership may be recommended by the Committee and conferred by at least a two thirds majority of members voting at an Annual General Meeting. Notice of recommendation for Life Membership shall be given with the notice of the Annual General Meeting. Life members shall be entitled to all Club privileges, without payment of fees.
- 4.9. Honorary Membership may be recommended by the Committee for any person or organization which the Committee feels can assist in the objects of The Club. Such recommendation shall be publicised with notice of a General Meeting and can be conferred by a two thirds majority of members voting at the General Meeting. Honorary Members shall be entitled to all Club privileges for the remainder of the financial year without payment of fees. Honorary Membership granted to a financial member shall not preclude such member from voting rights.
- 4.10. At the discretion of the Committee, Reciprocal Membership will be extended to any financial member of any club whilst such member is visiting or residing in South Australia. The period of Reciprocal Membership shall be at the discretion of the Committee. Reciprocal Members shall be entitled to all benefits, facilities and privileges in the Club but shall not be eligible to vote or hold office in the Club.

- 4.11. The membership year shall be defined as from 1st June until the 31st May each year.
- 4.12. Any current financial member can request that their membership is made inactive for a period of one year due to their absence and inability to take part in club activities. The member's status will revert to normal once they pay their subscription for the following membership year without having to pay any form of joining or late fees. While the members' status inactive, they do not have any rights of membership.

## 5. SUBSCRIPTIONS.

- 5.1. The joining fee for each financial year shall be recommended by the outgoing Committee and determined by the members at each Annual General Meeting.
- 5.2. Annual subscriptions shall be recommended by the Committee and determined by a two thirds majority vote of members voting at each Annual General Meeting.
- 5.3. Annual subscriptions for members living outside The Club Headquarters shall be recommended by the Committee and determined by the members at each Annual General Meeting.
- 5.4. The joining fee and subscription shall be payable by persons accepting membership invitations at the time of their acceptance.
- 5.5. Persons joining during the financial year shall be charged a proportion of the Annual Subscription.
- 5.6. Any membership not renewed by the 31st of July following each Annual General Meeting shall lapse and a new application for membership shall be required before re-entry to The Club can be considered, unless prior written notice of absence is given to the Secretary with all fees payable at the current rate, and stating the expected period of absence.
- 5.7. No subscription or portion of any fee shall be refundable.

## 6. MANAGEMENT.

- 6.1. The management of The Club shall be vested in the Committee, which shall have the full power to act in the name of The Club and shall have full control over the assets of The Club.
- 6.2. The Committee may prepare By-laws and Rules to regulate the functioning of The Club and may alter such By-laws and Rules as it sees fit.
- 6.3. If any question arises which is not provided for in this Constitution, such question shall be determined by the Committee.
- 6.4. The Committee may from time to time for such reasons as it may think fit, appoint 2 or more members of The Club as a Sub-committee and may delegate to any such Sub-committee any of its powers (including voting rights), and may revoke at any time such appointment or delegation.
- 6.5. All office bearers shall be and act in an honorary capacity.

## 7. COMMITTEE.

- 7.1. The Committee shall be elected at an Annual General Meeting and shall hold office until the next Annual General Meeting.
- 7.2. The Committee should consist of the President, Immediate Past President, one Vice President, Secretary, Treasurer and a minimum of five other Members of The Club.
- 7.3. The whole of the Committee and all Sub-committees shall retire at the next Annual General Meeting and shall be eligible for re-election.
- 7.4. Any member of the Committee failing to attend three consecutive Committee Meetings without an apology shall cease to be a member of the Committee.
- 7.5. A Committee position shall be deemed to be vacant if such person in the position is not a financial member as at the 31st of July.
- 7.6. Any Committee or Sub-committee position other than President vacated during the year shall be filled by the Committee and the member appointed shall hold office until the next Annual General Meeting.
- 7.7. In the event of the President position being vacated during the year, a subsequent election shall be held as per INTERIM ELECTIONS.

## 8. COMMITTEE MEETINGS.

- 8.1. The Committee shall meet at least once in every month.
- 8.2. At all Committee Meetings the President shall be the Chairperson or in the absence of the President, the Vice-President, or in the absence of the Vice President, such other member of the Committee as appointed by a majority of the Committee Members present.
- 8.3. At all Committee Meetings each Committee Member and nominated Sub-Committee Members (empowered to vote as per section 6.4 of this Constitution), shall have one vote and in the event of equality of votes, the Chairperson shall have a second or casting vote.
- 8.4. Any financial member of The Club may attend any Committee Meeting.
- 8.5. Persons who, in the opinion of the Committee, may be of assistance to them in a professional and technical or skilled manner, may be invited to attend Committee Meetings, but such persons shall not be entitled to vote as a member of the Committee.
- 8.6. Minutes of the proceedings of Committee Meetings shall be kept, and shall be open for inspection by any member of The Club.

## 9. GENERAL MEETINGS.

- 9.1. General Meetings of The Club may be convened at any time by the Secretary upon being requested to do so by the Committee.
- 9.2. At least seven days notice of General Meeting shall be given to each financial member.
- 9.3. A notice of meeting shall state the time, place and nature of the meeting.

- 9.4. At all General Meetings the President shall be Chairperson or in the absence of the President, the Vice President, or in the absence of the Vice President, such member as is appointed by the Committee.
- 9.5. At all General Meetings voting shall be by a show of hands or, if requested by any member, by ballot. In the event of an equality of votes the Chairperson shall have a second or casting vote.

#### 10. ANNUAL GENERAL MEETINGS.

- 10.1. The Annual General Meeting shall be held not later than the 31st of May each year.
- 10.2. A notice of the Annual General Meeting shall state the time, place and the business to be transacted.
- 10.3. At each Annual General Meeting:-
- The President shall chair the Meeting or in the absence of the President, the Vice President, or in the absence of the Vice President such member as is appointed by the Committee.
  - The Treasurer shall submit the Financial Statements with balance sheet as at the end of the Club Financial Year, which will where possible be audited. If audit is not undertaken by the AGM then the audit certificate is to be tabled for acceptance at the next General Meeting.
  - The Auditor or Auditors shall be elected.
  - The Committee shall be elected.
  - The joining fee and annual subscriptions shall be determined.

#### 11. QUORUM AT MEETINGS.

- 11.1. At General Meetings and Annual General Meetings a quorum shall be 20% of the membership.
- 11.2. At Committee Meetings a quorum shall be 50% of the Members of the Committee.
- 11.3. If within 30 minutes from the time appointed for any meeting (whether Annual General, General or Committee) a quorum is not present, such meeting shall stand adjourned for a period not exceeding 14 days and not less than 2 days and those present at an adjourned meeting shall constitute a quorum to determine the place and date of the adjourned meeting.
- 11.4. At Committee Meetings where disciplinary motions are voted on a quorum shall be 75% of the Members of the Committee.

#### 12. VOTING RIGHTS OF MEMBERS.

- 12.1. At all General Meetings and Annual General Meetings, each member, excluding dependent children under 18 years of age, and not in arrears with subscriptions or any other amount due to The Club shall be entitled to one vote.
- 12.2. Signed absentee votes will be accepted by the Secretary prior to the commencement of each meeting provided the member's wishes are clear and specific to issues being considered at such meeting.

### 13. ELECTION OF COMMITTEE.

- 13.1. Nominations to be in any written manner however preferred nomination forms for the election shall be made available at the March, April and May General Meetings.
- 13.2. All nominations are to be signed by the proposer, seconded and endorsed by the candidate with consent to act if elected and forwarded to the Secretary in time to be displayed at the General Meeting immediately prior to the Annual General Meeting.
- 13.3. The nomination shall specify the position for which the candidate is nominated.
- 13.4. All candidates must have attended a minimum of 3 of the 6 General Meetings immediately prior to the Annual General Meeting to be eligible for election or have been granted leave of absence from such meetings.
- 13.5. A separate nomination is required for each position and preference shown by the candidate for any other position.
- 13.6. In the event of only one written nomination being received by the Secretary by the time the Chairperson opens the Annual General Meeting, the Chairperson shall declare those nominated for such positions elected unopposed unless any member has an objection to such election in which case a motion to accept the candidate to the office shall be put to the meeting.
- 13.7. If more than one written nomination is received for any position a ballot shall be held for all such positions.
- 13.8. If all positions are not filled by written nomination and subsequent election, the Chairperson shall accept verbal nominations, duly seconded for the vacant positions, accepted by the candidates and if necessary such positions shall be determined by ballot.
- 13.9. In the event of a full Committee not being elected at an Annual General Meeting those elected shall have the power to fill such vacant positions other than vacant President and such members shall hold office until the next Annual General Meeting.
- 13.10. In the event of a President not being elected at an Annual General Meeting a subsequent election shall be held as per INTERIM ELECTIONS.

### 13A INTERIM ELECTIONS

- 13A.1 Should the constitution require it or the committee decide upon it, an interim election will be held at a General Meeting of which at least 14 clear days in writing specifying the election and the positions involved has been given to each member.
- 13A.2 Nominations to be in any written manner however all nominations are to be signed by the proposer, seconded and endorsed by the candidate with consent to act if elected and forwarded to the Secretary prior to the commencement of the advertised General Meeting.
- 13A.3 The nomination shall specify the position for which the candidate is nominated.

- 13A.4 All candidates must have attended a minimum of 3 of the 6 General Meetings immediately prior to the advertised General Meeting to be eligible for election or have been granted leave of absence from such meetings.
- 13A.5 Only valid written nominations received by the Secretary by the time the Chairperson opens the advertised General Meeting will be considered.
- 13A.6 In the event of only one written nomination being considered for a position, the Chairperson shall declare the position elected unopposed unless any member has an objection to such election, in which case a motion to accept the candidate to the office shall be put to the meeting.
- 13A.7 In the event more than one written nomination is considered, a ballot shall be held for the position.
- 13A.8 If no written nominations for a position are considered, the Chairperson shall accept verbal nominations, duly seconded, and accepted by the candidates. In the event of only one verbal nomination is accepted for a position, the Chairperson shall declare the position elected unopposed unless any member has an objection to such election, in which case a motion to accept the candidate to the office shall be put to the meeting.
- 13A.9 In the event more than one verbal nomination is accepted, a ballot shall be held for the position.
- 13A.10 An Annual General Meeting will cease any Interim Election process underway.
- 13A.11 In the event a position remains vacant following the Interim Election process, the Committee shall have the power to fill such vacant position and such members shall hold office until the next Annual General Meeting.

#### 14. FINANCIAL YEAR.

The Financial Year of the Club shall conclude on the 30th day of April each year.

#### 15. PUBLIC OFFICER.

The Public Officer shall be the Secretary. The duties of the Public Officer shall be as required by and pursuant to the provisions of the Associations Incorporations Act 1985 or as amended. Any change of the Secretary shall be notified to the Registrar of Companies in accordance with Associations Incorporations Act 1985 or as amended.

#### 16. BRANCHES.

- 16.1. Application to form a Branch shall be submitted in writing to the Committee at least 60 days prior to an Annual General Meeting. With the approval of a two thirds majority of members voting at the Annual General Meeting, a Branch of The Club may be formed within 12 months using the Constitution and By-laws and Rules of The Club as determined from time to time.
- 16.2. Any Branch of The Club shall be incorporated.

- 16.3. The zoned area of a Branch, the Branch Headquarters, and the official name of the Branch shall be recommended by the persons wishing to form such a Branch and shall be adopted after approval by The Club Committee.
- 16.4. A Branch shall be managed by a committee empowered to make and publish, alter or repeal any Club By-laws applicable to any specific requirement of their zoned area. Any such By-law must not conflict with any existing By-laws of The Club nor be inconsistent with this Constitution.
- 16.5. All Branches of The Club shall be accountable to The Club in all aspects of their operation.
- 16.6. All Branches shall supply audited accounts of the Branch at the end of their financial year to The Club.
- 16.7. A Branch Committee shall be of a size determined by the Branch members.
- 16.8. All joining fees and subscriptions from members of a Branch shall be payable to that Branch.
- 16.9. Financial members of The Club or any Branch of The Club who are living within a zoned area of a Branch may at any time transfer membership to the Branch in the zoned area.
- 16.10. Dissolution of a Branch shall be under the jurisdiction of The Club and all assets and funds held by the Branch shall be transferred to The Club.

#### 17. CLUB FUNDS.

The funds of The Club shall be banked or invested in the name of The Club. The accounts shall be defined as the principal accounts of The Club and other subsidiary accounts of The Club eg. Social Committee funds. The principal accounts shall be operated by the President, Vice President, Treasurer and Secretary, any two of whom shall sign conjointly. Other subsidiary accounts shall be operated as directed by the Committee.

#### 18. NON-PROFIT CLAUSE.

The assets and income of the Club shall be applied solely in furtherance of its objectives and no portion shall be distributed directly or indirectly to its members except as bona fide compensation for services rendered or expenses incurred on behalf of the Club.

#### 19. ACCOUNTS.

All accounts for payment shall be presented to the Committee for approval.

#### 20. MEMBER RESPONSIBILITY.

It shall be the responsibility of each member of The Club to inform the Committee of any change of residence, change of vehicle and any other information relevant to the keeping of accurate membership records.

## 21. MEMBER CONDUCT.

All members are required to comply with the Club's By-Laws and Rules. All Complaints will be handled according to The Club's Complaints Handling Procedure

## 22. AUDIT.

The Auditor or Auditors shall examine all accounts, vouchers, receipt books etc and shall furnish a report thereon for each Annual General Meeting. Audits shall be conducted at the end of each Club Financial Year.

## 23. AMENDMENT OF CONSTITUTION.

This Constitution may be amended at any General Meeting of which at least 14 clear days in writing specifying the proposed amendments has been given to each member. Any such amendments shall require at least a two thirds majority of those members voting.

## 24. DISSOLUTION.

The Club shall be dissolved in the event of the membership being less than 4 members or upon a three quarters majority of members voting at a meeting convened to consider such question. Upon dissolution, the amount which remains after such dissolution and the satisfaction of all debts and liabilities, shall be paid and applied by the Committee in accordance with their powers to any fund, institution or authority, which is a non-profit organisation.

## 25. POWERS.

The Club shall have all the powers conferred by section 25 of the Act.

## **CLUB BY-LAWS AND RULES FOR CLUB ACTIVITIES**

### **1. Club Activities**

For the purpose of these By-Laws and Rules, only those activities which have been approved by the Club Committee or a General Meeting and noted in Minutes shall be recognised as official Club activities. Any activity not so approved may be discussed at General Meetings during General Business, if time permits.

### **2. Regulations**

All Members and Visitors shall at all times abide by The Club Constitution, Code of Conduct, these By-Laws and Rules, and regulations laid down by Government Authorities and owners/lessees of private property.

### **3. Club Identification**

All Club identification shall be removed from vehicles prior to sale or upon expiration of membership.

### **4. Radios**

Members using UHF and HF/RFDS radios shall use them at all times in accordance with the appropriate Australian Communications Authority Regulations governing the use of radios.

### **5. Vehicle Insurance**

All participants on Club activities and trips are required to produce to trip leaders proof of Comprehensive or Third Party Property Insurance, applicable to the vehicle they are driving, upon demand before attending any Club activity or trip.

### **6. Conduct of Activities**

#### **6.1 Direction of Organisers**

All Members and Visitors participating in Club activities shall at all times abide by the direction of the activity organiser or trip leader in respect to:

- a. Compliance with the Club Constitution and By-Laws & Rules
- b. Safety of other members
- c. Fire precautions and restrictions
- d. Care and respect of private property
- e. The rights of other people.

## **6.2 Trip Leaders**

On trips, the Trip Leader has absolute authority over the whole trip. Trip Leaders must ensure that members and visitors are aware of all relevant Club By-Laws and Rules.

## **6.3 Assistant Trip Leaders**

Trip Leaders may at their discretion appoint assistant trip leaders to lead separate convoys.

## **6.4 Contravention of Club Bylaws and Rules**

A member contravening Club By-Laws, Code of Conduct or Rules may be asked by the Trip Leader to leave the activity or trip and the incident reported to the Committee. Disregard of Club By-Laws and Rules should be reported to Committee by members. All members must inform the Trip Leader of their intention to go on a Club Trip.

## **6.5 Bookings for Trips (as amended GM August 2001)**

No bookings are to be taken until the trip has been approved by Committee and advertised at the next general meeting or newsletter. A minimum of 1 position will be held available at least one week after publication of the newsletter to allow country members sufficient time to respond.

## **6.6 Conclusion of Trips**

Trip Leaders must ensure that all participants have clear directions to their destination at the conclusion of a trip

## **6.7 Children**

Adults must be responsible at all times for the behaviour of the children in their charge

## **6.8 Prospective Members**

Prospective members and visitors are allowed on Club activities at the discretion of the activity organiser but not to the exclusion of Club members.

## **6.9 Non Financial Members**

Persons previously members of the Club, but who are currently not financial, are not permitted to take part in Club activities without prior Committee approval.

## **6.10 Numbers of Vehicles**

The number of vehicles on a Club activity shall be determined by the Trip leader but may also be subject to requirements of outside authorities. As a general rule the number of vehicles in a convoy shall not exceed 10 as the sight and inconvenience to other members of the public must be considered.

## **6.11 Dogs**

On trips where dogs are permitted, they must be kept under control at all times, preferably on a lead.

## **6.12 Motorcycles**

Motorcycles are not permitted on Club Trips except with the express permission of the Trip leader.

## **6.13 Firearms**

Guns and rifles must not be visible inside vehicles and should only be removed in cases of emergency.

## **6.14 Intoxicating Liquor**

Excessive consumption of intoxicating liquor on Club activities is discouraged.

## **6.15 Off Tracks**

Vehicles are to stay on existing roads and tracks except in areas where permission has been granted to move away from existing vehicle corridors.

## **6.16 Flora and Fauna**

Live branches are not to be broken from trees or shrubs. No member shall use a tree as an anchor for winching without providing adequate protection around the tree from slings or cables. Birds, animals and their habitat must not be disturbed by trip members.

## **6.17 Gates**

All gates are to be left as they were found.

## **6.18 Camping**

Campsites must not be within 500m of any artificially constructed watering points. Campsites adjacent to large natural watering points must be sited so that stock and wildlife are not prevented from gaining access to water. Campsites must be at least one kilometre away from any station homestead, shearing shed, outstation or other improvement

unless with prior approval of the land manager. Campsites, wherever possible, should make use of previous camping areas. Care must be taken to minimise damage to vegetation etc at campsites and making of unnecessary vehicle tracks is to be avoided.

### **6.19 Water**

Minimal water only is to be taken from any watering point. Members are not to swim or bathe in tanks or dams without permission of the land manager. If water is required for washing it is to be bucketed out. Soap, detergents etc are not to be introduced to tanks, dams, rivers or natural watering points.

### **6.20 Litter**

No litter or rubbish is to be thrown from vehicles. At all stops, members shall ensure that no rubbish is left at the site. All non-burnable rubbish is to be carried out and disposed of in approved receptacles or areas. Burnable rubbish may be burnt at campsites provided all other members are considered, correct precautions are taken and there are no fire bans in place. Non combustibles are to be removed from ashes.

### **6.21 Historical Sites.**

All sites of historical significance are to be left undisturbed and artefacts are not to be removed from the site.

### **6.22 Toilets.**

When using bush toilets ensure an adequate, deep hole is dug and covered properly before leaving the site. Do not allow paper and tissues to blow around the area.

### **6.23 Mobile Generators**

The use of generators must be kept to a minimum and not used after 8.00pm or before 7.00am without permission from everyone within the vicinity. At all times other travellers must be considered when using generators. Members must ensure as far as possible that generators are permitted in NPWS areas prior to departure or obtain permission from rangers at the site.

### **6.24 Fires**

Fire bans must be complied with at all times. Normally one campfire should be adequate and the Trip Leader is responsible for its location. Other small cooking fires may be approved by the trip leader. At sites where adequate supply of dead wood on the ground is not available (especially National Parks etc) or during potential fire danger periods members are encouraged to use gas or other means for cooking. All fires must be extinguished before the site is vacated, ashes disposed of and where practical, no signs of the fire should be left at the site.

## **6.25 Spares**

Vehicles must carry enough spares to be reasonably self sufficient in the event of breakdown. Spares for similar type vehicles can be shared amongst those on the trip. The specific spares would depend on the type of trip and location and agreement between participants.

## **6.26 Grievances**

Any grievance arising from any Club activity must be made as soon as possible (preferably in writing) to the organisers of the activity or Club Committee so that any problems can be resolved promptly. Refer to Member Conduct of the Club Constitution.

## **6.27 Convoy Procedure**

### **6.27.1 Regulations**

All drivers shall observe all regulations at all times.

### **6.27.2 Departure Warning**

The Trip Leader gives a 5 minute warning before departure time.

### **6.27.3 Briefing**

Prior to departure each day all drivers are to assemble at a central point for the Trip Leader's briefing on the next stage of the trip.

### **6.27.4 Travel**

All members of the convoy are to follow the Trip leader and not diverge from the route.

### **6.27.5 Track Widening**

Drivers are not to widen existing tracks by driving around obstacles such as broken branches, large holes, rocks etc, but should endeavour to do minor track maintenance to allow vehicles to remain on the existing track, ie remove branches, fill holes etc.

### **6.27.6 Convoys**

Members should stay in convoy position unless the Trip Leader authorises a change.

### **6.27.7 Distances**

Members should keep a safe distance from the vehicle in front, particularly in hilly country or if brakes are wet after a water crossing. On main roads leave adequate space between vehicles to enable other vehicles to overtake safely.

### **6.27.8 Driver Responsibility**

Each driver is responsible for the vehicle behind. Keep the following vehicle in visual contact at all times. In conditions where visibility is poor switch on lights and check regularly that following vehicle is in sight. Contact by radio if possible.

### **6.27.9 Acknowledging Turns**

Wait at every turn with turn indicators flashing until following driver acknowledges with his/her indicator.

### **6.27.10 Separated Convoy**

If the convoy becomes separated and an intersection is

reached where there is no other vehicle, stop and wait for instructions from the trip leader.

#### **6.27.11 Leaving Convoy**

If members wish to leave a convoy for any reason they must inform the Trip Leader by radio or at stops. If on the move, drop back and advise your intentions to the last vehicle who will advise the Trip Leader asap.

#### **6.27.12 Breakdown of Vehicles**

If a vehicle breaks down or becomes immobile for any reason, all vehicles must stop with the affected vehicle until it is again mobile or the Trip Leader has checked that the vehicle is safe to be left with adequate assistance. Arrangements are to be made to renew contact as soon as possible.

#### **6.27.13 Stopping Convoy**

If members wish the vehicle in front to stop, call on radio if available, attract driver's attention by flashing lights on & off or stop. Take care when flashing lights at night to avoid causing a hazard to oncoming vehicles.

#### **6.27.14 Negotiating Hazards**

At any creek crossing, steep hill, sand hill or other hazardous terrain all those not involved are to stand well clear of the activity. The Trip Leader, or delegate, will have complete control over activities. Vehicles are to be moved well clear of the hazard to allow sufficient room for following vehicles.

#### **6.27.15 Recovery Operations**

During recovery operations members should give whatever assistance possible but not get in the way. Stand well clear of vehicles, tow ropes and winching cables. Obey instructions of Trip Leader.

#### **6.27.16 Vehicle Damage**

Any damage caused to a member's vehicle is the member's own responsibility. Members should not be afraid to stop to remove obstacles etc if damage can be avoided.

#### **6.27.17 Stopping Areas**

Campsites or rest areas should be chosen where practicable so that all members of the trip can be accommodated comfortably in the one area. Care must be exercised so that damage to stopping areas is minimised.

#### **6.27.18 Starting Times**

Times for daily departure are to be discussed and agreed prior to departure or at daily briefings.

#### **6.27.19 Lunch Stops**

Meal breaks should be about an hour unless otherwise agreed beforehand. Time starts from arrival of last vehicle at the site.

#### **6.27.20 Stops**

Convoys should stop for a short period every 2-3 hours to allow participants to rest and exercise.

#### **6.27.21 End of day's Travel**

Where possible the day's travel should end with sufficient daylight available to allow camp to be established unless otherwise agreed beforehand.

### **6.27.22 Convoy Speed**

The maximum travelling speed for any Club Trip shall be determined by the road conditions, all State regulations and not faster than the slowest vehicle in the convoy. Ideal travelling speed should be advised by the Trip Leader prior to departure particularly for bitumen road travel.

### **6.28 Attendance of events**

It is a requirement that any club member who has indicated that they will attend an event, notifies the club as soon as possible if they are not able to attend. Failure to do so may result in the club applying sanctions against the member.

### **6.29 Non-attendance of Training Activities (Policy)**

If you are unable to attend a training activity, you are required, as a common courtesy, to notify the Education and Training Officer.

If a member fails to attend a training activity without notification, the following will happen:

First occasion – the member will be sent a letter stating that the club does not approve of members not attending training activities they requested without notifying the club of their inability to attend or change of plans. They will be warned that if this happens again in the next 24 months, they will be excluded from training for six months.

Second occasion – member will be sent a letter notifying them that they are excluded from training activities for six months as this is the second time in 24 months that they did not attend a training activity and did not notify the club they would not attend.

Third occasion – member will be sent a letter notifying them that they are excluded from training activities for twelve months as this is the third time in 24 months that they did not attend a training activity and did not notify the club they would not attend.

## **7. Code of Conduct**

This Code of Conduct requires that any Member must in the course of TLCCSA activities:

- behave with honesty and integrity
- act with care and diligence
- treat everyone with respect and courtesy, and without harassment or bullying
- comply with all applicable Australian laws and other requirements (TLCCSA constitution, bylaws and policies)
- comply with any lawful and reasonable direction given by someone in the TLCCSA Committee who has authority to give that direction and/or such a person as a Trip Leader/Trainer
- maintain appropriate confidentiality about dealings that the Member has with any person in relation to TLCCSA activities

- disclose, and take reasonable steps to avoid, any conflict of interest (real or apparent) in connection with TLCCSA activities
- use TLCCSA's resources in a proper manner
- not provide false or misleading information in response to a request for information that is made in connection with the Member's TLCCSA activities
- not make improper use of:
  - 1) inside information, membership data, financial data, or
  - 2) the Member's duties, status, power or authority

in order to gain, or seek to gain, a benefit or advantage for the Member or for any other person, or seek the detriment of a member or any other person

- behave at all times in a way that upholds the TLCCSA's objects and good reputation
- adhere at all times to the principles of safe and responsible operation of their chosen vehicle
- observe the rights of property owners and leaseholders and not enter any such properties without the relevant permissions required
- be environmentally sensitive in all TLCCSA activities.

## **LIFE MEMBERSHIP**

The following guidelines will be considered by the Club Committee before recommending any member for Life Membership.

As the Club has a high turnover of members, it is considered necessary that a potential Life Member would have been a member of the Club for a period exceeding fifteen years.

It is also considered necessary that the prospective Life Member have served the Club and its members in several of the following forms or any combination:

1. **Committee Membership**

As a general rule it is considered that committee membership of 5 years would provide a prospective member with a sound understanding of the management of the Club.

2. **Trip or Activity Leadership**

Extended trips require substantially more preparation and involvement than do weekend type trips however a substantial commitment in this area would be considered.

3. **Sub-Committee Involvement**

Significant amount of active involvement on any number of sub-committees (including 4WD Assoc, Access committee, Consultative Committee) for the benefit of the Club would also be considered.

4. **Social Committee Work**

Regular contributions to the social activities of the Club should also be recognised.

5. **Newsletter Contributions**

Contributions of original work including items of educational value would be recognised.

6. **Summary**

Ideally the member being considered for Life membership would have had a high profile within the Club for many years, have served 5-6 years on the Committee, run many trips and organised events as well as contributing to other activities for the benefit of Club members.

## GOVERNMENT REGULATIONS

### NATIONAL PARKS & WILDLIFE RESERVES REGULATIONS & INTERPRETATIONS [SEPTEMBER 1992]

National Park Regulations regulate activities which can take place on Reserves. Regulations may be varied and permits to undertake regulated activities may have conditions placed upon them as a condition of the permit.

Individual Reserves may also be zoned thereby making allowance for an activity in one zone which can be banned in another.

The classification of the Reserve, its values and draft or approved management plans for a Reserve, influence the nature of activities which you would like to undertake.

It is advisable when visiting any Reserves which you are unfamiliar with to seek clarification of the rules in respect to the activities which you would like to undertake.

The following information is provided as a general guide.

- All native plants and animals are protected in Reserves.
- No plants including dead wood can be removed from a Reserve.
- No animal at any time can be removed from a Reserve.
- Where permitted fires must be used in a fireplace or area assigned for the purpose.
- Note. The nature of fires is controlled in some parks eg. gas or wood fires. Total or partial fire bans may exist in some parks.
- Fires may be restricted to those used for cooking purposes only.

PERMITS are required to camp in all Reserves unless otherwise covered by special provisions such as Desert Parks Pass.

DOMESTIC PETS are generally prohibited from all Reserves, exceptions being dogs kept on a lease in Recreation Reserves, dogs used for hunting in accordance with open season provisions to take ducks on Game Reserves and horse riding in areas set aside for that purpose.

FIREARMS are prohibited and cannot be carried in Reserves, the exception being some firearms in Game Reserves during proclaimed open seasons.

HUNTING is only permitted in Game Reserves when carried out in accordance with open season provisions.

RUBBISH must be removed or if receptacles are provided may be placed in a receptacle.

CHAINSAWS cannot be carried or used in Reserves without permission.

MOTOR VEHICLES must only be used on designated roads or tracks, or areas set aside for their use, eg. within a designated camping area.

GENERATORS are not permitted in most reserves; special provisions may be made in remote area Parks.

BOATS are prohibited except in areas which have been set aside for the purpose. A further restriction may apply to the type of boat, eg. prohibition of power boats.

FISHING is permitted where it is provided for in a Reserve but only when carried out in accordance with Fisheries Regulations.

NOTE:

Dead timber is a valuable resource, it provides habitat for wildlife and forms an important part of the ecosystem.

If wood fires are permitted on a Reserve and a firewood source is not provided, use dead timber for cooking fires only and in such a manner that you protect the resource for wildlife and the benefit and enjoyment of those that follow.

Regulations may change to accommodate provisions of management plans for a Reserve. It is advisable to check with District or Regional National Park Offices prior to visiting a Reserve.

### **WOODS & FOREST RESERVES**

Entry into and use of Reserves is controlled under "RECREATIONAL ACCESS AND USE OF RESERVES" Regulations 1989.

Driving, Fires, Camping and Pets within Forest Reserves all have separate Regulations which are too complex to detail here.

If intending to use Reserves first contact the Forest Manager, at District Offices, who will supply up to date information. The Department has useful pamphlets available which give details on various subjects.

### **PASTORAL LANDS**

The subject of using tracks within Pastoral Lands is complex. If you are moving away from the system of roads maintained by the Department of Road Transport or corridors called Public Access Routes (PAR's) you are required to obtain the permission of the lessee whose property the track passes through. The Department has a map available of all current public access routes throughout SA.

A map showing which areas fall within Pastoral Lands is held by the Club's Trips Coordinator & the Maps Custodian.

Details of how to locate property boundaries, contact names, addresses and contact telephone numbers so you can obtain permission, can be obtained from either the Trips Coordinator or the Maps and Logs Custodian.

It is no longer possible to just look at a map and decide that you want to use a track without research to find out if permission is required.

## TRIP PLANNING

There are several initial considerations for the trip organiser / leader, including a decision on the general location, specific destination or just the general direction, ie up north. The Club library has a wide range of books on many areas and there is also a comprehensive collection of maps and trip logs established over the years from previous Club trips.

Once the destination is confirmed, consider the time available and how many vehicles would suit the type of trip eg.

- one day trip, any number up to the Club limit (10) or the convoy could be divided with a final meeting point for a BBQ etc;
- three day trip, almost any number up to the convoy limit;
- one week or longer, a smaller number

It is essential that all participants are aware of the particular trip's requirements, ie extended camping with travel each day, limited facilities for extended periods, having appropriate driving experience for expected conditions, and all must be prepared to mix with other members for extended periods.

The following are some suggestions for the planning process;

Hold a meeting of those who wish to travel, have a brainstorming session and make a list of places and things you would like to see. Decide on the amount of time available to the group. Mark all of the items of interest on a map and then eliminate those places which are considered to be not achievable on the trip.

Create a tentative itinerary to include as many places without back tracking. Include as many details on this itinerary as possible, eg, fuel availability, road conditions, availability of provisions, kilometers between stops, proposed rest days and of course time available for sightseeing, bird watching, walking and socialising etc. Plan in some alternate routes in case of bad weather, road closures or vehicle problems.

Check if the proposed route requires access permission. The Department of Environment and Natural Resources has information on all public access routes available in SA. If permits are required for the proposed trip then the appropriate land manager must be contacted. Always ensure sufficient time is allowed as permits for some areas take time.

Submit the proposed Club trip to the Trips Officer who will prepare a Trip Sheet and refer the trip to the next Committee Meeting. Once the trip has been approved the details will be advertised in the Club Newsletter and at a General Meeting, at which time bookings can be taken. Two trip positions should be held for 7 days extra to allow country members time to get their mail and respond.

Once the trip is full, or sufficient numbers are confirmed, a trip meeting should be held to discuss the plans, timings, special requirements, vehicle preparation details, spares and who will be carrying what equipment, ie spares, winch, high lift jack, HF radio ,satellite phone, etc.

Don't forget to ensure that everyone attending has the opportunity to discuss the plans and make suggestions to the group. Also be aware that the trip leader wants to have a holiday as well, so make it as easy on him/her as possible.

One last tip for a successful trip. Ensure that someone is prepared to take photos and keep notes and a diary of activities, as it is expected that a written report is prepared for the monthly newsletter and a presentation is made at a General Meeting. By doing this, you can show what a great trip you had and also it enables others to look at the report at their leisure when contemplating a trip of their own.

Finally, enjoy yourself, because that's what it's all about !!

## GUIDELINES FOR TRIP LEADERS

1. Any member of the Club may be a trip leader.
2. All members are entitled to go on trips, on a first come basis. Guests or proposed members may attend provided no financial members are excluded.
3. Any Club trip or survey for a trip must be arranged through the Trips Officer, who will ensure that all participants are covered by the Association's Public Liability Insurance. Names and vehicle registration numbers should be advised before departure.
4. Where necessary, obtain permission (preferably in writing or record names of persons authorising access) for travel on private lease hold or Government controlled lands.
5. Arrange for all details to be available to the Trips Officer for his perusal prior to submission to the Club Committee for approval.
6. Once approved the trip can be advertised in the Club Newsletter and at General Meetings. No bookings should be confirmed until advertised. 1 place should be held for an additional 7 days to ensure all country members have had time to express interest in the trip.
7. Arrange for a pre-trip briefing to enable all participants to discuss the proposed itinerary and special requirements of the trip.
8. Arrange for an experienced member to be the deputy trip leader in the event of difficulties.
9. Arrange for a member to be the official trip recorder and assist with preparation of the trip log.
10. Arrange for one of the participants to prepare the article for the Club magazine and another to give a short talk, with photographs if available, at the General Meeting.
11. Ensure that all participants have third party property or comprehensive vehicle insurance for the vehicles participating.
12. Ensure that you arrive at the departure point before the time specified to greet all participants as they arrive. Advise all of the latest road conditions and of any last minute changes to the itinerary.
13. Reiterate the Club convoy procedures and advise that if the trip will be passing through any private property that day, gates to be left as found. Ensure all members are aware that specific permission is required for each trip traversing all roads/tracks other than public access routes.
14. Ensure that less experienced members and those without radios are interspersed with the more experienced members.

15. Nominate at the start of each day who is to be tail end Charlie (must have radio communications to the leader)
16. Inexperienced drivers should be assisted before negotiating obvious hazards and given advice regarding the most appropriate method of approach.
17. At all stops, after the last vehicle has arrived, advise the length of the stop and estimated departure time.
18. Lunch stops should be at least an hour unless advised beforehand.
19. Sound a warning (horn blast) 5 minutes before departure.
20. A day's run should end early enough to allow members sufficient time to establish camp before dark.
21. Arrange campsites as best as possible to allow maximum opportunity for all to socialise comfortably.
22. Ensure toilet facilities are placed discreetly facing away from camp and down wind.
23. Check carefully before leaving a campsite to ensure it is clean and tidy, certainly as clean as when you arrived.
24. When the official portion of the trip finishes ensure that all participants are aware of the alternative routes home.
25. Submit the trip log and copies of any maps used to ensure that the trip subsidy will be paid.

## TRIP LOGS

Why do I need to keep an up to the minute trip log to show me that 62 minutes ago we passed a windmill by a cross road that I can still see about 2km back down the track? Well, since passing the windmill Joe had a flat tyre but with the usual help from all, Colin got out the jack, Fred undid the nuts, Merv removed the spare and Joe stood dumbfounded because this was his first trip (and flat) and he did not realise many hands etc, and in no time the tyre was changed.

While all this was happening it was decided to have a break and before any one was aware 30 minutes had disappeared. So it's back to the vehicles and away once more with the leader immediately lost in palls of dust. Tail End Charlie radios to the leader that Paul, who does not have a radio, is not mobile. TEC checks out the problem and reports by radio to the leader that Paul's engine won't start. 28 minutes later and vapour lock fixed, we are on our way again.

You, the reader are wondering what this has to do with keeping a trip log. Well, if your trip log looks something like this;

Km	Time	Track Details
22435	10.05	cross road, windmill on right
22437	10.08-10.38	stop, flat tyre, M/tea
22437	10.40-11.08	stop, fuel blockage
22449	11.22	creek bed, dry

Anyone following the log would understand the km/time ratios.

If the log were to read;

Km	Time	Track Details
22435	10.05	cross road, windmill on right
22449	11.22	creek bed, dry

The kilometre/time ratio of 14km in 1 hr 17min would conjure up questions like, Is the time right?, Are the kms correct?, Are we on the correct track? We only took 17 minutes, we must be lost!

So, with a few written words in the log none of this confusion would arise.

Detailed logs are not only useful for future trips but their main use is to provide a constant fix on location at any given time. Don't get us wrong, a detailed log is not required for the whole trip, eg trip to Dalhousie Springs the log would show a meeting at Pt Wakefield, Lunch at Pt Augusta, camps at Leigh Creek and Oodnadatta. The details could start from Pt Augusta but more likely from Oodnadatta. From that point we log every road junction and land mark at least every 10km. It is better to have more than not enough.

For example

Day 2 Friday 18th April 1995

<b>Km</b>	<b>Time</b>	<b>Track Details</b>
12425	10.30	left camp (good spot, shade & water)
26.7		turn right onto faint track
29	10.42	gate
31	10.54	turn left onto track at T junct (creek bed)
34	11.00	turn right, little used track
36	11.08	gate
37-39		visit Mt Jacob mine (good future camp spot)
49	12.05	turn left onto main dirt road
54	12.13	turn right onto main Arkaroola road
59	12.21-1.40	Arkaroola, lunch stop. fuel

We may not get lost, geographically embarrassed possibly, but with the aid of the log it is possible to back track until we are again headed in the right direction.

As can be seen from this type of log it is possible for future trips to locate potentially good camp/lunch spots in advance, locate possible water sites and other places of interest. Nothing is more frustrating than to break camp after a less than perfect night to find that 1 km down the track there was shade, ample firewood and flat grassy camp sites. A good log can help avoid those traps the next time around.

As most will tell you, the only way to keep a good log is to note details briefly during the day and write it up with comments each night. This will also make the preparation of the talk or article about the trip much easier. (The log keeper does not necessarily have to do either) Consult with others in the group for their comments and observations.

If unsure on how to keep a detailed log have a look at some examples at the Club. You can then decide how to complete yours.

If following a log, keep notes on changes to the terrain, water availability, camp site conditions etc so that the Club library of trip logs is kept up to date.

## THE ENVIRONMENT

Since its formation this Club has maintained a strong position on environmental care. You will notice in the Club Constitution the high number of references to specific ways in which we expect members to act whenever driving, camping, visiting any location around Australia. These are intended to ensure that every one of us adopts a common code when four wheel driving to protect, respect and enjoy.

Too often there is public outcry against drivers of 4WD vehicles because of damage to sand dunes, country tracks and other sensitive and fragile locations. Even though we share the criticism of such senseless vandalism we are too often branded along with the perpetrators simply because of the vehicles we choose to drive. One of the ways in which we seek to counter that is by striving to be role models to other drivers of 4WD vehicles and provide a positive image to other road users.

Trip Leaders are responsible for the actions of all Club members on their trip. However when it comes to environment care we are each responsible not only for doing the right thing but also for making sure that those around us do too. We don't expect our members to deviate from an existing track and damage vegetation to make a new one. We expect that all of us seriously try to minimise our imprint when camping. As much as we all enjoy a campfire we want to ensure the size is sufficient for cooking and warmth and that it is completely extinguished before we depart the site. And we always take our rubbish home.

A positive way to demonstrate that we are serious about environment protection is to participate in a range of conservation projects arranged by the Club Environment Officer. These cover a range of activities to provide members with interesting locations to visit and interesting work to do as a team. Most importantly each project has a beneficial outcome in terms of the environment. Every member of the Club is encouraged to participate in these environmentally focused club trips.

A few years ago we adopted Kermit the Frog as our environment mascot. Frogs are the environmental equivalent of the canaries in early mines. Where frogs decline in number we see a sick environment so we chose Kermit as our silent reminder to do what we can to keep our environment well.

Had it not been for the effort of a team of Club members in the early days of the Club's development we would not have the option to visit many parts of the State we enjoy today, and it is likely that more restrictions on our access to sites would have been introduced by government agencies.

If we want to retain maximum freedom to visit wonderful locations around our State, every member of the Club shares the responsibility for promoting care for the environment and continuing to build our green credentials.

## 4WD PRE-TRIP CHECK

Provided the manufacturer's routine service requirements have been fulfilled, the following is a list of more rigorous checks which you, the operator, may tailor to suit your individual specification.

Against each item will be a box. Simply place a tick in the box against the check you require.

You will find some boxes with an "M" alongside. These service items have greater importance and would therefore need greater consideration when designing your service requirement.

### Lubrication:

- M Check engine oil level.
- M Manual transmission & transfer case oil.
- M Auto transmission and transfer case oil.
- M Front & rear axle oil.
- M Clutch fluid - check level.
- M Brake fluid - check level.
  - Spread leaf springs, clean and lubricate.
- M Regrease steering stoppers.

### Engine Compartment Operations:

- M Spark plugs (petrol) - renew.
- M Injector lines (diesel) - check for leaks.
- M Fuel filter(s) - renew.
  - Fuel filter(s) - supply spare(s).
  - Drive belts - renew.
  - Drive belts - supply spares.
- M Battery - perform high rate discharge test.
- M Battery - perform a Hydrometer test.
- M Battery - check and clean terminals.
- M Battery - check fluid levels and mountings.

### Brakes and Clutch.

- M Remove all wheels and check brake linings for wear.
- M Clean and clear all brakes of sand or dirt.
- M Check discs and drums for grooves.
- M Ensure drum brake drain holes are clear.
- M Check clutch plate.
- M Check clutch operation.

### Cooling System:

- M☐ Check water pump for leaks.
- M☐ Check water pump for noisy bearings.
- M☐ Pressurise system (including heater) and check for leaks.
- M☐ Check condition of hoses and radiator.
  - ☐ Supply spare set of hoses.

**Steering:**

- M☐ check rubber boots and seals are intact, nuts are tight and split pins are in place.
- M☐ Check lower arm for wear.
- M☐ Check for torsion bar sag.

**Under Vehicle Checks:**

- M☐ Oil leaks; check engine, gearbox, transfer case, front and rear differentials.
- M☐ Check engine and transmission mounts.
- M☐ Check suspension for damage and tighten as necessary.
- M☐ Fuel lines - check for damage to lines, broken brackets and damaged or perished flexible lines.
- M☐ Check handbrake cable.
- M☐ Fuel tank - check tank, fittings, mountings, connections and protection plates for leaks or damage.
- M☐ Exhaust system - check for leaks, damage and broken brackets.
- M☐ Springs - check leaf springs for broken leaves, check shackles and rubbers, check coil springs are seated correctly.
- M☐ Shock absorbers - check for leaks and faulty mounting brackets or bushes.
- M☐ Brake lines - check for damage to lines and brackets.

**General:**

- M☐ Check freewheeling hub operation.
- M☐ Check 4WD selection operation.
- M☐ Check differential breather operation.
- M☐ Fit differential breather extensions.
  - ☐ Fit Donaldson type air pre-cleaner.
  - ☐ Check airconditioner drain hose is clear.
- M☐ Check light operation and headlight aim.
  - ☐ Upgrade headlights from 60/40 to 100/90w.
  - ☐ Install driving lights.
- M☐ Check all wiper operations and rubbers.
- M☐ Check gearbox operation.
  - ☐ Check door seals and "A" frame set.

- M☐ Check tow hooks are secure front and rear.
- M☐ Winch - check operation and cable condition.
- M☐ Fire Extinguisher - check contents charge.
- M☐ CB radio - check operation, check condition of antenna and cables.
- M☐ HF radio - check operation, (including emergency call), check antenna & cables.

**Tyres and Wheel Alignment:**

- ☐ Check wheel alignment, ensure tyres are in good condition and suitable for trip.

**REMEMBER, IT IS YOUR RESPONSIBILITY TO ENSURE YOUR VEHICLE IS IN GOOD MECHANICAL ORDER AND SUFFICIENT SPARES AND EQUIPMENT ARE CARRIED FOR YOUR PARTICULAR VEHICLE.**

## **RADIO EQUIPMENT & USAGE**

One of the most important safety aspects of travelling in the Outback is having a reliable means of communication in the case of emergencies.

Many people feel that because they carry a radio in their vehicle that they are safe. Under some circumstances this may be the case, but the range is limited to generally short distance communication.

The only reliable means of Outback communications are either High Frequency SSB or Satellite services.

The Australian Communications & Media Authority (ACMA) and the Department of Communications web sites provide useful information on radio communication.

### **UHF CB Radio**

UHF CB signals are generally line of site giving a range of typically 10 to 40km maximum. By using repeater stations it is possible to greatly extend the range. Since UHF CB uses FM on 477MHz, as compared with AM & SSB on 27MHz, the quality of the signals is improved and noise and interference is reduced. The use of high gain antennas also improves the performance of UHF CB. When travelling in convoy in remote areas the Club uses (where practicable) UHF Channel 10 as recommended by 4WD Australia as it gives the maximum possibility of contacting members from other 4WD clubs.

When travelling on highways UHF Channel 40 is regularly used by truck drivers etc. Channel 11 is legally allocated as a call channel and must be vacated once contact is made.

In cases of Emergency Only Channels 5 and 35 are to be used to obtain assistance. Note operation on these channels at other times is prohibited.

Channels 1 to 8 and 41 to 48 are designated as repeater output channels, with channels 31 to 38 and 71 to 78 the corresponding designated repeater input channels. A repeater that transmits on channel 1 will always receive on channel 31. When operated in duplex/repeater mode the CB radio automatically selects the corresponding transmit/receive frequencies.

### **Mobile Telephone**

Mobile Telephones operate through various providers, the maximum range within a cell is limited to 32km for GSM phones and approximately double for Next-G units (vehicle mounted units - the range is considerably reduced for hand held units). Access will be improved with an external antenna.

While mobile telephones cover around 95% of the Australian population they are primarily concentrated around metropolitan areas, major highways and regional centres. Only about 5% of the outback is covered with cells in country centres.

### **High Frequency SSB Radio**

Using frequencies in the range of 2 to 25MHz, HF offers reliable communications over thousands of kilometres.

HF radios allow users to reliably contact each other as well as VKS-737 and Royal Flying Doctor Service Base Stations located around Australia; some radios permit Direct Dial Radio-Telephone calls through VKS-737 & RFDS Base Stations.

HF offers no cost communications between mobiles travelling anywhere in Australia as well as to base stations operated by the VKS-737 Radio Network. These base stations provide free information such as Safety Logging, Weather Reports, Road Closures, Message Handling and Telephone Calls. A very important use of HF radio is for making contact with the Royal Flying Doctor Service who can provide medical advice, treatment and emergency medical evacuation for travellers in the outback.

The VKS-737 Radio Network provides emergency services in conjunction with the Royal Flying Doctor Service of Australia and state emergency service organisations 24 hours a day, 7 days a week via 19 Base Stations strategically located around Australia. For further information visit the VKS-737 website, [www.vks737.on.net](http://www.vks737.on.net)

### **Satellite Telephone**

Satellite telephones can provide telephone, fax and data communications to all parts of Australia. They are portable and can be carried while away from the vehicle. There are a number of providers using four satellite networks. These networks have different characteristics and advice should be sought from service providers, manufacturers and retailers.

A clear line of sight between your satellite phone and the sky is needed for successful communication.

## SUGGESTED SPARES AND EQUIPMENT

All 4WD owners should be aware that it isn't easy to call road service or the nearest garage when something goes wrong on a trip.

Firstly, it is best to look after your vehicle at all times, and thus minimise the chances of something going wrong. Even so, things do happen that are unavoidable, and it is then that you need:

1. to know as much as possible about the vehicle and how it works,
2. to carry at all times a good set of tools to carry out repairs,
3. to carry a few spares to repair or replace the part on the spot to get home.

**Note:** Club By-Laws state that a strong tow-rope (or equivalent), a shovel, fire extinguisher and a good first aid kit must be carried by all vehicles on club outings.

It is recommended that the following items be carried for these trips.

### Day Trip.

1. 10 litres of water	2. Tyre pressure gauge
3. Tyre pump	4. Jacking plate (300x300x20 plywood)
5. Fan belt set	6. Can of WD40, RP7, CRC or similar
7. 50mm Duct tape	8. Spare fuses and circuit breakers
9. Lead light and/or torch	10. Fuel line filter
11. Tree protector	12. Pair of working gloves
13. Gasket repair compound	14. Fuel line filter
15. Plastic hose (3m petrol resistant)	16. Radiator & heater hoses
17. Hose clamps	

**Weekend Trip. Day trip items plus:-**

1. 5 litre engine oil in metal container. (8 litres for diesel engines)	2. Funnel (petrol resistant)
3. Emergency rations tin	4. Tyre and tube repair kit and tools
5. Small tarpaulin (to lie on)	6. Emergency windscreen (plastic)
7. Radiator sealing compound	8. Spring centre bolt
9. Low tension wire	10. High tension wire (1 metre)
11. Large piece of plastic for water proofing engine compartment	12. Light globes

**Extended Trip (7 days and above) -Weekend trip items plus:-**

1. 5 litres each of gear and auto trans fluid if appropriate	2. Trans oil filler (soft plastic bottle of the squeeze type with flexible hose)
3. 500ml of brake fluid	4. Spark plugs if petrol vehicle
5. If LS Diff fitted, 2.5l LSD oil	6. Araldite, instant glue, plastibond
7. String, tie wire	8. Assortment of nuts / bolts / washers split pins etc.
9. Paint brush (cleaning)	

**Items to be distributed among the convoy.**

1. High lift jack	2. Bull bag
3. Drive flanges (free wheel hub) - if freeheel hub equipped vehicle	4. Multi-purpose grease and gun
5. Hand winch and accessories	6. 3 x 1.5m stakes (winch)
7. Injector Pipe	8. Spring main leaf
9. Shock absorbers 1 front & 1 rear for each vehicle model	10. U-bolts
11. Spring repair plates	12. Radiator cap
13. Workshop manual	

## **Optional extra spares for a serious trip**

- Set of front and rear wheel bearings with grease (if serviceable)
- One front and one rear uni joint
- Set of wheel studs and nuts to suit front and rear.

## **Suggested tool kit**

- Sockets 1/4 drive, 6 to 14mm
  - Sockets 3/8 drive, 10 to 19mm
  - Sockets 1/2 drive, 21 to 32 mm
- Don't double up on extension drives and ratchets. Use 1/4 to 3/8 to 1/2 adaptors so that they can be mixed and matched.
- Open end ring spanners 8mm to 24mm
  - Allen/hex keys
  - Large hammer
  - Screwdrivers – a Snap-on with interchangeable heads and a larger PK and flat blade.
  - Tyre levers and bead breaker
  - Small selection of punches and chisels.
  - Soldering iron and solder.
  - Cable crimp pliers, multi grips, side cutters, point pliers, vice grips.
  - Low wattage angle grinder and drill.
  - Welding mask – use with jumper leads and batteries.

## CAMPING EQUIPMENT

The type of camping equipment that you take on a trip is entirely a personal decision. The below provides some guidance as to some essential items you may wish to take as well as some great tips from experienced campers – of which we have a lot in the club. Feel free to ask club members for their guidance selecting camping equipment or the many camping retail outlets and remember that it often pays to buy quality items that will last a lifetime.

Tents, swags, tarps, poles, pegs, spare ropes, hammer, groundsheet, sleeping bags or quilts, mattresses or stretchers, air bed pump, pillows, inner sheets (for those hot nights it's much more comfortable than a sleeping bag) are all essential and very individual. Don't forget the patches, glue and spare plug for air mattresses. Decide on your style and level of comfort in line with the space available and make a list of gear for each trip. It will surprise you how easy it is to forget a necessary item each trip. The club has a detailed camping checklist that can be found on the website for easy reference.  
(<http://www.tlccsa.asn.au/trips.php>)

Tables and chairs are essential so make sure you will be comfortable. Lighting is necessary so choose equipment that won't let you down half way through the trip. 12v fluoros and LED lights are ideal but take an extension cord to enable working further away from the vehicle when necessary. Gas lanterns (with spare mantles and glass) are a good alternative. A reliable torch is essential also for those walks away from camp at night as well as searching for lost articles in the tent.

A gas stove should always be carried even if planning to cook exclusively on the open fire; you never know when there will be a fire ban or no suitable wood available. Don't forget to check that your gas bottle is full and not out of date (bottles over 10 years old need to be re-certified) and carry spare jets for the stove.

Frypans, saucepans that fit inside one another (those with removable handles are ideal as they pack so much easier), a billy that also fits inside the small saucepan, griller plate, camp oven, insulated gloves, long handled tongs for cooking at the fire, cutlery, plates, cups, bowls and matches (try the waterproof ones) are recommended items. A tin opener, can punch, cork screw, flasks for morning coffee/tea and containers for cool drinks are necessary. The washing up bowl is easily stored if rectangular rather than round and can also be used to carry other items, eg the dishes or washing up gear. Spare containers for left over's, milk or juice etc, rubbish bags for around the fire and small ones for in the car are a good idea.

Many club members choose to purchase 12 volt vehicle based fridges to keep their 'essentials' cold on camping trips. However, there is a vast array of other types of fridges, ice boxes and eskies that can be used as well. When considering an item for purchase you should consider the reliability of the item you are considering, whether you have a second battery in your vehicle and (with ice boxes and eskies) the availability of ice in warmer, remote locations.

Don't forget to take a notebook to record your memories (you may be volunteered to do the trip talk next meeting). A compass and GPS systems are invaluable so ensure that you get a good one but don't forget the trusted paper maps as well as, logs, permits, driver's licence, spare car key, binoculars,

camera and lots of photo storage ability and money (don't rely too much on plastic in the outback).

A 240v extension cord & power board as well as a 240v light and a 240v power cord for the fridge are extra handy if staying where there is the luxury of mains power.

The extras like toilet paper (in a waterproof pack), tooth brush and paste, deodorant, soap, towels, shampoo, shaver if really necessary, brush & comb etc should all be added to your list to make sure that they don't get overlooked.

Clothes, swim wear, spare underwear and socks, footwear suitable for your trip, hats, waterproofs, clothes line and pegs, and a bucket are also needed. Don't forget the axe and shovel and a small trowel for those toilet excursions.

A well-equipped first aid kit, insect repellent, water bottles and day pack for hiking as well as a small first aid kit for walks will come in handy.

The above list is not exhaustive, add your own items and review it after each trip. You may have omitted something or noticed someone else with a great handy idea for travelling so don't be bashful, ask as most people are only too happy to share their ideas.

## MEALS ON WHEELS

These days there is no reason not to eat well balanced and interesting meals when the family heads outback.

Before preparing your menu, take a trip around your supermarket, and familiarise yourself with the latest range of tinned, dried, vacuum packed and long life meats, vegies, pasta, sauces, dairy products, beverages etc. Take your time, use your imagination, and be prepared to try something new. If in doubt, try the foods out on your family to help decide.

The first step in planning is to ascertain how many meals you will need to carry before the opportunity to re-stock the larder will occur. Draw up your menu at the same time writing out the shopping list, noting every item you will need, right down to the last ingredient including herbs and spices. Then comes the fun part.... going to shop, and spend all that money.

Packing comes next. Label tins on the lid with a permanent marker pen so that you will know the contents at a glance. Take the sugar, flour etc out of their paper bags, the jam, honey and peanut paste etc out of their glass jars and put the amount you require into sturdy plastic containers (labelled) with screw top lids. Do not use glass because it is likely to break when travelling over rough terrain. If however, you must choose foods which cannot be removed from their glass package, be sure to wrap them in several thicknesses of newspaper before packing. Containers with push on lids are also not the best choice, unless you are confident that the lids will not come off at the first, second or third bump. Cardboard containers of juice or long life milk are best transferred to plastic containers also but will usually travel quite well if wrapped firmly with newspaper and laid flat, not upright.

Sort your food into separate categories and pack into sturdy crates, not cardboard boxes; eg

1. Main meals, vegies, gravies, sauces & pasta
2. Sweets, custards, puddings, tinned fruit.
3. Breakfast cereals, milk, coffee, sugar.
4. Luncheon meats, biscuits, spreads, nibbles and snacks.
5. Selection of fresh goods for the refrigerator.

Put the menu in the glove box so you can tell at a glance what delicacies are to be prepared for the day's meals.

In your planning include some empty screw topped containers for left over milk, fruit etc and some plastic food wrap for the fiddly bits. Alfoil to roast the spuds or wrap food for the fridge is handy as well.

The amount of fresh food as opposed to tinned provisions is always a compromise. "Cryovac" meat is now readily available and extends the life but it does need refrigeration. Do you trust your fridge enough to carry all your fresh meat in this fashion? This is something you must decide for yourself.

Some fresh fruit and vegies, eg potatoes, carrots, onions, oranges and Granny Smith apples will carry well when wrapped in paper and stored in a ventilated box, but be sure that you will not be passing through any Dept of Agriculture road blocks, and lose the lot!

UHT milk, custard and cream will not need refrigeration until opened. Be aware though, that these products will not keep past their "use by" dates.

Most good quality bread will keep for a week at least, depending on heat and humidity. Pack carefully to prevent squashing it. Fruit cake and sweet biscuits travel well packed in plastic containers. Don't forget the makings for bread, buns or cake in the camp oven or buy the ready prepared packages available.

Dehydrated foods are light to carry, but don't forget extra water will be needed for cooking them. Be careful regarding the amount of water taken. Do not be frugal with this life saving essential. A minimum of 4 litres per person, per day, is recommended particularly when travelling in the warmer areas. It is wise to take several containers rather than only one large one, and try to replenish as you travel. The extra containers are essential as occasionally you may not be able to get potable water (suitable for drinking) and some can then be kept separate for drinking and washing purposes.

Always carry extra rations to cover emergencies such as unexpected rain or vehicle breakdowns.

When packing the fridge ensure that cans and sharp objects do not rub against the evaporator. This can cause eventual failure of the unit and leave you with warm drinks etc. Pack so that there is minimal movement of the contents. A few thicknesses of paper towel on the bottom of the fridge will assist in keeping it clean. A bladder from a wine cask can be inflated and used to fill a partially depleted fridge to stop food and drinks from flying around inside.

There are many books on camp cooking available. However, there is no magic to campfire cooking. The best way to learn is to watch others and then just do it. Help yourself though by having heat resistant pot holders, long handled implements and a shovel with a long handle (Club By-Law). Try to find nesting saucepans with handles which can be easily and quickly attached. It can be very uncomfortable fiddling with difficult handles next to a hot fire!

Organise a space for yourself in which to place your utensils to keep them clean in between inspecting the food to see if it's burning or not (although your nose will usually be a good judge) A wire stand to put pots on is an invaluable aid, but it will get filthy.

Have special bags for these pots and stands and other items like the BBQ and camp oven. Keep a pair of gloves with which to handle them. Try to keep the number of pans to a minimum - remember the washing up and the weight of items carried.

When cooking around the fire always consider others, take care!

A thermos of hot water prepared before leaving camp in the morning will make the morning cuppa on the track quick and easy. Be sure to carry water bottles and nibbles for the days travel with you in the cabin.

One of the most important assets you can take with you is your sense of humour. Not every meal will be a banquet, but you will have fun and gain experience with each attempt. Remember you are on holidays and this is the time to try new things. However, don't be a slave to the cooking. Keep it simple is a good rule.

Please don't forget to take out what you take in. If you had room for it when you left home, put it back until you reach an approved refuse disposal area.

## **SURVIVAL IN THE OUTBACK**

The focus of this section is on what you need to do to survive should you become stranded in some remote part of our immense outback. And the primary goal of the information we ask you to consider is to prevent death from dehydration or exposure.

You really need to consider these points seriously.

### **Introduction**

It is not uncommon for people to become stranded for any of a number of reasons in remote locations where other travellers are few and far between. Those who die usually do so because they were ill-prepared, or they made poor decisions or even mistakes.

Those who have survived remote strandings always claim to have survived because they stuck to proven basics, avoid panic, remain with the vehicle, use water sparingly.

You need to assume that any stranding in a remote location has the potential to be lethal so you must consider your situation seriously and plan carefully right from the outset.

### **Survival begins at home**

Your chance of returning safely home from any trip is dramatically increased by the level of planning and preparation you put in before you leave home. Nowhere better can this be emphasised than when considering outback survival.

By addressing the following preparation points before you leave home will greatly improve your chance of survival should you become stranded in a remote location.

#### Plan to take enough water

If your trip passes through remote areas allow for a possible stranding. You can live without food for a couple of weeks. Without water you will last no more than a couple of days.

When going remote allow for 10 litres of water per person per day.

#### Tell someone where you are going

Let a responsible person back home know your travel plans including the dates you are due at fixed locations. Arrange to let them know when you arrive at those locations. Then if you don't advise them they can do something about helping you.

Unless somebody knows you are missing you can't expect them to organise a search for you.

#### Travel in a group

By far the safest option for negotiating remote areas is to travel with another 2

or 3 vehicles. Support is always at hand and survival almost assured. Even if you prefer travelling solo it may still be worth joining a group for the more remote sections of the trip.

### Know your vehicle

Learn everything there is to know about the features of your vehicle including what it can do and where it can do. Remember that no 4WD vehicle is invincible. Learn how to get your vehicle out of sand and mud. Take the spares listed on page 41 of this booklet and know how to use them. This includes repairing tyres, changing belts and re-arranging batteries.

### Communication and navigation

Knowing where you are and being able to communicate with somebody in a position to assist you will greatly improve your chance of survival. This needs a belts and braces approach. Do not rely on one method of communication or one type of navigation system.

Back electronic navigation systems with paper topographic maps of the area through which you are travelling. Have a hand held compass. Know how to read the map and use the compass correctly.

UHF radio is limited to a 30 km range. Buy or hire a satellite phone or an HF radio for remote area trip and be sure you know how to use them. Take all appropriate phone numbers and/or frequencies and call signs with you. An EPIRB will enable searchers to find you fast.

### **Tips for Survival**

Having included potential stranding in your preparation you have improved your survival chances but you have not eliminated the possibility of becoming stranded. It can still happen. If it does follow these tips and your chance of survival is great.

### Stay with the vehicle

A primary cause of death in the outback is exposure. This can be exposure to extreme heat or to extreme cold. Both are experienced in the outback. The vehicle provides protection from both.

It is easier for aircraft searchers to spot a vehicle than a person.

Open the bonnet and the doors to make the car look larger from the air. Turn exterior rear view mirrors upwards to reflect the sun.

If for some reason you must make a rational decision to leave the vehicle, leave a note to indicate when you left and the direction you headed. Leaving should be a last resort.

### Ration your water.

Be sure to drink water. A hydrated brain prevents poor decision making like leaving the vehicle.

Ration your water and avoid activity that makes you want more. Keep out of the sun and don't use more energy than necessary. If water runs out urine is OK but don't drink radiator water which contains additives.

### Remain sheltered

You may not want to sit in the vehicle all day but be sure to shelter under trees or rocks or anything that lets you avoid excessive sun and freezing cold. Your aim is to retain body moisture.

### Signal for attention

Give searchers every chance of locating you by signalling your location.

Consider a smoky fire by day, a bright fire by night, sun light reflected from vehicle mirrors, rocks saying SOS nearby. Open doors and bonnet of the vehicle.

If you hear ground searches, 3 blasts at 1 minute intervals on the vehicle horn, or any other noise maker will attract them.

### Ration your food

Eat sparingly. Supplement your food with bush food. Insects or animals except spiders, snakes and bright coloured insects will help sustain you. Moisture from these may keep you going if water runs out. Ants provide a good source of protein.

### **Conclusion**

These guidelines for preparation in case you become stranded and for the way to respond if you do become stranded should not be seen in isolation from other features of 4WD trips in the outback and any other remote location in which you might travel.

We are accepting that you will be carrying on your vehicle a wide range of items that will further increase your chance of survival if faced with a potentially lethal situation. For instance you will need matches, sun hat, warm jacket, the list is endless.

Make calm and rational decisions about what to use and how best to use it, remembering that your prime objective is to protect against dehydration and exposure.

If you forget everything else but want the best chance to survive, provided you told somebody what your trip plans were, stay with the vehicle, conserve your energy, ration your water, and wait till help arrives.

## FIRST AID IN REMOTE AREAS

**The following information addresses an essential to cover when planning a remote area trip. It is not intended to provide detailed information to be applied on a trip if a member sustains injury or becomes ill. We strongly recommend completion of a First Aid course by all Club members interested in assisting others if need arises.**

### **Introduction**

The Wilderness Medical Society defines *remote* as a geographical location more than one hour from definitive medical care. Many of our long duration trips take us to locations where it could be at least one or more days before we could expect to have trained medical care available which means we must carefully and thoroughly consider how we will manage emergencies in remote areas.

Every club trip must include at least one qualified first aider among the travellers. Either that person or the Trip Leader must carry an extensive first aid kit and the Club's defibrillator in addition to the personal first aid kits carried in each vehicle.

We must anticipate the potential for remote first aid to be administered on almost every club trip, emphasising the need to be thoroughly prepared to manage unexpected emergencies. Any one of our companions could require special care because of injury or illness in a location which is many hours or many days from medical help.

The difference between administering first aid in the city and first aid in a remote location is that in the bush, after we have attended to the immediate first aid needs, we are then responsible for the long term comfort and survival of the casualty. There is no ambulance, no doctor, just around the corner.

### **Preparation**

Included in the planning of any club trip must be the development of a contingency plan for managing a medical emergency.

We need to identify who among the travellers has the skill and experience to keep a casualty comfortable and alive for as long as it takes to get medical help. The most experienced first aider should be designated to be the official first aider for the trip. Any other qualified first aiders must be identified and become support staff to that person.

Each member on the trip must provide the Trip Leader or first aider with complete details of any pre-existing medical condition so that in the event of a problem valuable time is not wasted in trying to establish the cause.

The terrain and activities expected on the trip must be considered and potential hazards to health and wellbeing identified. Where possible, hazard management (avoidance of problems) will be included in the trip planning.

The location of the nearest station homestead, landing strip, town, hospital, RFDS centre, and aboriginal community in the broad vicinity of the proposed route must be identified and located on a map. Telephone numbers, HF frequencies and call signs for each must be listed.

The substantial first aid kit to be taken on the trip must be checked before departure to ensure that all essential items are included and in good condition.

## **Prevention**

In the bush more than anywhere, prevention of injury and illness is far preferable than the need to cure. While the prevention of injury can be mitigated in the planning stage there is less opportunity to plan against illness.

A prime exception is the prevention of diarrhoea which is easily spread at campsites. Practicing basic hygiene will prevent all becoming ill if one does.

The primary rule for effective hygiene is WASH YOUR HANDS.

A basin of water and disinfectant near the toilet area is essential and all must be required to use it. An excellent alternative is antibacterial hand gel available in pressure packs.

Untreated water should not be consumed before being boiled or being treated with purification tablets.

Even minor cuts and abrasions should be treated when in the bush to prevent infection. Washing and applying an antiseptic solution will normally suffice.

## **Managing an Emergency situation**

This information must be read as complementary to knowledge gained from first aid training and experience and used accordingly.

### **A. Serious Injury**

1. You know an injury is serious by what you see on the casualty and knowing how the injury was caused. An unconscious casualty needs immediate help.
2. Recognise one person to be in charge of the situation. Others assist.
3. Call for medical help immediately and determine when and where to rendezvous.

4. Wherever possible do not move the seriously injured casualty.
5. Provide shelter from sun, wind, cold as appropriate. (non first aiders do this).
6. Work through the normal trauma management plan
  - a. Assess the situation: besides the injuries showing, what other injuries are likely because of the incident.
  - b. Check for any danger: is there anything around the casualty with potential to cause further injury to the casualty or first aider? If there is, and it is essential to move the casualty, stabilise head and neck first.
  - c. Check that the casualty can breathe effectively: take necessary action.
  - d. Control bleeding: utilise makeshift pads if first aid kit items are all used.
  - e. Stabilise head and neck: any member of the trip can be assigned to hold the casualty's head steady right from the start as the first aider attends to other needs.

Suspect a neck injury when there is a head injury and when a fall or force to the body caused injuries.

Improvised neck collars can be applied by trained first aiders others continue supporting the head without any movement, using hands.
  - f. Check for other injuries: quickly and thoroughly check the casualty from head to toe for other serious injuries, ensuring heavily bleeding wounds are controlled.

## **B. Sudden illness**

1. If a trip member becomes suddenly ill, try to identify the problem and severity, and decide how best to manage it, remembering we are first aiders and not doctors.
2. A quick decision is needed on whether or not urgent medical help is required.

Involve the casualty in this decision making by asking:

  - How they feel on a scale of 1 to 10 with 10 being very ill.
  - If they have had the same problem before and if they have, what caused it and how did they treat it.
  - If they haven't, what do they think it could be? Act on that if it is within the scope of a first aider, e.g. heart attack
3. Check for any fever. High temperature suggests a serious problem that will require careful management in a remote location.

4. Check if the casualty is breathing easily and be ready to assist if necessary.
5. Call for medical help immediately if there is any of the following present:
  - Reduced level of consciousness
  - Breathing difficulty
  - Severe pain
  - Frequent vomiting or diarrhoea
  - Chest pain or discomfort
  - Fever or chills
6. Be prepared to remain at a location until the casualty recovers sufficiently or is transferred to qualified medical care.

### **Prolong Casualty Care**

This is a vital stage in aiding the survival and comfort of the casualty. All members of a trip can contribute to this under the direction of the person in charge.

1. Protect from the elements. A vehicle may not be the most comfortable place for an injured casualty to rest in which case alternative shelter is essential.
  - Protection is needed from sun wind, and cold.
  - Use a tent if available otherwise improvise with material available.
  - If the nature of injuries allow, elevate a bed by 30 cm above ground to reduce temperature.
2. Constantly observe the casualty and assist as required. Consider how you will manage the following:
  - Toileting: who will help, how will it be arranged, where will waste be disposed.
  - Body washing: a daily wash has medical and morale benefits
  - Mouth cleansing: teeth brushing if conscious, mouth washing if unconscious
  - Menstruation: if casualty is unconscious a female needs to check.
  - Pressure areas: turn the casualty if able to otherwise treat pressure wounds.
  - Food and water:
  - Avoid dehydration by providing plenty of water. Keep foods basic to avoid stomach upset. Ensure optimum hygiene with all utensils.
3. Help the casualty to remain positive and keep morale high.

## **Conclusion**

In any emergency situation we can only do what we are trained or experienced to do with the resources available to us. None of us are miracle workers and we can only do our best to help a fellow traveller in need.

Clearly we will be able to provide more support, make a casualty more comfortable, and get medical help sooner if we have planned effectively in the first place.

The more we PLAN, PREVENT, PRACTICE, the safer our trips will be.

Careful planning of trips, thoughtful prevention of injury arising from our activities, and the constant practice of first aid by as many members as possible will continue to benefit everybody.

*We acknowledge valuable information taken from St John Ambulance First Aid books in preparing this section of our booklet.*

## DRIVING HINTS

Your ability to adjust to changing road conditions quickly, and select the correct gearing combination comes from practice and a thorough knowledge of the operation of your four wheel drive vehicle. Through Club outings members will have opportunities to discover how far you can drive your vehicle before you become immobilised or placed in a dangerous situation.

Wherever possible, when negotiating difficult terrain by yourself, have an alternative plan or route available. Do not go on difficult or remote areas on your own without extensive recovery and communication equipment. Don't take chances.

This document is only a brief introduction to some of the aspects of driving a 4WD. It is recommended that club members complete the training program provided by the club.

### Free Wheel Hubs

This is only applicable to the 70 series in the current Landcruiser range

Most of the newer vehicles have constant 4WD or automatic hubs. However, there are still some with manually locking hubs and members must know how and when to lock them. Hubs must be in the Locked or Engaged position before four wheel drive or low range is selected.

When not engaged, the manually locking hubs reduce drag or friction because the front axle, differential and drive shaft are not turning. Increased fuel economy should also result. Tyre life is extended, braking distance is reduced, acceleration is improved and steering will be lightened when the hubs are not engaged.

The only serious disadvantage is that maintenance may increase due to insufficient oil being splashed around the constant velocity couplings in the steering knuckle when the hubs are left in the FREE position. This deficiency can be overcome by engaging the hubs (not 4WD) once a month for about 50km.

### Four Wheel Drive Engagement

Almost all the current Toyota Landcruisers are constant 4WD. Engaging four wheel drive is actually a process of locking the centre differential. This causes the same amount of power to be applied to the front and rear wheels. Locking and unlocking the centre differential can be done at speeds up to 80 km/h.

If your vehicle is fitted with free wheel hubs, under no circumstances use low range without first locking the hubs on BOTH wheels. Failure to do so could result in damage to the rear transmission which is designed to accept only half the massive torque developed at low range.

The majority of 4WD's are capable of changing from two wheel drive to four wheel drive while moving, and in fact this is generally easier than while stationary. Simply lift your foot briefly from the accelerator and at the same time pull the transfer lever into HIGH, it will slip easily into four wheel drive. Re-apply

power and you are ready to tackle the terrain ahead. It is not necessary to touch the clutch during this change.

The engagement mechanism is simply a "sliding dog" so your front and rear driveshafts have to be turning at the same speed (front will turn when the hubs are locked). The only way to achieve this is to take power off and keep the vehicle travelling in a straight line.

To disengage four wheel drive high range and revert to two wheel drive simply reverse the process, ie lift your foot from the accelerator and push the transfer lever back into two wheel drive position. Do not use the clutch.

If the lever will not disengage from four wheel drive, you most likely have a problem called "axle windup" which is caused by driving the vehicle in four wheel drive on hard surfaces that do not need 4WD and do not allow slip, ie hard pack dirt or bitumen.

Modern vehicles have an electronic signal on the console to indicate whether 4WD is engaged or not. Simply moving the lever or pushing the button to disengage is not sufficient. The light needs to go off for 4WD to be disengaged.

Four wheel drive vehicles such as the Landcruiser have two differentials. The front diff allows the two front wheels to be driven at different speeds such as when turning a corner. The rear diff does the same thing when cornering, the inside wheel travels less than the outside wheel. There is no mechanism in most Landcruisers to allow for the two driveshafts to turn at different speeds and this results in the "axle windup" mentioned. Axle windup can also occur in constant 4WD vehicles when the centre differential is locked.

There are three methods to overcome the axle windup if it occurs;

1. if driving on a bitumen road, put the inside wheels on the gravel shoulder and try to disengage high range. The gravel should allow the tyres to slip and reduce the stresses built up in the transmission.
2. slow down and if traffic allows follow an imaginary snake with light throttle at about 10km per hour and keep trying to disengage high range.
3. if the other two don't work, stop, slowly reverse the vehicle and keep trying to disengage the lever, it should release within 15-20 metres.

### **Low Range Four Wheel Drive**

The vehicle must be stationary and the clutch used to engage low range four wheel drive. For vehicles with automatic transmission it is necessary to stop the vehicle and select Park or neutral before shifting into or out of low range.

It is easier to change from low range to high range when driving at very low speeds. (5 km/h) Unless you know how to do this, stop the vehicle when changing ranges.

## **Automatic Transmission**

It has now reached the stage where the majority of 4WD vehicles are purchased with an automatic transmission rather than manual.

Automatics are just as capable off road as manual vehicles with the exception of steep down hill terrain. Some such as the 100 and 200 series Landcruiser will crawl along in first gear low range similar to a manual but others such as the Prado are more inclined to try and run away and liberal application of the brakes are required to keep the speed under control.

In conditions such as sand and particularly on beaches it is best to manually control the transmission to keep the engine revs above 2000rpm and if a soft patch is encountered manually select down to keep the engine revs up. Experience has shown that if you leave it to the vehicle to change down it will leave it very late and you will have lost momentum and become bogged.

## **Sand Driving**

The choice of tyre is important for those doing a lot of sand driving however correct use of appropriate tyre pressures and application of power will accommodate most casual sand drivers. Tyres with a "highway" pattern are superior to those with a heavy lug pattern. Too much power in sand will bog you quickly and driving smoothly is the best method particularly when starting off. If the vehicle starts to bog down, allow the vehicle to stop, reverse back a short distance and attempt another run. Repeat this method until a path has been firmed down to enable you to get sufficient momentum to get out and over the soft patch. Keep speed constant and try to drive on top of the sand. Careful driving will usually get you further than speed or brute power.

## **On Beaches**

Remember to ensure that you don't drive above the high water mark and damage vegetation or too low and risk damage to your vehicle from salt water or getting bogged near an incoming tide. Some ocean beaches can be treacherous and soft patches may be hidden in the scalloped areas beneath seaweed or soft sand drifts. Play safe, travel with companions and don't take risks.

Always use tracks that are on the beach, especially where the beach and the sandhills meet. The sand will be compacted there reducing the likelihood of getting bogged.

## **Never attempt to drive up or down a Sandhill across the face**

If reversing down a sandhill, do not allow the vehicle to slew sideways or your vehicle may be in danger of rolling over.

## **Never Reverse without the engine running and gears engaged**

Without power the steering and brakes may not be effective when needed. If descending a steep sandhill, DO NOT use your brakes. Select a gear low enough to provide engine braking, but be ready to apply power if the rear of the vehicle starts to slide out. Always drive up and down steep hills at right angles to the ridge.

## **Mud Driving**

Lug, or traction tyres are best for driving in mud although few of us have the luxury of deciding what the weather will be like and which set of tyres to choose before setting off on a trip.

Try to maintain headway in high range four wheel drive, do not stop. Keep wheel spin to a minimum, too high a speed will result in loss of direction. A gentle pumping action on the accelerator to vary engine speed can sometimes assist traction.

## **Rocky and Uneven Terrain**

Low range first gear is the best for these conditions. Remember, the Landcruiser develops its maximum torque at about 2000rpm so power does not need to include great amounts of throttle.

## **Safety Tip**

You should drive with your thumbs inside the steering wheel rim. An obstacle under a front wheel can spin the steering wheel out of your grasp quickly and break a thumb if it is in the way. This is less of a problem now with power steering but still a good driving habit.

## **Steep Hills**

Never attempt to drive diagonally up a steep hill. Loss of traction through slipping can result in a rollover. Excessive speed will also cause a loss of traction and increases the possibility of tyre damage. Take to the hill in low range, first or second, and keep the wheel spin to a minimum.

## **Water or Creek crossings**

The recommended wading depth for a Landcruiser is less than 70cm (knee deep) With suitable preparation, greater depths can be negotiated safely. Preparation is the key factor for a successful crossing, commencing with a thorough inspection of the water hazard before any attempt to cross. Do not rely solely on reports of other travellers, check it yourself as it could mean your vehicle learning to swim. The time spent on having a break and inspecting the hazard also allows the vehicle to cool down and possibly reduce the likelihood of water being sucked in past wheel seals into the differentials.

Generally speaking, if the water is only up to bumper level, no waterproofing is needed. Simply select a suitable gear in low range (first or second) and proceed cautiously and evenly creating a small bow wave in front of the vehicle. Do not change gears or press the clutch during the crossing as water will get between the clutch and pressure plates and slipping will result.

Upon emerging from the water ensure that the brakes are working satisfactorily before moving off too fast.

For crossings where the water comes up to headlight level, the fan should be secured to prevent it from turning and a plastic/canvas sheet tied across the front of the vehicle. It is best to have the correct size measured at home as this piece can have many other uses, eg under vehicle inspection or repairs, tyre changing sheet etc. The distributor should be sprayed with a water repellent and covered if possible. It is advisable to remove all luggage off the floor and seal the doors (inch wide masking tape is sufficient). Diesel owners must ensure that the air intake is safely above the water level as water ingested will be fatal for the engine. Revs need to be maintained to counter the increased back pressure when the exhaust pipe is under water. Second or first gear low range is recommended, keep an even movement across and remember do not use the clutch.

After emerging from the water check brakes are functioning adequately and remove the sheet etc. A check needs to be made to ensure that no water has entered the differentials, gearbox or transfer case. Remove the filler plugs and if a creamy colored oil is present then water has entered and the oils should be changed. If the vehicle is allowed to rest for a while you will need to check for water by carefully removing the drain plugs (water will be on the bottom) If water comes out then the oils will need to be replaced.

Always have an alternative plan of escape in case your vehicle does stop. Pre-attach recovery straps on dry land and wrap them up or pass them through a window. It is much easier than trying to attach them in a raging river to a submerged vehicle.

## DRIVER TRAINING

### **What you can expect from Basic Driver Training with the Toyota Landcruiser 4WD club of South Australia**

The basic driving module will provide you with the skills and confidence to tackle many of Australia's off road tourist sites such as the Flinders Ranges, Kimberly, Cape York, Simpson Desert, Canning Stock Route and Victorian High Country.

Driving in the following types of terrain is covered:

- Gravel roads and unformed tracks
- Up steep hills including the reverse stall start which is the safe way to reverse back down the hill if you lose traction or for any reason cannot complete the climb.
- Down steep hills including the forward stall start if you have to stop for any reason.
- Sand including beaches. Please note that many beaches including the Coorong and Canunda National Park beaches are very soft and treacherous and require advanced level training.
- Mud
- Water up to axle depth (typically 300 to 400mm) Please do the Advanced water training before attempting the Cape York trip as bonnet depth water is often experienced.
- Rock
- Side slopes
- Recovering a bogged 4WD vehicle using a snatch strap

Other items included in the training are:

- Vehicle inspection and preparation
- Changing a wheel.
- Tyre repairs – This is actually part of advanced training but tyre issues are one of the most common problems you will experience.
- Planning recreational activities including basic logistics, selection of clothes & equipment, food & water requirements and dealing with unexpected situations.
- Minimising environmental impact which include the sources of environmental impact, interrelationships between natural processes, sources of information, assessment of particular settings to planned activities, compliance with management requirements.

If you still want to stretch your experience further after all this, we have advanced driving and advanced recovery training courses.

## INSURANCE

Through our membership of Four Wheel Drive South Australia, the Club has several insurance areas covered for the benefit of Club members as well as the public and land holders.

### Public Liability

The Association Public Liability policy has been tailored specifically to suit the needs of the Association and member clubs.

In general terms the policy covers all activities undertaken by either the state body, member clubs or individual members involved in organised Club activities. The policy is not intended to provide cover for the personal liability of individuals acting independently of or from the Club activities. All members should maintain at least third party property damage policies for motor vehicle and personal liability. Personal liability is automatic on most house and contents policies but it pays to check if sufficient cover is offered.

Cover is provided for damage to property or physical injury to members of the public resulting from activities undertaken, it excludes losses arising from the use of registered motor vehicles.

Field excursions, Club meetings, public exhibitions area all accepted Club activities. A master trip or log book of Club endorsed events should be maintained by the Club Secretary or Trips Co-ordinator to support any claim defence. Importantly, the clubs or their members should not admit liability under any circumstances.

Specific policy extensions include:

a. Tenants Liability:

Covers damage to any premises we lease or rent.

b. Liability for Damage to Property of Landholders:

Standard policies do not provide cover to the owners of a property who agree to its use by the Club, ie camping trips etc. The Club policy specifically covers these people for any loss members may cause.

c. Protection for Land Owners against Legal Action of Others:

The land owner whose property members use is automatically covered for any action brought against him/her by neighbours etc, as a result of members' actions. Generally, if an incident or loss occurs, ie escape of fire, all parties concerned may be held liable proportionally, that is the organising Club, the property owner and the individual who started the fire.

The percentage blame will be decided by a court, this policy protects the Club and the property owner. If the individual is found liable they must then look to their own personal liability insurance cover. This facet of protection eliminates one concern property owners have in allowing access to club members.

d. Member to Member Liability:

Should one member injure another or cause loss to another the policy provides protection which is excluded on many policies.

This cover extends to landholders, ie should the pastoralist allow access to the Club and an injury to a member on this property (attack by livestock) the landholder is covered for action taken. This eliminates another concern for landholders.

In summary of the above, landholders, including government departments, pastoralists, farmers etc, are treated as Honorary Members and are fully covered for actions against them and losses arising from Club access to their property.

e. Directors and Officers Liability:

This covers officers of the Club (the Committee) for actions against them from members of the public arising from their involvement with the Club.

### **Motor Vehicle and General property Insurance**

The members of the Association are entitled to arrange insurance for their 4WD vehicles through Club Insurance Officers at very competitive rates. Camping and other travelling gear can be insured through a Camping Equipment policy also at competitive rates. These policies are only available to financial members of clubs affiliated with Four Wheel Drive South Australia and Four wheel Drive Australia.

Details, quotes and policy arrangements can be made through the Club's Insurance Officer.

## **FOUR WHEEL DRIVE SOUTH AUSTRALIA**

The Association was constituted to represent the interests of 4WD Clubs in SA and to help promote family and group recreational touring compliant with current land conservation and management requirements.

As new legislation is proposed, the opportunity is taken to participate in its formulation by discussions with, and submissions to, various interested parties. In this way we are able to express various view points on suitable controls which permit the protection of our natural assets. and allow, at the same time, our touring members to visit these heritage areas.

Affiliation with the Four Wheel Drive Australia and interstate 4WD Associations keeps the state body, which then informs the Clubs, up to date with national legislation concerning 4WD touring.

Member Clubs of the 4WDSA are entitled to public liability insurance cover when on Club trips and a vehicle and camping equipment policy is available also.

### **The aims of 4WDSA are:-**

1. Promote multiple use of public lands.
2. Promote 4WD touring and dispersed camping on appropriate public lands.
3. Ensure 4WD touring (where appropriate) is included in park management plans.
4. Promote responsible use of public lands.
5. Prevent legislation which would unjustly prevent or restrict responsible 4WD recreational touring.
6. Encourage Federal, State and provincial land managers of the requirements and benefits of 4WD touring.
7. Monitor 4WD user permit systems (eg Fraser Is) to ensure that such fees are used to the benefit of the user.
8. Develop programmes of education and safety for four wheel drivers.
9. Oppose radical preservation organisations that would seek to exclude our recreation from public lands.
10. Promote 4WD touring as an environment-based family recreation.

## **FOUR WHEEL DRIVE AUSTRALIA**

This is a national body comprising delegates from each of the individual State 4WD Associations. Comprised of members from over 300 4WD Clubs, individuals and 4WD business firms united in a common objective - the betterment of recreational 4WD touring in Australia. It offers a national voice, united in the cause of promoting, educating and protecting the rights of all four wheel drivers.

## **4WDSA - CODE OF ETHICS**

- Keep to the laws and regulations on recreation vehicles. They change from state to state.
- Others have a right to peace and solitude - avoid noisy driving or riding near settlements and general recreation areas.
- Keep to approved vehicle corridors and tracks. On beaches and unvegetated sand areas, drive only where permitted.
- Alpine areas, swamps and vegetated dunes are easily damaged. Avoid them.
- Respect our wildlife. Stop and look, but never disturb or chase animals. It can affect their survival.
- Keep the environment clean. Carry your own and maybe other peoples', rubbish home.
- Keep all fire restrictions. Extinguish your fire before leaving. Don't let your exhaust emit sparks.
- Keep to restrictions on use of public land. Respect national parks and other conservation areas.
- Get permission before driving on private land. Leave livestock alone and gates as found.
- Keep your vehicle mechanically sound and quiet with an efficient muffler.
- Take adequate water, food, fuel and spares on trips. In remote areas travel with another vehicle.
- Join an appropriate and responsible recreation club if you use your vehicle mainly for recreation.
- Help in bushfire emergencies and search and rescue, if you are properly equipped and able.

**THIS CODE IS ONLY VALUABLE IF YOU OBSERVE IT.**