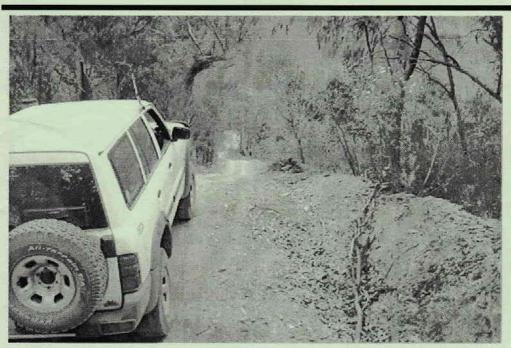




Volume 8 No. 10

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

**March 2003** 



#### An Alpine Descent

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### PRESIDENT'S REPORT

#### G-day

February in my eyes is always a good month that normally flies. The weather is normally hot and the Clayton Raft race down at Clayton was again the place to be even though the weather was a little cooler and we had rain most of Saturday night. The show still went on and the packed caravan park still partied through the night. The running of the event was split up amongst the other clubs which all worked very well. Over all the event was top notch and I would like to say thank you to all the people who paddled and helped through-out the weekend and a special thanks to Mark and Linda Moss for there efforts in organising the whole event with the other clubs.

The second of March was clean up Australia day. Mt Lofty Rangers had two parties. One at Scotts Creek and the other one at Sturt Gorge. We had a good turn out at both areas and we made short work of filling the skip from both areas. Thanks to everyone for there efforts. The removal of the car bodies from Scotts Creek would have been good fun and gave members a chance to play with there toys, (hey Christian) and I'm sure we have scored brownie points with the National parks. Thanks very much for a well organized day-well done Tim Byrne.

The week-end of the 8<sup>th</sup> and 9<sup>th</sup> was our turn at Peake which is always a good place to play in the sand and practice our sand skills and just have a cruisey couple of days just out of town. The SAAFWDA AGM was also on and this year was held at Crystal Brook. It's another good show held in a different place each year. At time of printing, these events had not taken place, but I am looking forward to reporting on the AGM at the meeting and hearing the stories from Peake.

We still have a few long weekends coming up so put your thinking caps on for a new trip away. There a lot of new members in the club now and that means new places to go so don't be shy if you have nice little spot to go or a place you don't want to go to alone, get onto Layne and let him help you plan it.

Remember the AGM is only two months away (May Meeting) and so many members are potential and natural leaders and organisers so lets see a few nominations for each position.

Anyway that's enough from me, I will see ya tonight. Happy trails



Shaun Lawson

#### HIGH COUNTRY TRIP Day 3 - Sunday 29/12/02

The morning was hot -8.30 am and we're looking for the best shade to sit and have breakfast. Some people wander down to the creek to cool off, while others don their fly-proof hats and sit under the trees and read. Any other activity takes too much effort for the 41° day that is fast approaching. Michael and Isobel Brett, along with Emma and Andrew arrive mid morning, having camped the night before about an hour away.

By 12 noon the heat was too much and the shade wasn't cool enough, and the thought of sitting in an air conditioned vehicle sounded very appealing. So off we all headed, leaving the Bretts behind to rest, recuperate and feed. We headed off along Collingwood Spur Track – a steep and undulating hill climb that started at 300m and after a few hair-raising views of the dropoffs out the passenger window and a picturesque view along the ridge, we arrived at the top – at a height of 1200m. The views of the distant mountains were spectacular and well worth the drive. The next track was Bulltown Spur Track which took us down the other side of the mountain. This track was very steep and so named on the map. Compared to the uphill ride where we were comfortably pressed back into our seats, the downhill trip found us supporting our bodies by leaning on the grab rail. Some parts of the track were so steep that it couldn't be seen until we were going down.

<section-header>

Lots of 1<sup>st</sup> gear low range.

We stopped for lunch <u>in</u> the very picturesque "Crooked River" at Hogtown where Jane gave us a display of how to get cool quickly, landing bottom first, while the men washed the dust off their vehicles. Our next stop was at New Good Hope Mines where the very keen walked up a steep track and the others rested in the shade while Peter fixed his aerial that got ripped off his roof. Charlie went off in search of gold with a promise to buy us all new 4WDs – but he won't let on where he's hidden it!

The rest of the track meandered back and forth over the Crooked River, along the gully's in the bulldust – it was quite picturesque – bits of green with lots of flowers and anthills, and opportunities to wash our hot feet in the

(Continued on page 14)

#### **News In Brief**

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There will be magazines from other 4WD clubs available for your reading at the meetings.

#### TRIP LEADERS WANTED

We need more day trips & weekend trips for 2003. Anyone interested in leading a trip or requiring assistance with leading a trip please contact Layne Holberton (0412572139)

Please note: changes to my email addresses. Please use either: mlr4wd@yahoo.com.au nickt\_4wd@yahoo.com.au

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Please could you let me have any photo's that you wish inserted in the magazine, my supply is almost non-existent

Nick.



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	DITY Rangers Inc mination Form nnual General Meeting			
nominate	for the position of:			
President	Vice-President			
Secretary/Public Officer	Treasurer			
Association Delegate	Trips Co-ordinator			
Membership Officer				
Iominated by				
econded by				
agree to stand for the above position	Signature of Nominee			
CENTR	AL TOWING			
	ing • RAA Contractor 4 HOURS			
Denny Couprie				
	15 Treetop Rise			

#### **HIGH COUNTRY TRIP NOVEMBER 2002**

#### Tuesday 5<sup>th</sup> November

After a cold few hours sleep we headed up to what was called the 1060 camp (1060m) and had breakfast supplied by our Victorian counterparts, and a bit of planning we collected all our recovery gear and worked together to get everyone out.

We had come up with a better solution to get the first vehicle out as Greg was below the Disco (rear diff broken) we used 90m of Plasma rope of one of the Discos to a snatch block above the first Disco and back to Greg's vehicle. Greg then reversed back using the weight of his vehicle to pull the Disco up hill. This planned worked well and was a far better option considering the lack of traction and steepness of the track and a lot less effort on Greg's vehicle.

The more people working together also reduced the wok load, after about  $1\frac{1}{2}$  hours the first Disco was up at camp 1060. The next Disco managed to get out to camp 1060 under its own steam although had a front CV going broken. Denny drove his vehicle out as was unsure of the condition of his clutch due to the smell emanating the night before.

Greg reversed back to my vehicle, after fitting chains to the front wheels for more traction, after three snatches we got to a relatively flat section. The next section contained about a metre high climb and was not going to be easy.

The only obstacle was a tree on the left, as Greg got up and over I had to steer as far right as I could due the font of the vehicle being pulled around by the snatch strap. As the mirror missed the tree by a mere 25mm I had conceded that the rear was going to test the hardness of the tree but fortunately managed to keep the vehicle straight enough to clear it. Where was the video production team when you need them there was not going to be a re-run!

By 1.00pm we had all the vehicles at camp 1060, there was about 3kms to go with two moderate climbs, easy going considering the past 20 odd hours. Once up on the Wood Point road temporary work was carried out on the vehicles, removal of CV joints and tail shafts was the order of the day.

On reflection we were astounded at the lack of knowledge of the Victorian's in the use of their recovery gear. They admitted they were grateful for our assistance and impressed in the way we went about the recovery of all the vehicles.

After the formalities we headed off to Woods Pont, stopping at Matlock turn off as Steve the copper was on duty for DUI tests tough job in the bush with about one vehicle per hour. During our stop with Steve, Tony the deer shooter stopped by. He had been with Steve on the recognisance check the night before. After a half-hour discussion and Denny and his Matlock jokes we left Steve to finish his shift, and thanked him and Tony for their assistance.

A call to the RAA to organised a tow truck to take the Prado to Mansfield Toyota for repairs, for first thing in the morning.

After a shower and top meal and a beer or two at the Woods Point Hotel that night everyone enjoyed a good nights sleep. The hospitality of the owners Don and Anne Woods was first class.

(Continued on page 7)

#### Wednesday 6<sup>th</sup> November

Up early for a cooked breakfast by Anne, as the Prado was to be picked up by 8.00am. Scott McKenzie flew into Woods Point on a mission as he had to get back to Jamieson to open up his garage by 9.00am. We recognised Scott from last year when he picked up Rob's Jackeroo when he destroyed the rear diff.

We have advised Scott to book us a tow truck for the same week next year but couldn't confirm the date.

The trip into Jamieson was another eye opener for my travelling companion Terry, I knew it would be a quick trip as Scott knows the roads backwards and pulled out all-stops to get back to Jamieson by 9.15am.

Scott made arrangements for someone to look after the shop while he took the vehicle to Mansfield.

We found everybody we were dealing with to be most obliging and helpful and could not speak more highly of the people we had dealings with, and this continued in Mansfield. Allan from Mansfield Toyota gave us the news we had expected that the crown wheel was missing most of the teeth, obviously additional damage was caused getting out of Champion Spur.

We were hoping parts were available out of Melbourne and were making plans to return Saturday to pick up the vehicle. Well this wasn't to be the case, no diffs were available in Australia to suit the Turbo Diesel and would be 3 to 6 weeks out of Japan.

Change of plans we would rationalise our gear and continue on with Denny & Greg and get the vehicle trucked back to Adelaide.

By now I had realised the value of RAA Plus, you pay for these additional items to cover yourself and never think you will use it, it has now been well worth the years of additional premiums in my RAA membership.

No costs outlaid and the vehicle cover by warranty!

We headed of to Sheepyard flat on the Howqua River and found some top tracks just out of Mansfield on the way.

#### Thursday 7<sup>th</sup> November

Decision were made over breakfast to head South and check out some new tracks with our McCalister camp site in mind.

Following the back road behind the south side of Mt Buller we headed off via the Son of Bitch Spur to Jamieson Ridge. The ridge followed the McCalister river for most of the day after Cob Spur track we had to take a fire track to avoid back tracking and this ended up going through Glenfalloch station after crossing the McCalister.

We were concerned as we got to the bottom of the range the track disappeared into pastoral land. We

199966666 Social SCEN<sup>®</sup>

Hopefully the next person that takes over the Social Secretary position next year will have as much support to these events as we 📢 have had.

Contact Christian or Karen Whamond (Hm) 08 8322 1766 (Mb) 0408 322 176 (Fax) 08 8322 8895 whamond@bigpond.net.au

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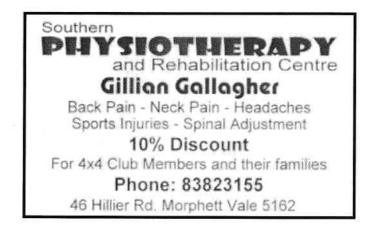
(Continued from page 8)

#### Social Secretary.

I have enjoyed this position for the past couple of years but with the extra commitments I have taken on with the Driver Training Unit and SAAFWDC, I would like to pass the position of Social club secretary on to someone else. Please think about it as I will not be accepting the position after next year's AGM and if no one puts their hand up we will be without a social scene which will be a real shame.

#### To all Members

We are always looking for new and exciting events that people can participate in as a social activity in the club. If anyone has any suggestions or has recently done a activity that they found exciting and would like to share this experience with other club members, please talk to Christian or Karen and we will make a note in the club Rangers review and possibly organise a club trip.



#### (Continued from page 7)

stopped short of the river crossing to watch three fox cub playing around a blackberry bush for five minute oblivious to our presence.

Although the maps show the track going through the property the owners were not happy. After a low-key discussion we managed to pass through, but keep it in mind if you are in the area don't go through their property.

From here we took the Bourgoyne track which is fairly steep and very rock but a good climb up and into the McCalister. The river was about 400mm lower than the same time last year, another sign of the drought conditions being experienced.

Good camp fire over night with steak being on the menu for everyone, with the highlight a couple of steamed pudding with custard compliments of Denny. We do understand he would be in deep s..t if he took them home as they were bought by special request.

#### Friday 8<sup>th</sup> November

I was up early for a quick fly fishing before breakfast with no luck. A quick breakfast and the decision was to get to Walhalla by midday with the thought of heading home after lunch. A quick plan was in place with some tracks that we had not travelled before as I was playing navigator. Out of the Bourgoyne track through to Deep Creek 5.

I avoided this section in April due to it being wet and no other support.

There is an extremely steep section in and out of the creek on the map. We were not disappointed and agreed it is not a track to do alone or in the wet.

Into Deep Creek 1 in the reverse direction we travelled in 2000 and this track is one that travels in a rocky creek bed and you travel under a canopy of ferns - always spectacular! Note the fallen tree has been removed at the end of the creek.

Into Walhalla for lunch and a look around as two of our party had never been here and thoroughly enjoyed walking through the old gold mining town and looking into its history.

Just by chance a tour was available through the Long Tunnel Gold Mine at 1.30pm so those who had not been in the mine took up the opportunity and found it most intriguing and a tad cool. Denny had to overcome his claustrophobic problem to do the tour and bit of courage was needed.

The decision was made to drive through and head home, our swags were in Denny vehicle and we couldn't put them in Greg's Toyota so we all agreed to drive through as we had enough drivers.

We arrived home safely about 1.30am after very eventful week.

#### Foot note:

I am asked by people from time to time why I belong to a 4WD club.

It is fairly evident that when you travel with others in a group there is great comradery, and have

(Continued on page 11)

(Continued from page 10)

done this trip over the past three years.

Last year we all worked together to assist Rob when his vehicle broke down.

This year I was the one with vehicular trouble and it hits home the great support you get from others within you group in times of need when you are down.

Thanks again to Greg, Denny, John not with standing the junior support of Scott and Jayden.

Jeff Morgan

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Sunday	Monday	Tuesday	Wednesday	April 2	Friday	Saturday
March 9	10 Meeting	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	April 1	2	3	4	5 Warren Gorge
6 Warren Gorge	7	8	9	10	11	12
13	14 Meeting	15	16	17	18 Easter Chowilla	19 Easter Chowilla
	COME	Lofty Range (the 3rd M Blackwood F (o You can or visit our N	ਸਿੱਖ ਕਿ ਕੋ ਕੇ ਕੇ rs meet on th Aonday if ther Football Club, ff Trevor Terr <i>e-mail us at:</i> Web Site: ww ਕਿ ਕੇ ਕੇ ਕੇ ਕੇ ਕੇ	e second Mo e is a public Craigburn F ace) All we mlr4wd@ya w.tcis.com.	onday of eac holiday) at tl Road, Blackw Icome. ahoo.com.a au/rangers.	h month ne /ood. u htm



April 2003

Warren Gorge — April 5th-6th

Advanced training with SAAFWDC Driver Training Unit at Warren Gorge in the Flinders Ranges. Drivers must already have Basic Certificate 001A to attend.

Further details on the trip board

Contact: Ian Manglesdorf (Hm: 8384 5691)

CHOWILLA STATION — EASTER WEEKEND APRIL 18TH-21ST Bush camping at a single location, on a private island (\$10/car/night. Fishing, limited 4x4 driving, relaxing & water skiing. Further details on the trip board Contact: Tim Byrne (0412 527 176)

#### MAY 2003

GOOGS TRACK — MAY 1ST-5TH Details on the trip board Contact: Mark Curtis (8388 4776)

#### **ADVANCED NOTICE**

SOUTH EAST BORDER TRACK — JUNE 20TH-25TH Details on the trip board Contact: Mark Curtis (8388 4776)

SIMPSON DESERT ---- JULY 5TH-18TH

Adelaide to Birdsville, across the Simpson, east to west, via QAA line, French line, Knolls track, WAA line, Colson track, French line, to Dalhousie Springs, Mt Dare, Oodnadatta, Coober Pedy, then home, possibly via Googs track. Contact: Layne Holberton (0412 572 139)

CAPE YORK — JULY 12TH — AUGUST 13TH Details on the trip board Contact: Mark Curtis (8388 4776)

> "Views expressed in this magazine are not necessarily those of Mt Lofty Ranger's Inc."

(Continued from page 3)

creek crossings – 28 in all. We arrived back at camp at 4pm in time to put the roasts on and cool off with a quick swim and happy hour in the creek.

X-ray...

#### Day 4 - Monday 30/12/02

After the hustle and bustle of the last few days, we decided that today would be a rest day enabling people to do as much or as little as they wanted. Pete helped Charlie fix his fridge – there was something wrong with the isolation switch on the battery so nothing major and was working again in no time. Most of us sat around and read or walked along the creek, or did some fishing. Rick took Jess and David off for some driving lessons – not bad guys!!! The Bretts decided to check out the other track into the campsite and went and did some shopping in the great metropolis of Dargo. Later it was once again Happy Hour time (my favourite time of the day) which we had in the creek which was nice and cool and refreshing. A well deserved day.

#### Day 5 - Tuesday 31/12/02

Rest day over, Pete planned to take us up Billy Goat Bluff Track but because of storm warnings decided, very sensibly, that we should change plans. The new plan was to go up Basalt Knob Track and then back down the Brewery Creek Track. On our way to this track we passed a group from Canberra – Pete had a chat with their leader whose female companion was Neil Penno's sister – what a small world!!

We followed the Crooked River Track with lots of creek crossings until we got to the bottom of Basalt Knob Track where we had to wait for another group who were about half way up and who were winching in a particularly steep spot. After a while they gave up and came back down telling us there was a foot deep patch of bulldust and loose shale. Based on this information Pete decided to go back to Brewery Creek Track and do the tracks in reverse, i.e. come down Basalt Knob Track instead to avoid track damage as Mt. Lofty Rangers are responsible 4wheel drivers.

After lunch, Charlie then led us all into Dargo where a couple of people made phone calls and we then ended up in the Dargo Valley Winery (surprise, surprise) where we tasted some wines and bought some Muscat.

(Continued on page 15)

(Continued from page 14)

Then back to camp to get ready for our "formal" New Years Eve dinner party. What a great night that was – everyone got into the spirit of things, dressing up, some looking glamorous (Jenny and Lyn) and some not so (me, Jane for example who looked like Dame Edna!!). The men looked very formal in their bow ties, Charlie in his dress shirt and then there was Hubert in his white shirt, bow tie and thermal leggings!!! The Bretts all looked very posh and the Luffs looked great in their top hats and outfits. We had a lovely meal, lace tablecloths on the tables, candelabras, poppers, blowers, sparklers and the list goes on.

We had music going, dancing and had a great New Years Eve – thanks to Jenny for suggesting it!! The Curdimurka Outback Ball had nothing on us and 2003 was welcomed in with much laughter, drinking and fellowship.

#### Day 6 - Wednesday 1/1/03

Not surprisingly, we decided that today should be another rest day to get over our exertion the night before although we all seemed to scrub up very well. Unfortunately the Bretts had mechanical problems with the car, - it wouldn't go into reverse – and therefore decided to leave and get to Bairnsdale and to a mechanic. Pete and Jenny and Charlie and Jane escorted them back into Dargo while everyone else stayed back at camp. On the way back Pete took us up the Cynthia Spur Track, along Mt. Cynthia Ridge and then down Station Track which was a very good and challenging track.

Back to camp after this where there was a roaring fire going so plenty of coals to cook dinner in the camp oven. Rick had made bread which we sampled and then later the port was brought out and the obligatory tall stories were told around the campfire.

Charlie and I had a great time, good company, a great New Years Eve, good food and great driving. Thanks to Pete and Hubert for all the organisation.

Charlie and Jane Raphael (TONKA)

#### <u>Day 7 - Thursday 2/1/03</u>

The start of a perfect day – beautiful weather, great company, and the peace and serenity of the bush. (I forgot to mention the zillion pesky flies that tried to share

(Continued on page 20)



#### **MT LOFTY RANGERS**

#### **ITEMS FOR SALE**

#### Lets Promote Our Club!!!

August August	6.00 2.50
Name Badges	
Initial 2 on joining	REE
Additional \$	6.00
Replacement \$	6.00
Sand Flags \$	2.50
Tyre Plugs \$	7.50

Please see a committee member for the above purchases.

Windcheaters (fleecy lined)	\$40.00
(includes name and logo embroidered on & GST)	
Rugby Tops	\$52.00
(includes name and logo embroidered on & GST)	
Polo Shirts (short sleeve)	\$29.00
(includes name and logo embroidered on & GST)	
Caps (including logo embroidered on)	\$15.00
	•

If you require clothing please speak to a committee member.

#### **ITEMS FOR LOAN**

Books	Recovery Kit
Club Banner	Tirfor Winch
Club Flag	Puncture Repair Kit *
GPS Promotional Videos	First Aid Kit *
Maps	4 x Lightweight Shelters with
	sides.

\* Please replace used items

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

# Happy Birthday

Jan Warbout (12)	3rd March	Barb Almond	8th March
Troy Holberton (11)	9th March	Monique Munn (13)	12th March
Jane Raphael	17th March	Rodney Curtis	22nd March
Danni Munn	25th March	Kim Rawsthorn	26th March
Brayden Curtis (4)	2nd April	Ian Manglesdorf	15th April



Relaxing in the High Country

#### **<u>UHF Channel Guide</u>**

#### Channels:

#### 1 to 8 (31 to 38) Repeater channels.

- Each repeater requires a pair of channels to work
- When on channel 1 repeater, then channel 31 is also in use. 2 w/- 32; 3 w/- 33, etc.
- Avoid channels 31 to 38 for general use. If you are within range of a repeater, your voice could exceed 10,000 sq km coverage, and that repeater could become unusable — without you knowing.
- For general travelling use, it is suggested that the REP/DUP function is left/set permanently **ON** at all times, on channels 1 to 8.

Please avoid using these channels — unless you choose to access a repeater.

- 5 Emergency repeaters (Allocated in Law).
  - There are lists available that identify where Channel 5 repeaters exist
  - For other regions, scanning all channels is a far more effective way of locating other UHF users in an emergency.

#### **11** Calling channel (Allocated in Law).

- Used to call another user who may be listening on the call channel (such as a friend). After contact you must move to another channel.
- Most country operators sit on other general use channels. Scanning is more useful to find these other operators.

#### Belair Road Auto Electrical

Prop: Tim Byrne

 Repairs To Motor Vehicle Electrical and Electronic Fuel Injection Systems

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Bosch Electronic Tuning • RAA/Bosch Battery Sales 59 Belair Road, Kingswood 5062 Phone 8271 7617 Fax 8272 8510 E-mail: BRAE@senet.com.au 22 & 23 Signalling & Telemetry (No voice allowed) (Allocated in Law).

**40** Highways & Trucks (Firmly established by tradition).

**10** 4WD Drivers (By courteous agreement).

- Usage is becoming popular as a general channel for 4WD drivers
- Recommended officially within National Parks

18 Caravans & Campers (By courteous agreement).

General use channels are therefore:

9, 12 to 17, 19 to 21, 24 to 30, and 39



NOTE: Major cities often have one channel that attracts rude and inconsiderate people. Do not get into arguments with these people, they are just plain idiots, and you will not win, instead move to another channel. (Continued from page 15)

our breakfast with us). It's 9.30am and it's time to get in our vehicles and head off for another adventure.

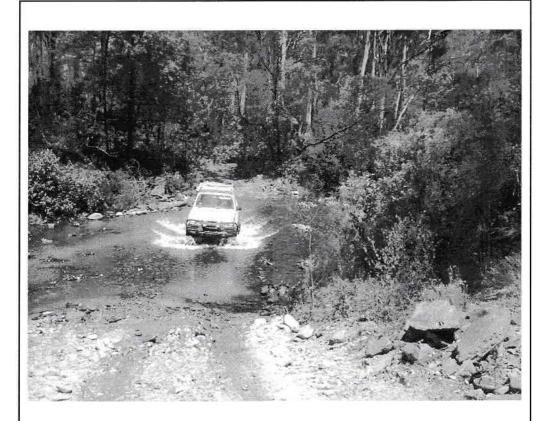
Today we headed right along Station Track, then turned right again onto Cynthia Range Track. We turned along Eaglevale Track and went down a steep track (low 2<sup>nd</sup> for us petrols) – going from 900m to 300m down the ridge. We stopped at the bottom at a suspension bridge – just like out of the movie Shrek – we all had fun walking over the swaying bridge and took lots of photos. The kids had fun swinging the bridge while the adults hung on. We then drove through the creek and found some great campsites – tables & chairs, toilet, campfire BBQ – near the creek and some big trees for shade – plus a good 2wd track. At the Y-junction we turned right. Further on was a place called Bullock Flat – another nice <u>Tittle</u> campsite. We crossed over Monkey Creek (dry) and turned right up Billygoat Bluff Track – this was what we had come for – to reach the Pinnacles.

Billygoat Bluff Track is exactly what it says – meant for billygoats, surely! We had a rather steep 200m climb in low  $1^{st} - \underline{very}$  rocky with small boulders. There were some beautiful views along the way (for the passengers) – we stopped to take some group photos (see photo). At 1350m we found a wee water crossing – thanks to Charlie! At 1400m the track changed to Moroka Rd which lead to the Pinnacles. Just before the top we found a great spot for lunch in a clearing on the RHS – it was very grassy with lots of pretty little wildflowers (and the smell of cow pats). Rick inspected the dents he'd put in the LPG tank coming up the Billy Goat Track (all OK). Suggest to any future venturers to bring something warm – it was quite cold up that high.

The last short drive up to the Pinnacles took us to 1460m and from there we walked up to the lookout station – talked to the Fire Ranger, signed the visitors book, took photos and then came back down. The Fire Ranger said he hadn't seen a bushfire in all his time there. There were  $360^{\circ}$  views to be seen over the whole area, and on a clear day you can see the ocean.

Driving back down, the countryside was just like one of Fred McCubbin's paintings – beautiful. We did our 1<sup>st</sup> obligatory u-turn before finding Castle Hill Track. The area was littered with fallen trees. From there we turned left onto Junction Spur Track, left onto Traill Track, straight onto McCarthey Spur Track, left onto Scrubby Creek Track, where Hubert and Lyn drove off to Dargo to make some family phone calls while the rest of us went back to camp, arriving at 6pm. Todays trip was quite long and tiring due to the type of tracks we drove on. Lots of low range up and down hills, and lots of rocks and bumps. The beer and wine at happy hour on return was very refreshing and relaxing. The finish of a perfect day.

Over and Out – Xray (Phil & Judy Luff).



Xray crossing yet another creek



#### **Night Sight**

In the past I have talked about the use of high wattage globes to improve headlight quality. But this is not always a practical idea. Nearly all late model cars use plastic headlight surrounds, even poly carbonate lens. The use of poor quality, non UV cut, high wattage globes is definitely a recipe for disaster.

Next time you have the need for headlight globe replacement don't go straight to the servo. Please stop and think. Today there are many good quality choices, designed to improve headlight quality, outlast and out perform standard globes.

A number of manufactures now have "plus 50" headlight globes. Still using 60/55 watt they claim 50 % extra light performance.

Bosch has a true blue tinted, xenon gas, quartz globe with superior light improvement again only 60/55 watt. The standard high wattage globes still have their place and application.

My only recommendation is to talk to an expert next time your late model car is in need for a new headlight globe.



Tech Come

5.0

SAAFWDC Driver Training Unit Unit 2 9 Cardiff Court Cavan

Contact: Ian Mangelsdorf 8384 5691 Mobile: 0414 677 858

Those interested in the Basic training course, could you please add your name to the list. When there are enough interested, then I will schedule the course.

# Trading Mart

<u>Sell</u> -

Sunshine executive 320 family tent, NZ brand, New \$3000 — \$800 ono Gas Light — medium Companion — \$15 Gas Light — large Primus (with custom foam lined box) — \$30 Gas Light extension pole — suit Primus — \$10 Gas cooker stand, with shelf — \$10 Hanging food storage cupboard — \$15 Beige colourbond, fully insulated kennel — suit husband (or mediumlarge dog) — \$50 ono Fridge slide (Piranha) — as new — \$150 Contact Kim Rawsthorn 8270 3751.

Trading mart — Members — no charge — non-member \$20 for 3 issues.



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