



# Rangers' Review

Volume 6 No. 8

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

**November 2000**



*Mt Lofty Rangers Club Stand*

*"Best Club Display Australian 4WD & Adventure Show – Adelaide"*

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# PRESIDENTS REPORT



A great team effort at the Australian 4WD and Adventure Show in the Parklands saw the Mount Lofty Rangers awarded the Best Club Display trophy for 2000.

The contributions of club members saw such features as an array of magnificent A4 size photos, club equipment and other displays executed to perfection. Particular comment was made that our club was always prepared to engage passersby in a friendly chat and explain what we have to offer.

Thanks also to those who organised the raffle prizes for the show, in aid of the Royal Flying Doctor Service and the Mount Lofty Rangers Driver Education Program, which saw 280 tickets sold. (A plug here for Hella Australia, Belair Road Auto Electrical, SA Camping – Glenelg and Mitre 10 – Brighton for donating prizes).

Last month saw a social trip to Old Tailem Town and a Kuitpo Forest Day Trip, both trips attracting a large number of appreciative club members.

A reminder to plan to be at the February 2001 Clayton Raft Race – either a couple of hours or a couple of days – you will enjoy what Mossiah is organising – that is an order from the President. I believe that Mark is still looking for prizes to be donated for the raffle so if you can help, please give him a ring on 8383-6324.

The Festive Season fast approaches, so don't forget to support our Christmas Picnic at Loftia Park on Sunday, 10 December. This is always a friendly get together and members new to the club will be made most welcome. As President I look forward to catching up with all club members before year's end. Bring along your family, your picnic lunch/BBQ meat, shared dessert, and your chairs and enjoy a free, relaxing day of fun and fellowship.

Lastly, at the December meeting please remember to bring a plate of party food to share on the night.

Regards

Mike Brett – The Tourists

# **MARNE RIVER GORGE TRIP**

**SUNDAY 10TH SEPTEMBER 2000**

We met at the clubrooms at 8 am and after a quick briefing by our team leader, Merv Tucker, we would be heading to Mt Torrens for morning tea and then on to the Marne River for lunch and depending on how high the river was, due to the amount of rain during the past week, as to whether we would be able to cross it for our walk through the gorge. But we would meet that challenge when we got there. We then headed off at about 8.15 am.

After a quick trip on the bitumen to Hahndorf we meet up with Nick in his Musso and we were soon taking some tracks leading up to Woodside, when we struck our first unplanned challenge (one of many) for the day, a small water crossing through a swampy area. We all watched as slowly each of us made our way through until one of the Landrovers struck what turned out to be a large rock, and it had lodged its self well and truly under the Disco. After much deliberation it was decided to winch the discovery free backwards, hoping the rock would roll clear, luckily it did and with the rock cleared out the way we were on our way again. Until we came across a rather slippery exit through a gateway. Some people made it through only just missing the gate posts and some had to be towed through, unlike myself being pushed through by man power.

We continued on along more tracks and water crossings thinking we would be at Mt Torrens soon for morning tea as we were all feeling a little hungry. But another swampy area had better ideas as Merv and a few others found their vehicles axle deep in mud. So in went Denny (the only one with mud tyres on) to rescue Merv. It was then decided that Denny should go on ahead to see if we should continue or turn around and go back. I joined Denny in his patrol and we continued on but while Merv was telling us on the radio not to get stuck ourselves, Denny answered back with "too late I already am." So we spent the next 2 hrs getting everybody out with the use of a number of vehicles, 4 snatchum straps and one burnt out winch.

*(Continued on page 7)*

# News In Brief

The Australian 4WD & Adventure Show was a huge success! Congratulations to all who helped out in our stand, especially those who helped set the club stand up as we won the "Best Club Display" award.

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**HELP!!!** There is still a need for more marshalls, helpers and prize donations needed for the 2001 Clayton Raft Race. See Mark Moss if you can help in any way.

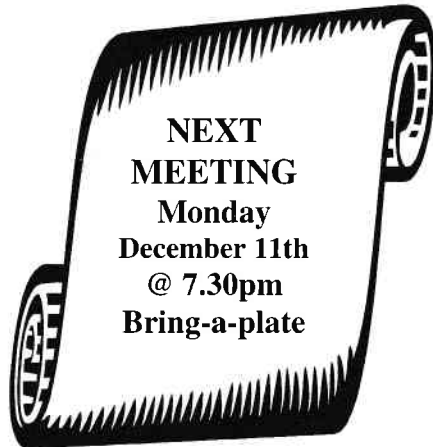
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The Blackwood Pageant is being held on the evening of Friday 1st December. We have 4WD utes in the pageant but we need children to sit in the back of them and a few Christmas decorations. Please see Ken Bradey if you are interested or can help in any way.

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They have opened the Coongie Track and closed others. Check out this web site for more details.

<http://www.environment.sa.gov.au/parks/parks.html>





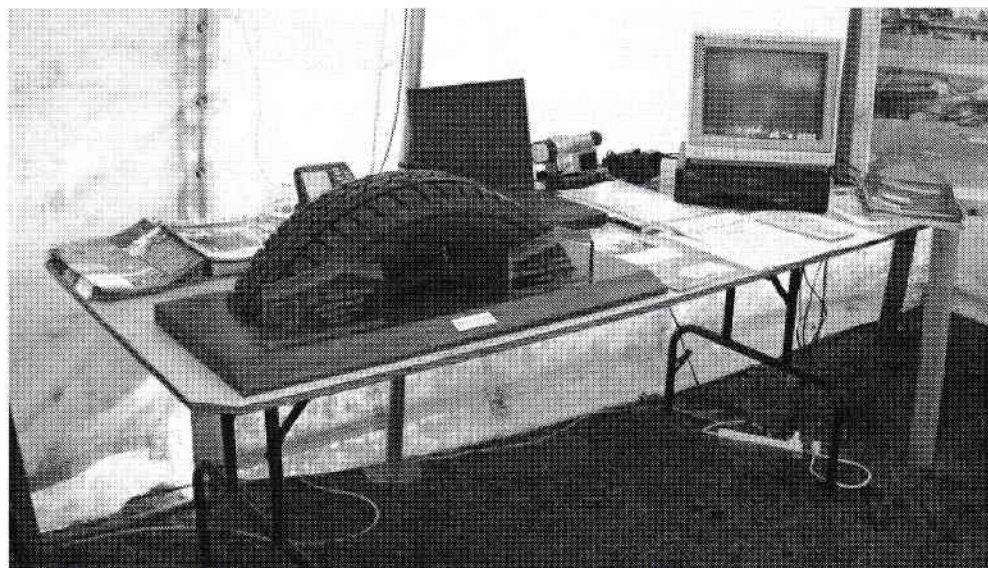
# **Alltrac 4WD**

**305 South Road Mile End 5031**

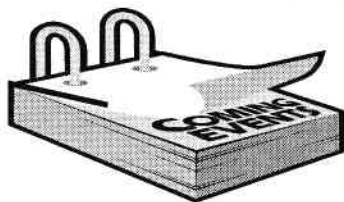
**New Telephone Numbers**

**Ph (08) 8234 6877 Fax (08) 8234 6833**

Keep your 4WD in TOP condition. *Alltrac 4WD* can service your vehicle and stamp your service booklet to ensure warranty conditions are adhered to. Our service technicians work on 4WD vehicles every day and they are 4WD enthusiasts as well. This gives them the knowledge of knowing exactly what to look for when servicing *your* vehicle and the exceptional standard of workmanship required to ensure that you don't get let down when away on the beaten track. Remember, for 4WD service, repairs, and wheel alignment *Alltrac 4WD* are *the* experts. We have quality checking systems in place to ensure that the work performed on your vehicle is totally and independently double checked prior to release to you, so that you can head off to the outback with absolute confidence.



*The Award we won for Best Club Display at the 4WD & Adventure Show*



# SOCIAL SCENE

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.

## 2000 Christmas Picnic

Sunday 10th December 2000

Time: 11.00am – 5.00pm

Loftia Park Picnic Area 2

Parents please organise a wrapped and labelled gift for your children up to \$5 for Santa to have in his sack and bring to November meeting. BBQ available for those interested or BYO picnic lunch and don't forget to bring a desert to share!

## Cruise on the MV Barrungal

Sunday 25th February 2001

Time: 11.30am – 2.00pm

Depart: Murray Bridge

Bring Your Own Lunch but no alcohol is allowed. Cost is \$12 per adult and \$6 per child (up to age of 14). Children under 5 no charge. Family ticket for 2 adults and 2 children \$30 with an extra child for \$3 (for those with more than 2 children). Spectacular views and unbelievable cruise!!!

**Sheryl Penno** F.G.A.A.

Manufacturing Jeweller

Gemmologist - Designer

For ALL your Jewellery needs see Sheryl first

Phone: 8388 8265



*"Views expressed in this magazine are not necessarily those of Mt Lofty Rangers Inc."*

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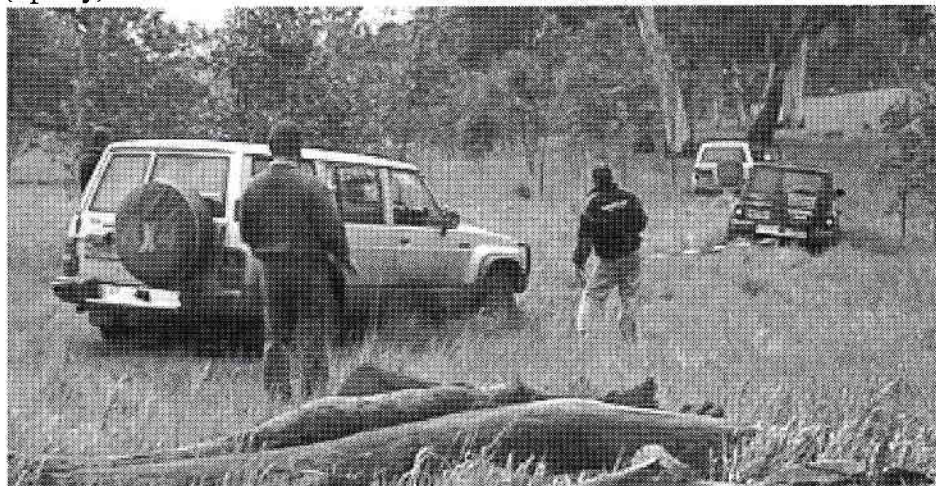
Most people had smoko while the others were getting pulled out so we turned around and headed to Mt Torrens for lunch. After lunch we all made a beeline for Marne River where Merv took us on a lovely scenic drive through the paddocks and over the hills looking out over the gorge. While the people with half the swamp left on there cars then headed for a river crossing nick- named THE CAR WASH, the others headed to the river we had all come to see. The river was flowing fairly fast so we had a relaxing time taking in the senery and decided to leave that challenge for another day.

On the way back some had another play in the car wash including myself after Denny telling me it was safe to drive in the river 10mtrs to where Micheal and a few others were parked and much to the amazement of our President , I did.

We took in a few more tracks heading towards home and after the Kia being second last in the convoy and bottoming out in other peoples wheel tracks, we with the assistance of Paul (Tailend Charlie) were back on track and heading for home.

We finally went our separate ways at Birdwood after an exciting but at times challenging day had by all.

John Munn & family  
(Sporty)



*Some of the troubles at Marne River Gorge*



# Calendar of Events

## November – December 2000

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
12 NOV.	13 Meeting	14	15	16	17	18
19	20	21	22	23	24 Boys Fishing W/End	25 Boys Fishing W/End
26 Boys Fishing W/End	27	28	29	30	1 DEC Black- wood Pageant	2
3	4	5	6	7	8	9
10 Xmas Picnic Loftia Park	11 Xmas Meeting	12	13	14	15	16


**Mt Lofty Rangers meet on the second Monday of each month (the 3rd Monday if there is a public holiday) at the Blackwood Football Club, Trevor Terrace, Blackwood.**  
**All welcome.**  
**You can e-mail us at: [loftyranger@hotmail.com](mailto:loftyranger@hotmail.com)**  
**or visit our Web Site: [www.tcis.com.au/mlr/](http://www.tcis.com.au/mlr/)**



# Upcoming Trips

## *NOVEMBER 2000*

### **BOYS FISHING WEEKEND – 24th – 26th**

As one of the editors of this magazine is a woman – I have no idea on where you boys are going or what you are doing.

Details: Tim Byrne 8322 1324

## *DECEMBER 2000*

### **HIGH COUNTRY FAMILY TRIP – 27th – January 6th 2001.**

Victorian High Country and Ottway Ranges.

Designed as a family orientated trip radiating out from fixed camping sites to eliminate constant packing up of equipment. Basic training is minimal requirement. **FULL – NO POSITIONS AVAILABLE.**

Details: Mark Moss 8383 6324

## *JANUARY 2001*

### **ROBE – AUSTRALIA DAY LONG WEEKEND 26th – 28th**

This is the clubs annual trip to Robe/Beachport. Staying at the Lakeside Caravan Park there is only **5 spots remaining**. There will probably be a bush camping convoy as well, but this is for the people who want some luxury.

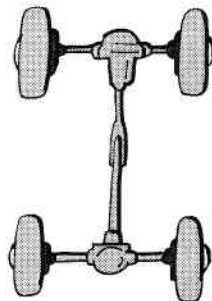
Details: Denny Couprie 8383 6999

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### General Motors vs. Microsoft

At a recent computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated "If GM had kept up with technology like the computer industry has, we would all be driving twenty-five dollar cars that got 1000 miles to the gallon."

In response to Mr. Gates' comments, General Motors issued the following press release (by Mr. Welch himself, the GM CEO) "If GM had developed technology like Microsoft, we would all be driving cars with the following characteristics:

1. For no reason whatsoever your car would crash twice daily.
2. Every time they repainted the lines on the road, you would have to buy a new car.
3. Occasionally, executing a manoeuvre, such as a left turn, would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.
4. Only one person at a time could use the car, unless you bought "Car95" or "CarNT". But then you would have to buy more seats.
5. Macintosh would make a car that was powered by the sun, reliable, five times as fast and twice as easy to drive.
6. The oil, water temperature and alternator warning lights would be replaced by one "general car default" warning light.
7. New seats would force everyone to have the same size bottom.
8. The airbag system would say ("Are you sure?" before going off).
9. Occasionally for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key, and grabbed hold of the radio antenna.
10. GM would require all car buyers to also purchase a deluxe set of Rand McNally road maps (now a GM subsidiary), even though they neither need nor want them. Attempting to delete this option would immediately cause the car's performance to diminish by 50% or more. Moreover, GM would become a target for investigation by the Justice department.
11. Every time GM introduced a new model car, buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
12. You'd press the "start" button to shut off the engine.





# Four Wheel Drive Courses

SAAFWDC Driver Training Unit

Unit 2

9 Cardiff Court

Cavan

Contact: Greg Goding – 8387 3118 AH

Mobile: 0418 807 437

At the last general meeting it was mentioned that a new 4WD driver-training course was being formulated and that the current course accreditation had expired. The driver-training unit has been able to extend the accreditation of the old course and has issued the following notice.

“After application to the accreditation & Registration Council by the DTU, the courses we know as the Basic and Advanced Courses (National Course Code 7534) have been extended to the 31<sup>st</sup> of December 2000. There will be **NO FURTHER EXTENSIONS**. This was granted to allow the large number of club members who have commenced the course to complete this training and be issued with the appropriate certificate/s. Please be fully aware, this extension is granted for existing students only – there are to be no new enrolments for this course. On the 31<sup>st</sup> of December, the existing course codes 7534 and 7535 (Occupational 4WD) will be deleted from the state and National registers.

All existing students are to be made aware that should they not complete this training by the 31<sup>st</sup> of December 2000, they must then comply with the transitional arrangements, which will be advised at a later date. All completed training will be given a Credit Transfer to the new course which will be offered from the 1<sup>st</sup> of January 2001, and please be aware that any qualifications already completed or training already assessed as competent, is not required to be done again. All training from the 1<sup>st</sup> of January 2001 will be under the new course curriculum, and all competencies in that course with exception of items eligible for Credit Transfer, must be completed by all students.”

For all members who wish to complete the current course and be issued with a certificate, please notify me on which components that are still required to be assessed by Sunday the 19<sup>th</sup> of November, as venues and assessors will be difficult to organise before the 31<sup>st</sup> of December.

Greg Goding



# 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)	\$40.00
<i>(includes name and logo embroidered on &amp; GST)</i>	
Rugby Tops	\$52.00
<i>(includes name and logo embroidered on &amp; GST)</i>	
Polo Shirts (short sleeve)	\$29.00
<i>(includes name and logo embroidered on &amp; GST)</i>	
Caps <i>(including logo embroidered on)</i>	\$15.00

If you require clothing please speak to Charlie Raphael 8358 2552.

## ITEMS FOR LOAN

Books	Recovery Kit
Club Banner	Tirfer Winch
Club Flag	Puncture Repair Kit *
GPS Promotional Videos	First Aid Kit *
Maps	2 x Lightweight Shelters with sides.

*\* Please replace used items*

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



# Happy Birthday

Peter Warbout	9th November	Klyde Goding (5)	12th November
Lynette Lavington	15th November	Elizabeth Curtis	19th November
Marcello Cole (7)	24th November	Tim Byrne	30th November
Stacey Moss (12)	4th December		

## BURRA GORGE OCTOBER LONG WEEKEND

It now seems to be a very long time ago since this trip, so I will try and remember the sequence of events.

Thursday afternoon saw the Tourists and Tonka take off from work early and set off for Burra. On arrival in the late afternoon we were all surprised to see so many campers already in position, probably not that surprising as it was also the school holidays.

After much discussion and decision-making we established camp in a large, or so we thought, area next to the creek, thinking that the rest of our trip members would be able to fit into the area. There was already a camp fire area and the hunters and gathers set off to find wood, which was mostly green. Once set up we were able to sit and relax around the fire, cook tea and settle in for the night. Deciding on an early night we doused the fire and went to bed. It was so hot that all the doors and windows on the camper trailer were left open and only fly screens closed. At some ungodly hour of the morning the wind came – it sounded like a heavy rain storm, but was just the wind roaring through the gully that we were in. De-

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ciding to ignore it as best we could we settled down to sleep again, amongst all the noise of the swirling trees. About 1.30 am, Emma was heard to mutter – the fire’s on fire. We tried to ignore her but she was fairly insistent and sure enough when we sent Michael out in the dark to investigate the wind had rekindled the two big logs that had been kept for the next day. Sparks were flying off these in all directions and bush fire Wednesday sprung to mind. Making use of the children from Innamincka and the creek water the fire was doused again, and the tables and chairs stowed away. After such a “peaceful” night the next day was spent relaxing at the campsite rather than “doing the sights” of Burra as planned.

On Friday, other people started to arrive and we soon realised that our big campsite was not going to be big enough. During the day lots of kids had been yabbing in the creek – with limited success – they were all too small for the pot. By Friday night our numbers had swelled and so had the wind – luckily there was no rain – but wind can be very annoying and noisy. Not to be undone the camp fire was made ready and various culinary delights were produced from a variety of camp ovens. However, sitting by a fire in such windy conditions is not that pleasant – so another early night was had.

Saturday morning saw the arrival of our trip leader – not so bright and early – but we were not complaining having had a wonderful cooked breakfast and a relaxing morning. The convoy was gathered together and off we went. There were a couple of interesting hills on the way out of the camping area and our navigators found some interesting areas to explore, being mindful of always being in the right place and not on someone’s property. There are some very good tracks to be found in this area and Mark and Merv did a good job of navigating. Saturday night and the wind just refused to go away, however, Rodney had got back to the camp early and very cleverly had dug a pit for the fire which made sitting around it a little less

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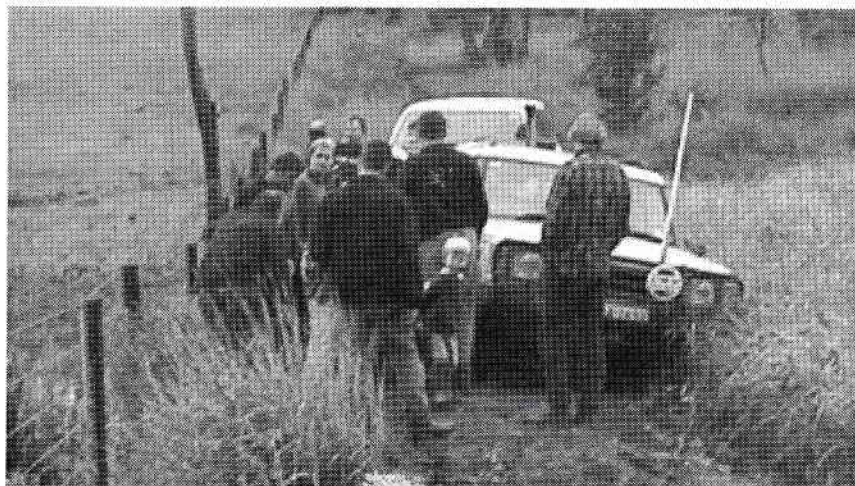
dangerous, with fewer flying sparks. Dinner was again cooked in a variety of ways, mostly consisting of BBQs of some kind. After dinner a game of charades, sort of, was attempted and some word games were tried.

Sunday saw the departure of our fearless trip leader but not before we went out and about a bit for more exploring, ending up at the Burra Hotel for a meal that someone else had cooked.

Monday saw the early packing up of camp for some. The remaining campers had a lovely walk following along a creek bed, right through into a beautiful creek bed – no cars allowed in. An impromptu lunch then followed with good company and some wine thrown in. However, all too soon it was time to pack up and head back home.

Many thanks to all those who went to Burra for a relaxing, if windy, long weekend.

Isobelle Brett – The Tourists



*Psyduck – in between a rock and a hard place – Marne RiverGorge*

# BLINMAN – FLINDERS RANGES

## October Long Weekend

This trip report is sponsored by an anonymous tyre company – If you only shred two tyres a year – it's a good year!

It appears as though the trip report allocation rules have changed again so I copped it being the only vehicle owner without a radio. Craig kindly supplied me with a hand-held, but not until Sunday.

Most of the crew set off from Adelaide on Friday morning and arrived in convoy at Blinman at around 5pm to pick up stragglers. Then it was off to set up camp on the Angorichina property about 15km east of Blinman. I had driven, without incident, through Bunyeroo, Brachina and Parachilna Gorges earlier in the day to take some dust free photos. I then managed to stake a tyre immediately upon arriving at the camp ground. No problem – single female surrounded by an abundance of blokes eager to display their mechanical prowess. The tyre was changed, firewood was collected, dinners were cooked, another convoy arrived just after dark then most settled around the camp fire for some cleansing ales.

Saturday morning arrived all too soon – aren't kids great?! Craig and Christian made several valiant attempts to plug my offending tyre. We learned a lot but eventually it was deemed to be a throw away by the experts at Angorichina Village and a replacement was provided courtesy of the same tyre sponsor. (I'm a slow learner!)

I arrived back at camp just in time to join the convoy on the Angorichina Station 4WD track, which was to include a "hill" climb. The drive was generally easy going with nothing too steep and no water around to bother us. We stopped to look at a tree bearing historic graffiti, drove up a rocky creek bed and then had a short walk to look for non-existent water and rock wallabies.

The next nature stop was at the bottom of a small hill, so ruck sacks and cameras were grabbed and off we went. Strangely though, the track skirted around the small hill to reveal a somewhat more imposing Patawarta Hill standing at a mere 1015m! The expedition lost several members just above base camp, joined successively by more as the air thinned. About a dozen made it to the top including our illustrious leader, Greg, and many of the kids. It was well worth the climb to see the views out to Lake Torrens, Wilpena Pound and beyond. We scrambled back down to the vehicles then drove off to some old station ruins for a late lunch. The track back to camp was a little tedious due to the abundance of small rocks and dry water crossings, which did not provide any challenges but hindered speed.

About half of the group were rounded up by Greg after a short rest at camp. We headed east on the Wirrealpa Road then turned off on the Mt Carey Sunset Trail, which was much more exciting for drivers than the earlier expedition. When we reached the top of the hill there was a hurricane blowing but again the views were magnificent. Some clouds would have added more colour to the sunset but the slow slide into deeper and deeper orange was well worth the trip.

Spotties were tested on the way back to camp. I'm, sure that "Tool Man" was hoping for fried eyeballs for dinner and I'm surprised that Greg didn't get out of the car in front and



punch his lights out! Assortments of meals were cooked ranging from BBQ's to gourmet camp oven roasts. Then it was back to the camp fire to wash down the dust with beer, red, guinness, whiskey...

Sunday morning we all awoke at the same time as the kids, strangely enough. We had greater expectations of the Mt Samuel Trek and were not to be disappointed. I think we headed through Blinman into Glass Gorge but no one, apart from Greg and family, could see anything but dust. I was given a radio and I have never heard so much drivel in all my life! I guess they (radios) are useful in emergencies. The 4WD track proved far more exciting than any of Saturday's experiences. We actually got to lock hubs and use the vertically challenged gear stick. Discovery drivers probably resorted to various traction and descent control buttons while they found something better to do with their arms and legs.

There were steep ascents and descents and a little trepidation upon entering Mt Buggery Creek. Surprisingly, I didn't bummer up any tyres and it was noted the ease with which the Hilux vehicles managed this section. There were large rocks to traverse, tight turns to negotiate and rather imposing boulders and scratchy bushes to avoid on the creek sides. Out in the open there were spectacular views of the two Mt Samuels in the ABC Range, the Heysen and Oratunga Ranges and many a prickly pear were spotted. One anonymous passenger was so taken with the scenery that she felt it necessary to perch on top of a roof rack – what was it she said earlier about kids and seatbelts?

Greg turned out to be a champion reptile catcher with the lizards amusing the kids and his antics entertaining his more mature followers. He declined an invitation to grab a brown snake for the photographers. We wound our way back via Parachilna Gorge and a dash for the showers ensued.

Sunday nights campfire was stoked by Darren, who will be furthermore known as "Pyro". Several surrounding pine trees were blistered along with about two dozen innocent bystanders. Craig earned a reputation as a kid magnet around the fire, no doubt helped by his earlier antics on the rope swing. I can't remember what time I went to bed but the fire was still raging.

Monday morning dawned and Jeff, Lyn and I surfaced before the Rugrat Alarm to make an early start for home. I lost the others at Blinman and was pleased about this when I completely removed the side wall of another tyre on a straight stretch of bitumen between Craddock and Carrieton. A chivalrous Nissan driver from the Riverland stopped to assist and did the entire tyre change for me, while giving a word perfect verbal description of each step as he progressed. He must have been taught by Ted. Naturally, I sat back and played the dumb female feeling very happy with the proceedings, until Jeff and Lyn pulled up...sprung! They have a radio and by the time everyone got to Clare my proposed call sign had changed from "Jillaroo" to "Shredder".

All told it was an enjoyable and successful trip with great weather and good company. Many thanks to Trip Leader Greg for his efforts.

My next trip report will be sponsored by BF Goodrich!

Gillian Gallagher – Jillaroo

## Belair Road Auto Electrical

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## WELCOME TO

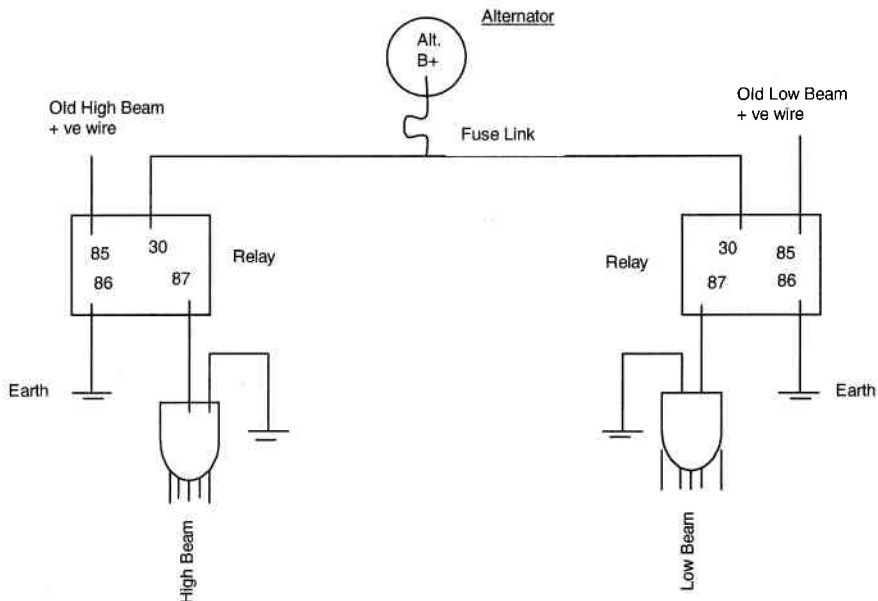
# Tim's Tech Corner

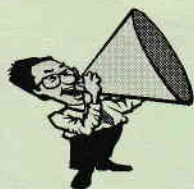
Nothing annoys me more than driving a car at night with poor headlights. I had a customer come in today with 130/90 watt globes in his main headlights. They might as well be candles. High wattage globes are a waste of time if voltage drop is present. That is if the charging voltage at the battery is say 14v and at the globe when turned on is only 11 volts this constitutes voltage drop. The way to fix this is by correctly installing relays to the headlight wiring, as show in previous issues.

By using a relay you can supply your 130/90 watt globes with system charge and get the best from your globes.

Most effective method is to supply your relay pin 30 directly from your alternator via a fusible link. Not a fuse.

Wiring this way could be risk if not adequately protected so be 100% sure of your wiring....And if confidence alludes you please seek professional advice.





# TRADING MART

## Sell, Buy or Exchange

**Sell** - Two spade holders that bolt onto spare wheel carrier of narrow wheel Pajero or Patrol. One will also carry axe or hammer. \$10-00 each. Contact Hubert Orbons at meeting or ph at wk 82013260 ah 82788142.

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**Sell** - 2F 4.2 litre Petrol. Block – bored & honed faced. Head – new guides, valves faced, gas seats, rockers faced. Brand new ACL pistons, rings, bearings. Conrods resized. Crank shaft ground. Full gasket kit \$1800 ono. Contact Richard Curtis 8322 6493

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**Sell** - Five Cooper Discoverer tyres 225/75R16 on white 16 inch rims, travelled 12,000 km additional spare rim and tyre and 2 new spare tubes. \$750.00. Contact John Ovenden 8370 3008 or 0428 300 033

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**Sell** - Generator Dunlite D650 Model. As new. Had little use. Still in original carton. \$550 ono.  
Steps to fit on rear of slide-on or pick-up camper. \$50.  
Contact Dean Barton 8296 8771 or see Bill Markey at meeting.

*Please Note:*

*All items advertised will only be published for 3 months.*

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