



Rangers' Review

Mount Lofty Rangers Inc.

PO Box 1150, Blackwood SA 5051

www.mountloftyrangers.com.au

Volume 13 No.1

May 2007



At Goog's Lake

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Mount Lofty Rangers Inc.

About Us

The club's aim is to enjoy all aspects of owning and using our 4WD's while enjoying the diverse surroundings offered by this great country. We are a club of 4WD enthusiasts who enjoy challenging driving, regular trips, camping, camp cooks and a great social scene on and off track.

Membership

Membership is open to anyone who owns a 4WD regardless of its make or model and has a passion for driving. Mount Lofty Rangers Inc is an affiliated member of the SA Association of 4WD Clubs.

Club Outings

The Mount Lofty Rangers provides regular day, weekend and extended four wheel drive trips, lead by experienced trip leaders. Trips are rated on the level of difficulty and are available to all members and guests.

The club has a dedicated social committee who also organises regular events that compliment the club trips.

Experience and Training

Our current members possess a wide range of skills ranging from beginner to advanced. The club has a number of accredited instructors and assessors, and is involved in regular training via the SAAFWDC Driver Training Unit.

Meetings

Club meetings are the second Monday of each month* and are held at the

Blackwood Football Club

Trevor Terrace

Blackwood

Time 7:15 pm

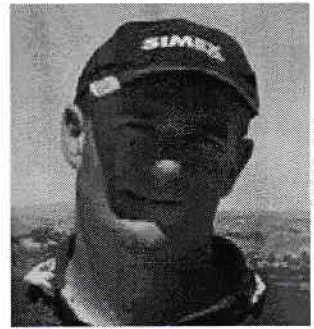
*Except where this Monday falls on a long weekend then the meeting is held on the 3rd Monday of the month

Information

For more information on the Club please check out our website at:

www.mountloftyrangers.com.au

“Shorty’s Presidential Report”



So here we are again another year has gone by and it’s the AGM; it seems only a short time ago we just had it .Time flies when you’re having fun I guess. Hopefully after tonight we will have some new blood in the committee that will help with new ways and ideas.

Just to reflect on some things that have happened in the past year. A great mid year dinner, trips to Navrun at Melrose, Peake, Border track, Rockleigh, Weekend at Whyalla , Jack’s Paddock camp cook ,Cheese & Wine night at Wall flat ,Otways State Forest ,Beachport, Worumba in Flinders, Pyrenees State Forest & Goog’s Track. Wow there is probably something that I have missed but it was a pretty busy year.

After much discussion at the committee meeting we have decided not to attend the 4wd Adventure show this year due to large expense e.g. marquee & power and the large effort to man the stand and not gaining a lot of new members through this exercise.

We get a lot of new members through our Club sponsors & word of mouth through our current members. Keep up the good work.

I would like to thank our Club Sponsors who help the club out financially and and spread the good word about our club.

We are currently working on some more trips. Another trip will be run on the June long weekend & possibly two trips to be run on the October long weekend. Keep your eye on the trips board for new trips going up as they fill quickly due to trip number limits.

See you on a Trip

Dave Willsmore (Shorty)

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Supplying the South with its 4WD needs

Just a few lines to introduce ourselves

New members; Brenton & Josephine Bowley

Call sign; "Diesel & Dust"

We've been keen campers since we've had our driver's licences, going anywhere in Australia in the old Valiant or XB Falcon. In '85 we decided to get into the 4x4 scene and purchased a brand new 720 Diesel Dual Cab. First trip was to Darwin with no. 1 son (22 months) in a specially designed tilt back booster seat, standard trailer/tent setup and with a full sized cot in the tray, off we went.

The trailer and Ute took a rattling on the old highway corrugations so it was "custom 4wd modification" time, (having previously modified VW buggys, trail bikes and customized cars) both copped an extensive work over, Speaking of work overs, during this time no. 2 son came along, and when he was able to sit up (11 months) off we went to Tassie. This was the start of a trend for the coming years. Every year we would be off for 2-6 weeks to a different part of Australia, Kimberley's, Cape Arid, Fraser Island and Cape York, to name a few, although once or twice it was to the same destination, just a different route, especially for chocolate covered dates!!!

In 1998 the Ute by this time had had a very tiring and sometimes busting 263,000 kms, the trailer was on its 6th rework, and the kids had out grown the back seat so it was decided to trade the old girl in on a new GU 2.8 Patrol. Modifications were again on the go straight away, with all the usual areas getting a look in and some unique ones as well!!

We've been in the 4wd club scene for 18 years, and held various committee positions within the Nissan Patrol Club (13yrs) and the Southern Explorers Club (5yrs). Joining the MLR now we are a duo most of the time again, (our kids bailed out after 17yrs when no.1 bought his 4wd and they both started working juggling holidays), we are looking forward to enjoying more new experiences, outings, friendships and fun in the years to come.

Cheers



Unless otherwise signed, 40km/h is the default speed limit in reserves and parks and on the beaches – but only if safe to do so – slow down and give way to wildlife and other users.

NUTS

(AND HOW TO KEEP THEM TIGHT)

Well it's usually your nuts that work loose before your bolt drops out and depending on where you are it could be quite embarrassing.

With all accessories available in the after market trade you have to take precautions to ensure they don't fall off halfway down that all important track. So how can we keep 'em tight you may ask, easy just peen the end off the bolt over with a hammer. Sorry wrong answer.

There are several options to choose from:

- 1: Drill thru the bolt and nut and use a split pin, spring clip or "R"clip type.
- 2: "Loctite" the offending item with either a low, medium or high strength retaining compound.
- 3: Use one of a wide range of spring fasteners, or fan disk lock washers.
- 4: Use "Nylok" nuts (standard thread nuts with a nylon capping).
- 5: Weld the bloody thing on.

All the above can be used effectively depending on the degree of difficulty you want to endure if you ever want to remove the said items, say to run around town after that big 4WD trip. But what you need to remember is that the effectiveness of the locking system will be diminished due to excessive use eg: its not only the "spring" of a spring washer that makes it work but its sharp cutting edge. The same with a nylon or "wedgelok" fastener or an automotive assembly type bolt or nut.

The tension for small accessories, brackets etc is to "tweek" it just short of slipping and skinning your knuckles where as correct tension for transmission, engine or suspension components you will need to refer to the "Service Data & Specifications" section in the service manual of your vehicle there it will list all the different grades and sizes of fastener with the appropriate tightening torque.

When the need arises and your bolts and/or nuts need tightening make sure the threads are clean and apply a drop of oil to these when assembling (take care if using a "anti-seize" type of lube as this will result in over tension and neither if you are to use a "Loctite".product.

If all else fails, see N^o.5

Cheers

Brenton & Josephine Bowley

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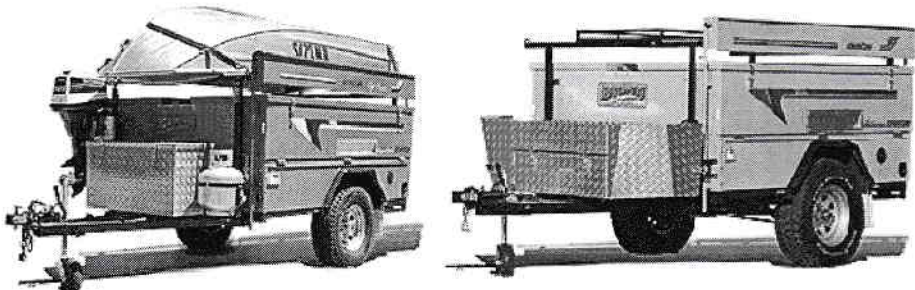
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Googs Track Trip Day one Saturday 21st April

We awoke to a beautiful sunny morning and enjoyed a leisurely sleep in as we were camping for 2 nights at Wagonny campground. The group left the camp at 9.30am to explore a couple of tracks and enjoy the local scenery. Our first stop was the Kolay Hut & campgrounds. The Kolay Hut consisted of a couple of bedrooms, but for us the WOW factor was the bathroom with a shower fuelled by a donkey heater. I did hear the words 'pure luxury' mentioned in reference to the hut but I'm guessing its star rating would be about 1 ½. As the cars left the hut Westy attempted to relocate a large rock pushing it forward a couple of metres with his car on the side of the track. Realising he was unable to continue in this manner, reversed back, detoured around the rock and continued on his way.

About 1 km further down the track were the Kolay Mirica Falls which were a wonderful geological example of vertical rock. Naturally the falls were dry so we were able to walk up for a closer look. We then took the Turkey Flat track back to camp for lunch.

After lunch we proceeded south to the Sturt track. This track was a white, sandy track that was in total contrast to our morning tracks that were red and dusty. We followed the track for a few kilometres to Sturt Lake. All of us ventured down to explore the salt lake. Standing in water only one centimetre deep gave the illusion that some of the people were walking on water. The track followed the perimeter of the lake offering some great photo opportunities. We detoured onto a lookout track that did not have a lookout, very strange. It was still in our opinion, a lookout track because we had to look out for over head limbs and nasty scratchy bushes along its path. That concluded our scenic drive so we headed back to camp for drinks and tea to conclude a very enjoyable day.

Day 3 Monday 23-4-07 Waganny campground to Kododo campground via Old Paney.

Woke up to a nice livable temperature with a slight breeze. Drivers meeting at 9-15 and then off to the Old Paney Scenic Route. Weather report forecast rain at Ceduna but we had blue skies. There were many patches of green and most of the trees sported new growth thanks to the recent rains. The dust was usually blown away by the breeze but occasionally it hung around and forced the convoy to slow down and spread out.

The Mettera Track was through red stone country that skirted around Paney Bluff and crossed 2 dry creek beds. We arrived at the partly renovated Pondanna Outstation stone cottage at 10-30am, so a few indulged in morning tea while checking out the buildings. Old stone underground tanks have also been restored, as was a shed with old farm machinery, by the Wudinna Kiwanis in 2001. A good long drop was appreciated by a few of us !

At about 11-00am we headed down the 4WD Conical Hill Hut track. This turned out to be a bit lumpy from time to time with several wash outs and fine views. We stopped and enjoyed the views at the Paney-Yardea Gate Lookout. Vegetated dunes could be seen in the distance near the craggy stone hills. Slow trip down from the lookout and then onto the graded Minnipa-Yardea Rd and into our campsite at Kododo. The track in gave us a twisty drive through 2 small steep creeks and plenty of bushes including yellow flowering wattles. The flora highlight of the morning was Merv showing us a small patch of rare eucalyptus, the Crimson Mallee, which only grows in a couple of places in the Gawler Ranges. We set up camp and had a relaxed lunch before setting off to the Organ Pipes.

The track to Organ Pipes was not far, ending with a pleasant walk. The cooling granite here took up crystalline shapes like a box of pencils before some of them fell away, exposing the other granite shapes. The effect is like organ pipes. After a “pep” talk from Growler re not getting lost in Minippa as we appeared to in Kimba and Wudinna (a few too many u turns must have had the locals in hysterics), a few of us went into Minnipa to fuel up. The others collected firewood for the campfire. On the way to Minnipa we noticed the farmers had started ploughing and sure enough, on the way back to camp it started to rain. Cruiser mentioned that virtually all his trips get rain – that was not in the pre-trip fine print !! Luckily, it only drizzled a little around the campfire and the main rain stayed away till we went to bed. We were glad to be able to put our swag in a tent.

A thoroughly enjoyable day. Many thanks to Paul and Annette.

Hubert and Lyn Orbons (Sherpa)

Goog's Track Trip Day 4 April 24

We left the camp site at Kododo in the Gawler Ranges at 8.50. The tracks were now dampened down by the rain and so no dust tracks to follow. We were heading towards Everard Station and had our morning tea break before we entered the property so that we could keep going once we were on the station. Along the track we passed the station manager Kel and passed over the agreed beer as a thank you for the access. He advised us to go to the homestead to report to Nathan to collect maps and directions. By now the tracks were really drying up and beginning to get dusty. It was getting warmer at 24 degrees now after a cool, start. We passed several salt pans on the property and the bush became denser.

We soon came upon the buildings of Lake Everard homestead. Here we learned that the property was 4000 square kilometres with 2 people employed full time and a mobile workforce when required. Our resident botanist gave us information in the flora to be found in this area, pin cider, cannonball, ptilotis all in plentiful supply. The property was very green benefiting from some recent rains and the dams had water in them and several birds in attendance. Last night rainfall of 4mm would have been welcome.

We had lunch at a deserted homestead and on moving on came upon Lake Everard which was quite spectacular with many shades of sandstone with the white salt lake in distance. Several went down the steep slopes to inspect at closer range.

Carrying on along this track the bush was becoming very dense and scratchy so we did the mandatory u turn to view lake now from the left hand window. This area was populated by mulga trees... We then sighted Childara rock hole a sort of natural water catchment. A natural flattened dome shaped rock that had been emphasised by a stone wall ledge. Our resident botanist advised us there were bush bananas in this vicinity and sure enough there was the evidence as a banana skin was sited clinging to a bush. (a well placed prop, me thinks) We saw several species of birds including eagles, hawks and parrots...

Lois rocks was located along another challenging scratchy track. This was a huge smooth dome shape that was quite steep that on reaching the top gave a spectacular view for quite distance.. The flora in the spot was the easily recognisable butter tree which has a colourful berry.

Along this track Lyn entertained us with a short quiz. We soon had to camp along the sandy Goog's track because of car trouble and once the local Spinifex was removed was not such a bad spot. Here was had another great camp fire and as it was Annette's birthday celebrated it in true style with cake, candles sparklers and balloons. Happy Birthday Annette. A perfect end to an eventful day.

Thanks to Paul and Annette, Zulu

Day 5 Goog's Track Trip 2007 Report April 25

By Lefty

Paul managed to fix his Toyota Crooma starting problem in the morning so after a leisurely breakfast at our roadside camp about 35km East of Goog's Lake we packed up and got going at about 1015hrs with Trevor leading us down the track towards the Lake.

The track varied from softer sand with corrugations to smooth harder sand. At 1100hrs we turned off the main track for a short drive to the shores of Goog's Lake with good views. Most of the rest of the party came in as well, but headed straight down the main track to the Goog's Lake camp site further on. We spent some time letting our tyres down in order to negotiate the big sand hill on the way out of the lakeside beach. Paul (Casper not Crooma) made it out in second low on his second go, and we made it up the hill on our first attempt in first high with not much trouble as did the others. After a short drive down the main track we turned off for a 4km drive to the campsite arriving there before midday.

After setting up camp and a leisurely lunch, most went for a walk across the dry but soggy lake bed to "Goog's Island" - a tiny island about 1km from the camp. We climbed to the top of the island to enjoy the extensive views of the lake and inspect the plant life under Merv's guidance, and then circumnavigated the Island and headed for the lake shore and climbed a steep sand hill using "4 limb drive" and certainly first gear all the way up. Then we walked back to camp along the ridge above the lake.

Later in the afternoon we collected wood for the evenings campfire, some was collected on foot and some by vehicle. Happy hour started soon after, much earlier than usual and seemed to last for hours. Glen laid and lit the fire and hot coals were in evidence by about 6pm and the cooking of several dinners got underway. This included two large roasts and our baked potatoes and grilled chicken fillets. The roasts were later devoured with gusto by Mark I (now known as petal) and Linda and Mark II (Curtis) and Merv. After all the food was eaten and the fire was built up, we all sat back and enjoyed Hubert and Lyn's music. Just after we decide to retire the rain started and continued lightly but steadily for most of the night and quite a bit of the next day while we tackled Goog's Track.

Day 6 Goog's Track 2007 Trip Report - 26th April

We had a perfect campfire last night, then it rained the rest of the night.

We packed up the tents in the rain, and left Goog's Lake in the rain at 9.00am.

Travelling to see Goog's monument today, Lots of puddles.

The track is good, lots of sand dunes and a bit corrugated and there are a lot of wild flowers to see.

It rained most of the day, we arrived at Mt Finke it was shrouded in cloud. We did a drive around the base of the Mount, and a few adventurous people decided to climb the Mount in the rain. After a bit of discussion in the rain they decided it was not a good idea and returned to their cars.

We stopped for a bit of lunch and most of us ate in our cars as it was still raining.

We decided to move on to Tarcoola or even Glendambo if the road was open, as the thought of a motel for the night seemed appealing. But this was not to be the case as the road from Tarcoola was closed due to the weather.

We were able to put our wet tents up in a disused school yard, complete with classrooms and a swimming pool. We all settled down for tea, the rain had stopped and we had a beautiful sunset.

We had a great trip, Joan and Murray Tucker Draughthorse.

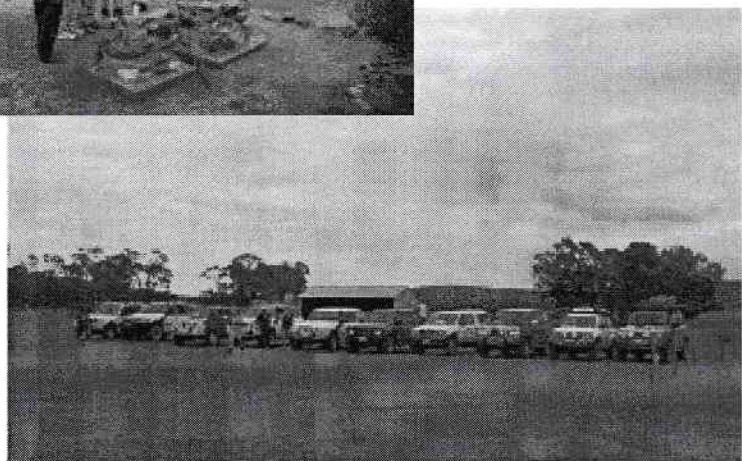
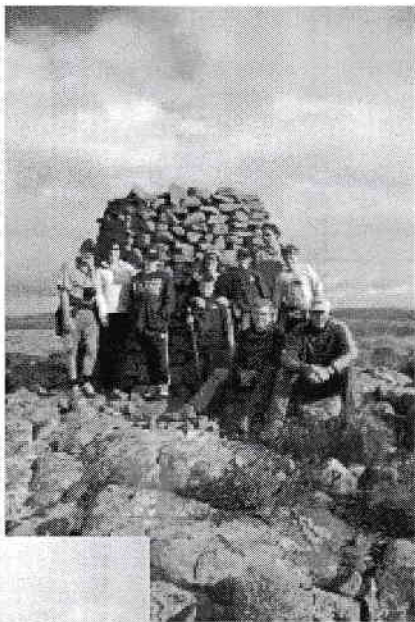
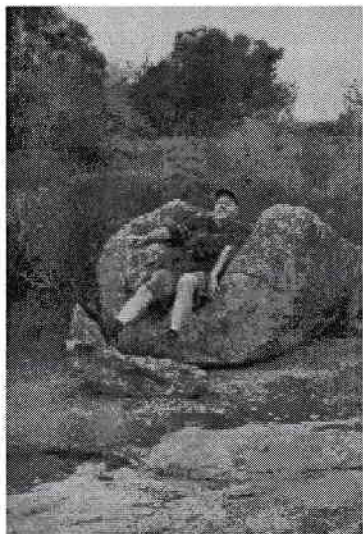
Day 7 Goog's Track 2007 Trip Report - 27th April

by Brenden Harding

Got up at 7:00am got some breakfast and got dressed .Had to wait until 9:00am to find out weather the road was open .At 9:00am we went to have a look and see if the road was open, it is so we went back to camp and started to pack up.

Around 9:30am- 9:45am we went and had a look around the town .At 10:00am we all met at the servo station, and at 10:15 we left to head towards Kingoonya .

The road conditions were slippery with big puddles across the road .We finally reached Kingoonya, and stopped to have some lunch .About half an hour later 5 vehicles departed for home while the other 5 headed for Mt Ive .Once we left we went to check out the town .We also went into the pub to have a look .It is very old and needs lots of work .After we had finished we left and headed towards Mt Ive. At Mt Ive we filled our vehicles with petrol or diesel and then headed to Kolendo Homestead where we stayed the night in the shears quarters. Travelling through heaps of mud on the way mostly going around corners side ways, fun was had by all thanks Paul for a great trip



DAYS 8&9 of Goog's Track by Crooza

After a sheltered sleep in the shearing quarters of Kolendo station except for myself who still braved the conditions in my camper trailer and Merv who still sleep in his tent all be it set up in the room. We were all feeling energetic after a good nights sleep and took a walk from our camp to the top of Kolendo Hill. This is apparently one of the highest points above sea level in the Gawler Ranges and was marked by a monument with engravings dating back to the early 1900's. The round trip taking us all 11/2 hours except for Glenn who was noted as missing upon our return to camp. Being Glenn had an enjoyable night on his home made bourbon the night before we had 3 sets of binoculars focused on the hill looking for him which was going to be tough since he was wearing his army camouflage jacket. On finally spotting Glenn we had ended up by passing each other on the hill showing how easy it would be to lose someone.

Next stop was Lake Gairdner via Mt Ive for a key to access the lake. We were lucky to get the key as others had been turned away that morning due to the muddy roads and was only given to us because of our connection with Kolendo.

WOW what a sight the lake which is normally a dry salt pan now actually looked like a lake with small waves lapping at the shoreline. We all had an enjoyable lunch break before taking group photos and soaking in the view. Trevor and Brendan decided to hit the road and head home from here. Rather than returning the same way we detoured through to Unalla hut and then into a hidden gorge that not to many get to see as it is on private property. Merv showed Kyah how to hold a lazy lizard which I might say I think he did well at.

We then managed to pick Phil from Kolendo on the radio who working on a nearby dam and met him there for a shortcut back to camp where Phil showed us a layout of his property and answered the many questions fired at him about living and working on the land.

The final day saw Glenn and Daniel hitting the road early followed after breakfast by Mark and Merv & Paul and Bev.

All in all a trip full of fun, adventure and hurdles.

To my count approximately 2500kms in total with 1500kms off-road.



Member Profile

Full Name: Neil Cook

Nick Name: Cookie

Call sign: Cookie Monster

Motto: 'Dont Just Say It – Do It'

Occupation: Toolmaker

Family: Wife Linda & Daughter Hailey

Vehicle: 2000 Mitsubishi NL Pajero 2.8td GLS

Modifications:

Snorkel, Finer Filter, 2" Lift Tough Dog Suspension, Custom Air Tank and ARB Compressor, Smart Bar & Lightforce 170's, Custom Rear Drawer System & Cargo Barrier, 50ltr Waeco Fridge, Dual Batteries, Custom Rear Swaybar Disconnects, Free Wheeling Front Hubs and 265x75x16 AT tires.

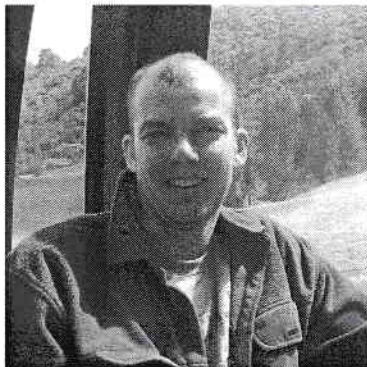
First Vehicle Owned: 1975 Vauxhall Viva (lasted 1 month before I put it through a wall on Friday the 13th !)

Ultimate 4WD: Mine with a front Solid Axle conversion.

Favourite Holiday Spot: Alice Springs / New Zealand

Other Interests: Freelance Journalism & Photography, Running, Cycling and drinking wine.

Favourite Food: Meat and Potato Pie



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Upcoming Trips

Summary of Trips

Yorke Peninsular inter club. 19-20 May. **TRIP FULL**

Being the number of people attending this trip it is up to YOU to contact Paul or see him tonight for the camp location and meeting times.

Murray Sunset NP. 8-11 June. **TRIP FULL**

Peake. 23-24 June.

Painted Desert. July 07 **TRIP FULL**

Flinders Rangers. 29 Sept – 1 Oct. October long weekend.

We need more trip leaders for day or weekend trips in July, August and September if you can help lead a trip please see Paul tonight.

NOTE: With the clubs recent growth trips are filling fast and you will see more trips FULL so if you are keen get your names on the trip sheets.

Upcoming Shows

Adelaide	Mid Year Show	Aug 3-5	Adelaide Show Ground
Adelaide	4WD & Adventure Show	Oct 12-14	Morpetville Racecourse

Upcoming Trips

Trip	Yorke Peninsular
Date/s – Duration	Fri 18 – Sun 20 May
Trip Leader	Paul Tabone 0417 080 663
Convoy limit	Trip FULL.
Distance – Kms	kms
Departure / meeting point & time	Friday night Port Wakefield.
Radio	UHF 27 – Club channel
RSVP – deposit	
Special requirements	Compressor.
General comments	This is a joined trip with Yorke Peninsular 4wd club

Trip	Painted desert Oodnadatta Track
Date/s – Duration	July 07
Trip Leader	Pat O'Kane 0408 775 969
Convoy limit	Trip FULL
Distance – Kms	
Departure / meeting point & time	
Radio	UHF 27 – Club channel
RSVP – deposit	Required by
Special requirements	See Pat
General comments	Have good tyres. Bush tyres are expensive.

Upcoming Trips

Trip	Peake
Date/s – Duration	Saturday 23 June to Sunday 24 June
Trip Leader	Ken Brady Contact No : 0418 807 934
Convoy limit	Unlimited
Distance – Kms	Adelaide CBD to Peake 145kms.
Departure / meeting point & time	9am Sat morning at Peake Post Office
Radio	UHF 27 – Club channel
RSVP – deposit	Required by end of meeting
Special requirements	Bush camping –Camper trailers & caravans okay –
General comments	Some training may be available – Bring sand flag – compressor - firewood – minimum recovery equipment is 1 snatch strap – If you have not been to Peake before make the effort as it is a great place to practice some sand driving.

Trip	Flinders Rangers.
Date/s – Duration	29 Sept – 1 Oct. Long weekend.
Trip Leader	Donald Ward
Convoy limit	Unlimited
Distance – Kms	Approx a few?
Departure / meeting point & time	See info sheet.
Radio	UHF 27 – Club channel
RSVP – deposit	Required by
Special requirements	See Donald
General comments	Have good tyres. Bush tyres are expensive.

Pyrenees by Anthony Tavelli

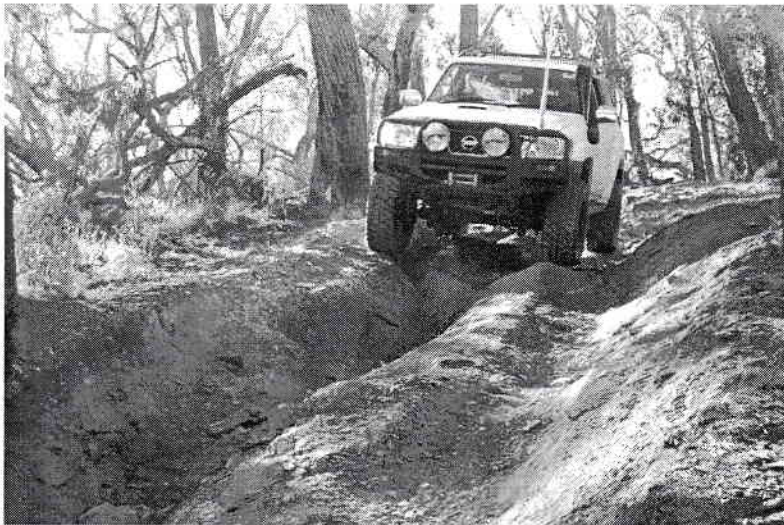
Meeting up with the club again was great, driving only 2.5 hours to the destination was even better. Arriving the day before we had an easy setup time and after a few quiet ales headed for the pillow.

The morning came across very quickly to the sounds of Kookaburra's laughing and parrot squealing, a bright ray of sunlight through the trees and the Tavelli clan knew we were in for a good day.

After a hearty break fast we headed to the pre trip meeting as Jeff and Lyn where our leaders for the day accompanied by Skippy, Merv, Oscar, Art, Steve and myself, and the partner's of course.

As we departed we had to keep a good distance as the dust was quite chocking, it is a shame the country has not seen that much rain.

Soon we started to find some good hill climbs and descends, meandering down a relatively good decent and a little sign "chicken track to the left", "Rooster track to the right" before long Jeff was on top of the climb with Skippy fast behind looking up the hill, and with a brand new patrol I took the chicken track the Steve attempted in the Jeep however suffered with traction, Merv not to be defeated was soon on top of the hill as well.



We went through many different tracks some with good ramp overs and some schaley hill climbs which proved to be relatively easy for all the vehicles on the trip.

Lunch was at Mt Avoca Helipad 740 mtrs up, and great point to let the kids run, make a cuppa and have a feed

We where soon on the tracks again, **(I have attached a copy of the track log from the Friday run if you want to upload on the webpage.)** Jeff decided to do reci and teach us how to do 3 point turns in the bush, arh but all was good, the fella's were hell belt of finding the chicken/rooster track so we went there, they went down and up and down again and by this time nearing on 4:30 pm we head back for camp.

The trip was relatively easy and a relaxing drive through some of Victorias beautiful country

I hope to keep in contact with you all with planning interclub trips in the near future





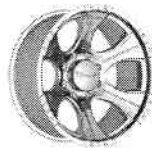
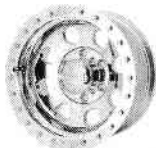
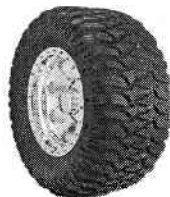
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SOCIAL SCENE

BOWLING & DINNER – Saturday 23rd May 2007

Come & join us for a fun afternoon of bowling & then dinner after. Meet at Bowland Marion at 4.45pm. Look for Jo Reed when you get there and she will advise us the details for the afternoon. It will cost \$9.00 per person. We will then go to the Victoria Hotel, O'Halloran Hill, for dinner at 7.30pm. Don't forget to put your name on the list if you are going to attend.

MID YEAR DINNER – 4th August 2007

We are in the early stages of organizing our mid year dinner. We will advise more details in future magazines.

CAMP COOK WEEKEND – 19th & 20th October

This popular annual event will be on again at Jack's Paddock, Kuitpo. Mark your diaries now & more information will follow.

OTHER SOCIAL ACTIVITIES

We are in the early stages of organising the following events; more details will follow in future magazines.

- A trip on the Steam Ranger train on either Saturday 15th or Sunday 16th September.
- On the evening of Saturday 17th November some fun at a Quiz Night.

As we have done in previous years at the December meeting which will be on Monday 10th December we will have our Christmas BBQ where Santa will also visit.

If you have any other suggestions for a fun day or afternoon please let Lyn, Julie or Jo know. We will advise you of more details soon.

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



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MLR Club Training
Contact: Jeff Morgan
Home: 8381 5404
Mobile: 0410 665 019

TRAINING DATES

Peake: Ken Bradys booking which we have access to 23/24th June.

Training date for Basic Theory is set for the 23-24th June 2007.

Location DTU Training Room Cardiff Court Dry Creek.

Cost to be confirmed approx \$75 per person.

Trainers & Assessors are needed to assist in the delivery of Basic theory

Please contact Jeff Morgan

DTU Skills Update Kuitpo 28-29th July

DTU Skills Update Peake 3-4th Nov

Advisor Course 10-11th November

Assessors Course TBA

Trip Leaders

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

<http://www.toiletmap.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.

GOLD ESCORT – COORONG TRIP REPORT May 5th -6th

by Tom Sag

This trip was ably led by Rod Curtis assisted by Raelene. Others taking part were Chris and Peter, Dave and Raelene II, John and Sam, and Marianne and Tom. We all met at Wellington Court House on Saturday morning, this being the site of the second camp out of Adelaide of the Gold Escorts organised by Commissioner Alexander Tolmer of the South Australian Police. This is commemorated by a plaque in the grounds of the Court House (now used as a Café and B & B.) The gold was shipped from the Victorian goldfields near Castlemaine to Adelaide for South Australian gold miners to boost the ailing South Australian economy with the overland shipments being escorted by police. The incentive to ship the gold back to South Australia was that the gold could be exchanged for bank notes in Adelaide at a much higher rate than being offered at the goldfields or in Melbourne. The first two or three of the 18 escorts were lead by Commissioner Tolmer and about 320,000 ounces of gold were shipped altogether.

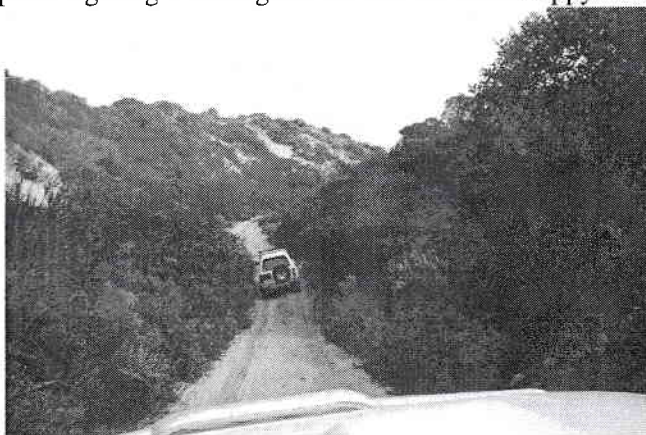
We commenced our journey at about 8.30a.m. by crossing the Murray on the Wellington Ferry and then following the Princess Highway South for about 13km before heading S.E on a gravel road and a track towards the Hawknest the second one on from Wellington. We stopped here to inspect the monument marking the site and the well which was used to water the horses used in the Gold Escort.

After this we continued in about the same direction on a very sandy track with a few tricky hills following the actual Gold Escort route. This track lead into Yumali Road – a gravel road linking Yumali and Meningie. We travelled west on this road for some distance away from the Gold Escort route in order to have a bit of 4wd fun on a track heading south off this road. We stopped for morning tea after the first hill, but the next hill was very sandy and steep just before the top and only 3 out of the 5 vehicles made it over the top and each had at least 2 tries. We made it in 2½ tries. The other two took the less sandy “Chicken” track. After a few more easy sand hills the track became a good gravel road and we turn off this on to the “black top” heading for the next Gold Escort camp at Binnie’s Well. We took a walk into the bush to find the well. After this we took a gravel road S.E. which lead to Cold and Wet Road but we missed the monument for the Cold and Wet campsite (so called because of the conditions at the time). Shortly afterwards we headed South to Mount Boothby Conservation Park and turned left and followed a road East to the NE corner of the park and then followed a track SE along the parks edge. En route we saw several emus running along the track..

We left the park at its SE corner and followed a gravel road East to the Reedy Well Gold Escort camp site which was reached by a short 4wd track. We found the well which actually had water in it after the recent rains. We stopped here for lunch.

After lunch we found the Reedy Well monument at the next road junction and continued East towards Tintinara Homestead the site of the next Gold Escort camp. Here we found a monument to the site, a very old and dead gum tree and William Harding's grave. (he was old and dead too having died in 1874 aged 50.) This was the last Gold Escort camp we visited the remaining ones being roughly along the road to Melbourne. From Tintinara Homestead we headed West along Tolmer Rocks Road. We stopped to examine the rocks named for Commissioner Tolmer and these consisted of one large "Devil's Marbles" like rock and several small moss covered granite hills with a bit of water on the ground nearby. We continued West towards the Coorong turning South after Tolmer Rocks Homestead and after several more turns we reached a 4wd track running along the Northern boundary of Messent Conservation Park. We saw several emus crossing this track before we turned SW along another track which ran through the park, which was covered mainly with low scrub and lots of Banksia bushes. After a lengthy drive on this rough track we left the park and found a much smoother gravel road leading to Salt Creek along the Northern boundary of Martin Washpool Conservation Park. This park had taller vegetation than Messent CP.

We stopped at Salt Creek for fuel, ice creams, bait and camping permits and headed South to our campsite on the Coorong at 42 Mile Crossing. The green grass and toilets here were a luxury we didn't have on our previous trip to Goog's Track. After setting up camp and lighting a roaring fire we had the usual happy hour, cooked and ate dinner and sat around the fire for a while. As the hour was still relatively early Rod, Tom and Dave decided to go for an evening walk to the ocean beach. We took a track over the sand hills on the way there and took the road on the way back taking about an hour for the walk.



There did not seem to be much beach there which did not auger well for Sunday's planned drive along the coast. We saw a couple of guys fishing but they hadn't caught anything. We all went to bed well before 10p.m.

On Sunday morning Peter and Chris left early to check out the possibility of driving South on the beach. They decided that it might be possible so we all drove to the beach. Peter and Chris ventured a few kilometres along the beach before getting bogged but quickly got themselves out and said things were OK. Then Dave and Raelene II followed by Marianne and Tom and John and Sam had a go.

Everything went OK for a while but then Dave reported that he was bogged up to his axles and recommended that we all turn round and go back. Marianne and Tom and John and Sam got back OK but we heard that Dave was still bogged and then after we lost radio contact with Dave, Sam ran down the beach with a hand held radio to relay messages. Eventually we heard that Dave was still bogged and so Rod in his trusty old Land Cruiser with Tom as assistant went to help.

After a few tries at reversing and being pushed Dave got himself out by driving straight forward on to undisturbed sand and turned around and drove straight back on his own. Rod and Pete each with two passengers got themselves back with no problems and we had some well earned morning tea. We then decided to drive South and just investigate further crossings with out doing any more beach driving.



We returned to the black top and after a short drive South turned on to the unsealed "old" Melbourne Road and after inspecting a monument dedicated to a former mailman for the area turned off onto 32 Mile Crossing. After a bumpy sandy drive we got to the beach with no dramas and met a Toyota "troopie" which had driven along the beach from 42 Mile Crossing with no problems. We returned to the old Melbourne Road and after driving South for a bit we checked out Wreck Crossing (named for the shipwreck on the beach). We went for a walk along the beach to see the wreck which was occasionally visible through the raging surf. After the walk we had lunch and then headed for our final crossing (28 Mile) and went for another beach walk. Then it was back to the black top for a drive to our afternoon tea stop at Meningie bakery. Unfortunately the bakery was closed but most of us enjoyed a piece of Marianne's chocolate honey cake before heading for home after a most enjoyable trip.





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Sand Flags	\$2.50
Tyre Plugs	\$7.50

Please see a committee member for the above purchases.

Windcheaters (fleece lined)	\$45.00	
<i>(includes name and logo embroidered on & GST)</i>		
Arctic Fleece Tops	\$45.00	
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Polo Shirts (short sleeve with Pocket)	\$37.00	(no Pocket \$35.00)
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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.

* *Please replace used items*

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

Camp Oven Introduction



With the beginning of the new century, we are no doubt witnessing the beginning of a new era, with that we usually witness great change.

Thankfully we will retain some of the things that are important to each of us. With the ever increasing demand on our already busy lives, some of those important things are enjoyed in our leisure time, often while camping or on holiday.

In Australia we are so fortunate to be offered such a wide variety of different climates and landscapes.

Each with their enormous differences, offering new horizons to explore, accessing new interests and encouraging us to enjoy the beautiful destinations that this country has to offer.



While relaxing when camping, one of the undisputed pleasures remain creating delicious dishes and sharing fine food with family and friends.

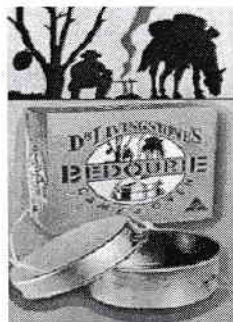
We have endeavoured to keep the recipes simple, and preparation time to a minimum, but if you wish to be more exotic, then by all means let your imagination run.

Camp Ovens.

Most people think that the camp ovens which we have today were only made in the last hundred years or so, when in fact they were in use before we had the fuel burning stoves such as wood stoves and coal stoves.

People in underdeveloped countries today still do their cooking on open fires using boilers and cast iron ovens with lids. These camp ovens come in different shapes and sizes.

The Bedourie camp oven made of pressed steel with the lid that fits over the top was made from Bedourie station. The station found that the cast iron camp ovens fell off the pack horses, or when dropped, they often broke, so they invented the Bedourie, which would not break.



It serves the same purpose for cooking except for bread, cakes or similar foods. To keep the heat in you had to half bury the Bedourie in hot ashes with some coals then add further coals to the lid and it would cook just as well as the cast iron camp ovens. The Bedourie has one very good point in that the lid fits down over the oven, so when you bury the camp oven there is no chance of the ashes getting into the oven. Also the lid may be turned over and used as a frying pan.

The main thing you have to watch when cooking with a pressed steel camp oven is that it doesn't need many coals underneath or on the lid, to cook most dishes. I always put the oven on the main fire to heat it up first, then when placed on the coals it has plenty of heat. Again, when you are cooking and you need heat from above for such foods as bread, pastries and cakes, get the lid very hot on the fire then when you put it on the camp oven, you have heat immediately. This way you will only need a few coals to retain the heat.

Never pour cold water in a hot camp oven because it will crack. When you want to wash your camp oven out always use hot or warm water. After you have washed the oven put a little oil or fat inside and wipe around. By doing this your oven will never rust, and if you have kept the lid on, it will always be clean and only need wiping out with a damp cloth before cooking.

Camp Oven Introduction

It is advisable to have a couple of wire hooks, for lifting the lid off the camp oven and moving the camp oven around.

When travelling with your camp oven I suggest you have a cardboard box roughly the same size as your camp oven to keep it in. Place a piece of foam rubber or cloth between the lid and the oven. By doing this you avoid the chance of a bad jolt causing the lid to fly up and come down breaking your camp oven. And also if you carry it in a carton you will not get black all over everything it touches.

When cooking and there is a breeze blowing, place some thing on the ground, like a piece of tin to stop the wind hitting the camp oven. If you let the breeze fan the coals you could get a hot spot, which will burn your food at this point. Also if you find your oven getting hot in one spot move it around.



You will find within a couple of days of camp oven cooking you will handle it like a veteran. If it starts raining place something over the top of your oven like a piece of tin or even a blade of you shovel. This is to stop the rain from hitting the oven and cooling it down.

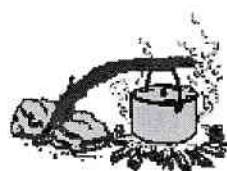
MAKE A GOOD FIRE, so there is plenty of coals available to do your cooking with. Hard wood is the best type to use, it gives a good fire with good coals that last. Some woods such as pine, flares up and burns then goes to ash leaving very little coals.

Oven heats by paper test.

Place a piece of paper inside the oven to find out what heat the oven is at.

HEAT	DEGREES C	PAPER TEST
Slow Oven	120-160	Crusty
Moderate oven	160-190	Yellow
Hot oven	190-220	Light brown
Very hot oven	220-260	Dark brown
Too Bloody hot	260+	Black and on fire

HINT: Always be cautious when applying heat to the base of your camp oven. Unless the recipe that you're preparing requires intense heat, such as deep frying. With most other methods of cooking, the food inside your camp oven will be in direct contact with the heat source at the base of your pan, and can very easily become too hot and burn. However, when the heat is applied to the top of your oven the food is not directly contacting the heated surface.



It's a good idea to use a trivet when baking or roasting. It lifts the food off the base of the camp oven, allowing a more even heat flow and excess juices to separate from meat & vegetables.

Camp Meals

(Recipes from Camp Cook)

Nachos in a camp oven

1 packet of corn chips	2 rashers of bacon, finely chopped
1 small onion, finely chopped	1 1/2 cups of grated cheese
Chilli sauce	Sour cream

Into the camp oven sprinkle a small amount of bacon. Pour in half of the corn chips, sprinkle some chopped onion and bacon over the top and add half of the grated cheese. Repeat the process with the remaining corn chips, bacon and cheese. Drizzle some chilli sauce over the top and place the lid on the camp oven. Shovel hot coals on the top of the lid. Cook over medium heat for 5 minutes or until all the cheese is melted. Serve with sour cream.

Pork Roast

1 1/2—2 kilo piece of pork	Oil
Salt	

Make sure the meat fits the camp oven comfortably with the lid facing up. Oil the pork and rub plenty of salt into the rind. Lightly oil the camp oven and put the pork in. Cover. Place camp oven onto coals and shovel coals on top, checking to make sure of even cooking. Cook for approximately 2 hours. If cooking with heat on top only, turn rind to the top until blistered. Then roll onto its side, returning the rind to the top for final cooking time. Hint: for an interesting variation, before cooking, using a sharp knife, cut a pocket into the side of the pork, just under the top. Fill with sliced apple, chopped dried apricots and prunes. Fasten with wooden skewers.

Bread and butter pudding

Six slices of bread, buttered	1 teaspoon of sugar
4 tablespoons currants or sultanas	1 1/2 cups of milk
2 eggs	nutmeg

Cut the buttered bread into strips. Lay these in a greased camp oven, buttered side up. Sprinkle each layer with sugar and fruit (except top layer). Heat the milk and stir into the beaten egg. Strain the mixture into the camp oven and sprinkle nutmeg on top. Allow the dish to stand for 1/2 hour to let the bread swell. Place camp oven on pre-heated coals (low heat) and shovel coals on the camp oven lid. Cook until pudding is set, approximately 1/2 hour.



THE SIMPSON DESERT AND TRAILERS!

What a can of worms this topic can open from the sublime to the ridiculous.

Yes I can hear you all saying it right now. "But trailers are not allowed or able to be taken across the Simpson desert "Or" it is strongly advised against ".

However people do take them across and I am one of those who has and I might add with ease on my particular trip from Mount Dare to Birdsville covering a combined route which still included most of the French Line. The reason I say on my particular trip is that the conditions can change rapidly in this part of our country.

I myself was driving a 100 series Turbo diesel Landcruiser with Adventure camper trailer in tow. We also had in our group another 100 series Turbo diesel Landcruiser fully loaded and a Ford F250 6 cylinder Turbo diesel with an Adventure Tray Top camper on the back of this vehicle.

I might just mention now that the fuel consumption for all was approximately 140 litres the vehicle with the trailer being the least.

The fully loaded TLC did on one occasion get itself caught on top of one of the many dunes requiring a gentle snatch backwards to have a second attempt which was done with ease.

The Ford was another story having had new truck tyres fitted with a recommended inflation pressure of 80 psi yes that's right 80 the question was how low do you go?

Well the low tyre pressures for desert driving were the same as the other vehicles being around 16 psi or less

But what about the vehicle with the trailer in tow I hear you asking.

Well no assistance was required at all for the main trip except for Big Red all that was needed was sensible driving and respect for the track and those to follow. If a dune was not conquered on my first attempt we simply reversed the trailer back down, reassessed our gear selection and made it over with ease. Yes we did have more second and the odd third attempt but this was due to our desire to make the point that trailers do not and are not damaging the dunes. I felt as though the trailer was smoothing over the tracks that we were driving over and this was agreed to by all other parties in our group.

To prove my point even further I thought what the hell maybe BIG RED can stop me and my trailer.

Well to a degree it did but I was so close to the top that with a light snatch, I was over the center track on big red with trailer in tow point made!!!

What we should be doing is educating more diligently to all users of the desert the need for correct tyre pressures. In my line of work of camper trailer hire and sales I hear of people thinking they are super hero's because they didn't need to deflate their tyres or even use 4wd for there trip across the desert. Spinning highly inflated tyres in 2wd does a lot more damage to the tracks and dunes.

This is what is doing the damage NOT trailers.

Lets be realistic for a minute also if you think that you can just go out and buy a new 4wd and so called off road trailer and simply drive across the Simpson desert your asking for trouble.

As Dave from Mount Dare Homestead mentioned to our group this is a real test track it will test everything. He also mentioned that an experienced person with trailer in tow will not have too many dramas. A very experienced tour operator out of Alice Springs is often at Mount Dare and he takes his trailer everywhere including the Simpson.

Another consideration in the education process should be that those wanting to tow a trailer should be at least with one other vehicle with or without a trailer and they should know how to reverse their trailer and I mean confidently reverse too.

You should also be aware of your vehicles performance capabilities in sand .Go somewhere close to home for a weekend and put yourself and vehicle through its paces to see what works best. By this I mean tyre pressures high range or low range 4wd and be honest with yourself is the vehicle up to the trip with a trailer in tow.

I myself had a 1989 2.8 Litre diesel Hilux and know that this vehicle would not have managed a crossing of the desert with a trailer in tow and I am sure to this even others may and will disagree.

The debate can go on and on with someone even saying “why would you even want to take a trailer across the Simpson?” Well I believe that this is up to each individual to decide for themselves using the Think, Assess and Decide principals of 4wd driving.

There are many remote tracks in our country on which trailers are taken with out such controversy and still the chances of major trailer damage and costly recovery expenses to the owners.

My findings are that the majority of negative feed back in relation to trailers and the Simpson are from those who have done the trip without a trailer or not even done it at all.

Perhaps they are disappointed that:

They didn't take their trailer along.

Or

They unfortunately do not own a capable off road camper trailer or own one at all.

Or

They themselves do not have the experience required to take a trailer along with them.

I have looked closely on my trips to this area and seen those ready for the SD crossing and am bewildered at how much weight some have put on their roof racks and vehicles alike.

Not to mention keeping the vehicle within it's gross vehicle mass capacity and what this is doing to the vehicles center of gravity increasing the possibility of a rollover.

Trailers are a much safer means of seeing our great country with out having camping gear packed in tightly around the kids and other passengers.

Stop the nonsense I say and start to be realistic that there are quality off road camper trailers manufactured today that are more than capable for these types of trips .

Lets begin to educate more stringently the precautions that should be taken rather than the current response of “ No you cant “ because “yes you can “.

Keep on towing.

BAROSSA DAY TRIP

The day trip to the Barossa and surrounding areas started off on time on Saturday from Woodside in mild clear weather, and with a better weather outlook for the day.

The six cars made the trip were Dave & Sheralyn, Mark Curtis, Nick & Sam, Mark, Narelle & baby Grace, Donald & Tricia, Jeff & Lyn and while in Woodside the first stop was Melba's Chocolate factory. Melba's Chocolates first started in a backyard shed in 1981, is now housed in the Heritage Listed former Southern Farmers Cheese Factory

The chocolate factory is a sweet-tooth's heaven, we spent half an hour rummaging through how some of the items are made taste testing (the chocolate coffee beans went down well). Everyone left with additional supplies to get them through to the lunch stop.

The entrance and exit to the factory is through very old cast iron turnstiles, but we were unsure of their origin.

Our next stop was Barossa Reservoir famous for the being the largest arch dam in Australia built between 1898 and 1903. Tricia had never visited the Whispering Wall and was spellbound for some time with the unique acoustics of the wall. Although a very small reservoir it was 94% full and water condition very clear.

From here we travelled to our Lyndoch to visit the world renowned Chateau Yaldara winery originally opened in 1924. Tasting there food products was the first task, the mustard olive oil was a hit as was the unfermented grape-juice. Next was the wine tasting, the staff couldn't keep up with Nick's consumption of port, all tested in 2 minutes flat. The guys tested the reds the ladies the whites, a few bargains were purchased dozen for \$66.00 was a good deal and the wines were good.

Cont...

BAROSSA DAY TRIP

From Chateau Yaldara we travelled to Jenke winery, and Sheralyn gave us a brief history as the ancestors owned the winery originally and her father was born on the winery. The winery was a small boutique winery and it showed with the high standard of wine.

We wanted to stay longer but had a lunch booking at the Tanunda hotel and by this time Art and Kathy who were waiting for us were concerned that we hadn't arrived (or thought they had the wrong pub!)

We were concerned that the hotel had to catch the fish, kill the beef and the chicken as the meals took a long time, it was 2:30pm before we left, this was going to impact on the remaining time available to taste more wines.

From here we drove a short distance to the Whistler winery, this winery was set in amongst the vines and was very quaint.

Pity we couldn't camp there would be great, a vast range of wines at your finger tips over a camp fire. Mark Curtis left after this visit as he was on a afternoon shift.

Next onto the Viking winery, a small boutique winery opened in 1995 and specialised in small premium wines, with an export market to Sweden. Viking Wines had the honour of producing their Royal Reserve Shiraz 2004 (derived from their famous single Grand Shiraz Vineyard) in honour of the Swedish Royal visit to Australia in November 2005.

From Viking wines we travelled around the Seppeltsfields winery that was established in 1851, the building are in very good order and kept in a pristine condition. The roads in and around Seppeltsfields are lined by date palm trees and provides an very different atmosphere.

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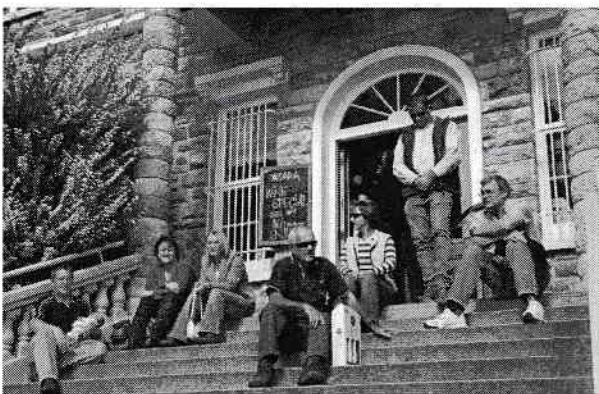
BAROSSA DAY TRIP

Next Barossa Valley Estate, a fairly new winery and I had the same impression of their wines, Dave didn't agree but after six reds couldn't find any that impressed. May be we had been spoilt by the previous top boutique wineries.

The afternoon was getting on so we started to work our way home via Maggie Beers Farm Restaurant situated on a large man made lake. We tasted of the fine pheasant, salmon and other pate produced by Maggie Beer.

A quick walk around the restaurant and have a look at a range of pheasants, we didn't realise that there were so many different pheasant even some from Tibet.

Pheasant feathers are used widely in fly fishing for tying flies, there were not too many loose feathers about, bit disappointed about that!



We headed off to David & Sheralyn's for a BBQ tea at Mt Barker, well I wasn't quite sure if we needed any more to eat or drink.

Glen and Pam arrived a short time later and with a couple of warming fires the BBQ was kicked into life. After some more food and wines, we started to leave about midnight, a long but enjoyable day.

Many thanks to David and Sheralyn for organising a very full day crammed full of different sights, sounds and tastes and their place for the finale BBQ

Jeff & Lyn Morgan

Trading Mart

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DMH Outback 6 Dome Tent 6.0m x 3.0m 2 Bedroom can sleep up to 6 used 4 times also has brand new fly. New canvas carry bag **\$250.00**

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Contact Dave Willmore (Shorty) 0412 411751

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Plus-----

Nissan Patrol Series 4 Winch compatible Bullbar Still in box **\$650.00**

Contact Reno 0418 828372

For Sale

Bbq Cook-On, Beachcomber .4 Burner, Timber frame. Half grill, Half plate. With lid and weather proof cover., Very Good Condition **\$75.00**

Camp Bed Two yrs old, spring frame, canvas bed. 1.85m long x 0.65m wide. Very comfortable, Small pack size. Suit junior., Excellent Condition **\$25.00**

Sleeping Bag Roman -5C rated. Insulfil fibre filling, lightweight and small pack size. Comes with compression stuff sack. Suit junior., Excellent Cond. **\$25 .00**

Contact Neil Cook on 0409286629 for more info

For Sale:

WAECO CF80 VERA fridge freezer with cover **\$900.00**

Digital temperature read out

Hypervent mattress underlay stops condensation under your camper mattress
\$55 per metre, roll width 1 metre

Phone Paul Tabone 0417 080 663



4X4 ACCESSORIES



ACCESSORIES SALES AND FITTING SERVICE

- | | | |
|--|---|--|
| <input type="checkbox"/> Dual Batteries | <input type="checkbox"/> Air Compressors | <input type="checkbox"/> Fridges |
| <input type="checkbox"/> Side Steps | <input type="checkbox"/> Driving Lights | <input type="checkbox"/> Snorkels |
| <input type="checkbox"/> Roof Racks | <input type="checkbox"/> Storage Systems | <input type="checkbox"/> Cargo Barriers |
| <input type="checkbox"/> Bullbars, | <input type="checkbox"/> Staun | <input type="checkbox"/> Polyair Springs |
| <input type="checkbox"/> Warn Winches | <input type="checkbox"/> Wheel Carriers | <input type="checkbox"/> Fuel Tanks |
| <input type="checkbox"/> Canopies | <input type="checkbox"/> Recovery Equipment | |
| <input type="checkbox"/> Air Locking Diffs | <input type="checkbox"/> Old Man Emu Suspension | |
| <input type="checkbox"/> UHF Radios & Antennas | | |

*****CLUB DISCOUNTS AVAILABLE TO ALL MEMBERS*****

*****CONTACT GLENN BULL FOR FULL DETAILS*****



Mount Barker 4x4 Centre

Shop 10/4 Dutton Road
Mount Barker SA 5251
Tel: 08 8391 4391



Serious 4WD Equipment



UHF CB RADIO CHANNEL ALLOCATION

USED FOR	CHANNEL/S	COMMENTS
Calling Established by law	11	To call or locate another station. Parties then switch to a conversation channel
Conversations	9, 12 to 17, 19 to 21, 24 to 30, 39	Used for conversations between stations
Highway Communications	29	Mainly used by Truck Drivers and other Highway users on the Pacific Highway in N.S.W.
	40	Mainly used by Truck Drivers and other Highway users Australia wide but not usually on the Pacific Highway in N.S.W.
Caravanners, Campers	18	Holiday Maker's communication channel, e.g., when in convoy
4WD Drivers	10	Used by 4WD enthusiasts, clubs, convoys and in national parks.
Emergency Calling Established by law	5	Can be used by anyone in an emergency situation ONLY
Repeaters Established by law	1 to 8 31 to 38	In duplex mode, repeaters need two channels to work. Receives on 1 to 8. Transmits on 31 to 38 (automatically). When within range of a repeater, it will increase the communications distance. Operation in simplex mode on these channels is not permitted when within range of a repeater.
Data Transmissions Established by law	22, 23	No voice transmissions allowed on these two channels

explore, experience, enjoy...



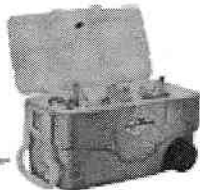
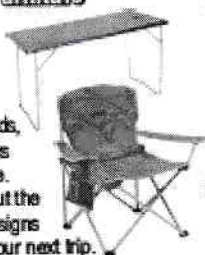
Fridges

All the leading brands, Engel, Waeco & EVA Kool on display side by side for you to compare. See us for the latest deals!



Camp Furniture

Chairs, Tables, Stools, Camp Cupboards, Stretchers and more. Check out the latest designs before your next trip.



Coolers

Coleman coolers in just about every size & shape imaginable!



Locally owned with National Warranty!

Horizon Leisure & Camping World really are the outdoor specialist, our massive buying power combined with our local knowledge ensures we stock an extensive range of products, at the very best possible prices, and don't forget we offer, **4WD club members an additional 10% discount*** on most products. Call in and speak to one of our friendly team today.

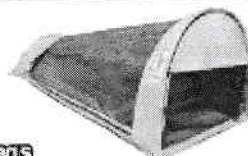


Tents

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.



Swags

Swags to suit all budgets, and huge selection of styles to help you make the most of your time in the great outdoors. Available in single, king size & double options.

Horizon Leisure & Camping World

Mount Barker 20 Cameron Road Ph 83983033
Open 7 Days Sunday 11 - 4 pm

Murray Bridge 209 Adelaide Road Ph 85324667
Open 6 Days Saturday 9 - 4 pm

* Terms & Condition Apply, See Instore For Details



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Ask the outdoor specialists

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