

# Rangers' Review

**Mount Lofty Rangers Inc.**

PO Box 1150, Blackwood SA 5051  
[www.mountloftyrangers.com.au](http://www.mountloftyrangers.com.au)

**Volume 16 No.6**

**November 2010**



**Sunset at Warraweena**

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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 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**

# Editorial

Hello to all club members and friends,

This month I am filling in for Neil Cook who is off travelling so I hope I can make a good job of the magazine for you. This month's issue includes a write up by Jess of the Cape York trip undertaken in August and September. I believe there were a few pictures of the trip in the October issue. I have taken the liberty of including some scenic pictures taken on our trip up there in 2007 to give people an idea of what the places mentioned in the trip report look like.

There is also a report of the recent trip by club members to the Redarc factory in Lonsdale which was an enjoyable evening nicely rounded off with liquid and solid refreshments kindly provided by the company. Graham has also added some remarks on this visit in his president's report.

I hope you all enjoyed Graham's report on our relaxing (apart from climbing Sliding Rock) trip to Warraweena in the Northern Flinders which Marianne and I enjoyed. As there were no pictures included last month I will put a few of mine in once again to give you an idea of what the Flinders looks like. On the same weekend a large contingent from the club enjoyed Weekend in Whyalla and we also have a report on this by Jeff and Lyn. Also a late inclusion is some pictures of last week ends Mad Training at Currency Creek

Hope you all have a good read.

Cheers Tom

## **PRESIDENTIAL REPORT NOVEMBER 2010**

Hello Everyone.

Congratulations to all the staff at Redarc. On the night of Monday the 25<sup>th</sup> October they opened up their purpose built office and factory complex at Lonsdale for us to have a look around and see how the equipment that most of us would have in our cars is developed and manufactured. This was a very well run night, very informative and the refreshments also added a nice touch.

Thank you to Paul McGregor for arranging the night. It was emphasised during the presentation that if any one has any questions regarding the equipment they manufacture you are able to call and speak to the sales team, and then you should call one of our club sponsors to arrange purchase and fitting of your power solution equipment. I personally found it very informative and can see some purchases happening soon, especially thinking that being able to piggy back my two batteries for extra grunt to the winch to recover those Toyotas out of sticky situations.



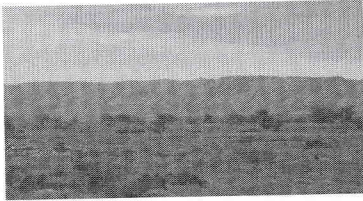
I have noticed that in the last week or so advertising for the Christmas Pageant is on the increase. That means that Christmas must be getting close. But more importantly it must mean that the Mount Lofty Rangers Christmas at Wall Flat must be oh so close. I do hope that as many of our members as possible are available to attend bringing all of your family with you for this fun camping weekend. It promises to be a great weekend as we join together for a fully catered tea on Saturday followed by a night of fun and entertainment around the camp fire. A lot of people are involved in getting this weekend together so please come along and support the event and join in the great fun. Remember even if you are not free for the whole weekend to stay, it is not far to come up to enjoy the Saturday fun. Previous years at Wall Flat have been a big hit with every one, so don't miss out.

See you all soon,

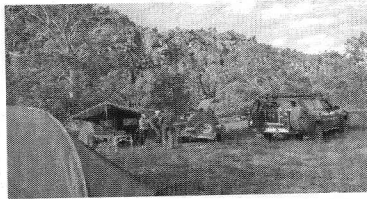
Graham.

## PICTURES OF WARRAWEENA TRIP

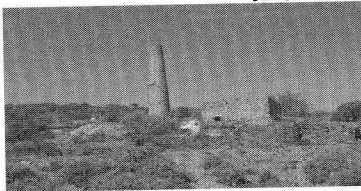
Herewith some pictures to go with Graham's report on this trip in the October Issue.



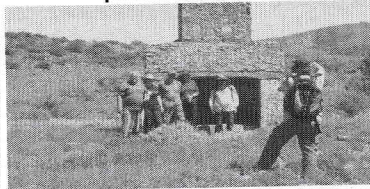
**Flinders on the way up**



**Campsite at Warraweena**



**Sliding Rock Mine**



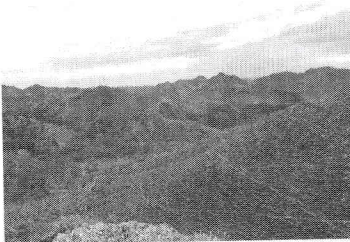
**Inspecting Ruins**



**Warraweena Flowers**



**At the lookout**

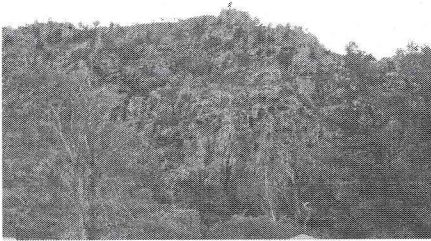


**View from Lookout**

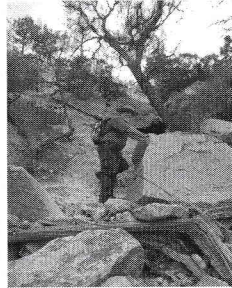


**Paul's Dusty "new" Patrol**

## More Warraweena Pix



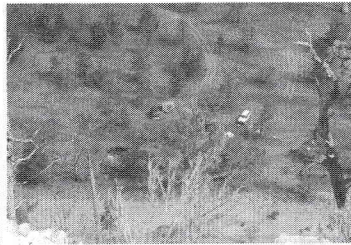
**Sliding Rock**



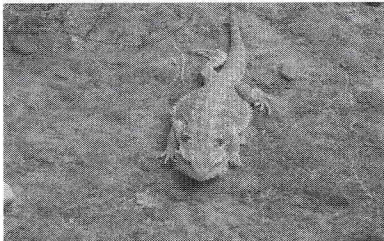
**The ascent**



**We made it to the top**



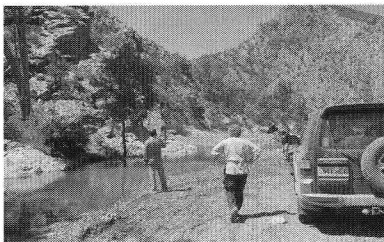
**And looked down to the camp**



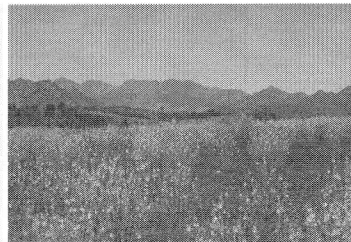
**Warraweena wildlife**



**And Sturt Peas too**



**Brachina Gorge**



**Wildflowers in the Flinders**



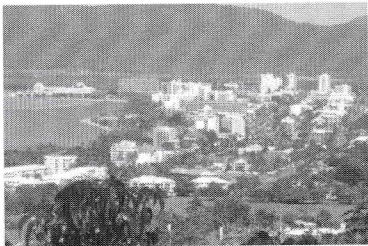
## TRIP REPORT

### CAPE YORK AUGUST – SEPTEMBER 2010

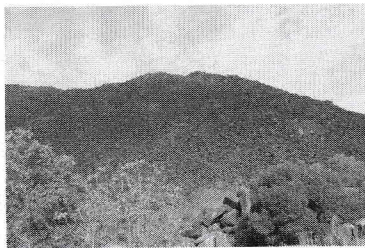
All the Cape Yorkers Les Toomer, Chris and Ali Ford, Greig Lang and Lizzy, John Facci and Jim, Jess and Corey made their own way up to meet in Cairns on the 14<sup>th</sup> Aug and stayed at the Lake Placid caravan park for 3 nights to shop for food, fix our cars if needed and to make sure we had everything for the big trip to the tip, as well as have a look around the town because it's not every day u get to go out for lunch in Cairns.

The 16<sup>th</sup> of Aug was the exciting day, Jim woke at 5.30am and me not till 7.30, packed up the tent and made our way to Cairns Bunning's with a small run around for fresh bread and fuel. Leaving at 11am with Lezbo leading in his 100 series, John Facci in his 60 series, Jim, Jess and Corey in the GQ, Chris & Ali in thier land cruiser and Greg Lang with his dog Lizzie in his GU patrol.

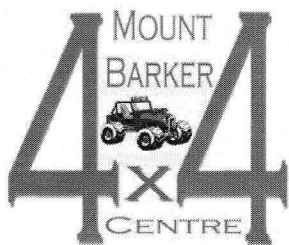
We headed to Kuranda and took the Black Mountain road which was quite a disappointment as all the maps and advice we received said was it a 4wd track but it proved to be no challenge at all. This led us to the Creb Track with a nice water crossing to start the track and a steep climb. We found a great camp site near a creek with a great fire to kick start or first night of our big adventure. Whilst setting up we heard 2 motor bikes which turned out one got stuck in the creek and could not get restarted we just had to watch while 2 other motor bikes towed him out and back to Cairns.



**Cairns**



**Black Mountain**



**4X4 ACCESSORIES**



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| <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      |
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| <input type="checkbox"/> UHF Radios & Antennas |                                                 |                                          |

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

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

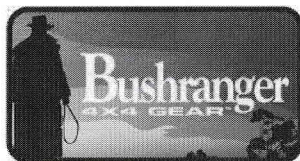


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## **CAPE YORK TRIP (continued)**

**Day 2.** Went and saw Meg falls, a beautiful place if you are willing to go for a walk of about 3ks with no photos being allowed to be taken of the large falls. We travelled on and camped at the Lions Den Hotel with a great a feed and drinks to be had at the bar.

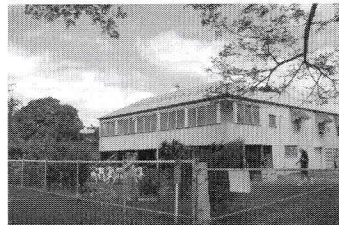
**Day 3.** We packed our gear and arrived at Cooktown fueled up and had a small look around. It turned out that Cooktown was a lot bigger than everybody had thought. From there we moved on to the Starcke National Park via the Starcke track and camped in Starcke river goldfields right on the edge of the river. I was afraid of crocodiles but the mozzys soon distracted all of us by eating us alive.

**Day 4.** Continued through the park looking at the Wakooka ruins towards the Cape Melville turn off finding an early camp site. Greg lit the fire while we had a swim. We thought it was best to feed him so Greg dug our hole for our camp ovens and we did a camp cook of roasts and veggies. Then the worst happened, Jim looked at his fridge lights and saw the fault light flashing and upon lifting the hood Jim, Chris, and Greg removed the alternator, took it apart and worked out the brushes were at fault but they managed to get it charging the batteries again saving 3 weeks of frozen meat.

**Day 5.** Drove into Musgrave to see if they could get it fixed properly but had no luck. We decided to have lunch at Musgrave finding out there burgers are the best, so it was decided to push on till we got to Sieasa to source another alternator there. We stopped at Coen and while Ali was at the doctors getting something for her mossie bites Jim noticed a leaking fuel tank and to top that off a leaking front diff. Camped at The Archer River Roadhouse and was lucky to meet a guy who had just the right stuff to stop his leaking fuel tank. (contd p13)



**Endeavour River Cooktown**



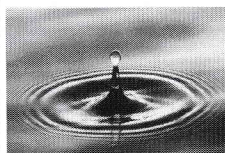
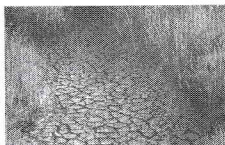
**Musgrave Telegraph Station**





## RAIN & RECYCLE PLUMBING

### Environmentally friendly plumbing solutions.



Rain & Recycle is an innovative new Adelaide plumbing company whose primary focus is to provide eco-smart plumbing solutions and a high level of service for it's customers.

Formed by David Willsmore and Patrick O'Kane, two keen four wheel drivers, who were becoming increasingly concerned by the effects of the drought that they witnessed on their travels throughout South Australia. Rather than sitting back and watching the devastation they decided to put their forty years experience in the hardware, irrigation and plumbing industry to good use by becoming part of the solution.

Rain and Recycle actively promote the installation of rainwater systems to provide clean fresh water for your home and garden, we can also install and maintain energy efficient gas appliances as well as servicing your other general plumbing needs.

Please contact David 0412411751 or Patrick 0408775969 or email

[service@rainandrecycle.com.au](mailto:service@rainandrecycle.com.au)

## Social Scene

**Ten Pin Bowling:** On Friday October 15 enjoyed a game or two of 10 Pin bowling and the coffee afterwards allowed old and new members to interact with each other.

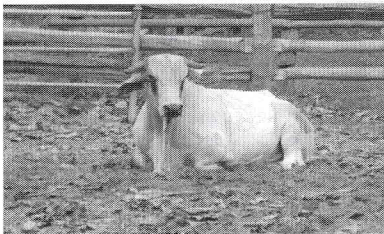
### Christmas at Wall Flat

Don't forget to come and enjoy yourselves at our Christmas celebration at Wall Flat on the weekend of December 4th and 5th. See upcoming trips page 27 for more detail or contact Shorty at [davsher@iprimus.com.au](mailto:davsher@iprimus.com.au) with queries.

## **CAPE YORK TRIP (continued)**

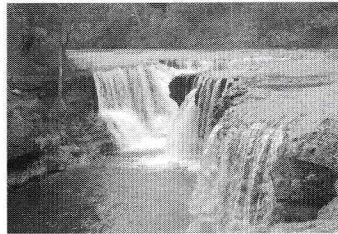
**Day 6.** Travelled onto Bramwell roadhouse the start of the famous Telegraph Track. Heading along the track we found a great camp spot and set up by the river at Dulhenty. We went for a swim with a great natural spa waterhole right next us. There were two steep narrow climbs out of the river and Greig gave them both a try without being able to get up either. John gave them a good try also without success of course Jim had have a go and not being able to reach the top passed lezbo his recovery gear through the window to winch himself over.

**Day 7** Got up early to get to gunshot. Looking at the original gunshot hill was quite daunting no wonder there is a bypass road around. There are about 5 entry points into gunshot creek and after careful consideration we decided to take the far left entry. Lezbo went first giving us quite a scare with the rear wheels of his cruiser leaving the ground upon entry to the black sticky mud at the bottom. All went fine for the rest of us until Greg went down and some way or another his tail light popped out of the bumper bar hanging down by the wires. He parked out the way and got some wire ties and tied them back in to place and we were soon back on the track and got to Fruit bat falls. Looking at that beautiful water and waterfalls who could not resist going for a swim. With your back under the waterfalls who would ever need a chiropractor. After our swim we got back in the car driving a short distance to Eliot falls / twin falls. Walking down the path to the falls there where thousands of fruit bats hanging upside down on the trees boy did they smell! The waterfalls where magical though. That night we camped north of Eliot falls at canal creek with a fantastic lap pool.



**Cow at Bramwell Station**

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**Twin Falls**

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## **CAPE YORK TRIP (continued)**

**Day 8** did a few water crossings in the morning Palm creek steep/bit slippery entry and exit then through Ducie creek very wide crossing with deep hole. Lezbo helped a guy who was looking for a place where his father had worked during the war on an airstrip in the area. Lezbo got the gps coordinates the had and showed him where to go. Onto Alice creek crossing which was shallower and camped at the Jardine river crossing caravan park.

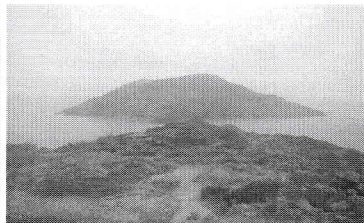
**Day 9** Crossed the Jardine river \$88 well spent it was a magical crossing and got in to Injinoo for a bit of exploring at the beach and cemetery. Arriving in Siesea Lezbo spotted a mechanic and Jim went in to check them out. They didn't have an alternator but could get one flown in for him in 3 days, lucky for us we had planned to stay for 3 days so we checked in to the Scisea caravan park.

### **Day 10 THE BIG DAY**

The day did not start very well car with Lezbo, Chris & Ali having problems with their cars batteries, but with a little bit of fiddling around they managed to fix the problems and in no time at all we were on our way to the tip, stopping at the crock tent for souvenirs. Arriving at the tip we drove onto the beach for group photos then did the 10 minute walk to the top of Australia. Congratulations to everyone Lezbo, Greig, John, Chris & Ali, Jim Jess and Corey we finally made it to the top. After a celebratory drink back at the the cars we drove off. Not very far down the track we couldn't believe it we were getting pulled over by the police who breath tested all of the Lezbo and Greig decided to go back to camp while Jim, Chris, Ali and John did a drive along the beach with great views of the great barrier reef. It was so beautiful that John couldn't resist staying and set up camp on the beach so Jim Chris & Ali drove back to the caravan park.



**Jardine River Crossing**

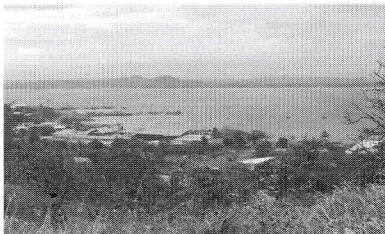


**The Tip of Cape York**

## CAPE YORK TRIP (continued)

**Day 11:** Chris & Ali went on a beautiful relaxing cruise to Thursday Island first thing in the morning. Jim decided to do the beach run again with Greig and Lezbo. We found John on the beach where we had left him the previous day and he thought he would stay there another night with no mozzys nor barking dogs we encountered at the caravan park. Greig went back to the caravan park because lizzy was not feeling well. Lezbo and Jim drove on looking at some of the plane wrecks in the area. Upon getting back to the caravan park we had noticed Greig had packed up and left leaving a letter on our tent. It said that he had to go back to Cairns to take lizzy to the vet. It turned out to be a wise move as she had caught a paralasis tick and is very lucky to be alive.

**Day 12:** We packed up early and Jim went to the mechanics to pick up the alternator and he fitted it there. We all met up at the Bamaga bakery and we were back on the road crossing the Jardine river. There we said goodbye to Chris & Ali for a little while as they wanted to visit Vrilya point and Lezbo, Jim and John went on back to the Telegraph track, going through the Nollings Brook and Cypress Creek, the Cannibal Creek and then Mistake creek to Gunshot. Jim thought hey if I won't drive down it I'll go up so getting out his recovery gear he hooked up to a tree to winch the GQ up. He climbed in and drove to the bottom of the incline climbed out the car through the window onto the bonnet and passed John his winch cable to pass through the snatch block and back to the recovery point on the Nissan. Slowly but surely the winch pulled the GQ from the creek to the top of Gunshot, you should have seen the look of relief on Jims face! It's not something I think he would want to do again. We camped at Canal creek that night with another swim in the lap pool.



**Thursday Island**



**WW2 plane wreck near Bamaga**

## **CAPE YORK TRIP (continued)**

**Day 13:** Packed up and went on to Fruit Bat Falls for another morning swim and then towards Captain Billy's Landing met up with Chris & had a great walk on the beach .

**Day 14:** Packed up early and hit the road by about 9am driving till we got to Dulhunti river, had a lovely cool swim an watched some other people drive up the steep muddy narrow climbs. We went on to Bramwell roadhouse, so it was goodbye telly track then went on straight onto Weipa and camped at the Weipa caravan park.

**Day 15:** Spending another night at Weipa Caravan Park Chris & Ali went and did the Rio Tinto mine tour Jim and I explored Weipa and then relaxed at the caravan park with a swim in the pool and a little shopping to top up the fridge.

**Day 16:** Packed up and did a little bit more shopping so we all decided to meet at Woolworths and then set out on the Frenchman's track which was nice an easy till we got to the Pascoe River. We heard from other people it was the hardest river crossing in terms of depth. Chris walked it showing us the best line to take with the water just going past his hips, after seeing that John raced back up to where the cars were parked and came straight down the steep entry with no problems. Jim, Chris and Ali and Lezbo went up to get the recovery gear out just in case, and went over the pettys with wd40 and put on bras. All got through the river crossing but with a very steep hill exit Chris and Ali gave it their all but the landcruiser could not manage to get them to the top. Lezbo snatched them over and we continued towards Lockhart River. Driving through we decided it wasn't the place for us so went on to Chili beach. When we got there it was very windy and raining but thought it was the best place so we set up camp. John camped away in the rain forest to get away from the



**Sunset at Weipa**

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**Chilli Beach**

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## CAPE YORK TRIP (continued)

**Day 17:** After packing up we headed onto Chilli beach for some photos. When we got off the beach we went on to getting to Port Roads Café a really great place for morning tea. Further along the main track we again had to cross the Pascoe River. After watching a truck getting pulled out by a grader we all crossed successfully. Then we visited the Batavia gold mine ruins while John went back to do the Frenchman's track by himself. Heading back to the Archer River roadhouse to find John already there. Turns out he was unsuccessful and came back the same way as we did missing us while we were exploring the mines.

**Day 18:** Left Archer River getting to Coen for morning tea (great milkshakes) then to Musgrave for lunch then retraced our steps via Kalpower. We camped at catfish camp site John caught some loo-kalike yabbies which were yummy.

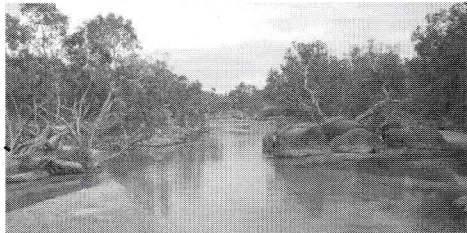
**Day 19:** We all thought Catfish campsite was just awesome so aside from not being able to swim there we stayed for another night had a lazy day around the camp fire while the boys checked on the cars. We collected enough wood so we had a camp cook of roast meat and veggies.

**Day 20:** Packing up camp and about to leave when the police arrived looking for pig shooters. Then on to Maytown a great rough track (old coach rd) looked at all the ruins found a rough camp spot.



**Mining Equipment**

**Hotel at Coen**



## **CAPE YORK TRIP (continued)**

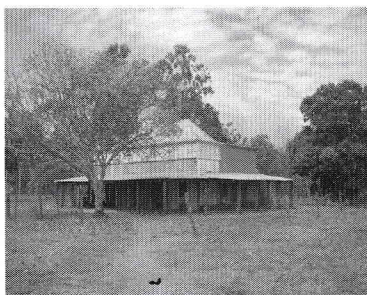
**Day 21:** packed up early before the sun could bite us and retraced our steps to Laura, looked at the Chinese cemetery and the Louise ruins. We found a detour to the old pub site where we followed a loop track up the steep hill where we came to a dead end of sorts 3-4 foot rock ledges right in front of us. Lezbo looked around for a chicken track and found one only to be confronted by more ledges only a little less severe than the first option. He gave it his all but the climb was just too rocky and steep for him to get up so it was decided to back track to the Laura pub. With a great pub meal in our bellies Lezbo had an urgent call and had to leave us to return to Adelaide.

**Day 22:** drove the main road to Cooktown camped at Cooktown Caravan Park

**Day 23:** Today we did the Bloomsfield track, it was easier than we all expected and took the Ferry at Daintree. Stayed at Mossman caravan park with a Olympic size swimming pool cooling us all down.

**Day 24:** Sad day today it was time to say good bye, got up early and packed up. John went on to redo the Creb track, Chris & Ali went back to Cairns so stay with friends and Jim and I went on to return to Adelaide.

## **GQ Jess**



**Old Laura Homestead**



**Daintree River Crossing**



# FOR SALE

## General

**ADVERTISERS IN THIS SECTION ARE ASKED TO  
PLEASE ADVISE THE MAGAZINE EDITOR WHEN  
ITEMS ARE SOLD**

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Kit includes Navigator, Map CD, Suction Cup Mount, External  
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\$650

Contact Glenn Bull 0410 648 410

**CGear annexe matting** - special discount offer to all club members.

Small 1.8m x 2.4m - RRP \$109 - Club price \$85.00.

Medium 2.4m x 4.3m - RRP \$208 - Club price \$176

Large 2.4m X 6.0m -RRP \$274 - Club price \$220

Extra Large 3.6m x 4.6m RRP \$307 - Club price \$247

For more info on this product See Paul Tabone or phone him on

Ph 8276 5666

**FOR SALE**

**The latest edition of Camps Australia 5**

This is a great book for finding camp sites when in new areas.

B4 size spiral bound with camp site pics \$70 RRP normally \$79.95

A4 paper back \$40 RRP normally \$49.95

I have both in stock at the moment.

Cheers

Paul Tabone

**FOR SALE**

**Second Hand Tyres**

BFG AT 265/70R16                      30% tread left    \$30

Dunlop Grandtrek 265/70R16        50% tread left    \$50

Uniroyal MT 265/75R16              90% tread left    \$90

Good for spares

Contact Jeff Morgan 0410665019

**For Sale**

2 off 265x70x16 Bridgestone Dueller A/T, 90% Tread \$100ea

1 off 265x70x16 Bridgestone Dueller A/T, 50% Tread \$50

See Skippy 0418 828 372

**For sale** : set of 4 Suzuki wheels and tyres in reas. cond. \$100.00.  
set of 5 - 6 stud Toyota skinny split rims and tyres in good cond.  
\$150.00.

CONTACT LES TOOMER    0409285232.

GU ARB Winch Comp Front Bar                      \$300.00

GU Rear Springs 200kg                                \$ 50.00

GU Team Poly Smart Roo Bar                        \$100.00

Rino Roof Bars with 150mm Plastic tubes        \$ 40.00

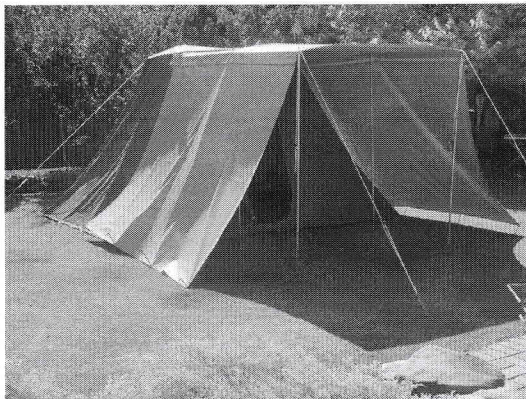
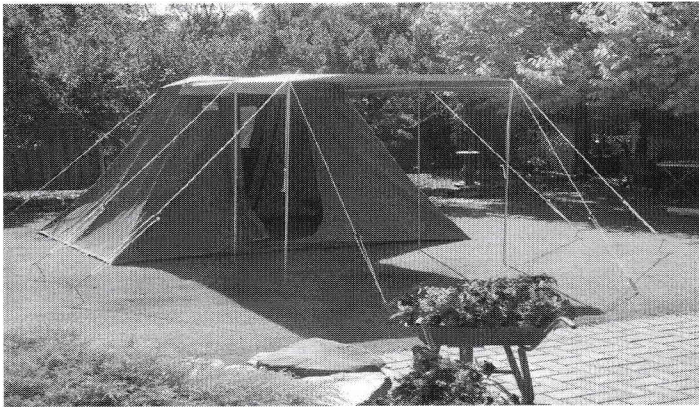
Rear Camper Trailer Canvas Top                    \$250.00

Waeo Fridge Freezer CF40L 12v & 240V    \$400.00 only used twice by pensioners!

Contact Peter Reed 0407 711 017

**FOR SALE**

HALL'S SANVAS 10' x 8' Double breezeway tent with side internal poles. 3 Optional zip-on awnings for shade or cross wind protection or no awning for quick overnight set up. Excellent condition. I can send more photos to interested persons. New price with options \$1,300 plus will sell for \$600 ono. Hey make an offer!  
Contact Steve Brown on 83871169 or 0412416664



## **TRIP REPORT**

### **VISIT TO REDARC FACTORY**

On Monday 25th October a group of about 30 club members joined in a visit to the Redarc Factory in Lonsdale. On entry to the building we came upon the impressive reception area where many trophies and awards and Redarc products were neatly displayed in glass cases. We all had to sign in for safety reasons. We then entered the adjacent conference area which had a modern kitchen up one end and presentation facilities set up near the other end. After a welcome by the factory's owner and a run down of the evening's program we were all issued with antistatic tape for our shoes to prevent any possibility of static interfering with the factory's delicate electronic products.

We were then divided into 4 groups and given a tour of the offices and factory which started in the design engineer's area where a dozen engineers work using computers to design new products. We then moved on to the area where the finished products are tested before packing. We moved to the production benches where manual soldiering of connection wires etc is carried out and then into a room equipped with machines for automated placement of small components into the correct positions on previously manufactured circuit boards. The small components are stored on reels of tape (which look like movie film reels) and the machines cut components off the tapes and glue them to the circuit boards in the correct position.

Finally we were led through the packaging rooms and then back to the conference area where we were treated to party pies, quiches etc and beer and other drinks to wash them down. We were also able to chat to our guides during this time.

After this we were given a short video presentation and talk about the products which might be useful in our 4 wheel drives including battery isolators, chargers, inverters, coolant and brake monitors and more. (see the ad on opposite page). We were also presented with literature on some of these products and a Redarc Stubby holder. After thanking our hosts we all went home after an informative night.

**Tom Sag**

# REDARC®

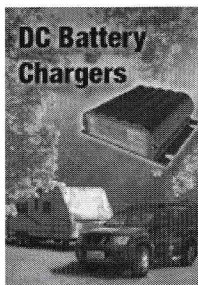
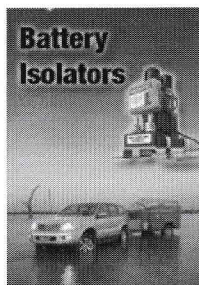
## THE POWER CONVERSION SPECIALISTS

### Redarc Electronics

Based in Lonsdale, South Australia, Redarc has over 30 years experience in the research, design, development and manufacture of a range of electronic voltage converters and associated products including inverters, power supplies, battery chargers, CANBus modules, turbo timers, glow plug timers, trailer braking products and customised electronic modules.

Essentially, Redarc's products are attached to any moving vehicle that uses battery power including cars, boats, rail, trucks, mining equipment, bus and emergency vehicles.

REDARC's goal is to ensure that the REDARC product and service is the benchmark by which the competition is measured.



23 Brodie Road North  
Lonsdale  
South Australia 5160  
Phone: +61 8 8322 4848



## **TRIP REPORT**

### **WHYALLA WEEKEND OCTOBER 2010**

The Whyalla 4x4 Club has put on another great weekend for all those who participated. A range of tracks were on offer and with recent rains in the area, the country side was the greenest we have ever seen. They provided a great fire each night and used 14 tonnes of wood over the weekend, which culminated in a camp oven cook off on Sunday night. (see next page for results) .

The trips varied from 100kms (4-5hrs) to 300kms (6-7hrs) with beach, rocky terrain and even mud!

Lyn and I travelled to Corunna Station on the Saturday, a location just North of Iron Knob, our trip leaders Robyn & Ben provided lots of information about Iron Knob and the surrounding areas and one good steep rock track which provided outstanding views.

On the Sunday we travelled to the Middleback Ranges with a contingent of Nissan club members, with Heather and Jay leading us through some good rocky and at times narrow escarpment tracks, again great views and couple of difficult side slopes and good creek crossings.

MLR again had a good representation including:

Lyn & Jeff Morgan, Patrick O'Kane, Jenny, Paul & James McGregor  
Laura and Luke Hooper, Wayne Hooper, Wendy & Les Toomer  
Jess & Jim Usher, Kylie Kelvin, Michael, Mitchell and Madison  
Cooper (New Members), Sue & Simon Smith (representing MLR and



**Out on the tracks**

Sunday evening was the set out for the camp oven cook off, the fire had been going all weekend and there was no shortage of good coals.

The guys had provide some very large logs well seasoned and a semi full of pallets, the cook off started at 4:00pm in windy conditions that tested many as the coals under the camp ovens were very hot and hard to see the in the light of day .

There were various categories from Deserts, Main Meal, Best Roast and Best Overall Meal, with 20 plus meals entered.

At the end of the judging it was the MLR members who clean swept the rest away taking out all categories.

Sue & Simon Smith: Best Desert – Chocolate Sauce pudding, Sue mad a gallant effort to save a desert that at one stage looked lost, but it was all about the taste, topped of with a spoon of fresh cream.

Lyn & Jeff Morgan: Best Main Meal – Mustard Chicken, again saved due to extremely hot coals.

Laura & Luke Hooper: Best Roast – Roast lamb with veggies.

Sue & Simon Smith: Best Overall Meal – Spaghetti Bolognaise, Sue promoting her home grown baby organic potatoes caught the judges attention.

Our newest members children Michael, Mitchell and Madison also won a dome tent coming Second in a tent erecting competition, unpack, erect the tent including the fly, repacking it up and getting it back into the bag.

**Lyn & Jeff Morgan**



**The Camp Cookout**

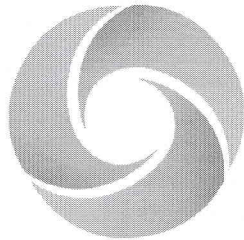


# Upcoming Trips

## 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.

- 4-5th December 2010 Xmas Show
- 27 Dec - 7 Jan Victorian High Country
- Jan 2011 Beachport-Australia Day
- April 2011 (Easter) Googs Track
- April 2011 (Easter) Mt Cole –Victoria



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# Upcoming Trips

<b>Trip</b>	<b>Club Xmas Show</b>
Date/s – Duration	4-5th December 2010
Trip Leaders	Isobelle & Shorty
Convoy limit	N/A
Distance – Kms	200
Departure / meeting point & time	Wall Flat
Difficulty	N/A
General comments	Enjoy BBQ, drinks and hopefully live music (c/o our very own president)

**Unless otherwise specified, ALL MLR trips use UHF channel 27**

<b>Trip</b>	<b>Victorian High Country</b>
Date/s – Duration	17th Dec - 7th Jan
Trip Leaders	TBA
Convoy limit	TBA
Distance – Kms	TBA
Departure / meeting point & time	TBA
Difficulty	Moderate to hard
General comments	

## Upcoming Trips

<b>Trip</b>	<b>Googs Track - SA</b>
Date/s – Duration	22 - 26th April 2011 (Easter)
Trip Leaders	Paul McGregor
Convoy limit	TBA
Distance – Kms	2000
Departure / meeting point & time	TBA
Difficulty	moderate to hard depending on weather and track conditions
General comments	See flyer in mag

**Unless otherwise specified, ALL MLR trips use UHF channel 27**

<b>Trip</b>	<b>Mt Cole - Victoria</b>
Date/s – Duration	21-26th April 2011 (Easter)
Trip Leaders	Dave Willsmore
Convoy limit	TBA
Distance – Kms	TBA
Departure / meeting point & time	TBA
Difficulty	moderate to hard depending on weather and track conditions
General comments	Camp at Chinamans camp ground

## **UPCOMING TRIP NOTES**

### **Googs Track Easter / Anzac Day 2011 Preliminary Itinerary**

Fri 22<sup>nd</sup> April to Tues 26<sup>th</sup> April 2011

**Trip Leaders** Paul McGregor , Paul Ford?

Friday 22<sup>nd</sup> April 2011 Day 1 arrive Ceduna 783 kms from Adelaide,  
Meet at the Ceduna Caravan Park

Saturday 23<sup>rd</sup> April 2011 Day 2 Googs track camp near Googs Lake

Sunday 24<sup>th</sup> April 2011 Day 3 Googs track camp near Mt Finke

Monday 25<sup>th</sup> April 2011 Day 4 Googs track through to bush pub /  
caravan park at Kingoonya. First petrol since Ceduna some 510 to  
550 kms of sand hill driving.

Tuesday 26<sup>th</sup> April 2011 Day 5 Home via Glendambo and Port Au-  
gusta, 640 kms.

Total distance 2,000 km

Trip difficulty moderate to hard depending on weather and track con-  
ditions.

Vehicles to be prepared for a remote desert trip with no services  
available, including sand flags and second spare tyre.

Approximately 300 dunes to be crested.

Optional extension homeward bound via the Gawler Rangers to be  
considered and discussed over the next few months.

**Paul McGregor**



## UPCOMING TRIP NOTES

### **Annual Beachport Trip – January 2011**

**With only one more meeting to go, the time to act is NOW!**

Well the year has ticked away quickly, and the most important event of the calendar is now looming – **Beachport 2011!** Or should I say **ZOOMING** – there is only one more meeting to go to get your name on a trip sheet!

With Australia Day public Holiday being in the middle of the week - Wednesday January 26 - the Beachport Event will be spread over two weekends.

Participants are anticipated to attend either the weekend before, or the weekend after Australia Day, i.e. Part 1, or Part 2 of the trip:

- **Part 1** - Sat Jan 22 – Wed Jan 26; tours run on Sun, Mon, Tues.
- **Part 2** - Wed Jan 26 – Sun Jan 29; tours run on Thurs, Fri, Sat.
- 

Shorty has put his hand up to lead tours over Part 1 of the event, and Mark Curtis is happy to lead tours over Part 2 (Thanks guys!)

**Richard Williams**



# TRAINING

## 2010 DTU Calendar

### NOVEMBER

6 <sup>th</sup> – 7 <sup>th</sup>	Professional Development 002 / 003 for DTU Members	Peake	9.00am
9 <sup>th</sup>	Training Committee Meeting	Cavan	7.30pm
11 <sup>th</sup>	DTU general meeting	Cavan	7.30pm
13 <sup>th</sup> – 14 <sup>th</sup>	Trainer Course (week 2)	Morgan	9.00am
18 <sup>th</sup>	Association general meeting	Cavan	7.30pm
20 <sup>th</sup> – 21 <sup>st</sup>			
27 <sup>th</sup> – 28 <sup>th</sup>			

### DECEMBER

4 <sup>th</sup> – 5 <sup>th</sup>			
7 <sup>th</sup>	Training Committee Meeting	Cavan	7.30pm
9 <sup>th</sup>	DTU general meeting & break up	Cavan	7.30pm
11 <sup>th</sup> ➤	School holidays start		
11 <sup>th</sup> – 12 <sup>th</sup>			
16 <sup>th</sup>	No Association general meeting		
18 <sup>th</sup> – 19 <sup>th</sup>			
25 <sup>th</sup> – 26 <sup>th</sup>			

### **Club Trainers**

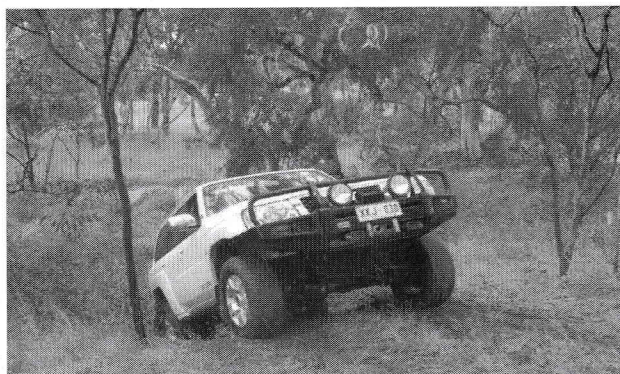
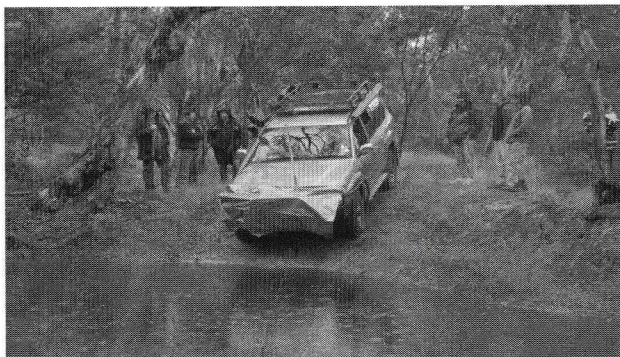
Trainers: Ian Manglesdorf, & Tim Byrne

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

Advisors: Brenton Bowley



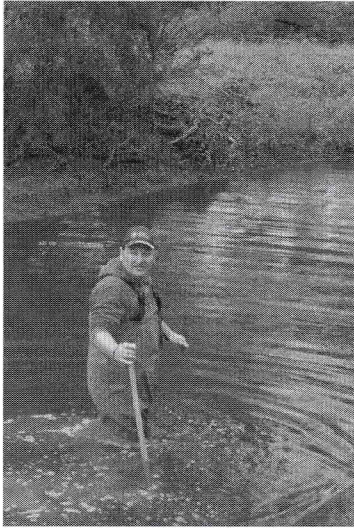
## OCTOBER CURRECY CREEK MUD TRAINING





## OCTOBER CURRECY CREEK MUD TRAINING

**PHOTOGRAPHS  
SUPPLIED BY  
MARK CURTIS**



## BARBECUES

It is important to refresh your memory on the etiquette of this sublime outdoor cooking activity. When a man volunteers to do the BBQ the following chain of events are put into motion:

### **Routine.....**

- (1) The woman buys the food.
- (2) The woman makes the salad, prepares the vegetables. and makes dessert.
- (3) The woman prepares the meat for cooking, places it on a tray along with the necessary cooking utensils and sauces and takes it to the man who is lounging beside the grill - beer in hand.
- (4) The woman remains outside the compulsory three meter exclusion zone where exuberance, testosterone and other manly bonding activities can take place without the interference of the woman.

### **Here comes the important part:**

#### **(5) THE MAN PLACES THE MEAT ON THE GRILL**

##### **More Routine....**

- (6) The woman goes inside to organise the plates and cutlery.
- (7) The woman comes out to tell the man that the meat is looking great. He thanks her and asks if she could bring another beer while he flips the meat.

### **Important again:**

#### **(8) THE MAN TAKES THE MEAT OFF THE GRILL AND HANDS IT TO THE WOMAN**

##### **More Routine...**

- (9) The woman prepares the plates. salad, bread, utensils napkins, sauces, and brings them to the table.
- (10) After eating the woman clears the table and does the dishes.

### **And most important of all:**

- (11) **EVERYONE PRAISES** the **MAN** and **THANKS HIM** for his cooking efforts.
- (12) The man then asks the woman how she enjoyed 'her night off' And, upon seeing her annoyed reaction. concludes that there is just no pleasing some women.

# TOTAL TRACTION TYRES

**DARREN CALLARY**

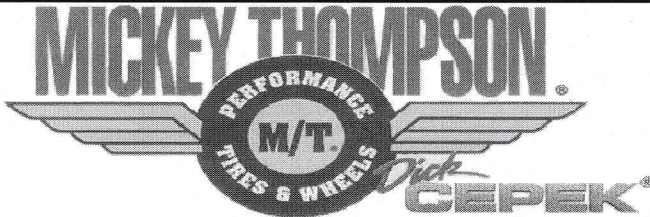
**Ph - 8186 1011**

**80A O'SULLIVAN BEACH  
RD. LONSDALE SA 5160**

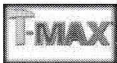
**sales@totaltractiontyres.com**

**Check out our web site - [WWW.TOTALTRACTIONTYRES.COM.AU](http://WWW.TOTALTRACTIONTYRES.COM.AU)**

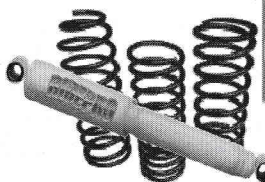
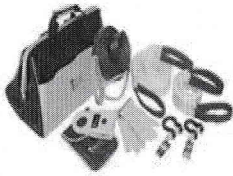
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**LEGENDARY OFF ROAD TYRES**



**80/20% 70/30% 60/40% 40/60% 20/80%**



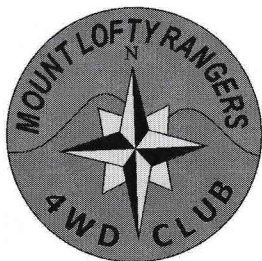
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## MOUNT LOFTY RANGERS 4WD CLUB



### GENERAL MERCHANDISE RANGE

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 Les Toomer (0409 285 232) for clothing or other purchases

### ITEMS FOR LOAN

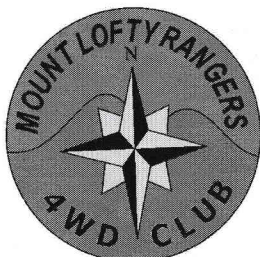
Crate Mate Recovery Tracks	Recovery Kit
Club Banner	Tirfor Winch
Club Flag	Puncture Repair Kit *
Exhaust Jack	First Aid Kit *
Maps	4 x Lightweight Shelters with sides.

\* Please replace used items

Please see Mark Curtis for any items you wish to borrow Ph 8358 4776



# MOUNT LOFTY RANGERS 4WD CLUB



## MERCHANDISE APPAREL RANGE

Sizes available for the clothing range are S, M, L, XL, XXL & XXXL

So let's get out there and support & promote our club to the 4wd community

see Andrew Thomas 0408 854 694

Bulk orders placed in Feb, May, Aug & Nov or/iff when minimum orders quantities are met  
All items to be paid in full when placing order. Add \$5 per item for name embroidery.

## HATS

with club logo embroidered



Baseball Cap  
\$17



Bucket Cap  
\$15



Beanie  
\$15

## SHIRTS

with club logo embroidered



Polo Shirt  
With pocket \$37  
Without pocket \$35



Chambray Shirt \$45  
Mens and Ladies  
Full, short or 3/4 sleeves



COOLER  
with club logo printed

Stubby Holder  
\$5

## JUMPERS

with club logo embroidered



Windcheater  
\$50



Arctic Top  
1/3 or full zip \$50



Winter Jacket  
\$85



# Your Committee

PRESIDENT

Graham  
Jones



0419 851 040

VICE PRESIDENT

Mark moss

SECRETARY &  
PUBLIC OFFICER

Ali Ford



0408 775 969

TREASURER

Paul  
McGregor



0408 900 889

ASSOCIATION  
DELEGATE

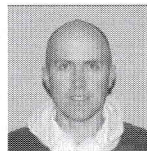
Anthony Rushby

MEMBERSHIP  
OFFICER

Greg Healy

TRIPS  
CO-ORDINATOR

Richard  
Williams



0437 734 670

EDUCATION  
OFFICER

Dave 'Shorty'  
Willsmore



0412 411 751

PROPERTY  
OFFICER

Mark  
Curtis



0408 297 065

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Ken  
Bradey



0418 807 934

WEBSITE

Pat O'Kane



0414 432 366

SOCIAL  
SECRETARY

Isobelle Brett

MERCHANDISE  
OFFICER

Les Toomer



0409 285 232

## **TRIP LEADERS CHECKLIST**

### **PRE-PLANNING**

Choose a location for the club trip  
Choose a date - start & finish  
Choose a route - there & back  
Accommodation - caravan, camper trailer or tents only  
Cost of camping, track access or other costs  
Determine difficulty of the trip  
Determine vehicle suitability, requirements & convoy limit  
Work out an estimate of the trip distance

### **AT A CLUB MEETING**

With all your pre-planning information at hand approach the trips coordinator  
Discuss & seek feedback on your trip details & amend if necessary  
Ask if anyone else within the club has done the same trip for any advice or suggestions  
Fill out a trip sheet & post on the trips board  
Within the club meeting, stand up & introduce yourself  
Explain all the details of your proposed trip as outlined in the pre-planning stage  
Answer any questions if needed  
During the next subsequent meetings keep up to date with progress of names listed on your trip

### **IN THE MEANWHILE FINALISE DETAILS FOR YOUR TRIP**

A start meeting point & time for your trip, there can be multiple places to meet when on route  
Finalise any personal, camping, safety & recovery equipment required for the trip as a minimum  
Determine if there is any First Aiders, club trainers or assessors on your trip  
Amount of fuel stops & fill up locations whilst driving  
Notify & book in your trip with any relevant landowners, caravan parks, national parks etc  
Assess & check any possible weather conditions you may encounter whilst on your trip  
Leave details of your trip with the trips coordinator - itinerary, route & planned return time  
Determine all the water & food requirements of the trip - are there any group cooked meals ?

## **TRIP LEADERS CHECKLIST**

### **THE LAST CLUB MEETING BEFORE YOUR TRIP**

Gather together the members of your trip into a small group & finalise any details of the trip

Confirm all names & numbers of persons attending

Gather all participants trip application forms

Determine if there are any special needs or medical requirements of the participants

Collect any money or fees if it is required

### **THE FIRST DAY OF YOUR TRIP**

Arrive first at the chosen meeting place & time

Once all intended persons have arrived, introduce yourself & anyone travelling with you & call sign

Get everyone else to introduce themselves, people travelling with them, call sign & type of vehicle driven

Make sure everyone is aware of your mobile phone number in case of an emergency

Make everyone aware of the nominated first aider

Discuss convoy procedures, marking of corners & making sure they can see the vehicle behind them

Remind everyone of UHF radio use, etiquette & rules. No swearing / bad language etc

### **THINGS TO DO THROUGHOUT EACH DAY OF YOUR TRIP**

At the start of each day or each individual section of the drive appoint a Tail End Charlie

Nominate a person to write the trip report for that day

Perform regular radio checks of all vehicles in your convoy

Make yourself available to everyone if there are any grievances or conflicts on the trip

# **CLUB BY-LAWS & RULES FOR TRIPS & ACTIVITIES**

## **As extracted from the Club's Constitutional Document**

### **CLUB ACTIVITIES**

For the purposes of these by-laws & rules, only those activities that have been approved by the Directors or at a General Meeting & noted in the minutes shall be recognised as official Club activities. Any activity not so approved shall be considered as a member's private activity & shall only be discussed at General Meetings during general business, if time permits.

### **REGULATIONS**

All members & visitors shall at all times abide by the Club Constitution, these by-laws, rules & regulations laid down by Government Authorities & owners/lessees of private property.

### **CLUB IDENTIFICATION**

All club identification shall be removed from vehicles prior to sale or upon expiration of membership.

### **RADIOS**

Members using CB, UHF & HF radios shall use them at all times in accordance with State &/or Federal Government rules & regulations governing the use of radios.

All members shall install 27 Meg (AM) or UHF radios for all club trips within 6 months of joining the club.

### **VEHICLE INSURANCE**

All participants in Club activities are required to produce to Directors a written declaration stating that they have in force, and will have in force for the duration of the club's financial year, a current policy of Comprehensive or 3<sup>rd</sup> Party Insurance applicable to the vehicle they are driving, upon renewal of such participants' membership with the club.

### **CONDUCT OF ACTIVITIES**

#### **Direction of Organisers**

All members & visitors participating in a club activity at all times shall abide by the directions of the activity organizer or trip leader in respect to:

- i. Compliance with Club by-laws & rules

- ii. Safety of all other members
- iii. Fire precautions & restrictions
- jjj. Care & respect of private property
- kkk. The rights of other people

#### **Trip Leaders**

On trips, the Trip Leader has absolute authority over the whole trip & they must ensure that members & visitors are aware of all relevant Club by-laws & rules & have adequate recovery equipment.

#### **Assistant Trip Leader**

Trip Leaders at their discretion may appoint separate trip leaders to lead separate convoys.



#### **Contravention of Club by-laws & Rules**

A member contravening Club by-laws or rules may be asked by the trip leader to leave the activity or trip & the incident reported to the Committee. Disregard of club by-laws & rules should be reported to the Committee members by the club members. All members must inform the Trip Leaders of their intention to go on a club trip.

#### **National Parks & Forest Areas**

All members & visitors are responsible for knowing & observing Park, Woods and Forest regulations whilst traveling in these areas, or in other areas controlled by Government Authorities.

#### **Conclusion of Trips**

Trip Leaders must ensure that all participants have clear directions to their destination at the conclusion of the club trip.

#### **Children**

Adults must be responsible at all times for the behavior of the children in their charge.

#### **Prospective Members**

Prospective members & visitors are allowed on Club activities at the discretion of the activity organiser but not to the exclusion of club members.

#### **Non Financial Members**

Persons previously on the club committee but who are currently not financial, or other persons, who are not financial, are not allowed to take part in club activities with our prior Committee approval.

#### **Numbers of vehicles**

The number of vehicles on a Club activity shall be determined by the trip leader but also may be subject to requirements of outside authorities. As a general rule the number of vehicles in a convoy shall not exceed 15 as the sight & inconvenience to other members of the public must be considered.

#### **Dogs**

On trips where dogs are permitted, they must be kept under control at all times, preferably on a lead.

#### **Motorcycles**

Motorcycles are not permitted on Club trips except with the express permission of the trip leader.

#### **Firearm**

Guns & rifles must not be visible inside vehicles & should only be removed in cases of emergency, or with the express permission of the trip leader.

#### **Intoxicating Liquor**

Excessive consumption of intoxicating liquor on club activities is discouraged.

#### **Off Tracks**

Vehicles are to stay on existing roads & tracks except in areas where permission has been granted to move away from existing vehicle corridors.

#### **Flora & Fauna**

Live branches are not to be broken from trees or shrubs. No member shall use a tree as an anchor for winching without providing adequate protection around the tree from slings or cables. Trip members must not disturb birds, animals & their habitat.

### **Gates**

All gates must be left as they were found.

### **Camping**

Campsites must not be within 500m of any artificial constructed watering points. Campsite adjacent to large natural watering points must be sited so that stock & wildlife are not prevent from gaining access to water. Campsite must be at least 1km away from any station homestead, shearing shed, outstation or other improvement unless prior approval of the land manager. Previous campsites should be used wherever possible. Care must be taken to minimize damage to vegetation etc at campsites & making of unnecessary vehicle tracks is to be avoided.

### **Water**

Minimal water only is to be taken from any watering point. Members are not to swim or bathe in tanks or dams without permission from the land manager. If water is required for washing it is to be bucketed out. Soaps & detergents etc are not to be introduced into tanks, dams, rivers or natural watering points.

### **Litter**

No litter or rubbish is to be thrown from vehicles. At all stops, members shall ensure that no rubbish is left at the site. All non-burnable rubbish is to be carried out & disposed of in approved receptacles or areas. Burnable rubbish may be burnt at campsites provided all other members are considered, correct precautions are taken & there are no fire bans in place. Non-combustibles are to be removed from ashes.

### **Historical Sites**

All sites of historical significance are to be left undisturbed & artifacts are not to be removed off site.

### **Toilets**

When using bush toilets ensure an adequate, deep hole is dug & covered properly before leaving the campsite. Do not allow paper & tissue to blow around the area.

### **Mobile Generators**

The use of generators must be kept to a minimum & not used after 8.00pm or before 7.00am without the permission from everyone within the vicinity. At all times other travelers must be considered when using generators. Members must ensure as far as possible that generators are permitted in NPWS areas prior to departures or obtain permission from rangers at the site.

### **Fires**

Fire bans must be complied with at all times. Normally one campfire should be adequate and the trip leader is responsible for its location. The trip leader may approve other small cooking fires. At sites where adequate supply of dead wood on the ground is not available (especially National Parks etc) or during potential fire danger period's members are encouraged to use gas or other means for cooking. All fires must be extinguished before the site is vacated, ashes disposed of, and where practical, no signs of the fire should be left at the site.

### **Spares**

Vehicles must carry enough spare to be reasonably self sufficient in the event of breakdown. Spares for similar type vehicles can be shared amongst those on the trip. The specific spares would depend on the type of trip & location and agreement between participants.

### **Grievances**

Any grievance arising from any club activity must be made as soon as possible (preferably in writing) to the organisers of that activity or Directors so that any problems can be resolved promptly.

## **Convoy Procedure**

**Regulations** – All drivers shall observe all regulations at all times.

**Departure Warning** – The trip leader shall give a 5-minute warning before departing.

**Briefing** – Prior to departure each day all drivers are to assemble at a central point for the trip leader's briefing on the next stage of the trip.

**Travel** – All members of the convoy are to follow the trip leader & not stray from route

**Track Widening** – Drivers are not to widen existing tracks by driving around obstacles such as broken branches, large holes, rocks etc but should endeavor to do minor track maintenance to allow vehicles to remain on the track, i.e. remove branches, fill holes etc

**Convoys** – Vehicles should stay in convoy position unless a change is authorised

**Distances** – members should keep a safe distance from the vehicle in front, particularly in hilly country or if brakes are wet after a water crossing. On main roads leave adequate space between vehicles to enable other vehicles to overtake safely.

**Driver Responsibility** – Each driver is responsible for the vehicle behind. Keep the following vehicle in contact at all times. In conditions where visibility is poor switch on lights & check regularly that following vehicle is in sight. Contact by radio if possible.

**Acknowledging Turns** – Wait at every turn with indicators flashing until the following driver acknowledges with their indicators flashing.

**Separated Convoy** – If the convoy becomes separated & an intersection is reached where there is no other vehicle, stop and wait for instruction from the trip leader.

**Leaving Convoy** – If members wish to leave a convoy for any reason they must inform the trip leaders by radio or at stops. If on the move, drop back & advise your intentions to the last vehicle who will advise the trip leader as soon as possible.

**Breakdown of Vehicles** – If a vehicle breaks down or becomes immobile for any reason, all vehicles must stop with the affected vehicle until it is again mobile or the trip leader has checked that the vehicle is safe to be left for adequate assistance. Arrangements are to be made to renew contact as soon as possible.

**Stopping Convoy** – if members wish the vehicle in front to stop, call on radio if available, attract drivers attention by flashing lights on an off or stop. Care must be taken when flashing lights at night to avoid causing a hazard to oncoming vehicles.

**Negotiating Hazards** – At any creek crossing, steep hill, sand hill or other hazardous terrain all those not involved are to stand well clear of the activity. The trip leader, or delegate, will have complete control over activities. Vehicles are to be moved well clear of the hazard to allow sufficient room for following vehicles.

**Recovery Operations** – During recovery operations members should give what assistance possible but not get in the way. Stand well clear of vehicles, towropes & winching cables. Obey instructions of trip leader.

**Vehicle Damage** – Any damage caused to a members vehicle is the member's own responsibility. Members should not be afraid to stop to remove obstacles to avoid this

**Stopping Areas** – Campsites or rest areas should be chosen where practical so that all members of the trip can be accommodated comfortably in the one area. Care must be exercised so that damage to stopping areas is minimised.

**Starting Times** – Times for daily departures are agreed to prior to departure or at daily briefing

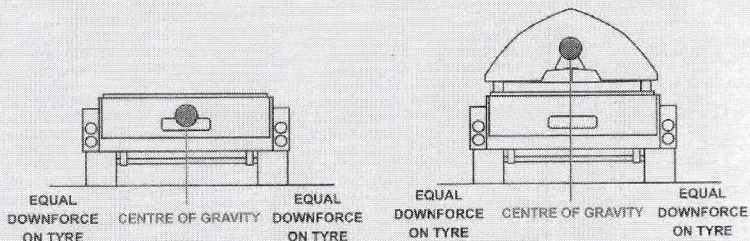
**Lunch Stops** – Meal breaks should be about an hour unless otherwise agreed beforehand. Time starts from the arrival of the last vehicle at the site.

**Stops** – Convoys should stop for a short period every 2 hrs to allow participants to rest.

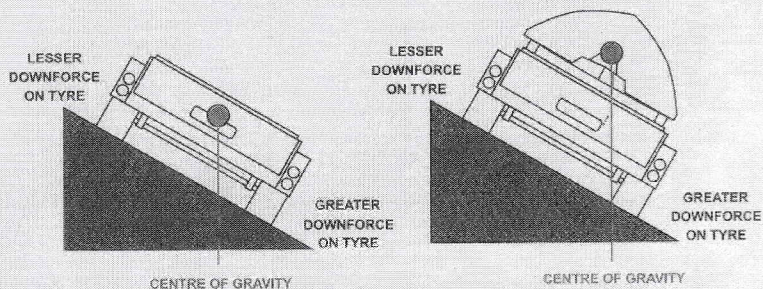
**End of day's Travel** – Where possible the day's travel should end with sufficient daylight available to allow campsites to be established unless otherwise agreed beforehand.

**Convoy Speed** – The maximum traveling speed for any club trip shall be determined by the road conditions, all state regulations and not faster than the slowest vehicle in the convoy. The trip leader prior to departure particularly for bitumen road travel should advise the ideal traveling speed.

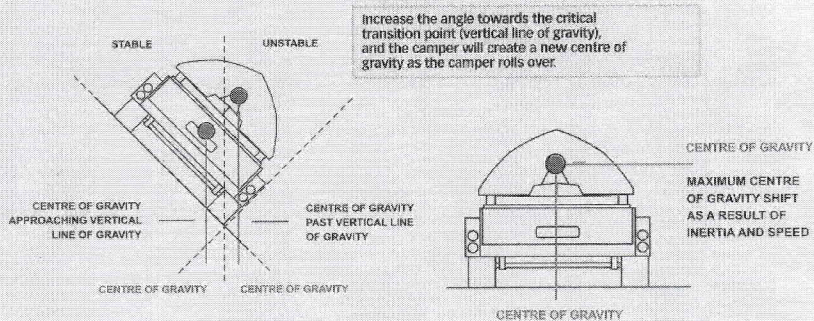
## STABILITY AND CENTRE OF GRAVITY



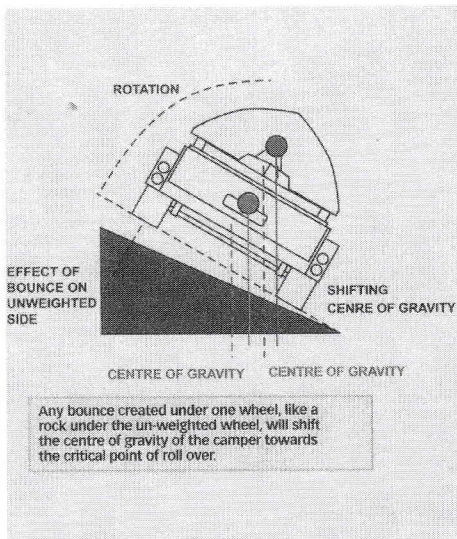
The centre of gravity for your camper (on flat level ground) is at 90 degrees to the ground, which applies an equal down force on both tyres. This will remain unchanged irrespective of how much weight you carry on the roof, or how high it is packed.



On different terrain (in a stationary position without moving forward or backwards), the centre of gravity of the camper retains the same angle of down force. A greater amount of weight is now transferred to the lower wheel.







Speed, or more importantly, inertia created because of speed when cornering, will change the centre of gravity from 90 degrees to the ground to that similar to being on even ground. If the tyres are sliding because inertia is overcoming tyre grip and something tries to stop the slide quickly, the centre of gravity will swing towards parallel (in relation to normal gravitational forces) as inertia falsely changes the down force on the tyres, and those forces naturally occurring on the camper.



## NOTES

The last day for magazine submissions for the December edition is Wednesday 27th November - Don't forget to send submissions to Neil Cook email - [nlhcook@adam.com.au](mailto:nlhcook@adam.com.au)

**Next event is Wall Flat Christmas Show  
On December 4th and 5th 2010**

Could all retired committee members, please return their position badges to Graham Jones ASAP.

**Guest Speakers confirmed for November**

Sea Rescue