



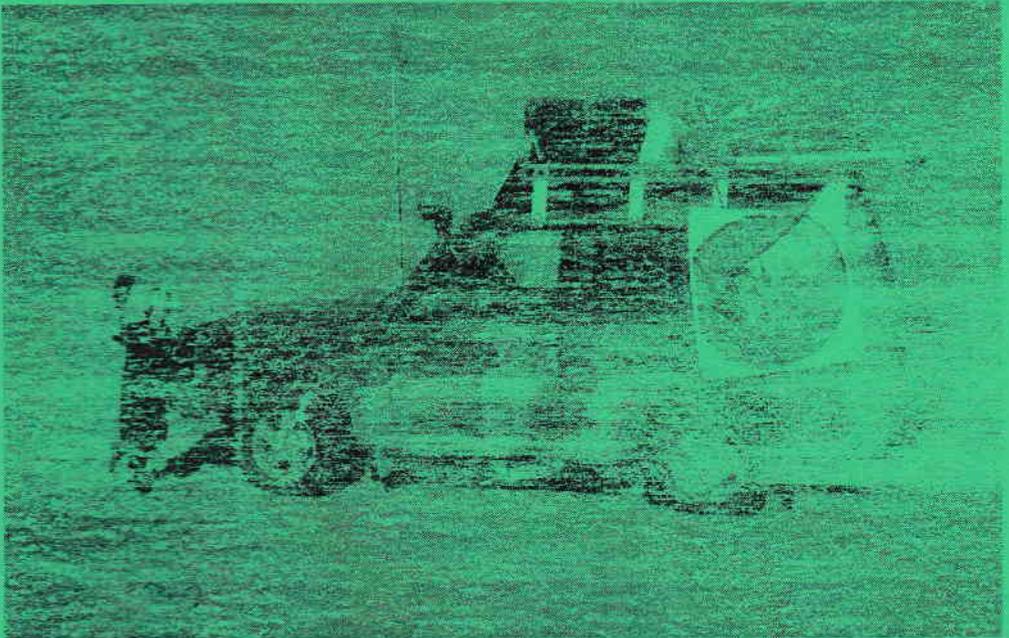
Rangers' Review

Volume 11 No.1

Mount Lofty Rangers Inc.

PO Box 1150, Blackwood SA 5051

July 2005



Anthony Tavelli's son Cameron in the middle of the Simpson

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"President Report"



President's Report July 2005

Why did I join the MLR?

I was looking for a club to join and it had to be one that was, not to put too fine a point on it, 'family friendly'. And, by family friendly I mean a club that runs day and weekend trips as well as one where I my family (that's Steve the Labrador too) is welcome on a trip or a social event.

We chose the 4WD show as a place to look for a club and found the only place we felt comfortable was at the MLR tent. This might have been influenced by my wife Louise and the guy in the green shirt on the stall (Tim Byrne) suddenly realising they knew each other from high-school days shortly into the conversation we had begun with him, or it could have been that this was the only conversation we were able to get from anyone in the 'club corner' that year.

What can I do to continue to foster the attributes that swayed me to join the MLR?

As Club President I have certain responsibilities to see that the Executive's vision for the club is promoted therefore you cannot read this answer as though I am President. So, if I were an 'ordinary' member of MLR then I would have to be active in being involved in trips when I could and more importantly plan and run a trip some time soon.

When I say be active and be involved in trips I mean the following: When I sign up for a trip on the board then I have a fair idea that I will be attending and it is only in extreme cases that I will not go when my name is there on the sheet. This is just a common courtesy. Someone has taken the time to

plan and organise a trip and are happy to run it for anyone who wants to be there but there is nothing more demoralising than planning a trip, putting it on the board, getting 15 names there and then 3 vehicles turn up! I know this is one of the things I fear the most as I finalise a plan for my first trip as leader! (Watch this space for the trip.)

That was a nice segue into my next point - plan a trip. It doesn't have to be big, have extreme tracks or even have any serious 4WDing at all. It just has to be something that people will be interested in doing. It is not the responsibility of the person sitting next to you at the meeting or even worse - it is not the responsibility of the Executive - to organise a trip.

Its up to you, provided you feel comfortable doing it and therein lies part of the responsibility of the Executive: to ensure that members feel as though they CAN run a trip.

Last meeting I left you to all think about those two questions above and I have answered them from my perspective. I hope reading this rekindles the thoughts again for you because any club is only as good as its members and not its Executive.

A couple of other things to note now. Firstly, with the change of venue of the 4WD Show and the complete change of Executive in May/June we failed to pick up our mail in a timely fashion and through a series of unfortunate events we are currently on the waiting list for a stall at the Show in October. The Executive are making every effort to find an alternative point of presence and so there will still be a 'sign up' sheet for the Show on the Trips Board but more details will follow soon.

Secondly, take the time to have a look see at the new MLR website (<http://www.mtloftyranglers.org>). At the bottom right of the front page you will find a link to a members area. Take the time to look around there and maybe even drop a line in the forum area but please understand that it is still a true work in progress as Mike Hayes and I tinker with it some more before at which time we will put the Yahoo! group to bed.

So, as I say to my students often, it is now up to you. I have taken you to the waters edge, I have told you how good it is to drink BUT I am not going to make you drink it. The motivation to keep this club active and vibrant has to come from you. As Captain Planet says: The power is *YOURS!*

Langy!



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SIMPSON DESERT TRIP JUNE 2005

by Rick Luff

Along with Cape York and Central Australia, the Simpson Desert is a must do trip for 4WD enthusiasts.

The Simpson is the largest parallel dune desert in the world, covering 150,000 square kilometres, with the dunes extending for up to 300 kilometres in a north/south orientation. It is located in the far north of South Australia and edges into Queensland and the Northern Territory.

The flat areas between the dunes are made up of salt and gypseous lakes as well as clay flats. The condition of these flats can vary from bone dry to impassibly wet, and everything in between. This means that thorough trip preparation is essential, but more of that later.

Of course nature didn't provide us with convenient tracks to play on so I'll give you a thumbnail sketch of the history of the area.

Aboriginals had lived in the area and sank wells for permanent water supplies long before white man arrived on the scene. South Australian Government surveyor, Augustus Poeppel (pronounced "Peppel") surveyed the area in 1880, placing the well known post at the SA/NT/QLD junction that now bears his name. CT Madigan named the area in 1929 however it remained unexplored until 1930. Colson, a pastoralist, made the first crossing in 1936 with Madigan having a go in 1939.

As interesting as the history is, it didn't give us any roads. This was achieved in the 1950's when the area was opened up for petroleum exploration.

The first motorised crossing was made in 1962 by Dr Reg Sprigg, *and*

family. Two years later the French Petroleum Company put through a road, which funnily enough is known today as the French Line. Other tracks include the WAA line, the QAA line and the Rig Road. Looking at the latter nowadays, its hard to believe that it was built to take fully laden semi-trailers across the dunes.

Good trip preparation is essential and adds to the excitement of the adventure. Firstly, don't go in summer. It can reach 50 degrees in the shade – and there *is* no shade. So apart from being a miserable flyblown experience, you would be putting unnecessary and unbearable stress on both man and machine. The cooler months are safer and more enjoyable, although the risk of rain is ever present. Of course this all adds to the excitement.

Your vehicle must be in first-rate condition. Get that service done before you go. Change those belts and hoses and keep the old ones as spares. Have that noise that you've put up with for the past six months checked out. Suspension kit? You bet, because you'll be carrying more load than ever before. If you use a roof rack then try to keep the up top weight as low as possible. Nice in theory, as you'll have a second spare wheel, two of three jerry cans and a host of other essentials up there.

Water. Depending on who you talk to this could be five to ten litres per person per day. We took about sixty litres for the three of us, although a portion of our fluids came out of cans. Seriously though, in an emergency you could use the soft drink, juice and even the beer if you boiled off the alcohol. (anyone for a nice hot cup of Cooper's?).

Food can be tinned, dried or vacuum packed. Whatever you take, make it interesting and have a few days worth spare in case you get rained in.

Plan the route and allow a few spare days for rests or emergencies. Two nights in one spot allows you to rest up and have a lay in. Eight hours sand driving may be a hoot for the driver, but how would you like to be a back seat passenger for that long? My advice is to allow four nights camping between

Dalhousie Springs and Birdsville. This way you can allow the moisture on your tent to dry before you pack it up and get to camp in time to leisurely set up and get a fire going.

Enough of the preparation, let me tell you about our trip.

The trip was organised and led by Anthony Tavelli. Anthony has been four wheel driving for a couple of years and is living proof that you don't need to be a thirty year veteran to safely lead a trip.

Day 1

After several months planning two vehicles left Mount Barker on Saturday 18th June at 7:15. Anthony and Cameron Tavelli along with myself (Rick Luff) in a Land Rover Discovery, along with Rob and Jacqueline Kairl in their Holden Rodeo Dual Cab.

Previously we had loaded the Disco to the gunwales, only to find that we needed a larger set of gunwales but the shop had sold out. The plan was to meet up with Paul and Sue Hagen on the north side of town and then head towards Hawker via the Clare Valley.

Having just had the driest spring on record and with all northern roads open we felt sure that an easy and dry trip to Farina camp ground would be easily attained on the first day. As it turned out the rain started as we left town and just got heavier as the day progressed. With an air temperature of eight degrees you'd think it was winter!

At Quorn we stopped for lunch and finally met up with Paul and Sue in their Mitsubishi Challenger and by 3:30 we had arrived at Leigh Creek. A passing south bound radio contact told us that Mount Dare and Hamilton had a lot of water on the ground and that the road would be closed for two of three days. We checked with local police regarding current road closures, discovering that just about every road was closed. With the cloud base alternating between halfway up the power pylons to all the way down to ground level we decided to hire cabins at Copely for the night.

A phone call to Mount Dare showed that they had had 10mm of rain, which had now stopped. With a clear sky and the night wind increasing we are all hoping for good news tomorrow.

Day 2

The rain stopped, the wind blew and by morning the sky was clear and crisp. After a quondong pie at the Purple Haze Quondong Bakery we decided to head north to Lyndhurst to see if the track was open.

At the end of the bitumen the Track Condition sign growled at us in red, teasing us that the road to Maree was closed but the Oodnadatta Track was open. The woman in the adjacent shop said that it would be closed for at least two days. We walked up the track to talk with the road gang who said that they were about to open it now. The moral here is make sure you talk to the right people before making vital decisions.

We forged ahead, finding the track in good condition enabling us to cruise at 60 to 70 kph.

Lunch at Maree, afternoon tea at Curdaminka Siding, and then on to Mound Springs for a quick look. Our aim to camp at William Creek was modified to Coward Springs as we were running out of daylight.

The campsite was a bit soggy and smelled of camel pee but we put up with it anyway.

Day 3

A late start at 9:15 and we swing into a strong northerly wind. Passing Lake Eyre South the GPS showed that the road was 2 metres below sea level. Just as well we had a snorkel fitted.

By 10:30 we had arrived at William Creek, grabbed the last cappuccino this side of the black stump (although the wind blew my froth all the way back to Coward Springs) and headed off for Oodnadatta.

On the way we stopped at Peake, a derelict mining and telegraph station. The road in and out was quite variable and a lot of fun.

As I write this the sun is setting, the nearest sand ridge is aflame with an orange glow, the camp fire is settling down to provide us with cooking coals and I have a beer within arm's reach. It's hard work being a club correspondent, but I'll soldier on.

Day 4

On the road by 8:15, crossing Algebina Creek a kilometre up the road. Conditions were mainly dry as we made our way past Mount Sara to Mount Dare.

Isolated, but frequent boggy patches required small detours and we arrived in Mount Dare at lunchtime where we treated ourselves to a pie and beer. Diesel was \$1.60 a litre. Birdsville, on the other hand was \$1.12.

On the way to Dalhousie Springs Anthony's car developed a clanging noise. We never found out what caused it.

The swim in 37 degree spring water was wonderful. The same can't be said for the icy cold showers. The springs are fed from an aquifer and are about the size of an Olympic swimming pool. There were even inflated inner tubes to play with.

Day 5

Up at dawn as usual and ready to start the desert crossing.

An easy trip to Purnie Bore for morning tea. The bore head, enclosed in a mesh cage, roared like a blowtorch. A metal pipe, too hot to touch, directed the flow into large wetlands that covered a few hectares.

Although I suspected six year old Cameron was having a sly beer, it turned out that a can had rubbed through on a cargo barrier bolt. Just as well it was one of Anthony's.

After Purnie Bore there was plenty of mud driving with Paul heading

east but pointing north.

Made camp between two sand hills (where else?) by 3:30. Dinner, drinks and freshly made popcorn.

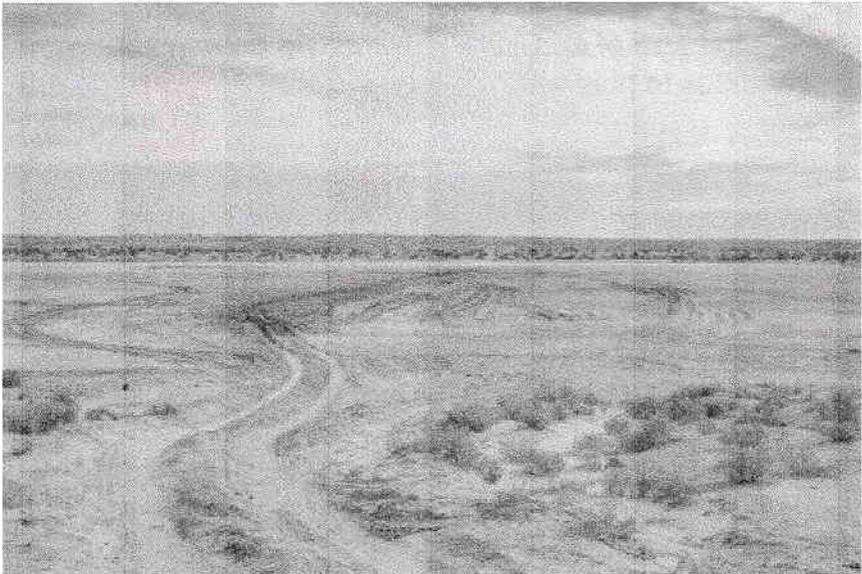
Day 6

To date the nights have been dry and so have the mornings. This morning however the tents were wet, my swag was wet on the inside (no comments please) and Rob's tonneau cover resembled a kids paddling pool. This was caused not by rain rather by condensation.

We continued along the WAA line with the dunes mainly small but bumpy in parts.

For the second time one of Anthony's plastic fuel cans developed a leak although this time, rather than just smelling diesel fuel, we had it cascading down the windscreen, overflowing the gutters and down the side of the car. We transferred the remaining eighteen litres into the steel jerry and washed the car as best we could.

Further down the track we smelt petrol coming from Paul's car. This came from a leak in the seal of his new fuel tank.

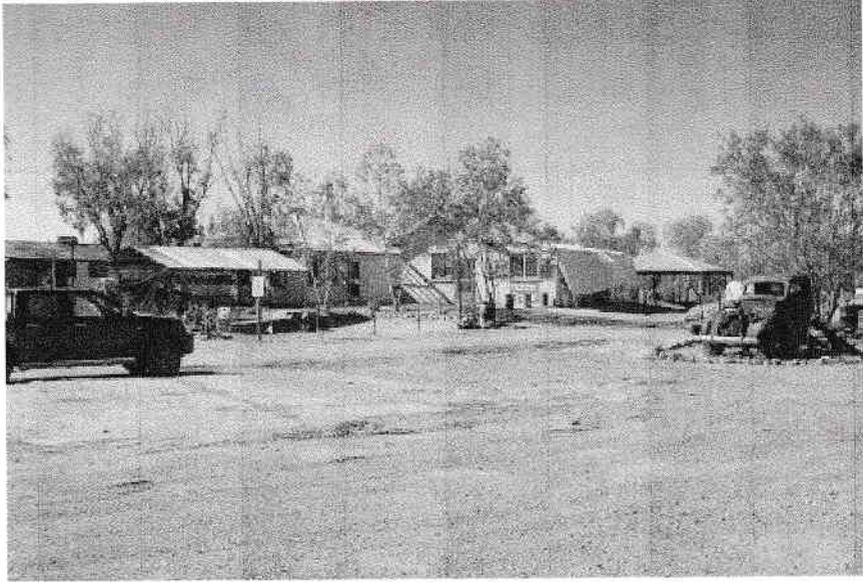


There was significant debate as to where we were as we crossed the WAA/Ernabella Track intersection as it had no sign. I had faith in the map, odometer and GPS, which was well founded.

From here the WAA line becomes trickier (read 'more fun') as we travelled east towards Knoll's Track. A large mud pan was traversed before the last dune was crested. If you don't come to "T" junction then you're not there yet. A quick lunch stop and then north along the Knoll's Track to meet the French Line again.

Anthony's shockers gave up the ghost a while back, and despite being only three months old became gassy. This caused the vehicle's to bottom out on even minor bumps. One we stopped and they cooled down the ride improved but the respite was temporary. Rather than bashing everything to bits, we elected to make camp at about 3:30, 35kms west of Poeppel's Corner.

Anthony removed a shocker to check it but found no damage, so the gassing theory proved correct.



To be continued next month.

July 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
31 III, ST			1		1	2
3	4	5	6	7	8	9
10	11 CM, SH	12 I, SH	13 SH	14 II, SH	15 SH	16 SH
17 SH	18 SH	19 SH	20 SH	21 IV, SH	22 SH	23
24	25	26	27	28	28	30 III, ST

CM Club Meeting

I) DTU Training Committee Meeting & AGM — Cavan 07:30 pm

II) DTU General Meeting — Cavan 07:30pm

III) 002 & 003 / Skills Update DTU—Kuitpo

IV) Association General Meeting—Cavan 07:30 pm

SH School Holidays

ST Strezlecki Trip

August 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 ST	2 ST	3 ST	4 ST	5 ST	6 ST
7 ST	8 CM	9 I	10	11 II	12	13
14	15	16	17	18 III	19	20
21	22	23	24	25	26	27
28	29	30	31			

CM Club Meeting

I) DTU Training Committee Meeting & AGM — Cavan 07:30 pm

II) DTU General Meeting — Cavan 07:30pm

III) Association General Meeting—Cavan 07:30 pm

ST Strezlecki Trip

SOCIAL SCENE

MID YEAR DINNER 30th JULY 2005 – Flagstaff Hotel

This year we are going to have our Mid Year Dinner at The Flagstaff Hotel on 30th July at 7.00pm. There will be an A la carte menu with self serve Soup, Salad & Vegetable Bar. We have booked a table for 30 but should be able to increase the numbers if there are more people interested. If you are interested in attending the Mid Year Dinner and have not paid your \$5.00 deposit please pay it tonight to a Committee member.

CAMP COOK WEEKEND 8th and 9th October 2005

This weekend will be held at Jack's Paddock, Kuitpo Forest and you can arrive any time after 12.00noon. Jack's Paddock is 2.25kms pass Kuitpo Forest Head Quarters/Information Centre on Brookman Road (heading to McLaren Flat). Access is from Christmas Hill Road which is opposite the Kuitpo Hall. It is possible there will be a closed gate into Jack's Paddock which you will have to open & then close after you.

We will be bush camping (Camper Trailers, Vans, Tents or swags), but if it rains there is a large shelter to keep dry under, there is also an envior drop toilet. Dinner will be shared on Saturday evening with each family cooking either your favourite camp meal or why not try something new. If you are looking for a recipe, speak with either Lyn Morgan or Julie Holberton at a Club Meeting or call us, we have a variety of great camp oven recipes which you can use.

Put your name down on the list on the board and include what you would like to cook. This can be either something for happy hour, entrée, main meal or sweets. During the day there will be some fun to be had with the GPS and foot power; the 4x4's can have a rest. There will be a GPS course laid out which will only be approx 3kms

round trip. Don't forget to pack some comfortable, covered walking shoes and long trousers to avoid leg scratches from pine tree debris on the ground. There will be a cost of \$20.00 per family or \$10.00 per person for the weekend. This will be a fun weekend and you can learn some useful information on the use of your GPS and your Camp Oven.

We need fire wood for this weekend so all donations will be gratefully accepted. The more wood we can source from club members the less we will have to purchase. If you are able to donate some fire wood please advise Jeff Morgan or a member of the Social Committee.

CAMP COOKING SAFETY

No children to be playing with the fire

Only adults are to re-stock the fire

Heavy leather gloves must be worn if attending the camp oven

Full covered shoes must be worn if attending the camp oven

Full length trousers are recommended when near the fire

Any accidents or dangerous occurrence shall be reported immediately to the person in charge and subsequently in writing to the president of the Mt Lofty Rangers.

A First Aid Kit will be supplied, only to be used by authorised persons.

As always please come and speak with Jo, Julie or Lyn tonight if you have any suggestion or question regarding our events for the year. Have a great night!

Social Committee



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Member Profile

G'day. My name is Darren Callary. I am married with 2 children. I live in the southern suburbs and as you may know by now I am a Tyre and Wheel Retailer, myself and my wife own a Tyre store at Lonsdale-Total Traction Tyres. We specialize in 4x4, Car & Light Truck Tyres and Wheels.



As a family we enjoy 4 wheel driving, outings and spending time with friends and family although we have not been able to do much of this lately because of house renovations and change of job. We hope to be involved in more activities in the near future. I as an individual also enjoy driver training and find the information and training invaluable. I was introduced to the Mt Lofty Rangers 4WD Club by Shaun Lawson. I have found the club to have a great bunch of people and the trainers and assessors to be professional and I think we are lucky to have these guys as members of the club.

The few trips I have been on in and out of the club include Arkaroola, Chambers Gorge (Very nice place) would like to see this place again when the river is running, Whyalla- Awesome trip on long-weekend in October, annually. Robe, Beachport & Millicent, Ngarkat, Geranium (Dorado Downs) All of these places were very enjoyable some included driver training.

I drive a 93 Turbo Diesel 80 Series Landcruiser it has a 75mm ARB Old Man Emu spring & shocker lift kit, 3 inch exhaust (more power), 305/70R16 Dick Cepek Radial FC II Mickey Thompson tyres on Std 16x8" rims. Rear ARB air Diff Lock, ARB Bull Bar, Light Force XGT Spot Lights and underneath water-proof Rock Lights. What are Rock Lights? Ask me I will show you.

Upcoming Trips

July 30-Sep 8 : Strezlecki Stroll

Parachilna Gorge, Strezlecki Track, Coongie Lakes, Cameron Corner & Broken Hill. Desert Parks pass required. Long days driving not planned, more a gentle though long trip. Contact Richard Jary 8376 1709. 3 nights at Coongie Lakes relaxing in the middle. Hot showers available depending on water availability.

July 30-31: Kuitpo Skills Updates 002 & 003

October 1-3: Whyalla 4WD Get together: Long weekend

Yes, the annual event is back on at Whyalla showgrounds. More details later.

October 8-9: Jack's Paddock

Confirmed, approx \$20 adults/\$10 kids.

Future planned trips, no dates yet

- Robertstown
- Barmerra
- Rocklea—A possible new club's training/play area

More will be said about these at the meeting, also remember Clean Up Australia Day for next year, contact Tim Byrne for more details on this one.



MLR Club Training

Contact: Jeff Morgan
Home: 8381 5404
Mobile: 0410 665 019

Basic Training
Peake or Geranium
June 25th–26th
(to be confirmed)

Skills Update 002 & 003
30th & 31st July 2005
Kuipto

Under Development:

- 1. GPS—Overview of use of GPS's - Date TBA**
- 2. Oziexplorer—Overview of use of Oziexplorer — Date TBA**
- 3. Sand Driving Training for the next Peake trip if required**

CLUB TRAINING

Training Books: \$55

Costs associated with Basic theory, and or any training event, will be based on the number attending, venue costs and travel costs of Trainer's and Assessor's. The number of trainer's / Assessors will be determined by the club's training officer.

Club Trainer's

**Advisor's : Shaun Lawson, Paul Tabone, Merv Tucker,
Advisor / Trainer's: Ian Manglesdorf, Paul West
Advisor / Trainer / Assessor's: Max Almond, Ken Bradey, Tim
Byrne, Mark Curtis, Layne Holberton, Jeff Morgan, Christian
Whamond**



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

Please see a committee member for the above purchases.

Windcheaters (fleece lined)	\$40.00
<i>(includes name and logo embroidered on & GST)</i>	
Rugby Tops	\$52.00
<i>(includes name and logo embroidered on & GST)</i>	
Polo Shirts (short sleeve)	\$26.00
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Caps <i>(including logo embroidered on)</i>	\$13.00
NEW ITEM	
Bucket Hats <i>(including logo embroidered on & GST)</i>	\$13.00

If you require clothing please speak to a committee member.

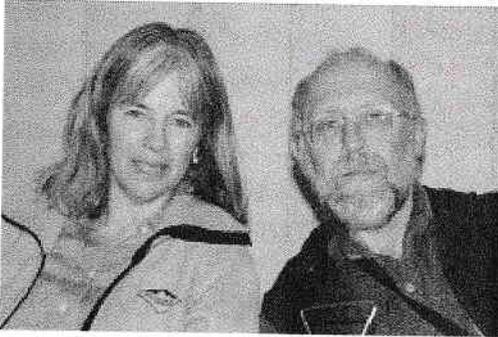
ITEMS FOR LOAN

Books (hopefully in the future)	Recovery Kit
Club Banner	Tirfor Winch
Club Flag	Puncture Repair Kit *
GPS Promotional Videos	First Aid Kit *
Maps	4 x Lightweight Shelters with sides.
* <i>Please replace used items</i>	

Please see Merv Tucker for any items you wish to loan Ph 8278 1414.

Your Committee

Following on from last month, we have another three people to profile. I hope you enjoyed last month's introduction to those giving their time to help make the club run.



Miranda & Jay Morfey have kindly volunteered to take over the Treasurer's position. They have been driving a Patrol for a while and recently got a camper trailer. Another pair into the geocaching craze.

Steve Harding, our membership officer



Dave Goodenough has been a member since before I enjoyed, and I am sure most of you know his happy face already!

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- Contact Tim Byrne 0412 527 176

Space for your items here, just get the details to Richard.

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