



Rangers' Review

Volume 12 No.6

Mount Lofty Rangers Inc.

PO Box 1150, Blackwood SA 5051
www.mountloftyrangers.com.au

August 2006



Googs Track S.A. *Even out here you can find a Map*

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“President's Report”



President's report

Get on the net to see the new website <http://mountloftyrangers.com.au/>

Reno has done a brilliant job and we want your feedback and comments

The Mid year dinner was sensational night at a great venue and I think we all made glut-tions of our selves at the self-service servery. Well done to the social girls for organising.

The trip to the border track was held and I can't wait to see the pictures up on the board. I hear Matt washed the inside of his floating Patrol!!!!

Kuipto forest at Jamie Grundies was a fun Saturday for those who attended, it is pleasing to see all got involved and there was many recoveries and snatches. For those of you seeking training in mud I highly recommend you get down to this property.

The Whyalla committee are seeking trip leaders for the October long weekend and will be holding a trip familiarisation weekend on the 26th August, so if you interested in leading a trip on the October long weekend please see myself or Paul Tabone

For all the Ladies, we have a Jewellery night at the September meeting so Ladies please come along and enjoy this great evening.

Tonight we are seeking your assistance in idea and locations for day and weekend trip into the coming year

Trivia

Did you know the largest lakes in Australia include Lake Eyre (9500km²), Lake Torrens (5900km²) and Lake Gairdner (4300km²), which are all in South Australia

Be safe on the road and happy trails

Looking forward to seeing you all at the next meeting

Pres

Anthony

MT LOFTY RANGERS CB & UHF CLUB CHANNEL NO 27

Tonights Guest Speaker

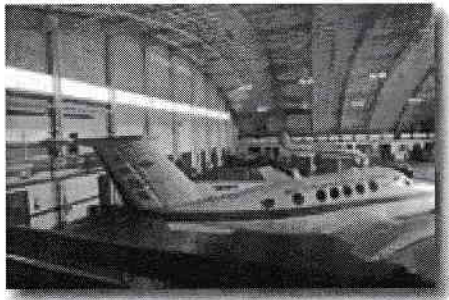
The Royal Flying Doctor Service

The Flying Doctors have been around since 1928, protecting the lives of hundreds of thousands of people living, working and travelling in the Outback. The Royal Flying Doctor Service is a not-for-profit, charitable organisation. Although it receives operational funding from governments, it relies heavily on the generosity of the community to buy vital medical equipment and replacement aircraft. To continue saving lives, the Flying Doctors need your support. Within Australia, donations over \$2 are tax deductible.

The Flying Doctors are always there, 24 hours a day, providing a comprehensive health service to people in more than 80 percent of Australia. We are more than an emergency medical service.

We provide comprehensive health care to people who live, work and travel in outback and rural Australia.

As a club we ask that all Members contribute a donation tonight to help this wonderful service which maybe one day we may need on one of our trips. (Hope not).



Royal Flying Doctor Service of Australia

CENTRAL OPERATIONS

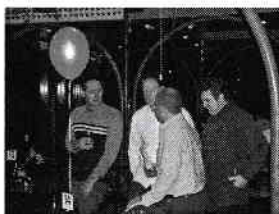
Septembers Guest speaker - Independent Batteries

SUBSCRIPTION FEES ARE DUE BY THE END OF TONIGHTS MEETING

Any fees paid after tonights meeting will be at new members rates

MID YEAR DINNER

A great night was had by all who attended the Club Mid Year Dinner. Peter Jones once again provided us with some interesting questions to answer for the evening. Most of the answers were quite easy but you did have to think outside the square,



Trading Mart

FOR SALE:

Brand New T-MAX 9500lb Winch \$1000.00 RRP \$1850.00 (1 only)

New Kaymar Spare Wheel Carrier L/Hand suit 100 series \$780.00 (Coil Susp)

Contact Ian at Southern Vales 4WD on 8381 8300 or 0414 322737

Nissan GQ Patrol RX Diesel parts. Due to roll over, this vehicle is now been wrecked. Many parts available, all prices negotiable, including Mag wheels and 285/75 BFG Mud tyres, only done 7000 Kms.

Contact Christian via email at wham0nd@bigpond.net.au.

Or call on 08 83221766.

Image of mag wheels and tyres attached ;



**Note:Adverts in this section will be run for 2 editions and then
removed unless resubmitted**

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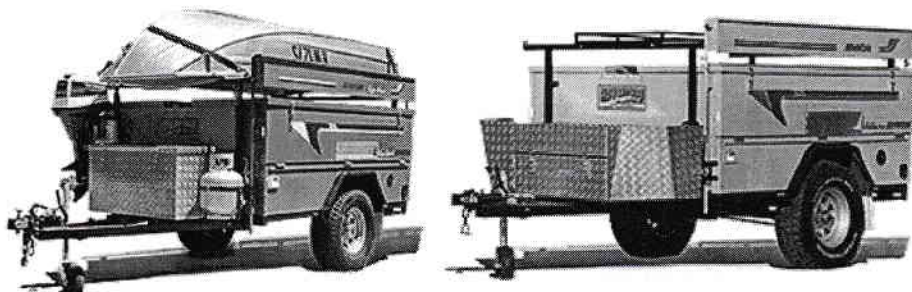
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Simpson Desert 2006

Two vehicles left Adelaide on July 8th bound for more northern latitudes. The Luffs (Rick, Judy, Jess and David) and the Boyds (Tony and Karen) departed at 7:30 am so as to get to camp at a civilized hour. After more than 500 kms of blacktop and a token amount of dirt, we arrived at Farina campground, 78 kms south of Maree.

From there it was the usual few day hop skip and jump up the Oodnadatta Track, stopping for a natural spa at Coward Springs, William Creek and Oodnadatta for fuel, and Mt Dare for a pie. Dalhalsie Springs was a must for a 37 degree bath and on to Purnie Bore for the fourth night's camp.

Next we headed for Mokari airstrip and then due east to camp just before the WAA/Erabena Track Junction. We stayed here for two days during which time we drove to the "Lone Gum Tree", a misnomer as it is really a Coolabah tree. Naturally I spotted this quite quickly. The information plaque in front of the tree helped a bit too. It must get windy here as the resident Koala was cable-tied to a branch.

It rained that night and due to previous careful site selection we were treated to a river running under the tents. A few puddles hung around for the morning to make packing up just that little bit more fun.

East again the next day then north to meet up with the French Line (aka Anzac Highway). On to Poeppel's Corner, where you can sit on the corner post and have one bum cheek in South Australia, the other in the Northern Territory and anything left over in Queensland. We camped just south of the QAA line and enjoyed a nice BBQ around the ubiquitous roaring fire.

We had initially planned to camp one more time in the desert but were making such good time we decided to press on.

Finally, after 1106 sand hills, Big Red came into view. The preceding clay pan looked as wet as last year, but the base was firm despite appearances. Not having had the opportunity to drive up Big Red before I thought I'd go for broke and try it with the trailer attached. Result? Nailed it in one! So did Tony. Karen wasn't to miss out so they went back down and she cracked it first try as well.

The wind on top was howling from the west so much that you couldn't face that direction and keep your eyes open. A bit like Antarctica without the ice. So with photos taken we headed to Birdsville along the graded but still sloshy road for our first shower in four days.

All roads out of Birdsville were closed and had been for the past four days. The caravan park looked like a 4WD and Camping Show, with every conceivable accommodation represented: hundred dollar swags to hundred thousand dollar off road vans, and everything in between.

As dawn broke the next day there was a mass exodus out of town as the road south was finally open. The town's population dropped by 80 percent and I was beginning to wonder whether I had missed something (approaching tidal wave, earthquake or free beer at Munger-annie). Regions to the east were likely to be closed for a week or so as they recently enjoyed 50mm of rain. In these parts 10mm is enough to close the roads for two days. Our plan to travel to Broken Hill via Walkers Crossing, Innaminka and Cameron Corner naturally went out the window.

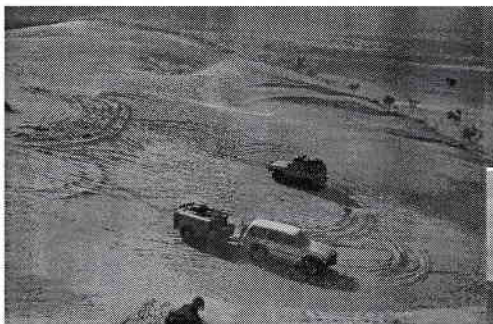
The day was spent exploring the town, including a guided tour of the living museum and a second pub dinner. As rain was still threatening we left early the next day, making Maree in the late afternoon.

We still had time up our sleeve so we camped for two nights in Mambray Creek. A nice way to round out the trip.

This was new members Tony and Karen's first 4WD trip and they did extremely well. They didn't even get bogged once (wish I could make that claim). Special mention to David "Pyro" Luff who made all the camp fires.

So, who is going to lead next year's crossing?

Rick Luff



SOCIAL SCENE

CAMP COOK WEEKEND AT JACK'S PADDOCK

– Saturday 2nd & Sunday 3rd September

The camp cook week-end is fast approaching, Jack's Paddock is at Kuitpo Forest, you can arrive any time after 12.00 noon. Jack's Paddock is 2.25kms past 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.

You can camp the night or just drive home after you have a great evening of camp cooking and tastings. As in previous visits to Jack's Paddock we will be bush camping (Camper Trailers, Vans, Tents or Swags). Dinner will be shared on Saturday evening with each family cooking either your favourite camp meal or why not try something new. During the afternoon there will be some fun to be had with the GPS and foot power; the 4x4's can have a rest. A GPS course will be laid out which will only be about a 3km round trip. Don't forget to pack some comfortable, covered walking shoes and long trousers to avoid leg scratches from the pine tree debris on the ground. So put your name on the list which is on the board & come along for a fun time.

The following information is needed from those attending the weekend:

1. A description of the meal that you intend to cook for the evening, the recipe and the time it will take to cook.
2. Try to provide if possible two options this will allow a broader range of meals (in case we have multiples of the same meal).

This will allow the organisers to arrange the order in which the meals are cooked. i.e. Snacks, soups & breads, light meals then roasts etc followed by deserts. This may sound simple but greatly assists in having meals ready on a continuous flow during the evening. We do not want all the meals ready at one time!

Sample Only:

Reed	Bread	5:00pm
Oborn	Pumpkin Soup	5:00pm
Morgan/ Holberton	Pizza	5:00pm
Lawson	Nachos	5:15pm
Curtis	Pork Rolls	5:30pm
Moss	Chicken Stir Fry	5:45pm
Tucker	Roast	5:00pm
Byrne	Chocolate Pudding	7:00pm

SOCIAL SCENE

On the day there will be a menu list available which will identify what time you will need to start cooking your meal & what time it should be ready for eating.

We need fire wood (hard wood is best suited for camp cooking when you need lots of hot coals) for this weekend so all donation 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 or Lyn Morgan.

The format of the evening is for everyone to have a great time & sample a variety of food which will give you ideas for future camping trips. If you have not done any Camp Cooking or have only minimal experience this is a great opportunity to learn as there will be people who can help & give you advice.

Learning from others is always invaluable.

If all the recipes are supplied we have the opportunity to add them to our internet site for everybody to use and if the demand is there maybe create a recipe book. It is also important for anyone who has a food allergy, they will be able to look at the various recipes & identify which dishes they will not be able to eat.

There will be a cost of \$15.00 per family or \$5.00 per person for the weekend. This cost will have to increase if we need to purchase any firewood.

CAMP FIRE SAFETY

To ensure a safe evening for everybody please supervise your children & ensure they follow the safety tips below:

- There are to be no children playing with or near the fire
- Only adults are to re-stock the fire with wood & do the cooking
- Fully covered shoes must be worn if attending the camp fire or oven
- Full length trousers are recommended when near the fire

JEWELLERY PRESENTATION – 11TH September – at the Club Meeting

Hi to all the ladies who get a bit board when “the battery guy” or “the tyre guy” speaks at the Club Monthly Meeting! At the September meeting we have organised for a Jewellery Presentation. Don’t feel you have to buy something just come along & have an

enjoyable evening with others from our club. This will be a fund raiser for MLR but you could win a Door Prize. Delivery will be at the next meeting which is on 9th October and it is cash only, on the night or when you collect your order. If you buy one piece you receive 15% off a second piece.

Come along & support your club & have a fun time.

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

Social Committee

Southern Vales 4WD



Ian Richardson

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| • Prado 120 Series | Sump Guard |
| • 78/79 Series Troopy & Ute | Sump Guard |
| • Nissan Navara D22 & D40 | Sump & Trans Guards |
| • Nissan Pathfinder R51 | Sump & Trans Guards |
| • NM/NP Pajero | Sump & Trans Guards |
| • Jeep KJ Cherokee | Trans Guard |

See Ian at Southern Vales 4WD 83818300

(See Advert Previous Page)



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So, a system that provides up to 20% more power and torque, provides up to a 20% reduction in fuel costs, increases range by up to 20%, reduces engine wear, reduces black plume other emissions?

What? Surely this is impossible?.

Until now, yes. However, an LPG injection system for diesel engines, developed in Adelaide by Diesel/Gas Australia, does all of this, no question.

****If anyone is interested in this, or getting someone to come and talk to us about this system please let Ian Richardson know so we can make arrangements****



"How tyres work for me"

Jol Fleming's interpretation of what to do.

Tyre Pressures and 4WD Vehicles

I have been living and traveling the Outback of Australia since I learned to drive in an XL Falcon Ute, 144ci 3 Speed on the column, at the age of 8; that was in 1963. Great motor car. Then we got a 179 EH Ute, you know with the 179 flag in the middle of the tail gate – that could that do circle work really well. I'm still here 'caus I didn't get caught, by my father, the cops were 300km away.

When I got my licence, it was a strange thing to drive in the fancy 'black stuff', no rear end movement, excess noise from the road or pot holes to watch for, but the bloody traffic..... other people, that's why I'm still in the bush, well almost.

"How much tyre pressure should I have?" The age old question. So long as there is air in there may be sufficient, but add a little bit of weight, speed the quest for fuel consumption, and tyre life, not to mention safetyhow long is a piece of string??

Well the vehicle and tyre manufacturer have done a whole heap of testing to make shure the tyre is going to stand the rigors of the driver. That maybe ok for the blacktop, but in the bush that's a different story. When I talk about bush I mean anything but sealed roads.

It can be a dirt road with corrugations, bush tracks that have never been graded, climbing sand dunes in our deserts and beaches, some where, where the road is relatively slow, from 80km max down to low range first and second gear.

No matter what this situation you may need to vary tyre pressure to get through.

So how much???

Ok let's look at what the vehicle manufacturer suggests for a specific vehicle?

A Prado with 265/65 R 17 tyres on it.

29psi all round, great. Now let's measure the tyre tread length on the ground at the front first. (Pics Below)

Weight does not much changes from empty to fully loaded on the front axle, so using this as a reference point, with the tyre placard as a guide, is a good place to start. Measure the length before you start packing, then if you are not overloaded, you should be to get the same length at the back as the front.

So here we go.

- 180 - 200mm Tread length is good for most roads, inc the sealed
- 220 - 250mm **Corrugated Dirt Road**
- 300mm **Sand Dunes, including the trailer.**
- 400mm about 7 or 8 psi, When yr really in 'it'

These measurements can change from car to car and tyre to tyre, you might need to do your home-work first.

So using a fully loaded 100 series including trailer, on a Hay River Simpson Desert Trip, this is what we ended up with.

14psi (300mm) front,

22psi “ Rear

9psi “ Trailer, the rest is history, not a problem after that.

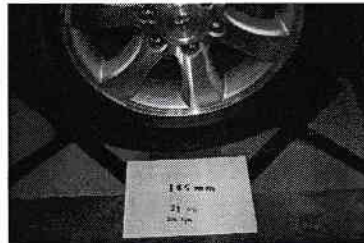
Don't forget:-

1. Tyres can get hot during the day so if the temp is going up both in the sand and tyres you may need to let them down a little more at lunch time, then you need to re inflate in the am next day back to the 300mm. Slow down if they get too hot.
 2. Hot sand is more difficult, it may be necessary to halt if the temp gets too warm.
 3. To re inflate after your on hard again is a must, so one hand pump each or a good compressor, not the plastic rubbish either. (I always take a back up pump)
 4. Be careful when turning, not to turn too fast, you could roll the tyre off the rim.
- Tubeless a better for this than tubed tyres.

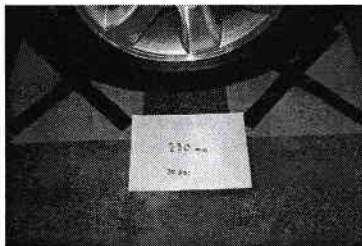
These pics are of the front of a Prado 4L Auto on 265/70R17 Tyres



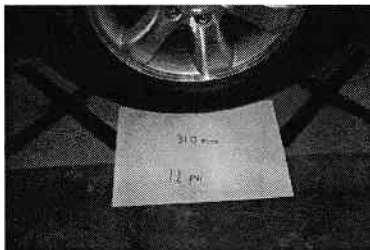
175mm on the ground at 35psi



185mm on the ground at 29psi (recommended)



230mm on the ground 20psi



12psi = 310mm of tread on the ground



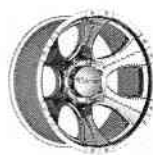
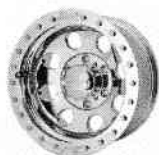
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GPS COURSE 2nd-3rd September

GPS Track Jacks Paddock (Walking) to a planned track plot through the forest
Will Need GPS

Long Trousers (The tree debris can be nasty on the legs)

Walking Boots (Approx 3.0km) Approx 1 Hour

Will be done in 4 Consecutive Groups

DTU Training Dates

Certificate 4 Coarse 10-11 Sept, 24-25 Sept, 8-9 Oct, 22-23 Oct.

Advisor Coarse 12-13 November

Trip Leaders

For those Trip Leaders planning trips this web site is good value

<http://www.toilemap.gov.au>

For those with Garmin GPS's check for your latest updates

<http://www.garmin.com/support/blosp.jsp>

Club Trainers

Advisor's: Shaun Lawson.

Trainer's: Ian Manglesdorf, Paul West, Tim Byrne, Paul Tabone

Assessor's: Ken Bradey, Mark Curtis, Layne Holberton, Jeff Morgan, Christian
Whamond, Ricky Esser, George Haniotis.

FUTURE EVENTS

TGS Update (Existing Trainers) 19th-20th August

4WD Drive Show 13th-15th October

Training Small Groups 21st-22nd October

Skills Upgrade (Sand) 4th-5th November

Upcoming Trips

Summary of trips:

1. 4wd Show - October 13 -14 -15. Help on the stand is required.
2. Cheese and wine at Wall Flat. October 21 -22.
3. Vic High Country - 26 Dec - 2 Jan.
4. Beachport 2007 - 26 -28 Jan.
5. Western side of Southern Yorke Peninsular. Feb 2007. Trip leader required.
6. Pyranesse (spelling) early April Easter 2007.
7. Googs Track - 21 -29 April 2007
8. Murray Sunset N.P. May 2007. Trip leader required.

Robyn at Whyalla, is needing trip leaders for the long weekend.
Prior to the long weekend on 26 / 27 August she would like to have trip leaders familiarise themselves with trips on offer to lead.

Some of which are:

Pt Gimmons, Middle Back Range, Plant point, Some half day trips etc.

She is working on accommodation for those interested for the month before weekend and will let me know before our next board meeting

Any interested parties are to go through Paul or myself,

Anthony (Antman)

<u>Trip</u>	<u>4x4 Adventure Park Loveday Barmera</u>
Date/s – Duration	26 & 27th August
Trip Leader	Glen Bull Ph 8391 4391
Convoy limit	Unlimited
Distance – Kms	Approx 220kms – 3 hours.
Departure / meeting point & time	See Glen.
Radio	UHF 27 – Club channel
RSVP – deposit	Required by end of meeting
Special requirements	Basic recovery kit and sand flag.
General comments	Bush camping or you can book to stay in Barmera.

TRIP DETAILS

<u>Trip</u>	<u>Extended Whyalla Trip</u>
Date/s – Duration	See Paul Tabone for detailed itinerary.
Trip Leader	Clinton Birkin – 0414 848 015
Convoy limit	Unlimited
Distance – Kms	Approx 1300 kms
Departure / meeting point & time	See info sheet.
Radio	UHF 27 – Club channel
RSVP – deposit	Required by
Special requirements	See Clinton
General comments	Have good tyres. Bush tyres are expensive.

<u>Trip</u>	<u>Whyalla Annual Event</u>
Date/s – Duration	See Paul Tabone for detailed itinerary. Oct L/Wend
Trip Leader	Darren Callary – 0404 099 397
Convoy limit	Unlimited
Distance – Kms	
Departure / meeting point & time	Whyalla Showgrounds
Radio	UHF 27 – Club channel
RSVP – deposit	See Paul Tabone for Registration form
Special requirements	Basic recovery kit.
General comments	Take your camp oven.

<u>Trip</u>	<u>Wall Flat</u>
Date/s – Duration	October 21-22nd
Trip Leader	Anthony Tavelli
Convoy limit	Unlimited
Distance – Kms	Adelaide CBD to Wall Flat 100kms.
Departure / meeting point & time	To be confirmed
Radio	UHF 27 – Club channel
RSVP – deposit	To be confirmed
Special requirements	Bush camping –Camper trailers & caravans okay
General comments	This will be a cheese and wine related social event.



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Name Badges	
Initial 2 on joining	FREE
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)	\$45.00	
<i>(includes name and logo embroidered on & GST)</i>		
Arctic Fleece Tops	\$45.00	
<i>(includes name and logo embroidered on & GST)</i>		
Polo Shirts (short sleeve with Pocket)	\$37.00	(no Pocket \$35.00)
<i>(includes name and logo embroidered on & GST)</i>		
Caps (including logo embroidered on)	\$13.00	
NEW ITEM		
Bucket Hats (including logo embroidered on & GST)	\$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.

* Please replace used items

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

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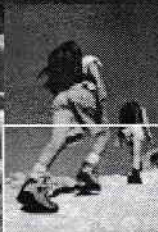
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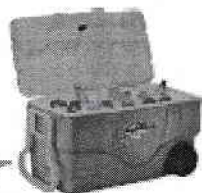
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Coleman coolers in just about every size & shape imaginable!

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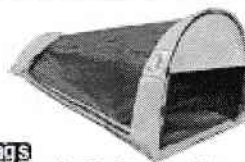
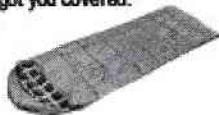


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Touring tents, Dome tents, Family Cabin Tents, Hike Tents & even Camper Trailer Tents, if you need a tent check out our huge range.

Sleeping Bags

Kids Bags, Jumbo Bags, Travel Bags, Hike Bags, & School Camp Bags we've got you covered.



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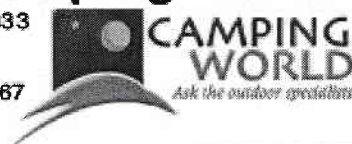
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South Australia
Outback Region

DESERT PARKS BULLETIN

NO. 298

14th July 2006

Recent heavy rains across the Outback have seen restrictions in place over a majority of outback tracks, restricting access to most Desert Parks. The rains are abating, however check road and weather bulletins and local conditions before traveling into the Outback Region. Speed limits of 40km per hour apply within all Parks. For up to date public road information outside of National Parks, please call the Transport SA Road Condition Hotline on 1300 361 033 or visit the Transport SA web site on http://www.transport.sa.gov.au/quicklinks/northern_roads/northern.asp.

Be aware that entry to all Desert Parks mentioned (except Level Post Bay) requires a day/overnight permit or a Desert Parks Pass that must be displayed on the vehicle windscreen.

LAKE EYRE NATIONAL PARK

General Conditions

For further information regarding the National Parks and Wildlife South Australia visit our web site www.parks.sa.gov.au. For information regarding air tours phone the Wadlata Outback Centre on 1800 633 060. Check local conditions before traveling into the Outback area.

If you decide to travel in the following areas you should ensure your vehicles are properly prepared and equipped for outback travel and any emergencies. Take extra water, food and fuel supplies. Ensure good communications equipment. Notify a responsible person of your plans prior to traveling.

Halligan Bay Track – Open to 4WD. Caution at creek crossings and corrugated sections. Take care due to recent rain and when coming across gutters and soft sections. This track is a declared Public Access Route. Driving on the Lake surface is an offence and dangerous. Recommended speed of 40km/h once reaching gibber country and dropping down to Lake Eyre.

Level Post Bay Track – Closed due to rain. Unless more rain occurs, this road will be closed for at least 2-3 days from the above listed date. This track is a declared Public Access Route. Driving on the Lake surface is an offence and dangerous.

William Creek Roadhouse – Agents for the Desert Parks Pass & Lake Eyre Permits. Accommodation & caravan park facilities available. Ph: (61 8) 8670 7746

Marree's Outback Roadhouse – Agents for the Desert Parks Pass & Lake Eyre Permits. Post Office & Commonwealth Bank Agency, diesel & unleaded fuel, gas bottle refills, licensed restaurant and take away service available. Ph (61 8) 8675 8360

INNAMINCKA REGIONAL RESERVE

General Vehicle Access.

Note: Be aware that entry to Innamincka Regional Reserve requires a day/overnight permit or a Desert Parks Pass that must be displayed on the vehicle windscreen. Desert Parks passes / permits are available from the Innamincka Trading Post and the District Office which is staffed most mornings from 8.30am – 12 noon.

Coongie Track – Open to 4WD

Walkers Crossing Track – Open to 4WD

For further information on the Walkers Crossing Track call (08) 8648 5174

15 Mile Track and Access to Cooper Creek – Open to 4WD

Cullyamurra Track – Open to 4WD

Bore Track – Closed. Check with Bollards Lagoon Station prior to crossing private land.

The Innamincka Trading Post (Ph: (61 8) 8675 9900). Agent for the Desert Parks Pass and camping permits.

Innamincka Hotel (Ph: (61 8) 8675 9901)

Provide a comprehensive range of supplies and services for visitors in the Innamincka area.

WITJIRA NATIONAL PARK and the SIMPSON DESERT RESERVES

General vehicle access

Check local conditions before travelling into this area. See the National Parks and Wildlife South Australia web site on www.parks.sa.gov.au for more information.

Witjira National Park – Open to 4WD

Roads are sticky due to recent rains and should be driven with due care. Spring Creek Delta is closed until further notice, so use the by-pass road.

Check local conditions before travelling. Please call the **Desert Parks** hotline on **1800 816 078** for further information. A public phone (card only) is available at Dalhousie Springs. (*Note: Phone cards **not** available at Dalhousie*) Camping should be restricted to Dalhousie Springs, 3 O'clock Creek and Purni Bore while within Witjira National Park.

The Pink Roadhouse Oodnadatta – Desert Parks Pass Agents, phone cards, diesel and unleaded fuel, food and travel supplies, food, refreshments, tyre and minor repairs and welding –

Ph: 1800 802 074 Email: pinkroadhouse@bigpond.com

Simpson Desert – Open to 4WD only

Due to recent rains, care should be taken in the clay swales between sand dunes. Check local conditions before travelling in the area.

Visitors are advised to drive in a convoy, carry a HF radio or sat phone and limit the total load of their vehicles. However, do take extra reserves of fuel and water. Satellite phones are available to hire for Simpson Desert trips from Mt Dare Hotel and the Wirrari Tourism Centre in Birdsville. See contact details below.

Warburton Crossing – Closed due to recent rains. Unless more rain occurs, this road will be closed for a week from the above listed date.

The Rocks Road – Permanently closed. Emergency access only on approval from Oodnadatta Police.

Mt Dare Hotel – Desert Parks Pass Agents - Diesel and unleaded fuel on hand, accommodation, meals, hot showers, fuel, min repairs, camping and travel supplies available for travelers. Satellite phones are available to hire from Mt Dare Hotel for trips across the Simpson Desert. Contact Mt Dare on (61 8) 8670 7835

ADDITIONAL INFORMATION

Hire of Communications Equipment

Satellite phones can be hired from Oodnadatta, Marree, Birdsville & Mt Dare. For further information call:

Oodnadatta Police (61 8) 8675 8346	(61 8) 8670 7805	Marree Police
Wirrari Centre - Birdsville (61 8) 8670 7835	(61 7) 4656 3300	Mt Dare Hotel (61 8)

CONDITION UPDATES

As conditions change a further update bulletin will be issued. For further information on SA Desert Parks and Far Northern South Australian road and track access, please call the **Desert Parks** toll free hotline on **1800 816 078** or the **Transport SA Outback Roads** hotline on **1300 361 033**.

Alternatively contact local Police where applicable for condition updates. For travel communications, contact the **Australian National 4WD Radio Network Inc** on **(61 8) 8287 6222**.

Tony Magor

Senior Ranger

DESERT PARKS

desertparks@saugov.sa.gov.au

*While every attempt has been made to provide up to date information in this bulletin, all travellers are responsible for ensuring that they obtain accurate and detailed information and are properly equipped and prepared for all emergencies prior to traveling into remote outback areas.*Privacy,

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SA Border Track Trip 29 / 30th July 06 by Neil Cook

7am Saturday morning at the Crafers interchange was the start of my first trip as trip leader. We would be heading down to Pinnaroo and then south along the border track. Brian and Richard were already there when Hailey and I arrived. William rocked up shortly afterwards and we headed off. After a toilet stop at Taillem Bend, we refueled at Pinnaroo. Now being trip leader I should have doubled back from Pinnaroo a few km and headed south to meet up with the rest of the guys, who had camped overnight in the park. Unfortunately as we were running a bit late, I decided it would be easier to head down the fence line and pick them up on the UHF. I could then tell them to meet us at the fence. You know what they say about the best laid plans!!! Well it was not a good plan as we couldn't pick them up on the UHF!

Eventually we were able to contact them and let them know to meet us at the start of the one way section. How embarrassing!

But being the great set of guys they are, no one seemed too perturbed at the delay.

On their way over to us, they came across a rather large mud hole, Matt decided that the lifted GU could take it on. What was I saying about 'Best laid plans'!

Apparently the Nissan made it most of the way, but got hung up on the front diff. Pete and the Prado pulled him out (one up for the Toyota 'V' Nissan debate!) and they arrived at the meeting place with muddy water running out of every orifice and every door of the Nissan!

Back onto the track and the going was fairly easy, as the dunes were well compacted and could be climbed easily.

Lunch was had at the 'Hensley Trig Point' and 'Shorty' was able to bag a couple of 'Geocashes' along the way. At 4pm ish camp was made at 'Red Bluff'. The usual array of sleeping arrangements were set up and a roaring fire got up and going thanks to Matt and Pete.

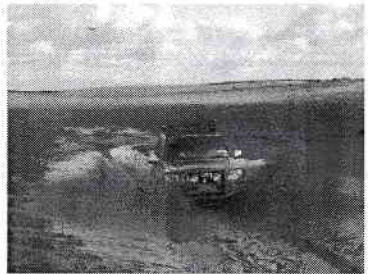
After a cold night, it was a lazy 10am start to the most anticipated section of the track. The southern end of the border track has some very cut up and chewed out clay pans, just right for testing out your trucks suspension and the driver's nerve!

So after some more sandy tracks, it was onto the clay pans. All the trucks got through most of the tracks, with everyone having a ball in the muddy conditions. Once through the clay pans, it was back onto the sandy track with the odd mud hole thrown in for good measure.

So at about 1pm we exited the track and aired our tyres back up. Pete had a slow leak from one of his front tyres and was well into changing it as Hailey and I set off for home after some lunch.

Everybody agreed that a good weekend was had by all, even though I stuffed up the start! So it goes to show that being a trip leader can not always be plain sailing, but it was very rewarding with all the positive comments from everyone.

Roll on the next one!





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MOUNT LOFTY RANGERS EVENT SUGGESTION SHEET

We need Members input regarding short weekend and day trips, be they of a Social nature or 4WD Orientated.

All ideas will be investigated as to availability & suitability.

Weekend Trips.....

Short Day Trips.....

Social Events.....

Please help us to make the Meetings & Trips enjoyable for everyone

Thank You
Committee



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