



Rangers' Review

Volume 14 No.5

Mount Lofty Rangers Inc.

PO Box 1150, Blackwood SA 5051

www.mountloftyrangers.com.au

October 2008



A fine example of how Club members spent their time on the recent Simpson Desert crossing. This one was taken at William Creek.

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Mount Lofty Rangers Inc.

About Us

The Club's aim is to enjoy all aspects of owning and using our 4WDs 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 complement 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

MT LOFTY RANGERS UHF CLUB CHANNEL NO 27

Editorial

G'day Folks

Another month, another magazine. This month we have managed to publish photos of all the committee members and the trip leaders. I hope this will assist those of you who aren't familiar with all the club members to identify the person you need to talk to.

The next stage of this project is to start publishing photos of the members. Ultimately I'd like the magazine to be a record of everyone in the club, to help with introductions and ease the entry of new members who can find it a bit intimidating to be confronted with a whole new group of people.

The general feeling seems to be that the crossword puzzles I've been publishing are a bit too obscure, so this month I've put the cryptic clues back in their box and gone for something simpler. There is a considerable emphasis on cars and four wheel drives in particular, so you should find this one a bit more to your liking. There is still a prize of two bottles of wine to the member who submits the first correctly solved puzzle. So go to it!

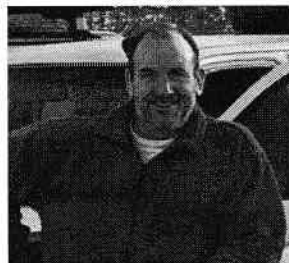
Two of the sponsors who have supported the Club for a long time have special announcements this month. Total Traction Tyres is relocating and Mount Barker 4X4 has a special sale on roof racks and bars. We like to support our sponsors, as they support us, so these announcements are reproduced in the magazine.

I'm very grateful to the members who have sent me all sorts of material for the magazine. I will try to publish as much of what I receive as I can, but some of it may not appear for an edition or two. Please don't think that this means I don't want to use the material, I'm simply trying to keep a good mixture of content in the magazine. However, this magazine, like any other publication, has an endless need for more material, so please keep it coming.

Till next month

Barrie Davis

"Trevor's Presidential Report"



From the Presidents Desk (Deck) Chair

One club, four trips and about thirty plus cars and three days off! It's been a busy time for trips over the Queens Birthday weekend with near on half the club on one trip or another. A big thanks to those who put up trips and led them. I went up to Whyalla for the gathering of various clubs and was pleased to see about fourteen cars from the Rangers there. I'm sure everyone had a terrific time. For me it was a great opportunity to catch up with people from other clubs, chew the collective fat on the challenges and successes of other clubs and get ideas to bring back to us.

This was my second trip to Whyalla for the this annual weekend. The first time was as part of my requirement to join the Club just over two years ago, jeez has that gone fast. To all the new members, don't worry, we don't expect you to go through the club that fast. However, let's not forget next year's elections. Now is a good time to look for ways in which you can strengthen your club by getting ready to relieve some of the current committee at next year's election. Given many of the committee are first timers you might have to muscle in.

Back to the weekend. Please take the time to read the trip reports that are in the magazine as many people have put a lot of time into recording the events. Who knows, you might catch some news you hadn't heard.

Remember there are only two more meetings before Christmas so don't forget to book in for Wall Flat and Australia Day at Beachport and get some more trips up ready for next year. Don't forget to bring a stubby with your business stubby holder along to put in the esky for the Xmas raffle. This is a great chance to let people in the club know what you do. Well that's all, I'm back to work on my tan and finish reading my Driver Training hand book.

See you soon

Trev



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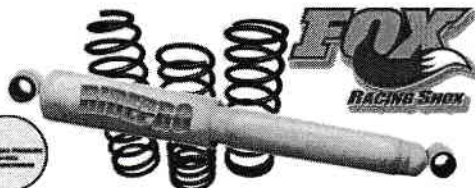
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Rangers Review

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Simpson Trail

Part Three (the end)

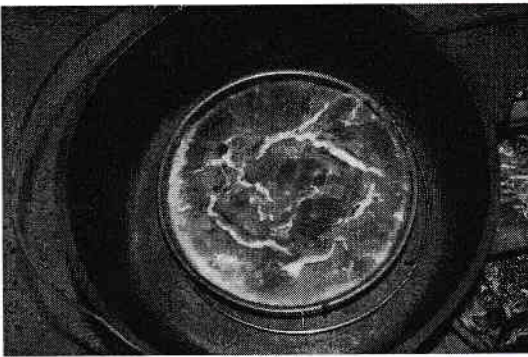
After arriving at Dalhousie Springs early in the afternoon we set up camp and headed off to check out the spring. We had caught up with Gary's trip at the Purine Bore and they also made it to Dalhousie, so we had a communal camp that night. Frank decided to retire early, something about fumes and things. But I reckon he was just a bit tired (read pissed) as he even left his bocce balls out all night. It was lucky Deb was there to carry his balls home and put them away for safe keeping! For tea that night we finished off the calamari we had on the BBQ, a real tribute to food handling, a week in the fridge and she was all good. Some abstained on the side of caution, but a butcher and chef both confirmed they were fine. So we cooked it all up, dusted in seasoned flour and BBQ on the hot plate. We of course had some chilli sauce on it. Oh yeah that was just entrée, for main course we had porterhouse steak over the coals of one of Gary's fires.

Up early the next morning at sun up (which was unusual for our crew). Sorry, not to pack up and head off but to go for a dip in the springs. The spring was about 32 degrees in and about 8 degree out and you could see the steam rising as the sun rose behind it. It was wonderful in but blinking cold out. After a leisurely pack up we made our way to the Mt Dare Hotel via Dalhousie Homestead ruins.



An interesting place which reminded me of just how hard it would have been out here and just how determined they were to settle out here. The stock yard yielded some great pictures and the homestead with the palms as a backdrop looked good. We headed off to Mt Dare and stopped for lunch (yeah ok a beer or two). Now this was different from the pictures I had seen as the old pub had been hit by termites and had to go. In its place was a brand new shed converted into a general store come pub.

We all picked up a souvenir or two and off we went for to night's camp at the Algeuckina Bridge on the old Ghan. No surprise, we



didn't make it but camped about 60km just out of Oodnadatta along the old Ghan line. We had plenty of wood for a fire and cooked up a nice roast for tea with a mix of veg in the other camp oven.

Geewiz, we ate well all trip with every evening meal a combined effort, it really helped to make it a relaxing trip.

One team would cook for all 6 each night and we took it in turns each night, with just about all hands on deck come dishes time. What's the old saying "many hands make light work"? Well I think we rewrote it to say "many hands make it quicker to sit down with a red".

While we were preparing tea John tried a trick he had picked up watching one too many 007 movies, placing his mobile in a stainless steel bowl (to act as a dish transmitter). He tried to phone home to Paula, he reckoned it was worth a try, but we all agreed "myth busted"



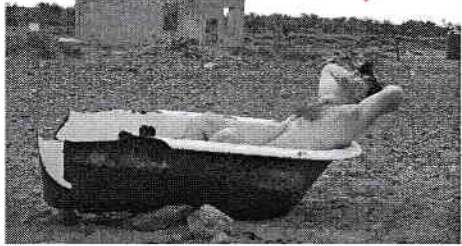
Again we were up at the crack of dawn and on our way by 10 am, ok maybe not the crack of dawn but well morning side of lunch anyway. We called in to the Algebuckina Bridge, even encountered some road works, not really sure what

they were fixing but there was a lot of activity. I suspect they were putting in a car park and were going to make future visitors park and walk to the bridge.

Next stop was lunch at William Creek (ok a beer but only a one two three) then we had an early camp at Coward Springs. But not before we visited the car at the Beresford siding. For those who did the Painted Desert last year, remember the dam that was full of water, well you could drive across it this year, dry as a bone. It was great to have a hot shower and a hot stew with a nice red at Coward Springs. A strange feeling knowing we were nearly home and this would be our last camp as a group on this trip.



Next morning we stopped in to Farina Ruins (ok, it was lunch time but we were winding down) where Greig decided to take a bath out front of the Transcontinental Hotel.



Greig and Dave headed straight through to Pt Augusta to catch up with a friend and Frank, Debbie,

John & I camped at Brachina East for the night. It was windy and we didn't carry much in the way of firewood so we only had a small fire and a relatively early night. It was threatening to rain but held off. Greig, who was further south than us, copped the lot, wind & heavy rain.

Our last morning provide a small treat for us, with videos and cameras in hand a kangaroo hopped in to camp on the scrounge. It hopped right up to John so we all stopped and took some pics of it. Then out popped a little head, it had a Joey in its pouch. It was in no rush so we all just stood around and looked. Then we headed home and started thinking about the next trip.

Some stats:-

- 1 flat (a slow leak plugged and that was it)
- Helped out 1 German tourist with his flat
- 1 Radiator repaired.
- 3 roasts, 3 stews, 1 steak 2 pub meals (Chinese Smorgasbord) 2 seafood
- 40 bottles of wine, 9 ctns of beer, 2 bottles of scotch and some at the pubs.
- Fuel about \$1700 Adelaide to Adelaide.
- 4,000 kms
- 1,200 sand hills
- The trip of a life time (or the first time)

Trev

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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.

- 17 - 19 October Coorong National Park
- 6 - 7 December Christmas at Wall Flat
- 26 Dec to 10 Jan Victorian High Country
- 24 - 26 January Annual Beachport trip
- 13 - 15 February Ardrossan Crabbing & Jetty Fishing Trip

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

Trip	Coorong National Park
Date/s – Duration	17-19 October 2008
Trip Leaders	Neil Cook 
Convoy limit	
Distance – Kms	500 km
Departure / meeting point & time	See flyer opposite
Radio	UHF 27 - Club Channel
RSVP – deposit	Camping \$5 per night
Special Requirements	
Trip Difficulty	Moderate
General comments	Camping at designated site, drive to Murray Mouth on Saturday, celebrate Neil's 40th on Saturday night

AHOY MATEY'S!



CAPTAIN COOK

IS GOING ON A 40 YEAR VOYAGE OF CELEBRATION, AND YOU
ARE INVITED TO BE PART OF THE CREW!

JOIN HIM FOR THIS ADVENTURE THROUGH THE
**COORONG NATIONAL PARK TO THE
MURRAY MOUTH**

THE SHIP SETS SAIL FROM TAILUM BEND AT

8AM

ON

**SATURDAY MORNING THE 18TH OF
OCTOBER**

DUE TO SOFT SAND CONDITIONS YOUR 4WD PIRATE SHIP WILL
NEED TO BE EQUIPPED WITH RECOVERY EQUIPMENT, AIR
COMPRESSOR AND SAND FLAG (PREFERABLY FLYING THE JOLLY
ROGER)



DON'T FORGET TO BRING YOUR

CHEST OF GROG AND FOOD

FOR THE BUSH CAMP ON THE COORONG, SATURDAY NIGHT

CONFIRM YOUR POSITION

THURSDAY EVENING 16TH OF OCTOBER
PHONE CAPTAIN COOK ON 0400416220

DON'T FORGET YOUR

PIRATE COSTUME


OR YOU'LL BE WALKING THE PLANK!!!




Upcoming Trips


Trip	Dorado Downs (south of Geranium)
Date/s – Duration	1 - 2 November
Trip Leaders	Brett Connelly
Convoy limit	21
Distance – Kms	
Departure / meeting point & time	TBA
Trip Difficulty	Moderate to hard
Radio	UHF 27 - Club Channel
RSVP – deposit	
Special Requirements	Sand flag, UHF radio and recovery gear
General comments	Sand driving, \$30 per day per vehicle. On site camping with flush toilet, long drop and hot shower

Upcoming Trips

Trip	Christmas at Wall Flat
Date/s – Duration	6 - 7 December 2008
Trip Leaders	Shorty (Dave Willsmore) 
Convoy limit	No limit
Distance – Kms	
Departure / meeting point & time	
Radio	UHF 27 - Club Channel
Special Requirements	
General comments	Social weekend, games and festivities See Social Scene for details

Trip	Victorian High Country
Date/s – Duration	26 December to 10 January
Trip Leaders	Trevor Hill 
Convoy limit	6 vehicles
Distance – Kms	Approx 1500 km
Departure / meeting point & time	Tailem Bend 11 am Boxing Day
Radio	UHF 27 - Club Channel
RSVP – deposit	N/A
Trip Difficulty	Vary Hard
General comments	Tents or camper trailers OK


Upcoming Trips

Trip	Annual Beachport Trip
Date/s – Duration	24 - 26 January (longer if you wish)
Trip Leaders	Paul Tabone (more required) 
Convoy limit	The more the merrier
Distance – Kms	Approx 350 km
Departure / meeting point & time	Southern Ocean Tourist Park. Please note: You will need to book your own camp site by calling 08 8735 8153
Radio	UHF 27 - Club Channel
RSVP – deposit	Payable to caravan park direct
Special Requirements	Sand flag, air compressor and fire extinguisher in vehicle
Trip Difficulty	Moderate
General comments	Some training and assessment may be available. If you have never done this trip you should consider these.

The Four Wheel Drive Association's Driver Training Unit is looking for properties reasonably close to Adelaide that can be used for training activities.

If you have a property or know of someone who could assist with this, please talk to Tim Byrne 0412 527 176

Upcoming Trips

Trip	Ardrossan Crabbing & Jetty Fishing Trip
Date/s – Duration	6 - 8 February
Trip Leaders	Paul Tabone 
Convoy limit	
Distance – Kms	
Departure / meeting point & time	TBA
Radio	UHF 27 - Club Channel
RSVP – deposit	
Special Requirements	BYO crabbing rack, old sand shoes and tub for crabs
General comments	Staying at Ardrossan caravan park, close to pub and jetty. Need to book sites by end of December.

Club Trainers

Trainers: Ian Manglesdorf, Paul West, Tim Byrne, Paul Tabone

Assessors: Ken Bradey, Mark Curtis, Jeff Morgan, Ricky Esser,

MLR Club Training

Contact: Tim Byrne, Education Officer

Mobile: 0412 527 176

IS THERE A SANTA CLAUS?

Editor's note: As president of my local chapter of the Bah Humbug Society, this seemed appropriate as we approach yet another festive season.

- 1) No known species of reindeer can fly. But there are 300,000 species of living organisms yet to be classified, and while most of these are insects and germs, this does not COMPLETELY rule out flying reindeer which only Santa has ever seen.
- 2) There are 2 billion children (persons under 18) in the world. BUT since Santa doesn't (appear to) handle the Muslim, Hindu, Jewish and Buddhist children, that reduces the workload to 15% of the total -- 378 million according to Population Reference Bureau. At an average (census) rate of 3.5 children per household, that's 91.8 million homes. One presumes there's at least one good child in each.
- 3) Santa has 31 hours of Christmas to work with, thanks to the different time zones and the rotation of the earth, assuming he travels east to west (which seems logical). This works out to 822.6 visits per second. This is to say that for each Christian household with good children, Santa has 1/1000th of a second to park, hop out of the sleigh, jump down the chimney, fill the stockings, distribute the remaining presents under the tree, eat whatever snacks have been left, get back up the chimney, get back into the sleigh and move on to the next house. Assuming that each of these 91.8 million stops are evenly distributed around the earth (which, of course, we know to be false but for the purposes of our calculations we will accept), we are now talking about 0.78 miles per household, a total trip of 75 1/2 million miles, not counting stops to do what most of us must do at least once every 31 hours, plus feeding etc.

This means that Santa's sleigh is moving at 650 miles per second, 3,000 times the speed of sound. For purposes of comparison, the fastest man made vehicle on earth, the Ulysses space probe, moves at a poky 27.4 miles per second. A conventional reindeer can run, tops, 15 miles per hour.

- 4) The payload on the sleigh adds another interesting element. Assuming that each child gets nothing more than a medium-sized Lego set (2 pounds), the sleigh is carrying 321,300 tons, not counting Santa, who is invariably described as overweight. On land, conventional reindeer can pull no more than 300 pounds. Even granting that "flying reindeer" (see point #1) could pull TEN TIMES the normal amount, we cannot do the job with eight, or even nine. We need 214,200 reindeer. This increases the payload - not even counting the weight of the sleigh - to 353,430 tons. Again for comparison -- this is four times the weight of the Queen Elizabeth.
- 5) 353,000 tons travelling at 650 miles per second creates enormous air resistance -- this will heat the reindeer up in the same fashion as spacecraft re-entering the earth's atmosphere. The lead pair of reindeer will absorb 14.3 QUINTILLION joules of energy. Per second. Each. In short, they will burst into flame almost instantaneously, exposing the reindeer behind them, and creating deafening sonic booms in their wake. The entire reindeer team will be vaporised within 4.26 thousandths of a second. Santa, meanwhile, will be subjected to centrifugal forces 17,500.06 times greater than gravity. A 250 pound Santa (which seems ludicrously slim) will be pinned to the back of his sleigh by 4,315,015 pounds of force.

In conclusion -- If Santa ever DID deliver presents on Christmas Eve, he's dead now.



Robertstown Trip Report

13th and 14th September 2008

A beautiful sunny Saturday morning greeted nine intrepid Mount Lofty Rangers vehicles at 8 am at the Caltex on Port Wakefield Road, Bolivar. With



all the introductions done and the arrival of our leader Richard Williams it was time to travel to Robertstown via Angle Vale, Kapunda and Eudunda. We arrived at a jointly-owned property on the other side of Robertstown with some 160 acres of natural hilly bushland complete with a cabin facility and more four 4wd vehicles were ready and waiting for us including our hosts Mark and Linda Moss and Peter and Jenny Jones.

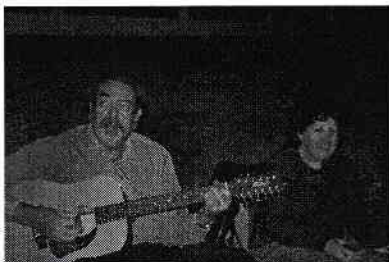
With trip leader Mark Moss and Shorty as tail end charlie it was time to find some trails. We toured around in a large loop crossing several interesting ranges, tracks and look outs. Tracks ranged from grassy hill climbs to rocky bush tracks with mildly challenging dry creek crossings.



We had stops for morning tea, lunch, viewing of an old graveyard and mountain side look out with 360 degree views. As the afternoon wore on it was time for some fun at Burra creek. They had two steep short hill climbs to test the 4wd enthusiast, on which I chickened out.

Everyone managed to traverse the hill except Barrie Davis whose Troopy dropped out of 4wd going up the rough hill. This left him without enough traction to traverse the crest, so another attempt was made and sure enough no problem.

We had a lot of gates to open and close with the Moss's opening gates, people left all sorts of treats for the tail end Charlie, some of them even edible. This is a great idea to keep the fun and camaraderie going. The tour came to an end around 4.30 pm as planned with two vehicles bidding a farewell for the drive back to Adelaide.



The remaining vehicles went back to the property to set up camp and settle in for some good camp cooking, good wine / beer and some nice camp side entertainment by our resident busker Barrie Davis. A night of frivolity was enjoyed by all.

The weather change rolled in about midnight with Jim and Jess's tent trying to fly down the creek. With some hefty pegs nailed in and few spots of rain on the roof it was decided that bed awaited the last of the night owls.

Sunday morning a couple of hearty souls went on a 40 minute stroll around the property while a couple of the boys did a quick 4wd trip. We sat around camp waiting for our son James to wake up. The fresh air, exercise and late night proved too much for him. For someone who never sleeps in seeing him rise at 9 am was a very rare occurrence.

Farewells were said as the remaining travellers including us left for the drive home on that horrible black stuff. Another successful trip I am sure all would agree, with new friendships made and enjoyed.

Paul, Jenny and James McGregor

The Mass Debate

Or How to Knock About 50c a Litre Off the Price Of Fuel

Editor's note: This article was sent to me and I'm reprinting it here as a topical subject worthy of discussion. This does not imply that Mount Lofty Rangers vouches for the accuracy of the statements made and either supports or opposes the opinions expressed.

First and foremost this debate should be centred on Diesel NOT Unleaded. Why? You may ask. Just look at the increase in supermarket prices for your answer. While it may cost you \$5 or \$10 extra to fill your tank everything that is transported (which is everything) rises as Diesel rises. My average basket at the supermarket per week has increased on average \$30 and that's for one person. Australia's whole economy is tied to Diesel and therefore it should be afforded the same priority and status as water, i.e. an essential commodity.

I own a small transport company and I have had to significantly raise my prices twice in the past year just to maintain profit margins. This costs you money too.

I am compelled to write this letter because I am sick of all the namby-pamby pussyfooting around everyone seems to be doing about the current fuel debate. I have spent considerable time researching this area because it affects my income. Contained herein is the WHOLE truth about the debate, the WHOLE big picture, if you will. NO-ONE till now has had the testicular fortitude to stick their necks out and present the WHOLE argument about just how much we are being RIPPED OFF. If you want the truth and the WHOLE truth read on.

DON'T – Listen to spin doctors from the oil companies. THEY HAVE A VESTED INTEREST TO KEEP FUEL PRICES HIGH.

DON'T – Listen to the government – state or federal. THEY HAVE A VESTED INTEREST TO KEEP FUEL PRICES HIGH.

DON'T – pay too much attention to news or current affairs programs. THEY HAVE THEIR OWN AGENDAS.

So here we go, how to make fuel cheaper!

FIRSTLY – DISBAND FUEL PARITY

Parity, for those that don't know, is government sanctioned price fixing (simple as that). Parity allows fuel companies to sell their products for the highest current price they find in the Asia Pacific region. It completely disregards supply and demand economics and eliminates any need for competition amongst themselves.

Don't believe me? Just look at the price of Diesel. If you remember growing up when Diesel was always 10-15c p/l cheaper than Petrol you might understand this more.

How can a product that costs far less to produce (partially a by-product of producing Unleaded as well) and a product that Australia uses more of than any other fuel, be MORE EXPENSIVE than Unleaded? Simple, ring Singapore, where they don't use a lot of Diesel and import all their fuel, find out how much it's selling for there and charge the same here – sound fair? NOT!

Any other industry who tried this one would be hauled off to the High Court quick smart and prosecuted for price fixing! Oh but hang on, our government ALLOWS them to do this

NUMBER TWO – BARREL PRICE

That price the news loves to show us each night is the PREMIUM GRADE crude oil price. Australian oil companies do NOT buy PREMIUM GRADE crude oil! In fact Australia produces around 70% of its own oil and imports about 30%. The cost of production per litre produced here is cheaper than that of imported fuel, but in no way is this factored into the pump price, because they don't need to (SEE PARITY) .

We pay a pump price based on PREMIUM GRADE crude oil price the same as if we imported all of it, say somewhere like Singapore! Starting to get the picture?

NUMBER THREE – LEVIES

Everyone knows that both State and Federal Governments take a large slice of the cost of a litre of fuel. This equates in total to about 46% of the price per litre. This money is used for infrastructure, road trauma etc. etc. so fair enough, right? WRONG!

What is wrong is that it is a PERCENTAGE! Look at this. If a litre of fuel costs \$1.00 then the Government gets 46c p/l, right? A week later fuel rises to \$1.10 p/l; the Government gets 50.6c p/l. Something tells me that in one week, their costs, in no way have gone up 9%!

As I stated previously – THE GOVERNMENT HAS A VESTED INTEREST TO KEEP FUEL PRICES HIGH. THEY MAKE LOTS MORE FREE MONEY! Why else do they allow fuel companies to maintain parity?

If they changed the tax (sorry, levy) to a flat rate tied to the GDP then the fuel price would drop drastically and immediately!

NUMBER FOUR – GST - THE DOUBLE DIP

Now this one is outright THIEVERY and also applies to cigarettes and alcohol.

GST = Goods and Services Tax, correct?

46% or 46c in every dollar in the price of a litre of fuel is TAX (sorry; again, LEVY).

What part of LEVY is a good or a service? You cannot tax a tax, right? WRONG!

You do the math. Say fuel costs \$1.00 p/l – the GST component = 9c But hang on a minute 46% or 46c of this is TAX, i.e., 4.14c of the GST is illegally charged on the tax component! Not much, you say?

For EVERY litre sold in Australia EVERY day!

That equates to millions of free dollars for the Government!

I'll say it one more time - THE GOVERNMENT HAS A VESTED INTEREST IN KEEPING FUEL PRICES HIGH. THEY MAKE LOTS MORE FREE MONEY!

The GST on fuel should be 5.4% not 10%. At \$1.75 p/l this would drop the current price by around 8c p/l.

Feeling a little annoyed? You should be!

Even without disbanding parity and introducing real competition among fuel companies, you should be paying about 40c less per litre!

My name is Graeme Strempele and I run a small transport business. I happily welcome anyone, Government and fuel companies included, to prove me wrong.

If you feel strongly about this issue then pass this missive on to everyone in your address book.

Eventually someone might take notice.

Graeme Strempele

gusto1@arach.net.au

SOCIAL SCENE

Camp Cook 19th and 20th of September 2008 Rocky Creek - Kuitpo Forest

A very successful and appetite satisfying couple of nights for me I must say. 21 people on Friday night and a slightly different (due to comings and goings) 21 people on Saturday night cooked up a virtual smorgasbord of delicacies.

Congratulations to every one for the meals that were whipped up, they all were sensational. Being my first camp cook I was unsure of what to expect, but all I can say is next year, you have to come. New ideas were plentiful and I learnt that what you can do in a camp oven is far beyond my roast and vegies that I love and normally cook.

I have always found it hard to relax when I am staying so close to home (13 mins and that was going the long way) but the company and the concept of lots of different meals to taste made it easy to sit back and have a great time. After the meals came the mandatory sitting around the fire and getting to know people which as always with the MLR is a highlight in itself. Thanks to the Morgans for arranging the site, thanks to Shorty for bringing the railway sleepers to burn (next year Jack can cut them in half) and thanks to all that came along.

Graham Jones

P.S. I mean it when I say you have to come, it is tantalizing to the taste buds and we have already started planning next years.

CHRISTMAS AT WALL FLAT 6 - 7 December 2008

BBQ tea will be provided, more details and tickets for meal available at the October meeting.



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TECH TIPS

Editor's note: This article was sent to me and I am reprinting it here because many Club members drive Nissan Patrols.

This is a bad news story albeit with a lucky ending. Many Nissan Patrol owners will already be aware of the incidents of wheels inexplicably coming off vehicles.

I drive a 2005 Nissan Patrol (Series IV) 3.0L T/D ST automatic wagon with 17 inch (standard) alloy wheels. I had a 120K km service performed by Unley Nissan on 27/3/08 where all wheels were removed because brake pads were replaced. The wheels have not been taken off since that time.

While heading towards Adelaide on the Gawler By-pass at Willaston on Sunday 20th July 2008, I lost the rear passenger wheel at about 100 km/h. I was the only person in the vehicle, when I felt a wobble in the rear left of the car followed about 2 seconds later with the rear left dropping dramatically.

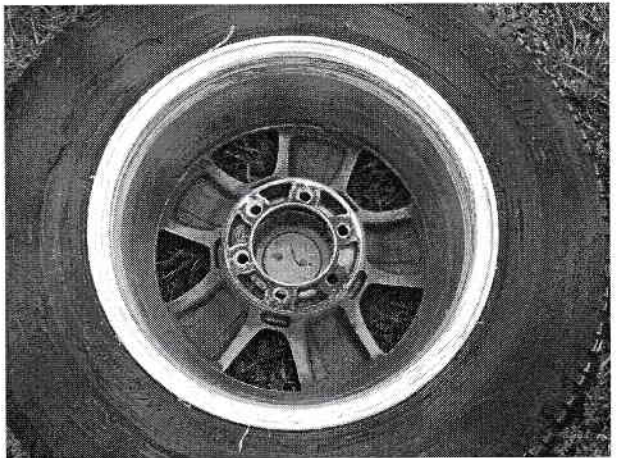
Instinctively, I turned and looked in that direction, observed sparks coming from the rear of the car, and my left rear wheel rolling past my vehicle into the bushes on the verge. The wheel had finished up about 80m from the car, which by now had the rear left axle buried in mud.

I noticed at least one stud was missing, another half sheared off, and couldn't see the others for the mud surrounding the axle and brake disc. The alloy wheel had been scraped (metal rubbing on metal and shaving metal shards off) around the inside of the rim, and five out of six stud holes had been rimmed out by the threads of the studs.



That particular weekend, I had done about 700-800 km in the Southern Flinders Ranges including some easy 4WD tracks, and was heading home when the wheel came off. I have since been told two studs sheared off completely, and the other four were damaged. The alloy wheel needs to be replaced along with the tyre, the brake disc repaired from the flat spot created from grinding into the bitumen, and the axle will be subjected to a road test when the vehicle is safe to be driven - the total repairs to this point being nearly \$3000. Unley Nissan were the last people to remove and replace that wheel, and I had done nearly 5000 km since.

I do not see it as a wheel issue, simply the compatibility of nuts and alloys not being a good combination. To my knowledge, there is not one recorded incident of a steel wheel coming off. There are all sorts of theories, including the nuts fitted with alloy wheels not being able to be tightened all the way to the base of the stud, over-tightening of the nuts, weakness of the studs, only happens on left-hand side because the wheel rotation works against the axle rotation and the wheel is not 'seated' correctly when it is replaced on the studs, so when it does 'seat' properly during travel some nuts are loose and it snowballs from there.



Please check your wheel nuts regularly, especially left/passenger side wheels on ALLOY rims.

Jenny O'Loughlin

President
Bush Amazons 4WD Club of SA
bafwdc@iinet.net.au

Thought for the month:

Some days you're the bug, some days you're the windshield.

Something to think about!

A herd of buffalo can move only as fast as the slowest buffalo.

When the herd is hunted, it is the slowest and weakest ones at the back that are killed first.

This natural selection is good for the herd as a whole, because the general speed and health of the whole group keeps improving by the regular culling of the weakest members.

In much the same way, the human brain can only operate as fast as the slowest brain cells.

Excessive intake of alcohol, we all know, kills brain cells, but naturally it attacks the slowest and weakest brain cells first.

In this way, regular consumption of beer eliminates the weaker brain cells, making the brain a faster and more efficient machine.

That's why you always feel smarter after a few beers.

Makes sense to me.

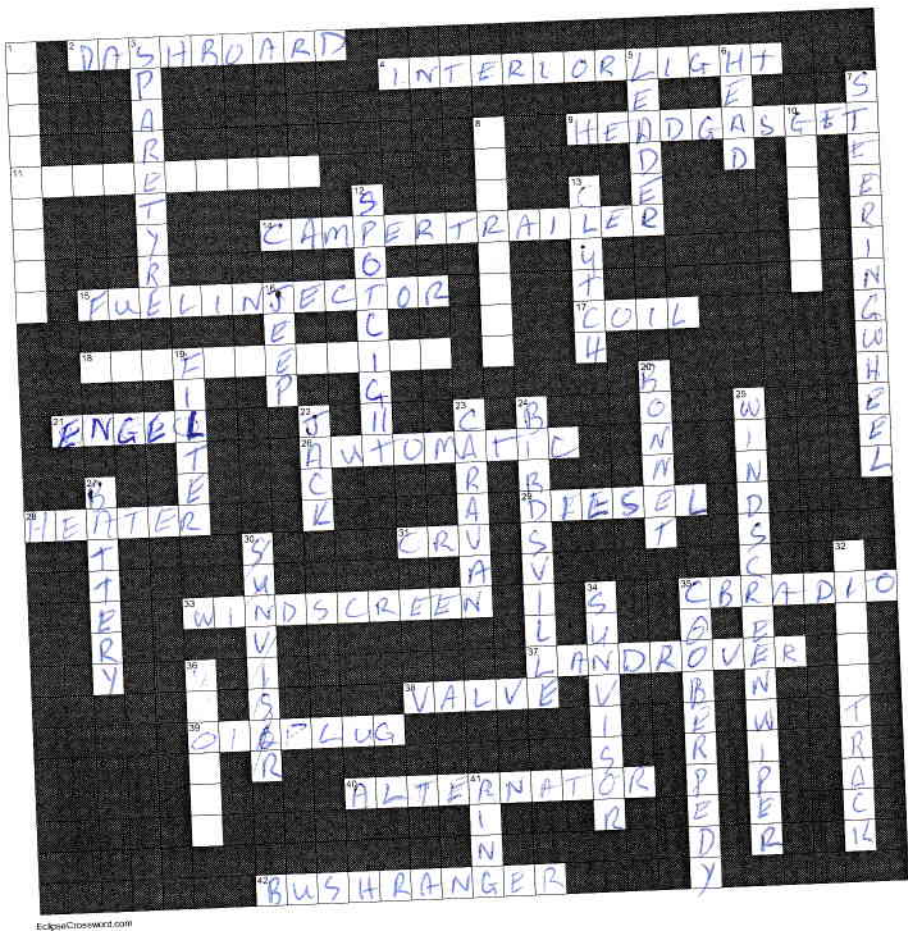
September Crossword Answers

Across

3. Membership
7. Ringbinder
12. Report
13. Toluene
14. Paper
15. Watch
17. Melba
19. Inaugural
20. Screen
21. Dignify
23. Chair
26. Verified
29. Lawn
30. Order
31. United
33. GPS
35. Island
39. Trademark
40. List
41. Glasses
43. Sue
44. Trader
45. Frame
46. Trouserleg

Down

1. Simpson
2. Words
4. Embedded
5. Nightmare
6. Inspiration
8. Ceiling
9. Frequency
10. Automatic
11. Rue
16. Creation
18. Limited
22. Thermostat
24. Hologram
25. Cross
27. Modify
28. Insurance
32. Transistor
34. Peninsula
36. Garage
37. Excel
38. Mouse
42. Flag



ACROSS

2. Holds the instruments in front of you
4. Comes on when you open the door (8,5)
8. Seal between the head and the block (4,6)
11. Holds the piston to the con rod (7,3)
14. Towed alternative to a tent (6,7)
15. Replacement for carburettor (4, 8)
17. Found in old ignition systems, also a spring type
18. Prevents tyres scrubbing out round corners
21. Portable fridge

26. Type of gearbox
28. Keeps you warm
29. High compression engine
31. What Americans call the RAV4
33. Glass in front of you
35. Convoy communicator (2, 5)
37. Original British 4WD (4,5)
38. Lets gas in and out of the engine
39. Keeps oil in and dirt out (3,4)
40. Charges the battery
42. Highwayman and a brand of 4WD accessories

DOWN

1. Less common Korean vehicle make
3. What you need when you get a flat (5,4)
5. Person in charge on a trip
6. Top of engine
7. Controls the vehicle direction (8,5)
8. Indian tribe and a 4WD
10. Wheel carrier brand, fits on the back
12. Shop that sells material and extra illumination
13. Manual gearbox operator
16. Original American 4WD
19. These are for air, oil and fuel
20. Panel over the engine
22. Lifting device for vehicles
23. Mobile home
24. Pub, track and races are all called by this name
25. For clear visibility in the rain (10,5)
27. 12 volt power source
30. Connects the engine to the exhaust
32. New road from Mt Dare to Timber Creek (5,5)
34. Keeps the sun out of your eyes (3,5)
35. Opal mining town (6,4)
36. Tyre brand, also a beer
41. These go round the outside of the pistons



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Baseball Caps	\$17.00
Bucket Caps	\$15.00
Arctic Tops	\$50.00
Winter Jackets	\$85

Please see Andrew Thomas 0408 854 694 for clothing or other purchases

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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 borrow Ph 8278 1414.

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with pocket Cost = \$37
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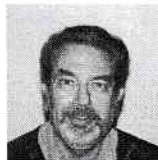
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