



# Rangers' Review

Volume 3 No. 3

**Mount Lofty Rangers Inc.**  
PO Box 1150, Blackwood S.A. 5051

August 1997



# TRIP REPORT

Mystery Day Trip - Sunday, 20 July 1997  
Trip Leaders - Bryan & Joyce

The Day Trippers were (in no particular order) - Linda, Peter & Cheryl, Mark, Linda, Stacey & Chelsea, Paul & Cheryl, Clyde & Susan, Ron, Michael, Isobelle, Emma & Andrew, Wendy, Merv, Anne & Grant, Juanita.

The day began bright and clear with the promise of some fine weather to come. Having reached the footy club congratulating ourselves that we were actually 5 minutes early, not giving one thought to the trip report we were greeted with shouts of "Isobelle, get paper and pen", foolishly thinking that Brian & Joyce were going to give us some instructions for the trip. I never thought that we were actually last there - wrong again - so here we are writing yet another trip report. Thanks go to Emma who took notes all day.

Brian & Joyce started to explain the day's events, saying that they did not know where we were going either, apart from morning tea that is, personally I thought they were having us on - little did we know how accurate they were!!

First stop was Mount Barker Summit after some interesting touring around the hills areas. For some this was a first visit and we learnt that the Nganindjeri people used the summit for ceremonial rites and smoking of the dead and the local name for the summit is Yaktanga. Next stop was morning tea at Callington Oval where the real fun began. Our fearless trip leaders informed us that we were all going to be leaders for 15 minutes, using the maps they thoughtfully provided and the next person on the list had to take over wherever they were left. There was the mystery part of the day - they really didn't know where we were going. Our number was up first and I immediately elected to drive - not knowing one end of map from another, let alone North,

South, East and West. However, there was something I didn't know about my husband - neither does he!! So we just drove - only needing one turn around before we all entered someone's private land. However, we like to think that we led the way towards a fantastic lunch spot.

Lunch ended up at Woodlane Reserve, a beautiful spot on the banks of the River Murray. After lunch there was more mystery as the navigators plotted a path who knew where. There was some more male bonding (remember Lake George and the silver balls) with something to do with lost nuts, fortunately Mark as able to replace his and Linda expressed her gratitude to the person who found them.

A pleasant afternoon followed touring around with some great scenery to look at. Afternoon teas was just outside Nairne and some of us had a very interesting discussion about UFO's and spooky events - during which a very strange and eerie rustling was heard emanating from Merv's vehicle - with no person to be seen. However, there were no little green men - just Grant looking for something in the front seat. Due to various commitments the day ended there but I am sure everyone present had a great, relaxing day. Many thanks to Brian & Joyce for organising a great trip.



## BEAUTY BY APPOINTMENT

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## AUGUST 1997

**Saturday 2nd thru to 24th -East of Alice-** Vacancy exists on planned trip for 1 vehicle to join us. Travelling mainly through the outback of South Australia and the area East of Alice Springs inc Harts Range, Altunga and Ruby Gorge Interested parties to phone Dean Dayman on 8296 6390.



**Saturday 9th thru to 24th - Simpson Desert** Visit many Historical sites during this ideal time to see and cross the Simpson. Approx 900km of adventure. Well maintained reliable vehicles a must with need to carry 250/350L of fuel. UHF communication preferred- need to be total self sufficient. Expressions of Interest contact Trip Leader George Vlahos Phone (08) 8278 9229

## SEPTEMBER 1997



**Friday 5th thru to 8th - Muloorina Station, Lake Eyre South.** (50kms North of Marree) Trip to leave Thursday night 4th Sept. and camp at Mambray Creek. Camp at water- hole on Muloorina Station with day trips from camp site. Communication 27mhz. Another 1st time Trip Leader Peter Graham phone 8370 6224.



( continued )

## SEPTEMBER 1997

**Sunday 14th** - A Social Outing to RAPID BAY - This is the opportunity you've all been waiting for. The chance to drown some bait or show how good you are with the 'ole rod 'n reel. The day also offers those present to walk, talk and explore. Depart Blackwood Football Club 9.15am. Please bring a plate of food for a combined Lunch Table. Tea Coffee and Cordial available, BYO other drinks, chairs fishing gear and bait. Prizes for the heaviest catch and biggest fish. Trip Leader Brian & Joyce Gray Phone 8278 1576

## OCTOBER 1997

**Saturday 4th/5th and 6th (Long Weekend)** The last of our training runs at Geranium. Camping area with 1 shower and Toilet block - plenty of shade - Vehicle charge \$10.00 per day - Must be self sufficient. Contact Ted Bal on 8382 1932.

## NOVEMBER 1997

## DECEMBER 1997

**Sunday 7th - Christmas Picnic** breakup. Last year was well attended so once again the Social Committee will be organising something similar to last year Venue to be advised.



Ted with wife Margaret and son Marcin.

### **Ted Bal- Club trip Coordinator.**

Ted has been a 4WDer for 23 years, and started 4wding in the Polish Army. His first mistake in the Army was to bog an eight wheel drive vehicle in the middle of a swamp. It only took two tanks to pull him out. The officers and his friends couldn't believe it, they laughed at him for weeks. After that I was driving trucks for an electrical supply company within the emergency section. He had to learn snow and mud driving techniques. This job gave him a lot of joy and satisfaction.

Ted is married to Margaret and has one son, Marcin. Ted came to Australia in 1982. His first 4WD was a Toyota Land Cruiser, (FJ60) and later joined the Toyota Land Cruiser Club. Within the club he made a lot of friends and lead many trips. As for the call sign and nick name, Turbo Ted came from the aggressive driving at Robe. One trip he was the only one to successfully climb every sand hill.

Ted joined the Mt. Lofty Rangers when it first started and has earned his way to Trip coordinator. He is also a member of the DAU for about two years. In this time Ted has conducted many courses. Ted is currently a Cat 1 Trainer and Assessor.

### **Most asked Questions**

*Why own a Toyota?* - Toyota is the best.

*Best trip?* - All great but Cape York and Snowy Mountains.

*Most exciting 4WD moment* - Driving through the Cannonball River in Cape York with water half way up the windscreen.

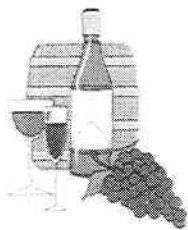
*Roughest track* - A short cut to Bindaree Hut in the Snowy Mountains. (Now closed).

*Most scenic area* - Snowy Mountains and the Bungle Bungles.

*Best state for 4wding* - Victoria and Queensland.

*Best country town.* - Bright, want to retire there.

*Your advice to club members* - Do the training courses while you still can! Tag along to one of trip and discover challenging 4WD tracks.



# SOCIAL CLUB

## A Day in the Southern Vales

WHEN - Sunday, October 19th

COST - \$20.00 Per Adult.

Suitable for Club Members & Partners.  
Maximum 40 Adults

A full day visiting wineries in the Southern Vales. Price Includes "Klub Cruiser" with a D.J., and a Chef Prepared BBQ Lunch -



*crusty loaves*                      *fresh salads*  
*thick country steaks*  
*sausages*                              *hamburgers*  
*A surprise desert*

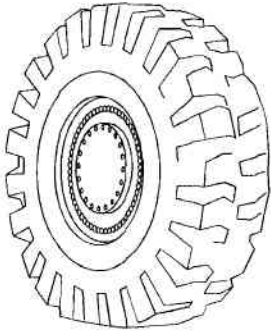


Drinks will not be available aboard Lowerue

BYO Drink for the BBQ or Purchase a bottle or two at a winery.

First (40 ) Adults paying full fare will be going on what will be a great social day.

Contact Cheryl O'Toole  
8387 1571  
Social Club Director



# FACTS and FABLES

(Part one)

© Jim Ditchfield

In the sixties and early seventies nearly all 4WD's were basic work horses and they came with tyres to match. The performance of those cross-ply tyres was at best mediocre. The simple tread pattern did nothing to help. Not bad in mud and rock, but unimpressive otherwise. To overcome this dissatisfaction drivers started to fit radial tyres which gave improved ride and handling. As many of these tyres had a wider section, the improved performance was mistakenly attributed to this. In reality it was a direct result of the change to radial construction.

When 7.50R16 radial tyres became available in the seventies they gradually became the basic fitment. Vehicle performance improved dramatically, but by then the misconception that wide tyres out performed thin ones had become folklore. As a result many owners have rigged their vehicle out with wide tyres. Suppliers realised there was a quid to be made and now there is now a plethora of after-market wide wheels on offer.

The facts do not support these fables. Tall and skinny out-perform short and fat every time.

No-one would argue that mag wheels can look neater and more up-market than the standard split rim wheels. However, before spending a small fortune on a set, complete with good looking tyres to match, think carefully about how you will be using your vehicle.

Most four wheel drives spend well over 80% of their life on bitumen. In dry conditions around town and on highways, wide tyres are not a problem. They simply absorb a little more energy than narrower tyres. In heavy rain however, wide tyres are more likely to aquaplane.

On wet roads tyres have to clear the surface water before they can grip the road structure. This takes a finite time and some of that grip producing footprint length. As water depth increased more of the foot print length is needed to dry the road. If there is insufficient footprint length to clear all the surface water the tyre begins to develop hydrodynamic lift and will aquaplane. Aquaplaning is the phenomenon where the resultant force between the tyre and surface water becomes large enough to carry the weight imposed by the tyre. The water then supports the tyre and all control at that wheel is lost. This happens at a lower speed with wide tyres than with narrow ones.



## FACTS and FABLES (cont.)

Let's look at an example and for the exercise we will assume that both tyres have identical coefficient of friction, identical weather conditions and carry identical loads. The speed at which aquaplaning starts is given by,

$$V^2 = k \times \frac{1}{\text{tyre width}}$$

If we take extremes, say a 12.5 inch tyre and one of 7.5 inches, we find that if conditions are such that the 7.5" tyre starts to aquaplane at 100kph, the 12.5" tyre will do so at 60kph. Equivalent speeds for other tyre widths are:

12" = 62 kph

11" = 68 kph

10" = 75 kph

9" = 83 kph

8" = 94 kph

In real life it is more complicated than this, but the basic principle is still valid.

When it comes to the off road situation though, everyone knows that 7.50R16 tyres are inadequate. Sure they meet all the legal requirements, but their performance is woeful. At least that's what many experts say.

Sorry experts, that is just not true.

There is one point on which everyone agrees, radials perform better than cross-ply tyres. About the only situation where cross-plyes are superior to radials is in rocky country. Here the stronger and stiffer sidewalls of cross-ply tyres are not so prone to damage.

Radial tyres have a more flexible sidewall. Some of the wide tyres have a very thin sidewall indeed. Not only does this reduce their load-carrying ability, but in rocky terrain this is a serious disadvantage. 7.50R16 tyres with a load index of 114, 8 ply rating in old terminology, are a good compromise. By using high tyre pressure, sidewall bagging on these radials is minimal, so decreasing the tyre wall's vulnerability.

Cont. Next months issue

# 'LADIES DAY'

## WHOLESALE SHOPPING TOUR

DATE - Saturday, November 15th  
TIME - 9.30a.m. - 4.00p.m.  
COST - \$35.00



A full day of fun, laughter and exploring the best of Adelaides Wholesale and factory shopping secrets, just in time for Christmas.

Bring along a friend or relative if you wish. Fully escorted coach tour includes refreshments and lunch.

Part proceeds to benefit our Club.

**To be paid In full by October meeting**

Either phone Cheryl to register on 8371571 after 6pm or return tear off slip to next meeting.

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LADIES DAY  
WHOLESALE SHOPPING TOUR

NAME -

TELEPHONE NO -

NUMBER ATTENDING -

Will be coming on the Wholesale shopping tour on Saturday, November 15th

# **SWAN REACH CAVES**

3rd August 1997

Trip attendees: Trip Leader Merv, Anne, Brett & Grant, Mike, Isobelle, Emma & Andrew, Mark, Linda, Stacey & Chelsea, Wendy, Murray, Joan, Andrew & Daniel, Graham, Cheryl, Erin & Kurt, Peter & Jenny, Clyde, Susan and grandson Alexander, John, Gail, Tabatha, Ashleigh, Brandon & Reece.

After a very cold early start, we arrived at Blackwood Footy Club rooms at 8.00 am, knowing we had a few minutes up our sleeves before our trip leader arrived. After a quick briefing on where we were going and lots of praying for rain (to no avail), we were on our way. Murray was tail end for the day and following scruffs tour convoy procedure, we were on our way. (A write up will be published in next months issue on this convoy procedure which we have found very practical).

It was not long before we were off the black top, and not having any idea where we were. We travelled on many dirt roads and many which said No Thru rd, but we went anyway, to find out they did lead somewhere. If we had rain, this would have been a whole different ball game. At one stage we were driving next to a train track, this would have looked some sight for passer bys.

After a call over the radio for a Nappy Change, or was that morning tea, we stopped shortly after. Still not knowing exactly where we were, as we had just pulled over on the side of the dirt road we were travelling on. It wasn't until I saw a sign saying Mt. Pleasant that I knew where we were.

After morning tea we were led on to some more dirt roads, the further we travelled the more drier it got, Hence more DUST. We travelled over paddocks, through ditches, up hills until we arrived at Swan Reach Conservation Park around 1.00 for lunch. After a very relaxed lunch and spotting some wombats, well some of us did, we made our way to Swan Reach Caves, after travelling along some scrub and across the ferry, where people were offered the chance to do there water crossing (no takers) we arrived at the Cave around 3.00 only 1 hour behind schedule.

After being told it was roughly a half hour walk to the cave, (forgot to mention this was each way) some of us made our way down a steep cliff along the track to the caves, after splitting off in groups through the cave we made our way through to the cave. We were told when we got to the END of the cave that we would notice something and know exactly how far back the cave went. After walking not very far into the cave we came across 3 paths, which one do we take, after some thought, we decided the best thing was to head out and wait for the others to come out.

After what seemed quite a while we heard life to see some kids coming out only to head back for more exploring, after another wait, Mark & Linda returned. We asked whether they had seen any others to be told they hadn't. They had taken

the left turn, and had seen no-one. After a while we heard life and saw lots of sweat, as our trip leader and the few people who had followed had taken the wrong path and had encountered many small holes to climb through and very narrow paths, what a sight it was, there seemed to be a bit of talk on how the clothes were going to be washed. Clyde was last coming out the cave to be told by onlookers that he could actually stand up now, he no longer needed to squat.

After some laughter and many talks on how they had taken the wrong path, which just goes to show that wrong turns not only happen in 4wding, but also in walking, we slowly made our way up the cliff. I would have to say that this walk was quite challenging in parts and very steep. Thanks to Clyde Paton, who helped one of my children up the path.

Nearly one and an half hours later, and we we're back in the car park, asking Mark & Linda, what they saw when they got to the end, as they along with some of the bigger kids were the only ones who took the right path. We were very surprised to learn just how far back the cave went.

After many drinks and rest, we left the cave around 4.30p.m. and saw some sights at the golf course, before heading back to Adelaide. One of the cars left the convoy only to meet up with us again later down the track after taking a short cut. This was a most enjoyable day, and a lot of preparation had been done to find all of the tracks that we travelled on. Thanks to Merv and his Cousin Murray, who had helped Merv in finding the tracks.

I was not the last to arrive, the trip leader was, but considering the trip needed to reach me in 3 days time, i volunteered to do this report being the editor.

Thankyou to Merv and Anne for a great day out, which was enjoyed by all, especially the children. We arrived home around 7.30 p.m. after being on the road since 6.30a.m.

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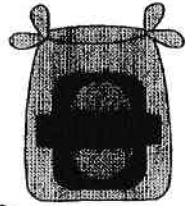
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# APPLE DUMPLINGS



## **INGREDIENTS:**

**1 kg Self Raising Flour**  
**Margarine**  
**3 Eggs**  
**Raw Sugar (not just brown type)**  
**1 pkt mixed fruit**  
**quarter kg of sultanas**  
**2 Apples Johnnies or such**  
**1 tin of golden syrup**  
**Cinnamon**  
**Milk custard or cream**

**METHOD:** Mix SR Flour, 3 desert spoons margarine, 3 eggs, 1 cup of water or milk in bowl, add handful mixed fruit and some sultanas, grated apples and cinnamon to make a not wet dough. Do this first, allow one quarter of an hour to rise.

Place 2 cups raw sugar, 2 desert spoons margarine, 4 desert spoons golden syrup with 2 cups water into camp over, large saucepan or electric frypan and bring to simmering and mixed well.

Make dough into balls twice the size of a golf ball and place into liquid. Turn over after 8 minutes. They are cooked then in next 8 minutes. Serve with some liquid for topping or with custard, cream or ice-cream.

Add more water, sugar and golden syrup to pan to cook next batch

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**Sell** - Roof Radio Console - Suits NG Pajero with Sun-roof. Fully Upholstered in beige vinyl - \$50.00 Contact Dean Dayman 8296 6390

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**Sell** - Allen Towbar (2 Tonne towing capacity) to suit Toyota Landcruiser HZJ 75. \$100.00

set of five tyre and rims 31 x 10.5 R15 \$700.00ono(second spare for free)

set of Toyota Landcruiser Manuals/Chassis and Body repair Manual & 2F Engine repair manual \$50.00 the lot.

Contact Ted Bal Mobile 0411223555 Bus Hrs or 8382 1963 a/h

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**Sell** - Codan Auto Tune whip antenna 9350( still Packaged) Compatible with Codan H.F. S.S.B. transceiver types 9323/9313/852B/8525B \$900.00  
Contact Jerry Scott 08 86711104 or 82934357

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**Sell** - Nissan Steel Mesh CARGO BARRIER made by Milford - \$100.00

BOX- Sealed light galvanised box, suit storage of sleeping bags or cloths etc. on roof rack 45"Lx24"Wx12"H. \$75.00

BOX- Sealed light galvanised Box, suit spares etc 24"Lx12"Wx12"H. \$35.00

ENQUIRIES FOR THESE 3 ITEMS PHONE PAUL WEST 015 393 569.

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**Sell** - Tyre one only used as Spare - never been on the road. BF Goodrich's Allterrain TA 31.1050 15" rim — \$150.00 ono MAX ALMOND 8278 3848

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**Give Away** - Front Bumper & Set of Mud Flaps for HJ60 Toyota Landcruiser  
Contact Steve Wroble phone 8276 4505.

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## MOUNT LOFTY RANGERS