



# Rangers' Review

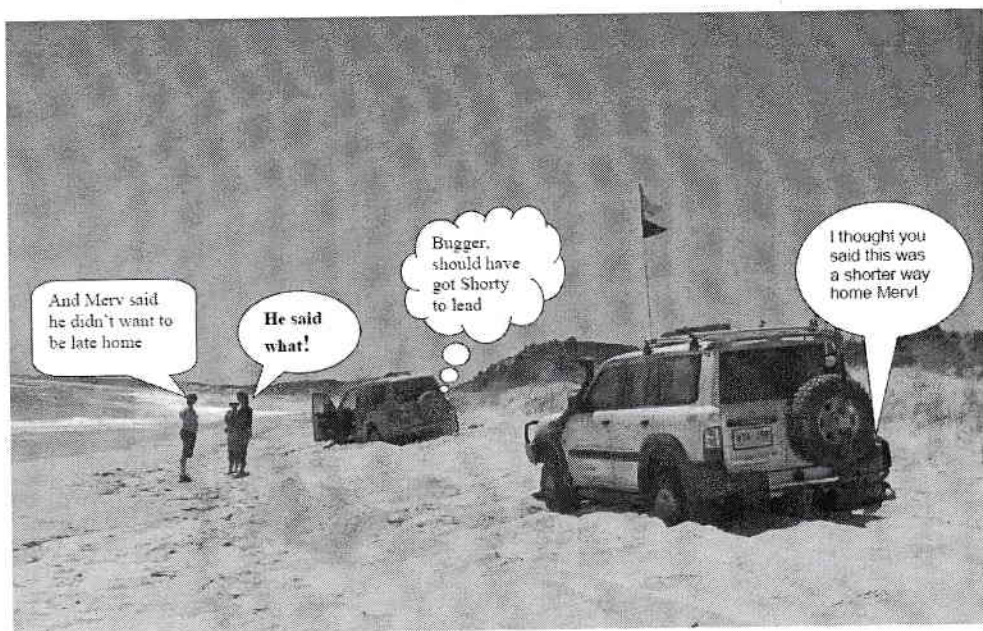
**Mount Lofty Rangers Inc.**

P0 Box 1150, Blackwood SA 5051

[www.mountloftyrangers.com.au](http://www.mountloftyrangers.com.au)

**Volume 13 No.9**

**February 2008**



*Beachport: Merv leading the way*

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# **Mount Lofty Rangers Inc.**

## **About Us**

The clubs 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 3<sup>rd</sup> Monday of the month

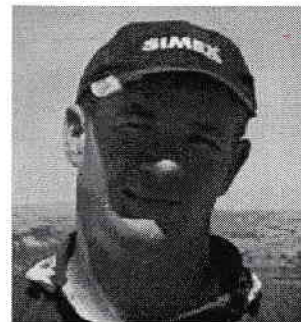
## **Information**

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

[www.mountloftyrangers.com.au](http://www.mountloftyrangers.com.au)

MT LOFTY RANGERS UHF CLUB CHANNEL NO 27

# *"Shorty's Presidential Report"*



Hi All

Welcome back to the club in 2008.

We had a great year in 2007, lots happened in the club and many places were traveled too.

Since the Christmas meeting we had a trip to the High Country which was great. Pity the place got virtually burnt out in Dec 2006 but it slowly recovering. But it will take along time to get back to what it was like before the fires. It will be interesting to go back in 5 yrs to see how much has recovered.

The other trip that was run was our annual Beachport trip which we had good numbers at almost 40 members attended. Most members did the runs between Robe - Beachport & Beachport-Carpenters Rocks there some minor mishaps but mostly the weekend went with out a hitch. Good weather each day & not a lot of wind at night which was great because those that have been before know what it is like down at Beachport when it is windy & cold. Yuk.

Can you run a trip, or know of a place that you would like to go to, or just that bit unsure about how to go about it. It can be a day trip, overnight or weekend. Come and have a chat to Paul Tabone or myself if you need help. Perhaps you can joint lead the trip with some one more experienced. Our resources have been getting quite low on destinations to go for short trips. So if you can help come and see us.

The MLR Quiz Night which will be held in March 1<sup>st</sup> at the clubrooms here. Let's make this a success for the club and to do this we need to fill tables. Tables of 10 at \$10/head. Bar facilities available Bring your family & friends along it will be a great night with some great prizes to be won. Please see any committee member for more details.

Hope to see you on a trip.

Dave Willsmore (Shorty)

# BEACHPORT

## Australia Day Long Weekend 2008

### Day 1

#### Robe to BeachPort

We met our team leaders Jeff and Lynn Morgan at the Caltex Service station at 10am. The first plan was to see how many vehicles we had and what level of experience each person had driving in sand.

As it turned out we had 10 vehicles 5 from the City West Club from Victoria and 5 from the Mount Lofty Rangers. Three vehicles from each club had inexperienced drivers.

As the day progressed so did the confidence of all the new drivers. On one particular hill the sand was so soft that one of our vehicles became bogged. This was a good learning experience for all drivers on how to dig out and retrieve a vehicle. We stopped for lunch at Nora Crenia which gave everyone a chance to become acquainted.

Over the days driving we managed to negotiate a mixture of steep sandy hill soft beaches and rocky terrain.

The highlight of the day was when on the way back to Beachport Jeff took us to the buggy club. When we drove around and saw the size of the sand hill there was a lot of nervous expressions on faces. When our team leader Jeff descended down the sand hill and made it look so easy everyone was eager to attempt the decent. The expressions soon turned to smiles as each driver made a successful decent. An excellent day was had by all.  
George and Chris Clark.



# ***MLR QUIZ NIGHT***

**March 1st 2008**

*Get a table of 10 Club members, friends or  
neighbours  
together for a good fun night.*

*Test your General knowledge*

*Everyone knows the good times had at these  
nights*

*So Mark it in your diary and let the  
Social Committee know of you interest*

*Prizes, Auctions & Games*

*\$10.00 per Head  
Children U12 Free*

*7.00pm for 7.30pm Sharp Start*

*B.Y.O. Nibbles, Buy Drinks at Bar*



# Victorian High Countrty Trip Report

By Neil Cook

## Day 1 22/12/07

After wakening at 5.30am we set off at 6.30 via Mc Donald's for breakfast and then on to meet Dave, Sheralyn and Jack up at Mt Barker on ramp at 8am. We were both fully loaded with food, booze and camping gear and looking forward to a fortnight away from work.

So off we set, calling in at Tailem Bend for a coffee for Sheralyn (we all know what she's like if she doesn't have here morning fix!).

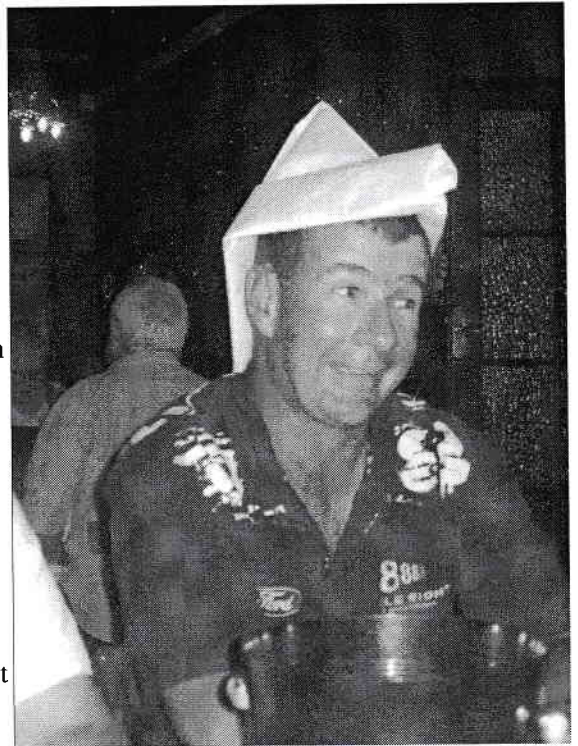
After hearing us on the radio, Matt also pulled in to stock up on supplies for his trip down to Melbourne to see his family.

Then it was back on the road and the Mallee Hwy, passing through Ouyen and stopping for lunch at a local bakery (can't recall the name of the town).

Throughout the day the weather was very changeable. With patches of heavy rain as well as dust clouds being blown of the bare paddocks with the strong side winds. Our camp for the night was at Barham, but we had to stop for fuel at Kerang first as both vehicles were running on fumes!

We had travelled 586km and we both used virtually the same amount of fuel, Dave putting 83.4 litres (541.5km) in and us 85 litres.

Barham was just over the Murray River in NSW, with a nice caravan park and fair, but expensive food at the local pub.



## **Day 2 23/12/07**

Next morning we had a lazy start, made even latter by trailer light problems on Dave's outfit. After a good hour or so we couldn't find the problem, but latter in the trip Dave narrowed it down to the light cluster on the trailer.

Day 2 journey took us through Echuca, Shepparton and before we hit Wangaratta we called in at Ned Kelly's last port of call-Glen Rowan. Had a look through the town and bought our souvenir for the trip.

Once we had refuelled in Wangaratta, it was into the mountains for the last leg of the journey into the high country. Whilst driving through Bright we had to stop for a random breath test, all good though and we carried on our upward journey towards Mt Buller.

The hills we were getting steeper, with first and second gear hairpins really testing the torque of the vehicles.

After the bitchumin hairpins it was a right turn onto the dirt for the run down towards Dargo.

Just before Dargo we turned of to Talbatville and half an hour latter we were looking at our first river crossing!

The river was running quite deep, and the night was closing in, so we decided to set up camp at Talbatville instead of the planned camp further down the river.

This turned out to be a good decision as Talbatville was a great camp site, with nice clean drop toilets and very cold running water.

After camp was made we settled down to a few well deserved drinks around the camp fire.



### **Day 3 24/12/08**

Some of us were woken very early by the laughing Kookaburras, but once the Secators started, everybody was up!!

The days driving consisted of first crossing the river that had stopped us the night before.

Linda volunteered to walk the crossing (as she has more life insurance than me!) and after a safe journey we all followed with the cars.

We headed up Brewery Creek track, which gave us spectacular views and some very steep drop offs to the left! After a nice steep decent we headed back to camp for lunch and then onto the crooked river track. This entailed 26 river crossings, all of which posed no

problems. There were some old mine ruins to view and a nice steep accent of the valley side. On the way back to camp we stopped for more firewood and also had a look at the local cemetery.

After getting the fire going we settled down for the night and waited for the flies to disappear about 9pm before we started cooking.

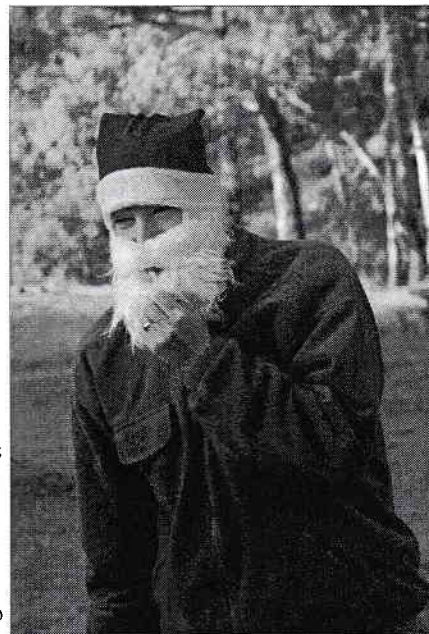
Linda and Shelalyn got stuck into the champagne and 3 bottles later were quite the happy couple!

We had to get to bed before midnight as Santa was on his way!

### **Day 4 25/12/07**

#### **XMAS DAY**

Santa arrived (in person!) to hand out some of our presents and the morning was spent playing with our new gadgets. The afternoon saw us reeking the route which we planned to take the next day with the trailers in tow. This route turned out to be steeper than what we had thought and we had grave doubts the cars and trailers would make it up. We carried on and visited Guys Hut and then down the very steep Sarah Creek Track, crossed the river and headed up the even steeper Bald top track, then back down to camp via the Brewery Creek Track.





Both cars copped well with the terrain, but how would they go tomorrow with the trailers in tow??

The evening was spent preparing Xmas dinner, with stuffing in the camp oven, baked potatoes in the ground and peas in the can on the fire.

Cold turkey and Ham were also on the menu as well as Xmas bonbon's to pull for the hats. After a great day, great meal and some great wine to wash it all down, it was off to bed with full bellies and apprehension of tomorrows drive.

### **Day 5 26/12/08**

Another beautiful day dawned in the Victorian High Country and after breakfast we headed into Dargo to fuel the cars up and hopefully contact the rest of the group to see where they were and what time we could expect them.

As we rolled into Dargo, Matt was coming the other way, so that was one down four to go. Mark and Leonora were going to meet us at the second camp, so now we were down to three. After contacting Wayne and finding out he was only an hour or so away it was looking good for the move today. Things turned a little pear shaped after we spoke to Frank and found out that Gary had not set off with him today, but had set off on Xmas day instead.

This put us in a bit of a dilemma as we had changed the route we were going to take to the second camp and there was no way of contacting Gary. We decided to head back to camp, wait for Wayne to arrive and leave Gary some directions for him to follow.

So with Matt in tow we headed back to Talbot Ville and packed up the trailers, Wayne, Luke and Lora arrived with perfect timing after being on the road for about 15 hours! Don't think Wayne was looking forward to another 3 hrs on the tracks, but the decision had been made.

So after leaving instructions for Gary, we set off on our new route to Wonnagatta Station, the site of our second camp.

After a couple of river crossings we started to head upwards and onwards. Now this new route looked less steep on the maps the night before, however in practice this was not the case. The first major climb was VERY steep, with wheels scrabbling for grip, diff locks engaged, towbars and campers running out of ground clearance and nerves at the end of their tether, it was a slow and noisy(its amazing the noise a diesel engine puts out at 3-4 thousand rpm in first gear low!) ride to the top. But we all made it. Maybe the track the day before wasn't too bad after all!

After nearly four hours of driving up and down the steepest terrain I think we had all driven (with the trailers on), it was a welcome site to see the Wonnangatta valley and our next camp near the homestead.

Just as we had set up camp Mark and Leonora rolled into view, so that only left Gary, Catherine and Miranda to catch us up today.

At 8pm whilst out collecting firewood, Shorty and Matt got Gary on the UHF. He was about 45 minutes away and heading down the right track (or so we thought). But by the time 10.30pm came around and they were not in camp, we all started to get a bit worried.

Matt volunteered to go on a search and rescue mission, so Linda, Hailey, Jack and I hopped in the Patrol and off we went to try and find them. After an hour or so heading back over the tracks we had come in on and checking out some side tracks, we could not raise Gary on the radio or see any sight of him! After speaking with Dave back at camp we decided to turn around and head back to camp.

Thankfully the next morning, Gary was raised on the radio and all was well. He had gotten a bit disorientated in the dark and taken a wrong turn, as time was getting on he made the good decision to stop, set up camp and reassess his position in the morning.

So after five days of great company, great camping and great 4wd driving its time to hand over the trip report reins to Wayne (I think?) and thank Shorty for organising a great trip. By the way, the fun had only just begun!!!!!!!!!!!!!!!!!!!!!!

By Linda & Neil





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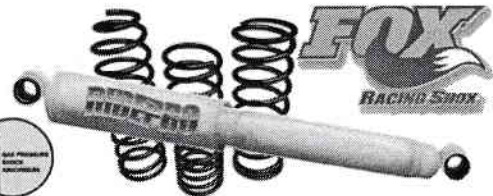
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# Member Profile

**Full Name:** Glenn William Fortescue Bull III

**Nick Name:** Glenn

**Call sign:** Glenn

**Motto:** "Just because I don't care doesn't mean I don't understand"



**Occupation:** Jeep Owner

**Family:** Pam and two cats. I come fourth at feeding time.

**Vehicle:** TJ Wrangler

**Modifications:** No need to modify them they are good enough on their own.

**First Vehicle Owned:** C50 step through scooter. Think I was about nine or ten when I bought it. Still have it at my parents house now.

**Ultimate 4WD:** 110 tonne Haul pack from the open cut mines. No need for a sand flag on that one, you can see over the top of the dunes.

**Favourite Holiday Spot:** The bikini shop at Key West, Florida.

**Other Interests:** Naked Women and anything Nick Bray emails me.

**Favourite Food:** Anything that doesn't kill me when I eat it.

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# Upcoming Trips

## Summary of up coming trips:

When putting your name down for a trip you

**MUST include your contact number**

If you cannot attend and your name is on the trip sheet you

**MUST** contact the trip leader or Trips coordinator.

1. March L/Wend 8-10 March 42 Mile Crossing.
2. March Easter Otways State Forest.
3. March Easter Eyre Peninsular.
4. June L/Wend 7-9 March Murray Sunset NP
5. July 5-7 Gregorys Food and Wine Festival. Yorke Peninsular.
6. July 8-13 Dalhousie Springs. Pre Simpson Trip.
7. July 14-20 Simpson Desert crossing.
8. Anzac L/Wend 25-27 Broken Hill and surrounds.
9. October L/Wend. Whyalla inter club. This is a big gathering of all 4wd clubs.

More details for all of these trips will be on the trips board at the meeting.

I would like to see some new trip leaders coming forward it is not hard to do and I will help you if required.

Day trips, weekenders or longer trip suggestions are:

Goolwa beach run and on to Deep Creek NP.

Hog wash bend, Mungo NP, Border Track, Salt Creek fishing trip

Any of the 4wd tracks in the Flinders Skytrek, Arkaba station to name a couple

# SOCIAL SCENE

## QUIZ NIGHT - 1st March 2008

On the evening of Saturday 1st March 2008 some fun at a Quiz Night.

Monarto Zoo - Date to be advised late April-early May

Southern Food Trail - Date to be advised late May

## OTHER SOCIAL ACTIVITIES

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

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

**Social Committee**

## **Action on plastic bottle rubbish needed to Clean Up our Climate**

Australians bought 118,000 tonnes of plastic drink bottles last year but only recycled 35 per cent of them. The 76,700 tonnes left behind either went to landfill, creating significant greenhouse gas emissions, or ended up in our environment as rubbish.

“Clean Up Australia Day on Sunday, March 2<sup>nd</sup> will be a focus for community action to address not just the growing problem of plastic bottle rubbish but greenhouse gas pollution as well,” Ian Kiernan AO, Clean Up Australian Chairman, said.

Registrations are now open. Anyone can register a Clean Up site and community organisations are also encouraged to get involved by visiting [www.cleanup.org.au](http://www.cleanup.org.au) or calling 1800 CUA DAY (1800 282 329).

“Recycling is a simple but effective way to reduce greenhouse gas emissions,” Mr Kiernan said.

“Every aluminium can that is collected and recycled saves 767 grams of carbon dioxide, which is the equivalent of 1 wheelie bin of greenhouse gas emissions.

“Climate change is the greatest challenge facing our and future generations. I encourage everyone to take action by registering a Clean Up Day site. Let’s start today to save tomorrow.”

### **Fast Facts about Clean Up Australia Day:**

Clean Up Australia Day is the largest community event of its kind in Australia – in 2007 an estimated one million people got involved.

- A national Newspan survey in February 2007 found 87 per cent of Australians believe Clean Up Australia Day plays an important role in protecting the environment.
- Clean Up Day 2008 is a day of action towards Clean Up Our Climate – reducing greenhouse gas emissions from landfill.



# VogueLending

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Paul West has been a club member for 10 years and really enjoys helping people achieve  
their dreams. Phone anytime on 83874255 or 0405484448.

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## **Victorian High Country Trip by Miranda Gant Sawyer (aged 10)**

**People on trip were: Shorty (leader), Sheralyn & Jack; Debbie & Frank; Linda, Neil & Hailey; Matt (brother Chris came for 2 days); Leonora & Mark; Wayne, Luke & Laura; Cathy, Gary & Miranda**

**Day 1-** We left Adelaide Christmas Day at 4.30pm and drove for 4 1/2 hours so we decided to pull over to the side of the road. We spent one night there near Ouyen.

**Day 2-** Today we passed through Swan Hill (pretty big town; even had a Target!), Gunny, Managatang, Echuca and Bright. We drove through Glen Rowan where Ned Kelly lived and there's a statue of him that's about 10 metres high. A few hours later we got to Talbotville and we found some new directions with Dad's name on them telling us where to go. Thanks Shorty & Neil! We made a wrong turn and then a couple of hours later we found ourselves stuck with our camper trailer in front of a very deep river - lucky there were some helpful men (and teenagers) to help us. It was an adventurous day and a long day (10pm) so were stayed with them!

**Day 3-** Our Bendigo buddies (the helpful men) led us to Wannangatta via Humphray track. The group went to meet up with Frank & Debbie. When they were on Cynthia Spur track and got in radio contact we knew they must've been close. On the way Frank & Debbie broke their front diff. Later that day the group went to Dargo for icecream - but some chose pies instead. Today Chris (Matt's brother) came to join us for the night.

**Day 4-** Today was just a relaxed day - mainly at the campsite. Shorty and Frank spent all day trying to find a new diff. (They went all the way to Bright). Mum, Dad and myself went to phone home hill where Optus doesn't work! But you have to think on the positive side the phone may not have worked but it was a scenic drive.

**Day 5-** In the morning everyone helped Frank fix his car by taking out his axles. We then went for a drive up the Zeka track. On the way back we went along the Dry River track which was quite muddy. Every car broke, lost or dented something on the Dry River track but it was good fun.



**Day 6-** Today we left Wannangatta station and drove via Zeka track to Comet Flat. We stopped at Licolla. There was an information booth about the bush fires and I must say the facts were very educational. On the Zeka track Matt towed Frank and Debbie's camper trailer and Frank had to drive in 2wd because of his broken diff. In total it took 9 hours. When we got there we were amazed; the campsite was beautiful and green. It had a bridge, a creek to swim in and cool your water bottle in and a walking trail leading to the toilet!

**Day 7-** Hooray it's a day to celebrate because it's .....NEW YEAR'S EVE!! Our group drove on one of the toughest tracks in the Victorian High Country, the Clarke Spur track. Matt successfully made the whole track through. For Dad it wasn't so easy so he had to be winched out. Later that day we all went for a swim in the creek, but there was one problem it was sooooo slippery!!! When it came night we partied. I must thank Debbie for bringing sparklers and glow sticks, Sheralyn for bringing more glow sticks and sparklers and thanks Linda for the party poppers. The men appreciated Matt bringing music videos of power tools and bikinis.

**Day 8-** All the men helped Wayne recover his car on a very steep track. His front diff broke New Year's Eve. They spent all day getting him out (10am-5pm). They were so exhausted that they drank 30 litres of water! So they towed Wayne's car all the way back to camp! Meanwhile the girls (and Jack) were lounging around with our chairs in the creek under a shelter, eating chocolate, dip and crackers.

**Day 9-** Everyone left to go home. Some of us went to Woods Point for fuel. Wayne rang RAA and got his car towed to Mansfield. Thank you Shorty for a great trip.

## **THE END**

Thank you for reading my article.



## **NGARKAT CONSERVATION PARK**

FWDSA -INTERCLUB WORKING BEE

The autumn 2008 working bee at Ngarkat will take place over  
the Anzac Day long weekend

April 25th, 26th & 27th 2008

Please include this date in your Club's calendar of events as  
soon as possible

Full details of the working bee will be emailed to the clubs in  
early January

Ngarkat Tracks Maintenance Committee

(a sub-committee of the NRAU of South Australian Association of Four  
Wheel Drive Clubs Inc.)

Hi Mount Lofty,

Can you please mention at your next general meeting and in your  
newsletter that the Whyalla and Districts 4WD Club will be running  
Weekend in Whyalla 5 on the October long weekend in 2008. Please  
put this in your calendar for next year, more details to come in the  
new year.

Looking forward to see you all there in 2008

Robyn Lindholm  
Secretary  
Whyalla and Districts 4WD Club

# Four Wheel Drive Courses

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

## TRAINING DATES

### Training

DTU has not finalised the audit, books are still not available.

Training will be provided at Beachport for those who want to have sand elements signed off.

Alternative basic training can also be available if there are sufficient numbers interested.

Trip Leaders Advisory Course - Date TBA based on numbers

Ozi Explorer - Intermediate Users - Date TBA subject to numbers

Assessors Course TBA

### 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/blasp.jsp>

### Club Trainers

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

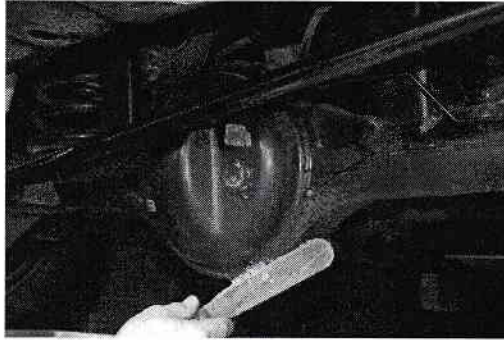
Assessor's: Ken Bradey, Mark Curtis, Layne Holberton, Jeff Morgan, Christian Whamond, Ricky Esser, George Haniotis.

## **GEARBOX, TRANSFER CASE AND DIFF'S**

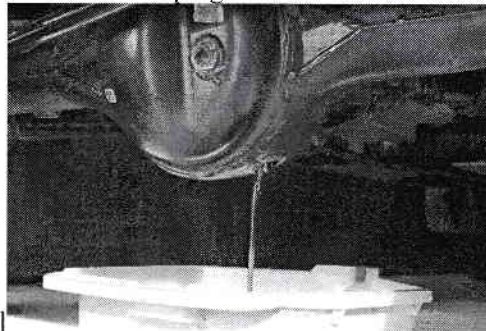
[13] To change the gearbox, transfer case and diff oil's, again drive your vehicle until normal operating temperature is reached. If it is part time 4wd with manual front hubs, then lock the hubs in, but don't engage 4wd. This is to get the front drive-shafts and diff turning, to enable the oil to heat up (same reasoning applies to gear oil as does engine oil above).

[14] Locate the various filler and drain plugs, you may have to remove sump guards and bash plates (don't forget that the transfer case is usually separate from the gearbox) and give the areas a good clean down. This stops any dirt / mud getting into the gearboxes and diffs.

[14]



[15] Again a tarp or tray can be used to cover the floor area and the bucket / catch pan used to capture the drained oils. Remove the drain plug and allow the oil to drain.



[15]

[16] Check the drain plug for contamination. If the magnet has lots of iron fillings on it, then you may have problems. Here you can see the difference between a contaminated and clean plug.

[16]



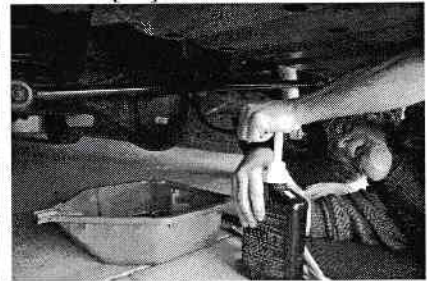
[17] Clean the drain plug area with a lint free cloth and refit the drain plug with a new washer (if applicable). It's always best to use new washers as this guarantees the seal of the plug. They usually only cost a few cents each.

[18] Remove the filler plug and use either the gear oil bottle (if it has a filler tube attached) or a hand pump, to transfer the new oil into the gearbox/diff.

[18]



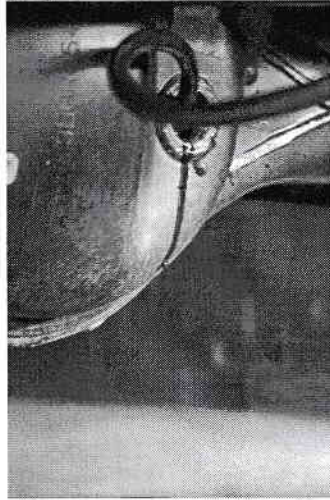
[18]





[19] The unit is full, when oil dribbles out of the filler hole. Refit the filler plug.

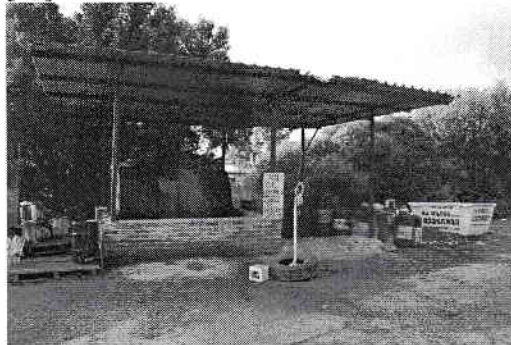
[19]



[20] Once the oils in the gearbox, transfer case and diffs have been replaced, take the vehicle for a run and then check for leaks.

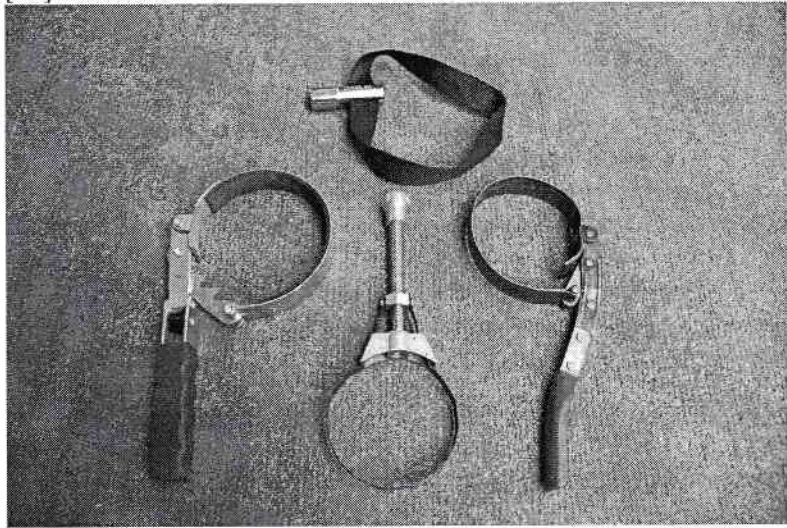
[21] All the used oils (and filters) should be disposed of correctly. Your local council / recycling depot will be able to point you in the right direction. You can also check with your local dealer / mechanic, as they may allow you to dump your old oil in their waste oil tanks.

[21]



[22] Pick the oil filter wrench that best suits your application.

[22]



[23] Some basic items you will need.

[23]



### **TIPS**

Refer to your owner's manual, or better still, purchase a 'workshop' manual, to find out the correct grade of oils (engine, gearbox and diffs will all be different) and the quantities required for each.

Buy the best oils you can afford. But always stay clear of 'home brand' oils as these are notoriously poor quality.

Make a note of the date and engine km as a reference guide to when the next change should occur.

Empty your bucket / catch pan as soon as you can, as you won't be the first (or last) person, to kick it over!

## UHF CB RADIO CHANNEL ALLOCATION

USED FOR	CHANNEL/S	COMMENTS
<b>Calling</b> Established by law	11	To call or locate another station. Parties then switch to a conversation channel
<b>Conversations</b>	9, 12 to 17, 19 to 21, 24 to 30, 39	Used for conversations between stations
<b>Highway Communications</b>	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.
<b>Caravanners, Campers</b>	18	Holiday Maker's communication channel, e.g., when in convoy
<b>4WD Drivers</b>	10	Used by 4WD enthusiasts, clubs, convoys and in national parks.
<b>Emergency Calling</b> Established by law	5	Can be used by anyone in an emergency situation <b>ONLY</b>
<b>Repeaters</b> 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.
<b>Data Transmissions</b> Established by law	22, 23	No voice transmissions allowed on these two channels



*Patron: Anne Beadell*

## **Australian National Four Wheel Drive Council**

GPO Box 79 Canberra ACT 2601

### **Code of Conduct – Off road driving**

1. Obey the laws and regulations for Recreational Vehicles that apply to public lands.
2. Respect the cultural, heritage and environmental values of public/private land, by obeying restrictions that may apply.
3. Respect our flora and fauna. Stop and look, but never disturb.
4. Keep to formed vehicle tracks.
5. Keep the environment clean. Carry your own, and any other, rubbish out.
6. Keep your vehicle mechanically sound and clean to reduce the environmental impact.
7. Adopt minimal impact camping and driving practices.
8. Seek permission before driving on private land. Do not disturb livestock or watering points, leave gates as found.
9. Take adequate water, food, fuel, basic spares and a first aid kit on trips. In remote areas travel with another vehicle and have Royal Flying Doctor Service, or equivalent, radio contact.
10. Enjoy your recreation and respect the rights of others.
11. Plan ahead and lodge trip details with a responsible person.
12. Support four-wheel drive touring as a responsible and legitimate family recreational activity. Consider joining an affiliated four-wheel drive Club.

**THIS CODE SUPPORTS THE NATIONAL  
RECREATIONAL FOUR WHEEL DRIVE VEHICLE POLICY.**

Produced by the ANFWDC in the interest of promoting responsible recreational vehicle use.

For advice and assistance in meeting the requirements of this Code of Conduct contact  
Public Relations Officer, ANFWDC PO Box 79, CANBERRA ACT 2601  
□ Australian National Four Wheel Drive Council, June 2005



# MT LOFTY RANGERS

Lets Promote Our Club!!!

Cloth Badges	\$7.00
Car Stickers	\$2.50
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 (fleece lined)	\$45.00	
<i>(includes name and logo embroidered on &amp; GST)</i>		
Arctic Fleece Tops	\$45.00	
<i>(includes name and logo embroidered on &amp; GST)</i>		
Polo Shirts (short sleeve with Pocket)	\$37.00	(no Pocket \$35.00)
<i>(includes name and logo embroidered on &amp; GST)</i>		
Beenies (including logo embroidered on)	\$13.00	
<b>NEW ITEM</b>		
Baseball Caps (including logo embroidered on & GST)	\$17.00	

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.





**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 |   |  |

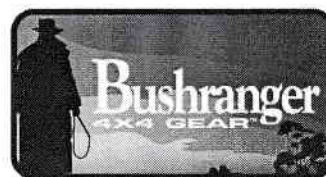
**\*\*\*CLUB DISCOUNTS AVAILABLE TO ALL MEMBERS\*\*\***

**\*\*\*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*



## Your Committee

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TREASURER	Nick & Sam Bray	0413 019087
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TRIPS CO-ORDINATOR	Paul Tabone	0417 080663
EDUCATION OFFICER	Jeff Morgan	0410 665 019
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