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Rangers' Review

Volume 5 No. 8

Mount Lofty Rangers Inc.
PO Box 1150, Blackwood SA 5051

November 1999



Marcin Bal with front wheels off the ground on "Wombats Hill" - Geranium

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MOUNT LOFTY RANGERS CB & UHF CLUB CHANNEL NO 27

PRESIDENTS REPORT



I've just had a look at the calendar and it's not even 7 weeks till Christmas. As they say time flies while your having fun, or is that we're having fun. We have just returned from the high country and once again some interesting footage will be shown to encourage more members to join us next year.

Congratulations to everyone who passed their driving theory and practical two weeks ago. Everybody tells me how much they enjoy doing the practical which brings home the message to all who have not yet taken that step - do your basic training, brush up your skills and learn what your capabilities really are.

This year the Four Wheel Drive show was a great success. Hundreds more people are now aware that a Club exists in the Blackwood zone and I would not be surprised to see some new faces at our meetings in the near future. The club raffle went well thanks to our multi talented Tim Byrne who could sell meat to a vegetarian, and over 250 tickets have already been sold. The prizes we have accumulated are excellent, so to all you members dig deep, buy your share of tickets and remember, as I said before, Christmas is nearly here.

We really need to get serious about constructing a new raft for Clayton. Something a little more streamlined and something that does not induce cardiac arrest or muscle meltdown to keep it mobile. So to all you gifted people please lend us a hand, speak to me or one of the sub-committee and offer your assistance. For those who cannot physically assist you may be able to donate some parts and contribute them to our all new Ranger 2000 Pleasure Craft. For all those who cannot participate with the construction of the raft remember, we will need volunteers to propel our vessel in February and cheer the whole club along.

Keep an eye on the noticeboard as our relentless social officer Jane, is keeping a steady flow of outings for everyone to join in. I'll highly recommend when the next Pizza night is booked jump at it. I don't know what they put in the pizzas but it makes the night addictive.

I have noticed the reluctance of people wanting to get up and share their experiences of their adventures whilst away on club, or non-club trips. Please don't be shy, stand up and make us jealous with your report. We are all hear to listen, so share with us what we missed out on. Then after the oral give the written version to Angie to place in our club magazine. Keep in mind the actions and movements of the club and it members is the heart of the magazine. The rest is not as significant and is certainly is not what the magazine is based upon. Once again don't forget to buy your raffle tickets, check out the prizes especially the remote control floodlights. Our marquee purchase is already looking very promising.

That's all for now, see you round **MOSSIAH**



GERANIUM TRIP 1ST - 4TH OCTOBER

After leaving Adelaide at 6:30am I was purely relying on my memory to get to Geranium. This proved to be very successful until about 30kms short of the campsite, when I took a wrong turn. 50kms later and about 30mins of driving endlessly on this dirt road I had realised I had made a slight booboo. Well almost an hour later we arrived at the campsite at 10am. Approximately 5 minutes later Greg and Jacqui arrived after leaving Adelaide at 8:30am.

*Thanks for rubbing it in Angie *

However I did get my revenge as someone had forgot most of their cooking utensils and only realised when they got to Peake. Fortunately they picked up a camp oven for a bargain. Also that wasn't all that was worrying Shaun. Sure he could eat everything cold if he got desperate but as his fridge had packed up Shaun couldn't keep the beer cold.

Once my girlfriend and I set up our camp, we decided to follow Greg, Peter and Shaun for some challenging sand dunes. Most dunes were conquered with ease; Shaun still was getting used to his new car. One particular dune however Greg was determined to successfully drive up. This showed to be virtually impossible after Greg was trying to put his accelerator pedal through the floor. After a good twenty tries at this dune Shaun decided he'll try the new turbo out, but like Greg he too failed. Well my turn came round, and yes would you believe it I too failed. We all looked at Peter since he bragged so much how easy it was for him to conquer this dune, he gave us a demonstration and yes he too didn't make it blaming it on the deep ruts let behind by the unsuccessful.!!!

After lunch we again headed out to conquer some less difficult dunes with Tim tagging along for the rest of the day. After some fun in the dunes we took a relaxing drive around the property until we found

(Continued on page 10)

News In Brief

A huge THANK YOU needs to go to Peter Jones and his committee for their excellent efforts at the 4WD Show last month. Also thanks to Charlie for the camp fire and generator, Peter for the monitor & video player, Michael for the banner and videos, Mark for videos and our volunteer drivers, Marcin, Greg and Paul. Volunteers who helped work on the stand and to those of you whom lent your photos – Thank you also.
WELL DONE EVERYBODY!

Next month is our Christmas meeting and we ask if you could please bring a plate to share for supper as we will have a short meeting then supper.

Those of you who might be at a loose end for New Years Eve are welcome to join Joyce and Brian Gray at their home at Glenalta to celebrate. Please contact them on 8278 5176 if interested.

At next years AGM we are having a Awards presentation and need your photos and ideas to help. See Mark Moss if you have either.

Diary Dates:
February 12 – 13 2000
Clayton Raft Race
October 7 2000
Curdimurka Outback Ball

Desert Parks Hotline
for road closure information
1800 816 078 (BH)



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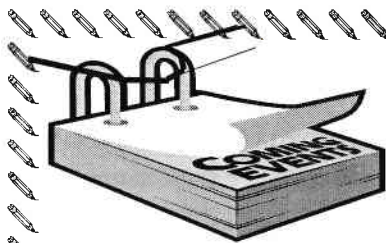
SAA4WDC GREGORY BOOK OFFER

A selection of books from UNIVERSAL PRESS have been made available to clubs within the Association at a reduced price.

**MEMBERS WISHING TO PURCHASE ANY OF THE PUBLICATIONS
BELOW SHOULD TAKE YOUR MEMBERSHIP BADGE TO:**

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<i>PRODUCT DESCRIPTION</i>	<i>R.R.P</i>	<i>DISC</i>	<i>COST</i>
UBD Motoring Atlas of Australia 3rd Edition	\$24.95	45%	\$13.72
Robinsons Road Atlas of Australia 15th Edition	\$24.95	45%	\$13.72
Gregory's 4WD Going Bush	\$19.95	45%	\$10.97
Gregory's 4WD Escape Volume 2	\$49.95	45%	\$27.47
Gregory's 4WD Service Manuals (Series 500)	\$47.95	45%	\$26.37



SOCIAL REPORT

If you would like to attend any of the outings suggested, please register by putting your name on the appropriate list and support your interest. Any further questions on these or any other outings please call Jane Raphael on 8358 2552.

Christmas Picnic – Clarendon Oval

Sunday December 5th

Cost:

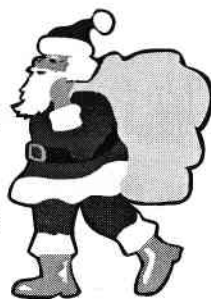
Free

Time: 11.00am – 5.00pm

Those of you with children, please buy a present up to the value of \$5, wrap and label it and give it to Jane at the November meeting or early on the day of the picnic. When Santa arrives each child will have their own present that he or she loves!

There will be plenty of activities and a visit from that special man in the red suit. Time . BYO Chairs, lunch and a desert to share.

We will be organising other social events for the new year, so keep your eye on this page and the trip board at the meetings for the latest information on a Rock'n'Roll night, Port River Cruise with a visit to the Maritime Museum, the Mangrove Walk at St Kilda and a family day at Belair National Park.



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WELCOME TO

Tim's Tech Corner



It appears this may become a popular page! So far questions are coming in thick and fast!! This months questions comes from Clyde Paton. Clyde asks about a starter motor complaint he experienced a few years ago.

Symptoms were... particularly first start in the day, the starter motor appears to start the vehicle but fails to turn the engine over...

Many people call our workshop ready to place the blame on the solenoid and enquire about prices for a replacement solenoid.

This is far from the truth!!!

In fact, 9 out of 10 solenoid complains are a starter motor fault!!!

Clyde's particular complaint is called a *slipping drive pinion*, sometimes called Bendix (a past brand name).

This part is not repairable but, in most cases, replaced by your friendly auto electrician.

Another common complaint, particularly found in Toyota vehicles:

Turn the key and it makes a click sound, sometimes two or three before it engages the starter motor.

This can be associated with two possible faults:

- 1) Solenoid contacts are a more common complaint in Toyota vehicles.
- 2) Is what your auto electrician will call a voltage drop.

This can be caused by many things and can easily be overcome using a relay as described in previous issues.

So enough waffle for now.. 'til next issue!!!

Calendar of Events

November – December 1999

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
7 NOVEMBER Monarto Zoo Trip	8 Meeting	9	10	11	12	13
14	15	16	17	18	19	20 How To Be A Trip Leader
21	22	23	24	25	26	27
28	29	30	1	2	3	4
5 Chrismas Picnic Clarendon Oval	6	7	8	9	10	11



Upcoming Trips

NOVEMBER 1999

HOW TO BE A TRIP LEADER – SATURDAY 20th

To be held by the infamous Ted Bal at DAU headquarters Cavan.

Time: 9.00am – 4.00pm Cost: will be minimal. Details: Ted Bal 8382 1963

JANUARY 2000

COORONG FISHING WEEKEND – Date To Be Confirmed

Not the longweekend. Relaxing weekend camping at 42-Mile Crossing

Details: Tim Byrne 8322 1752

FEBRUARY 2000

ANNUAL CLAYTON RAFT RACE – 14th – 15th

A fun filled weekend for all club members. Great camping on Lake Alexandrina and a great way to encourage the great club spirit in all of us.

Details: Mark Moss 8383 6324

OCTOBER 2000

THE CURDIMURKA OUTBACK BALL – SATURDAY 7th

We are considering incorporating this fun-filled event with a Simpson Desert Trip. If you are interested please register interest on board.

Details: Shaun Lawson 8381 7865



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(Continued from page 3)

Wombat Hill. For those who haven't been to Geranium wombat hill is just a dirt mound with a sharp peak. My little shorty flew up lifting the two front wheels off the ground, (*see picture front cover*) so Shaun drove up only to find he almost left half his gearbox on the mound, but after seeing Angie's expression when she heard the scrape I think Shaun was more concerned with Angie than the car.

That night the whole campfire was covered in camp ovens. Ken's clan seemed to be feeding the whole town of Geranium with the amount of food that was being cooked.

Apart from the laughs, yarns and drinking red cordial, and all sorts of coloured water we sang and danced the night away with a mini disco.

During the night Simon decided it was getting too dark, before we knew it he threw an engine block on the fire, which after a minute or two lit the whole place up like daylight.

The second day the whole camp split into a number of groups, there were those who relaxed, those who were repairing Neville's coughing car and those who took to the dunes once again in both the two and four wheeled variety.

Again that night was full of entertainment; Peter's firewater put some sour faces on some people. What surprised me most though was my girlfriend Katie sculled about 50-60mL and had no affect to her what-so-ever.

With the camp lit up and music blaring from the back of my car, we all danced, sang and yarned the night away.

To finish off, I'd like to say thanks to Ken for organizing the trip amongst two clubs. We had fun and made new friends, and I must say those Jackaroo are nice to drive when you put your foot down. *Smiles innocently* Once again I'll say thanks and it seemed everyone had a great trip, and maybe on the next trip I'll see if I can keep all four of my wheels on the ground.

Well till the next time I get begged to write a report, I'll seeya off the road on another wonderful trip.

~=Shadow=~

Marcin Bal



SAAFWDC Driver Awareness Unit
Unit 2
9 Cardiff Court
Cavan
Contact: Ted Bal – 8382 1963 AH
Mobile: 0409 092 252

How To Be A Trip Leader Course

November 20th 9am – 4pm being held at DAU Headquarters.

Ladies Only Fully accredited Basic 4WD Course - \$60

Date to be confirmed when numbers reach 10 or more.

Advanced 4WD Course -

Advanced 4WD Course \$25 a manual. Members wishing to participate in the next course please put your name on the sheet or contact Ted and register your name. When numbers reach 10 or more a date and location will be set to run the course .

Mt Lofty Rangers meet on the second Monday of each month
at the Blackwood Football Club, Trevor Terrace, Blackwood.
All welcome.

You can e-mail us at: loftyranger@hotmail.com

or visit our Web Site: www.tcis.com.au/mlr/

MT LOFTY RANGERS

ITEMS FOR SALE

Lets Promote Our Club!!!

Cloth Badges	\$6.00
Car Stickers	\$2.50
Name Badges	
Initial 2 on joining	\$2.50
Additional	\$6.00
Replacement	\$6.00
Sand Flags	\$2.50
Tyre Plugs	\$7.50

Please see Hubert Orbons for the above purchases 8278 8142.

Windcheaters (fleecy lined)	\$29.00
<i>(includes name and logo embroidered on)</i>	
Rugby Tops	\$52.00
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Polo Shirts (short sleeve)	\$25.00
<i>(includes name and logo embroidered on)</i>	
New: Caps (including logo embroidered on)	< \$15.00 (TBC)
If you require clothing please speak to Max Almond 8278 3848.	

ITEMS FOR LOAN

Books	Recovery Kit
Club Banner	Tirfer Winch
Club Flag	Puncture Repair Kit *
GPS Promotional Videos	First Aid Kit *
Maps	* <i>Please replace used items</i>

Please see Michael Brett for any items you wish to loan 8387 1163.

Happy Birthday

Brian Gray	11th November
Elizabeth Curtis	19th November
Tim Byrne	30th November
Stacey Moss (11)	4th December
Tamara Rogge (11)	8th December

WAYNE & TANIA KLENNER'S CANNING STOCK ROUTE TRIP 1999.

PART 2 - THE CONCLUSION OF THIS EXCELLENT READ

Tuesday 22nd June, and we were truly travelling thru the Canning – in all it's glory. Spent most of the day travelling over sand dunes varying in sizes – passing many Desert Oaks on the route. (Tall, shady and slow growing, they are one of the most attractive desert trees. Their hard, termite-resistant timber was used extensively in the wells) and a sea of spinifex. We did not find camp until quite late that afternoon as there was so much of it in this particular area. Spinifex is the dominant vegetation along the stock route, growing in dense, prickly hummocks on the sand ridges and dunes. It binds the sand, slowing dune movement.

Wednesday, 23rd June, we as a group decided to head east towards Durba Hills and the Calvert Ranges. The Calvert Ranges were highly recommended by a friend and it was one of the highlights of our trip. The journey into the Ranges was thru some extremely sandy dunes and we were lead for some distance by a herd of wild camels who insisted on staying on the track and only eventually ran off into the dunes when they were absolutely exhausted and could run no more. We tried stopping, and they would stop, we tried sounding our horns but to no effect. It was just a matter of waiting until they wanted to get off the track. Interest-

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ingly the large bull always positioned himself between his females and our convoy. The Calvert Ranges are situated about 40kms east of Well 16. We spent most of the day exploring the Ranges and discovered lots of caves featuring Aboriginal carvings and drawings which were spectacular.

Thursday 24th June and another beautiful sunny day – we found ourselves heading to Durba Springs. This is a very popular resting spot for travellers. Its amphitheatre of towering red cliffs encloses a park-like area where date palms and river red gums dot the green native couch ground cover. We were not the first convoy to arrive and discovered from some other fellow travellers that by nightfall at least another 12 vehicles should be arriving. That was enough for our party to spend an hour or so having lunch – a bush bath and to do some much needed washing before heading out of the area and further down the track where we camped overnight. Much to our disappointment a perm-a-pine ergonomic ablutions shelter had been constructed in this most impressive significant and beautiful resting spot.

Onegunyah RockHole and Terrace Hill were explored the following day. We crossed the Tropic of Capricorn that morning and celebrated by stopping and having morning tea. From there it was onto Lake Disappointment. We stopped there to take photos – not only of ourselves on the lake but also of the many salt-encrusted insects (grasshoppers, frogs centipedes and other small reptiles). We found the Lake shimmering and dazzling in appearance and more than disappointing. We crossed Savoury Creek without any problems. The wa-

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ter level was only to the top of the wheel axles and not deeper as expected. Three weeks before Savoury Creek was impassable and we had some concerns before leaving that we would be able to complete the Canning. That night we made camp under a Stand of Desert Oaks on the edge of Lake Disappointment which turned out to be peaceful and relaxing.

Stopped at Gregory Bore for a much needed Bush Bath – and to top up our water supply. The bore water was only used for washing dishes, hair, clothes and ourselves. The corrugations are increasing and so are the sand dunes in size and numbers. Stopped at well 23 to refuel. We had ordered and paid for our fuel to be delivered before leaving. The fuel is delivered by truck from Capricorn Roadhouse, Newman and is the only fuel available. We counted 206 – 200 litre drums of fuel. (@ \$300 per drum say \$60,000) and which gives you an idea of the number of people now travelling the Canning. We had all attempted to calculate the fuel we would use from Willuna to Well 23 and we all managed to take on board most of the fuel ordered. Wayne and I left 20 litres of fuel behind. In fact we discovered that other travellers had left behind litres of fuel, mainly diesel for the use of others.

The road from Well 29 to 31 was limestone rock, which made travelling very slow and tedious as we all were wary about tyre damage. We were still running the tyres soft as there was also sand and dunes. 4km/s and to the right of the Stock Route we decided to explore Mujingerra Cave. This is a limestone cave with crystal clear water 6 metres underground and it is reached through a narrow tunnel. By now Wayne and I were “seasoned” cave explorers and we willing to crawl the 6 metres to these clear waters – unfortunately it had caved in and access was now out of the question. Well 31 was an oasis. Surrounded by white gums and bloodwood trees and other flowering natives– this appeared to be a popular camping spot for travellers. The corrugations are increasing and to avoid the continuous shaking Wayne kept the speed at about 60-65 kms. Nevertheless the rattling was forever present and we thought something would surely fall of the vehicle, sooner or later. Camp that evening was named “Dingo Camp” as we were treated to the howling of dingoes which to the uninitiated was extremely eerie. The following morning we were woken by the sounds of an angry bull camel who stumbled upon our camp with his group of females. Although the herd was some distance away, when he saw us he charged the camp and eventually stopped some 50 metres away - much to our relief, obviously when he saw that we were of no threat, he then trotted off in the other direction with his females in tow.

We heard that provisions could be bought at Kunawarriji Community and whilst that is true – the range is very limited and as you would expect very expensive. 3km south of Well 33 is a Phone Box (a city luxury). This only works on re-

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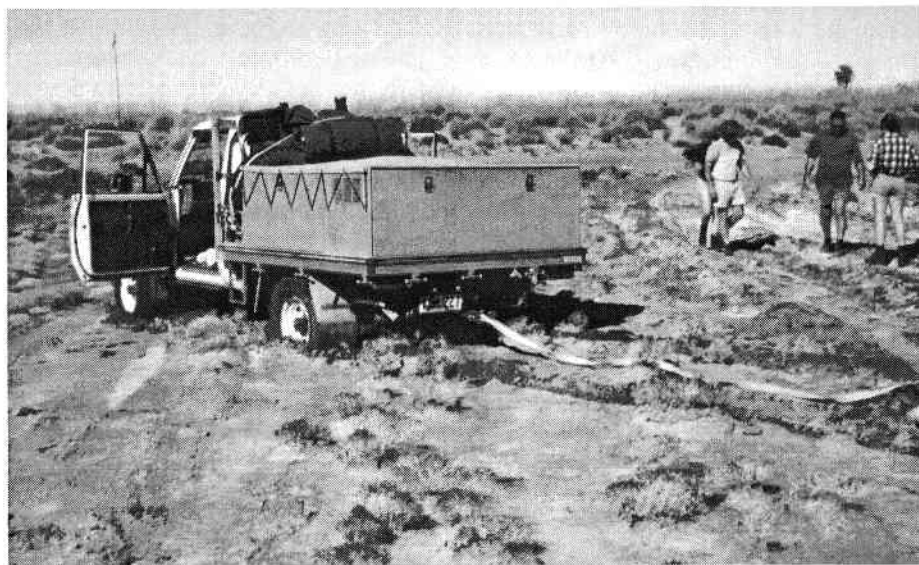
verse-charge – so a few calls were made home.

Well 33 we were informed contained a full sized bath and good water – so that was our next port of call. The bath was disappointing but the water was good. So we all had bush-washes and caught up with some more clothes washing.

Tuesday 29th June, camped under a Stand of Desert Oaks and called this camp lovingly – Petrol Tank Repairs. Stu's Pajero developed a fuel tank leak. Earlier that day we heard on the CB Radio that Stu could smell petrol – so we decided to stop just near Well 34 for lunch and have a look. Sure enough after removing the crash plate a split in the main tank was discovered. Initially we tried to patch the split with liquid steel but that failed. Fortunately the leak was only minor and as a temporary measure the fuel cap was removed to reduce any pressure in the tank and that night we removed the tank and successfully cold soldered the split.

30th June, 1999 – and the run from Well 32 to Well 35 crosses flat spinifex plains so travelling is faster – up to 40 – 50 km/h. The highlight of the day was visiting the great desert oak woodland which was from Well 35 to the so-called "haunted" Well 37. We spent the remainder of the afternoon at the graves of drovers George Shoesmith and James Thomson who were killed by Aborigines in 1911, and oil prospector John (Jock) McLernon who suffered a similar fate in 1922. We also found just past Well 40 the lonely grave of Michael Tobin, who was fatally speared by an Aboriginal in 1907. Camp that night was named Sand-Bowl Camp.

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One of the vehicles on the Canning Stock Route Trip in a bit of trouble.

(Continued from page 16)

We were having difficulty finding a suitable camping spot, the terrain was thick spinifex. It was Tony & Judy's turn to choose camp and after travelling over many sand-hills they finally decided that camp for that evening was going to be on top of a 15 metre high sand hill and just off the track. To say the least camp space was limited, but once we all positioned our vehicles it was quite cosy.

Just past Well 43 we came across a 30 km long "shotline" of sand-dunes ranging to 16 metres high and all the group took advantage of the challenge. Those in the group who had previously travelled the Simpson Desert indicated that the terrain was very similar and if not more demanding. We are still viewing beautiful displays of purple tinsel bush - yellow of the honey grevillea and elephant-eared acacia, and the red of the holly grevillea.

The weather was still sunny with blue skies but has turned windy and cold. Visited Breadan Hills/Gorge and we are now coming across other travellers travelling the Stock Route from north to south. Camped just outside Well 49 which offered excellent water (we needed a bucket and long rope to haul it 15 metres.) The wind was so cold, especially in the mornings - so much so that after a quick breakfast - we all packed quickly and were back on the track. Most of us were now eating vegetarian as stocks by this time were dwindling. Prior to arriving a Well 51 Des & Stu both experience our first punctures of the trip. Des shredded a tyre and Stu staked a tyre which was later repaired. Both punctures occurred on the same stretch of track and possibly caused by the same debris.

All that remained of Well 51 was a small depression next to an out-of-order windmill. The terrain for the last 97 km improved so travelling was much easier and prepared us all for bitumen that lay ahead.

As we had explored Wolfe Creek Crater the previous year we left our friends at the end of the Canning and decided to head for Hall's Creek - Fitzroy Crossing and then on to Broome where we arranged to meet once more before we parted for Cape Leveque and the rest to travel thru the Kimberley's. On arriving at Broome we discovered that it was school holidays and accommodation was indeed tight in most places - with caravan parks being booked out. Fortunately the Tourist Bureau found us accommodation at the Broome Beach Resort which we highly recommend. Stu and Lynn accompanied us to Broome and once we had settled into our rooms we decided to celebrate the end of the Canning by watching the sunset on Cable Beach with some bottles of champagne, pate and olives.

We left Broome on the 7th of July, after saying good-bye to our friends and were headed for Barred Creek which is along the Dampier Coastline. The following day we travelled to Cape Leveque which was 200 kms from Broome, but because the track was extremely corrugated and the sand powdery the journey took us 4 ½ hours - something the travel bureau forgot to explain to us. Beagle Bay was visited and a trip to the Church was a must as the altar

(Continued from page 17)

was decorated with pearl shells. The Beagle Bay Church was built by the Pallotine Monks with raw materials from the area and completed in 1918.

Just a little on the Dampier Peninsula- this region is a unique area north of Broome featuring spectacular red pindan cliffs, azure waters and an amazing variety of flora and fauna. The original inhabitants were the Bardi people and during the early pearling days, luggers were built here for the local mangrove trees and the Aboriginals dived for the elusive pearl shell.

The Cape Leveque road travels thru Aboriginal communities — Beagle Bay Reserve – One Arm Point Reserve- Permits were required for access to this area - this was done via the Aboriginal Lands Trust in Perth.

Cape Leveque was another highlight of our trip – and what impressed us the most is that although it is a popular holiday destination it has remained unspoilt. The only allowable accommodation is Kooljaman or other specified areas - beach cabins and beach shelters made of papyrus leaves. Unfortunately due to the holiday season we could only have one night at Cape Leveque – so the following day we headed north and visited One Arm Point which at one stage – camping was allowed. From One Arm Point we could see the start of the Buccaneer Archipelago. We headed south and decided to stay the day and evening at Middle Lagoon which is approximately 160km from Broome. Middle Lagoon is an Aboriginal operated camping area. Wulgurding is the name of the dream time snake that protects the area – Traci and Peter Howard are Aboriginal people, born and bred in Beagle Bay with first hand knowledge about fishing, camping. Middle Lagoon is 20 hectares of camping area located on a headland overlooking beautiful crystal clear blue water. Guests are limited to a minimum so we were assured of a relaxing stay.

From Middle Lagoon we decided to start heading for home – via Fitzroy Crossing – Halls Creek – The Tanami Track – Alice Springs and– Coober Pedy. We planned to take a week in travelling home as we still wanted to explore and enjoy these towns and above all the surrounding country. We spent two wonderful nights camping by ourselves on the Tanami Track knowing that these were going to be our last around a camp fire.

We arrived home safely on Thursday 15th July without any mishap other than when eventually washing the vehicle the following Saturday we discovered that there was a small crack in the windscreen. Our Ford Courier proved to be an extremely reliable vehicle which made our adventure even more satisfying.

In conclusion, we thoroughly enjoyed our trip and it was well worth the year planning and the vehicle preparation.

BIBLIOGRAPHY:

Gregory's 4WD Escapes – Jan Snelling & John Tait

Explore Wilderness Australia – Neil Hermes

Explore Australia by Four-Wheel Drive – Australian National 4WD Council

The Australian Geographic Book of The Canning Stock Route

Desert Tracks – John Johnson and Catherine de Courcy.



TRADING MART

Sell, Buy or Exchange

Sell - Allen Towbar (2 Tonne towing cap.) suit Toyota Landcruiser HZJ 75.
\$100.

Set of Toyota Landcruiser Manuals/Chassis and Body Repair & 2F
Engine Repair Manual \$50 the lot.

Contact Ted Bal 8382 1963 AH

Sell - Pack rack. 1200mm long . Heavy Duty steel to suit dual cab 1984 –1988
Hilux or similar with gutters \$120. Contact Peter Graham 8370 6224 AH

Sell - One fuel filter. CAV unit to suit any diesel. Complete unit not just a
adapter kit. As new. \$100

Roof rack. ARB full length 2400x1250 suit Nissan GQ LWB \$450 ono.
UHF radio, Uniden sundowner plus fittings \$150.00 ono

Finer filters main plus pre-cleaner unit suit Nissan 4.2 diesel \$50.00

6 White Spoke wheels, genuine Nissan Patrol 16 x 6. May also fit Toyota,
Jackaroo or Pajero \$200 the lot

Contact George Vlahos 8278 9229 (AH) or 0419040407

Sell - Bull Bar as new - Landcruiser '91 80 series will fit 1990 – 98 models.
Black iron, new fittings ie blinkers \$400 ono.

Heavy duty pack rack. Fixed dimensions. Gutter to gutter – height 7½”
length 84½” width 54”. \$200 ono.

Tyre and rim 6 ply steel belted radial 109/10R15LT. \$50.

Contact Max Savage 8276 5883

Your Committee

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