



Rangers' Review

Volume 3 No. 9

Mount Lofty Rangers Inc. Feb 1998
PO Box 1150, Blackwood S.A. 5051



Club member Henry & Marion Stendara driving up the bed of the Hale River between Ruby Gap and Glen Annie Gorge N.T.

NAME BADGES

Most members have collected their name badges, but several are still left with the club. If you know of anyone who has not collected their badge would you please ask them if you can pay for it and take it for them on their behalf

The badges cost \$2.50 each to members and any that are not collected represent a financial liability to the club on top of the subsidy already paid by the club

Clyde Paton
Vice President

ANNUAL GENERAL MEETING

*The Annual General Meeting will be held on
MONDAY the 11TH OF MAY*

Please consider nominating for a committee position. Nomination forms will be available at the next meeting.

**THE NEXT MEETING WILL BE HELD ON
MONDAY APRIL the 20th DUE TO EASTER FALLING
ON THE 2ND MONDAY THIS MONTH.**

A returning officer has not yet been appointed for the AGM, but this is expected to be done soon

Robe/Beachport Trip Report

24th - 26th January 1998

A warning to other members of our club. It's no good arriving on Saturday for a weekend trip or you will find yourself doing what I'm doing now. Writing the trip report. No excuses are acceptable. Such was the greeting on our arrival at the campsite of Lake George Hilton Holiday Park.

The alternative story is to arrive 11pm or later Friday night and contend with setting up camp in the dark, air mattresses that suddenly develop a leak and fellow members tucked up in sleeping bags, swags, tarps and every bit of clothing they had with them. Warm bedding was at a premium, however, we heard that for some, the bedding can never take the place of cuddles. The cold was extreme.

After we set up our van and had lunch the party set off for some beach driving during which time there was one bog and a particularly troublesome hill which forced some to use "the chicken track". It was a pleasant afternoon with challenging driving.

Saturday evening an invitation was forthcoming to join the Toyota Club (henceforth to be known as the "Toy Club") at their Happy Hour. Thanks to Jack and Rene who were our representatives while the rest of us enjoyed each other's company at our own Happy Hour. It was during this time that we heard about last year's encounter with the nudist colony. Such was the excitement that the uninitiated believed the encounter occurred that morning. What a disappointment on learning our mistake, however, Cheryl took centre stage and her descriptions of au naturel manhood befitting a Greek God surely painted a realistic picture. It became a bit like the fish that got away however, it grew larger and larger with the telling of the story, reaching knee length despite the freezing cold weather.

Again the cold came in so that after dinner a fire was lit around which most of us congregated with our wines, coffees, ports, beer and chatter. Other optimistic souls went fishing. During our soiree we had a very heavy down fall of rain which sent us scurrying for the cover of our annex roof. The deluge lasted about 15mins, resulting in children wet, muddy and happy, water laying about in small puddles and great concern for the intrepid fishermen. We were able to get some warmth into us from the fire before retiring for the night.



Mount Lofty Rangers members at one of the many scenic spots

Sunday dawned a bit grey but not particularly threatening. The fishermen didn't get any rain or fish. Congratulations Andrew on scoring a crab. We set off on a full day trip to Robe via the beaches and sand hills. It was suggested we take cameras and binoculars as we were passing "that" beach. Guess who left camp last and met us further up the track? Someone suggested Cheryl wanted to get first view of the "Greek manhood", which I'm beginning to think was "in her dreams"!!! There were 4WD's everywhere and we inherited some foreigners in our convoy at times. We had a quick morning tea break at about the half way mark. There were a few bogs as we proceeded and mechanical difficulties when an attempt was made to change from gas to petrol, but eventually the convoy moved on.

On arrival at Robe, Ted kindly gave us one hour for lunch at this quaint seaside town. It was quite busy and cool but not as bad as I experienced some years back. I must mention the scenery - **SUPERB** - The colour of the water along the coast varied from grey to deep blue, azure, turquoise and clear sea green. There were white waves crashing onto rocks hollowed and sculptured by thousands of years of erosion and of course miles of white sand. One disappointment was the amount of ship rubbish washed up on to the shore.

People went in different directions for lunch, some visiting shops, some enjoying the lawns and the bay scenery of crayfish boats returning to port, families soaking up the fresh air and relaxed surroundings and the odd ice-cream treat here and there. We set off for the return journey about 2pm, some ladies and children opting to take the bitumen track home. It was a pleasant drive, stopping for a break and some fishing on a small beach. One hill posed a few problems even for our mighty leader who took 3 attempts before successfully crossing the top. He was showing how NOT to do it!!

Back at camp we set up Happy Hour and were joined by John from the "Toy Club". Ted suggested a night drive so we satisfied our hunger then waited, and waited, and waited and waited Our leader refused to go until it was REALLY dark. No-one was going to argue. I couldn't find my way back during the day let alone at night. At last HE moved. For the girls who out missed, we'll make sure you're on board next time.

It can be scary out there in the dark especially when you lose sight of the car in front. I believe extra care, consideration and safety is paramount for this type of driving. Ted took us to the "BIG ONE" at an area called the "playground". The "Toy Club" beat us to it so we went convoying around the "whoopy doo" (these

are not my names). The “Big One” is quite a challenge, some vehicles being successful first time up, others learning something each time they tried. I know how the area got its name “the playground”. After a full convoy success it was play-time!! Up and over, up and over - fun, fun. According to Ted he has more failures at this spot during a day drive than at night. My explanation for this - at night the absurdity of the task is veiled in darkness. Day time reveals the enormity of this suicidal 4WD aeronautics. Gosh it was fun!! I’ll have a go next time Ted. Ladies, I tried to get them back on time but failed - sorry.

Our illustrious, illuminated (light on top of his flag) leader wiped out his “spotters” on the first hill, but it was still easy (and perhaps a little gratifying) to see him make 3 attempts at the “Big One”.

Monday morning brought sunshine and some frenzied packing. Some of us went off for sand driving assessment. After successful assessments of all participants it was playtime again at the “Big One” (not by yours truly), but not before we had to wait for Peter to remember he had a wife waiting for him on “the white sandhill, number 67”.

I learnt a lot during this weekend as a passenger and driver, the capability of the vehicle, appropriate gear selections and my own capabilities. Failing to ascend a hill, getting bogged, the affects of soft sand on steering etc. are all great learning experiences. Ladies, ask questions of your partner when out driving, observe techniques, mistakes and gears used. Isobelle has expressed an interest in getting together a group of ladies who would like to do the basic driving course I have just completed and highly recommend. Two conditions apply; ladies only and partners are banned from being present in the car. If that makes you feel a bit on the outer guys, *^@##\$&*@. See Isobelle if you would like this idea pursued.

I have completed my quota of trip reports for the next two years!

One last thing. Congratulations Ted on a great weekend of camping, socializing, drinking, eating, fishing (attempts), fun and of course let’s not forget what we went there for, sand driving.

Take care all.

WANTOK (alias Kerry & Doug Laird)



MARCH 1998

SUNDAY 1ST - Southern Mystery Trip Can't tell you much more other than it will a great day and by the bookings on the Trips Board it is fast filling up. **FIRST TIME TRIP LEADER MARK AND LYNDIA MOSS** Leaving Club Rooms Blackwood 8.30am sharp.

FRIDAY 6TH THRU TO SUNDAY 8TH THE FRIENDLY FROLIC

THE 1998 SAAFWO ANNUAL GENERAL MEETING AT TOWITTA PARK

Cost is \$20.00 adult and \$12.00 per child under 12 year of age

The price includes camp fees for 2 days or 2 weeks (that's up to you) A three course Dinner meal, pre Dinner drinks (wine cheese etc) and entertainment by Bush poet Bob Magor and Frank Way

Fees paid in full no later than February 14th

Co-ordinator **TED BAL** Phone 8382 1963

FRIDAY 27th TO MONDAY 30th - Coffin Bay in conjunction with the Port Augusta 4WD Club

Whispering Sands-Yangie trail to Yangie Bay -Sir Issac Point. Camping at Black Springs and Sensation Beach

TRIP LEADER PAUL WEST PHONE 8387 1571

APRIL 1998

FRIDAY 10TH TO MONDAY 13TH(Easter Weekend) PINK LAKES AND BEYOND

THE SUNSET COUNTRY

Trip Leader Wanted

SATURDAY 11TH TO MONDAY 13TH(Easter Weekend) SPEAR CREEK Organizer required

FRIDAY 24TH TO SUNDAY 26TH JUSSIEU PENINSULA

Cape Domington to Cape Catastrophe, Port Lincoln. Great fishing spots, historical area, rugged coast line. What more could you ask ???

Trip Leader Wanted

SATURDAY 25TH & 26TH NATIONAL OFF ROAD TITLES.

WARNERTOWN SOUTHERN FLINDERS RANGERS

Recovery Vehicles are required to assist in this National Leg of the OFF ROAD TITLES. camping will be at Crystal Brook Further Details contact Phil Dohne Phone 8270 2503



MAY 1998

FRIDAY 15TH to MONDAY 18TH - GAWLER RANGES

Easy highway drives - some dirt roads through the Gawler Ranges visiting Kingoonya, The Old Sturt Highway and the Gawler Range's short cuts
Trip Leader Wanted

SATURDAY 16TH to MONDAY 18TH(Adelaide Cup Weekend) BURRA CREEK GORGE

Great area to visit - Camping area has toilets Enjoyable the walks and drives, Take a yabbie net and have a good time. Firewood to be taken in
Contact Brain or Joyce Gray Phone 8278 1576

SATURDAY 23RD For 5 weeks TO SUNDAY 28TH JUNE CANNING STOCK ROUTE AND AROUND

Three experienced 4WDrivers have 1 or 2 position on a planned trip. Will need to be self sufficient and capable of travelling 1200 kms without a fuel stop. Best time of the year to travel the Canning. Must advise end of April. Contact DEAN DAYMAN Phone 8296 6390

JUNE 1998

FRIDAY 5TH TO MONDAY 8TH(Queens Birthday Weekend)

FLINDERS RANGERS Visit and explore the Paralana Hot Springs at Arkaroola, The Aligator Gorge, The crumbling Ghost Town of Sliding Rock hidden in Lonely Valley.
Trip Leader Wanted

JULY 1998

DESERT ASSAULT Four magnificent Deserts:- Nullarbour Plains, Gibson Desert, Great Victoria Desert and the Great Sandy Desert. Travel on the GUN BARREL HIGHWAY and the CANNING STOCKROUTE to Halls Creek. For real adventure from Adelaide to Halls Creek and back. 12000km in 40 days. No fuel for 1250km !!- No food or Drinking water for 12 days !! further information see Ted Bal phone 8382 1963

East of Alice Springs Continued

Two enjoyable nights at Gemtree and we were back on the track. This time heading down the Plenty Highway towards the Harts Range Police Station. Just prior to that we turned left as indicated on one of the mud maps supplied to us by Gemtree to an area known as the Painted Canyon. An interesting track which follows fence lines and skirts ranges for about 20kms before you come to another Aboriginal Freehold Land sign, and, at this point you know you've missed something. Retracing and looking at our map we soon found our 2 wheel track which had been disguised by some graded works and we were off again. This led us into a creek and following it we soon came to the area. A pleasant walk up the creek bed and we were in the Painted Canyon. Made up of colourful rock colour contrasts it was well worth the trek in. From here we back tracked onto the main highway calling into the Police Station (no one home) and then onto an Aboriginal Community for refreshments. Unfortunately the shop was shut so we made do in the shady parking area for lunch. It was 'Tidy Community' day so we did our bit to help and drove off to find the Cattleman's Stock Pass which would take us back to Ambalindum H.S., calling into an area which was known for its large Garnets on the way through. Never did find them as that afternoon we got slightly lost following what we thought was the main track. So that night was spent at 23°17'24S, 135°23'23E, on 13/07/97 (which dear fellow members is along way from the track we should have been on). The area was pleasant enough so that morning two of us drove on, just to see where it did go. Some 25km further on we came to a cattle stockyard, the track stopped and so did we. Turning back to join the others we retraced our steps to come upon a working party from Ambalindum rebuilding at stock yard and after exchanging pleasantries and explaining that we had spoken to, and had been given permission to be on the Cattleman's Stock Pass but had lost it, we were put on the right track and carried on our way. How we missed the turn off still is a mystery. We could recall up to the cattle stockyard various areas, we followed the track around it, no other tracks, but then, poof!! we were in new territory. Down pass the Homestead and back to Altunga Golds Fields where we sussed out a few more spots before calling once again into to Visitors Centre for a quick loo stop. But again the Kadarchie Man was still with Neil as he had been earlier and so a quick tyre change had us back on the track towards Ruby Gorge. The 43kms into Ruby Gap Nature Park was some of the most interesting terrain I've ever driven on- not difficult - but slow with some beautiful scenery. It must have been the Mt Lofty Ranger training as Henry and I left the other two back around a corner and after 2 hours we had reached the Nature Park Entrance. Not being able to call up our slower friends we carried on down the Hale River bed seeking a camp site for the next three nights. Having driven as far as we were permitted and happy with our site, made contact to advise where we were, we were entertained for about 45 minutes on our UHF radio of "entering Hale River bed" - "hell !! I'm stuck" - "no I'll be all right" - "yes I'm in 4WD" - "no we don't need any help" - "you'll have to snatch me out" - "I'm O.K. now -what the hell!!" - "YES, I'm in 4WD" - "stuck again" - "guess what - I forgot to lock in the hubs". Never mind Sid, for 70 plus, we'll forgive you this time. We were soon a group again and settled down to three glorious days of walking to Glen Annie Gorge, swimming, relaxing, exploring and playing Club Crib. Again "Go, the Ranger's". Our time up, we sadly packed up and drove out of a yet unspoilt, piece of Australia. From here we headed into the Ross

River Homestead. On arrival we uncouned a radio station sponsored Community picnic, with various types of entertainment by indigenous groups. From what we saw and heard there is a lot of talent in the area. It was at this point our plans were to drive down the Colson Track, a long time established access route to the French Line, then via the explorer Cecil Madigan route of 1939 to cut back to Old Andado. However we were told that the Colson was closed to the white man as a large section of the track was now part of Aboriginal Freehold Land. No wonder there is prejudice and racial feeling in this country. It was not our intention to drive through there Community if in fact any one lived on this land, but drive down the areas main road as any one has a right to do. On addressing this matter with an America traveller at Dalhousie Springs he stated that in the USA where land has been given back to the American Indian tribes, if any road or place of national interest was on that land then the Government declared an easement so that all could share access. Its a pity the two divisions don't work together for all Australians, black or white, instead of claiming and counter claiming with the lawyers of this world being the only winners. Oh well, dream on!! On calling in on Molly Clarke, at Old Andado we were told that she had contacted Ross River Fever and was resting. In the middle of sand dunes you can still be subjected to mosquito bites. On to Mount Dare, topping up with fuel and then to Dalhousie Springs where the warm spring waters make the torrid trip in all worth while. The next morning we took a guided tour by the local Rangers, and after my outburst of above, I believe there is some hope. The husband and wife team were a delight to listen to with stories of the Dream Time but mixed with the knowledge that reality also plays a part. I would strongly suggest if you and your children are at Dalhousie, pay the \$5.00 or what ever it is and be enlighten-ed by two lovely people of the Aboriginal race, explaining the history of the Dalhousie Region. With skin paws now rejuvenated we headed back across to Hamilton H.S to complete the ring route of two weeks. At Oodnadatta we decided to head back to the Stuart Highway via the Painted Desert area. Not having been there before we were amazed by the beauty of the region and again would recommend this spot as a "must see" Camping along a creek bed is allowable and whole scenic area just finished of a great three weeks of adventure. In closing I must tell one more story which made me 'The White Knight' any way to my wife Kath. We had left the Painted Desert and were heading towards the Stuart Highway when we came upon a grave site just off to the side of the road. Curious, we stopped to have a look. While driving Kath had taken off her rings to rub in some hand cream and had them tucked in a fold of her T-Shirt. Forgetting, we climbed out and walked about 5 steps, when, tinkle,tinkle the rings fell to the red stony ground. We found one but could not see the other. Looking like 6 emus we scanned this one area for approx 15 minutes, no success, searched the car and under the car, still no ring. I was ready to forget it. "By the way what ring was it", My wedding ring and I'm not leaving until I find it. A few

unappreciated comments of 'well the contracts broken', "I'm free at last", "buy another one", did not hit the right cord. "Get the metal detector out, you can find tea spoons with it" was the cutting reply. So out came the detector and after a few sweeps, Bingo. gold!, gold! gold! we were of one again. My hero!!! It wasn't quite like that but the circumstances were. author's licence. We hit the Stuart Highway and for the first time in weeks all we could hear was the wind, hate it!! A quick diversion into the Breakaways at Coober Pedy, very much the same as the Painted Desert but not as nice, then into the Mud Hut Motel at Coober Pedy and Chinese for tea. That was Friday night, Saturday night we were home and the past three weeks were an enjoyable memory thanks to our travelling companions, Sid & Pat, Neil & Jan both from the Mitsushishi Club & Henry and Marion.

Dean and Kathy Dayman



Travelling into Ruby Gorge a scenic and slow track

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Jerry Cairne's Corner

Don't miss next months
valuable tip



As a pet



**NEXT
MEETING**
20th of
April 1998
7.30p.m.
as th 2nd
Monday is
Easter

Driving Instructor & Trainer

Driver Training
Logbook

Driving Test

Overseas Conversions

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TRADING MART

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\$100.00, Set of Toyota Landcruiser Manuals/Chassis and Body Repair & 2F
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Contact Ted Bal Mobile 0411223555 Bus Hrs or 8382 1963 ah

Sell- BOX- Sealed light galvanised box, suit storage of sleeping bags or cloths
etc. on roof rack 45"Lx24"Wx12"H. \$75.00
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ENQUIRIES FOR THESE ITEMS PHONE PAUL WEST 015 393 569.

Sell- Tyre one only used as Spare - never been on the road. BF Goodrich's
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Sell- Custom built 'Chuck Wagon' to suit 80 Series L'Cruiser. Fits to existing bolt
holes. Complete with 4 plastic(large) bins - room for fridge & 2 Jerry Cans
\$250. Two Tin Bins - Suitable for Pack Rack / Rain & Dust proof
30x70x32cms \$50.00 60x114x32 cms \$70.00 Bull Bag Exhaust Jack
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Sell- Toyota 60 Series — SPARE PARTS & ACCESSORIES Brown Davis Alloy
Watertank fits behind seat \$150.00, Auxiliary Fueltank and Filler \$200.00, R.V.
Products rear Wheel carrier \$200.00, Alloy side steps \$120.00, Towbar \$90.00,
Serviceable Clutch & Pressure Plate \$30.00, Standard Fueltank, side mirrors,
neoprene bushes, front window CONTACT PAUL WATERS Phone 8381 7055

Sell- IDEAL ROUND AUSTRALIA VEHICLE
OKA DUAL CAB - Lift-off POP-TOP CAMPER

With tray and tonneau.

Perkins 110T 4 litre diesel(345 Nm torque @ 1600rpm).

Seats six.

63,000 kms

Fitted with the following extras

900R16 Michelin XZL tyres , Dual batteries-Second battery 90AH
deep cycle , Dual fuel tanks with separate gauges.(approx 1900 km
range) ,Dual cab air conditions, Dual spare wheels, Steel bull bar

PRICE \$94,990

New vehicle costs, dual-cab tray-top with camper approx \$150,000

Contact Jim Ditchfield a/h 08 8278 1614

Classified ads can be placed in this section of the magazine by Phoning Dean Dayman
After Hours on 8296 6390 between 6.00pm and 9.00pm Monday to Friday.

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