



Rangers' Review

Volume 20
No. 12

Mount Lofty Rangers Inc.
PO Box 1150, Blackwood SA 5051
www.mountloftyrangers.com.au

May
2015

Annual General Meeting

Monday 11th May, 2015

**Please join me in thanking the
committee members that are
not continuing in 2015...**

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Mount Lofty Rangers Inc.

About Us

The Club's aim is for its members 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 cooking 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 South Australian Association of Four Wheel Drive Clubs (FWDSA).

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 which 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 for 7.30pm start

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

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

www.mountloftyrangers.com.au

MT LOFTY RANGERS UHF CLUB CHANNEL NO 27



NOTICE IS HEREBY GIVEN THAT THE
MOUNT LOFTY RANGERS INC
ANNUAL GENERAL MEETING
WILL BE HELD ON

11TH MAY 2015 AT 7.30PM

AT THE BLACKWOOD FOOTBALL
WOOD.

CLUB, BLACK-

Nominations for Committee
mitted by the

positions must be sub-

closure of the April Gen-
Monday 13th April

eral Meeting to be held on
2015.

Nomination
the

Forms will be available at meetings prior to
April meeting.

Please

note that:

All nominations must have written consent of the nominee, who can
nominate themselves.

No nominations will be accepted at the AGM.

Please send contributions for the magazine to: magazine@mountloftyrangers.com.au

Deadline COB Monday 30 May 2015 for the next issue. Please send photos separately (jpg or png files, small file size) and include names please. Note that any articles submitted after the deadline will be considered for inclusion in the next issue.

Disclaimer: The opinions expressed in this magazine are not necessarily those of the editor or of Mount Lofty Rangers. Inc. No liability in any form shall be accepted. The editor claims full discretionary rights to include, discard, copy, distribute, amend and/or alter any articles/photos submitted for publication.



Prez Sez

Another big month in the Doody household, with Tanya overseas again for work, an 18th birthday, one of the cat's passing and then there is that nasty thing called work that we all must do.

Just seems like not long ago we had our last AGM, and I was in NZ on holidays, but this didn't stop you the members from voting me in.... :-)

This month's edition is jam packed with no less than 3 trip reports, as well as upcoming trip info. Then there is also the fire extinguisher pricing that Chubb have provided to us, there's the usual trip and training pages and a fair bit of reading to pass your time away. We will be doing a bulk order on fire extinguishers which can be found a couple of pages over—if you need one please order through Tom at the meeting, a deposit of \$10 will be required and final cost will be communicated once we have all orders in.

The Octoberfest sub committee, had a meeting a week or so ago and you will hear more of this in the coming weeks, don't get me wrong, planning is well underway and we are sure to once again lift the excitement level, the experience you will receive by joining us at Octoberfest on the October Long Weekend. Have I got your interest? Good, as we are going to need your support—first and foremost we are going to require trip leaders, this is an opportune time for the less experienced trip leaders to step up and lead a trip or two and be mentored / assisted by our more experienced trip leaders. If you need more information on trip leading for Octoberfest please come and have a chat with me or Graham Jones at the meeting. Other assistance we will require is set up and set down on the actual weekend, camp cook judges, fire tenders, welcome desk and the general odd job boy or girl, but the biggest change up for this year's event we will be preselling "the big breakfast" on the entry form so hence we will need some breakfast cooks! If you think you can assist in anyway over this weekend, please have a chat to Graham Jones.

Although I will thank all 2014 committee members, both ongoing and those that are stepping down in my president's report at the AGM, I'd also like to do it here, so thank you and feel proud of what we have been able to achieve this past year—club member numbers at an all time high, many trips to both new places and those that have been visited previously as well as many new faces leading trips.

Finally, I'd like to thank the sponsors of MLR and encourage our members to continue to support your club.....

See you at the meeting



I thought I'd better check out my winch before heading off to Finke.

My winch is stuffed, all because of lack of maintenance and servicing on my behalf.

Moral to the story is, as hard as it is to get the winch out of the bull bar, make the effort after deep water crossings, yep it cost me a new winch!

Ron Verteeg

PROPOSED CONSTITUTION CHANGES

Listed below are the main changes proposed for our constitution, the deletions from current constitution have a line through them and the additions are in red. Full copies are available at the meeting.

NAME

1. The name of the Club shall be "Mount Lofty Rangers 4WD Club Incorporated".

~~OFFICE OF THE CLUB~~

2. ~~The office of the Club shall be at Blackwood Football Club Incorporated, Trevor Terrace, Blackwood (Post Office P. Box 1150 Blackwood) in the State of South Australia or at such other place in the said State as may be determined from time to time by the direction of the Directors;~~

~~AFFILIATIONS~~

3. ~~The Club shall be affiliated with the Blackwood Football Club Incorporated.~~

-2-

- (iv) "Special Resolution" means a resolution passed at a duly convened Special Meeting of the members of the association if-
 - (a) at least 21 days written notice specifying the intention to propose the resolution as a special resolution has been given to all members of the association; and
 - (b) it is passed at a meeting referred to in this paragraph by a majority of not less than three-quarters of such members of the association as, being entitled to do so, vote in person or, where proxies are allowed, by proxy, at that meeting;

15. ~~The general body of the members shall be such number as the Directors may from time to time determine subject to a maximum of 101 members.~~

-7-

LIFE MEMBERS

18. In determining the qualification for classification as a life member the Committee shall consider whether a member has in the opinion of the Committee rendered such service to the Club for its betterment and the promotion of its objects as to be entitled be classified as a life member of the Club.

YOUR COMMITTEE 2014-15



PRESIDENT (Director)

Tom Doody

president@mountloftyrangers.com.au

VICE PRESIDENT (Director)

Gary Light

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Eric Kalderovskis

property@mountloftyrangers.com.au



COMMITTEE MEMBER

Wayne Ritchie

COMMITTEE MEMBER

Linda Nagel



PROPOSED CONSTITUTION CHANGES

34. ~~Any twenty (20) members of the Club may, by notice, convene a special general meeting and for that purpose the Secretary shall provide those members with the names and addresses of all members of the Club.~~
35. ~~The Directors may summon a special general meeting of the members at such time and place as they may fix but notice of the business to be transacted at any special meeting shall be given in the notice calling the meeting and a special general meeting shall not deal with any business except that of which notice is given or which, in the opinion of the President, is cognate or relevant to the business of which notice has been given.~~

RESIGNATION

45. ~~A member may resign from membership of the Club by giving written notice thereof to the Secretary of the Club. Any member so resigning shall be liable for any outstanding subscription which shall be recovered as a debt due to the Club.~~
54. (1) Proper minutes of all proceedings of meetings of the Club and of meetings of the Directors shall be entered within one (1) month after the relevant meeting in ~~a the minute book~~ **or such other electronic record as determined by the Committee** kept for that purpose.
- (2) The minutes kept pursuant to this rule shall be ~~signed by the President of the meeting at which the proceedings took place or by the President of~~ **acknowledged by vote as correct or otherwise at** the next succeeding meeting.

ALTERATION TO THE RULES

61. ~~The rules may be added to, repealed or amended at any General Meeting by a majority of those present provided that no alteration shall be made to the mission and objects and purposes of the Club nor shall any alteration be made which would render the registration of the Club under the Associations Incorporation Act 1985 or any amendment of it liable to be cancelled.~~
61. **These rules may be altered (including an alteration to the association's name) by special resolution of the members of the association. This includes rescision or replacement by substitute rules.**

The alteration shall be registered with the Office of Consumer and Business Affairs, Corporate Affairs Commission, as required by the Act.

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Paul McGregor

Club equipment for loan

- *Grate Mates*
- *Uniden* UHF handheld radios
- Tyre repair kit (large)
- Tyre repair kit (small)
- *Tirfor* hand winch and cable
- Car Bra
- Drag chains (x 2)
- Gazebo 3m x 3m (x 2)
- Recovery Bag (incl snatch straps, extension strap, tree trunk protector and shackles)
- Trestle tables, plastic folding 1.8 m (x 2)
- Hot water urn and kettle
- Bead breaker

For further information on any loan equipment, please email Eric Kalderovskis,

Property Officer: property@mountloftyrangers.com.au

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1 x Large

2 x XLarge

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1 x Large (named Graig instead of Craig)

1 x Small (named Trevor)

Black Anniversary Polo Shirts (short Sleeve) = \$35.00 each

2 x Medium (named Matt)

1 x XLarge (named Dave)

Artic Polo Fleece Jacket – Green (Full length Zip) = \$50.00 each

1 x Large

Artic Polo Fleece Jumper – Green (half zip) = \$50.00 each

1 x Large

1 x Medium

MLR

**Merchandise
clearance sale
Take 50% OFF
listed prices**

MLR CLUBPERSON OF THE YEAR

How it works?

Criteria:

Automatic eligibility for minimum of 1 Trip Leader role

Must be a financial member

Runs May to April (as per MLR club year)

Must attend minimum of 6 MLR events in the 12 months (meetings or trips)

Nominated by Club Committee for—trip leader / trip attendance / club meeting attendance / over and above activities for betterment of MLR

Upholding of MLR values & club spirit

Can be nominated by general membership

Winner by blind vote from club members—one membership = one vote

In case of tie, winner by discretion of Committee

FOR SALE:

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FIRE EXTINGUISHER INFORMATION

TECHNICAL DATASHEET 2040/17 Ext 1.0kg ABE Flameguard R

- Features**
- The Flameguard R 1.0kg ABE dry chemical extinguisher features:
 - Australian Standard certified to AS1841.8
 - Mild steel polyester powder coated handle and trigger
 - Mild steel polyester powder coated cylinder
 - ABE (ammonium phosphate) dry chemical powder
 - Rated for use on Class A, Class B and Class C fires
 - Ready for use pressure indicator
 - Forged brass valve
 - Light duty zinc plated steel bracket for use in light vehicles including vans, utilities and 4-wheel drives

Suitable for use on:

- Electrical switchboards
- Vehicles
- Boats and Caravans
- Garages



Chubb Fire & Security Pty Ltd
ABN 47 000 067 541
1300 550 576
www.chubb.com.au

Specifications	
Model Number:	2040/17
Type:	DCP (Direct pressure)
Capacity:	1.0kg (100 g/35oz)
Contents:	ABE-40 Powder
Rating:	1A:10B:C
Test Pressure:	2 MPa
Operating Pressure:	1.00 MPa
Nominal Mass:	1.7kg
Discharge Time:	8 - 11 s
Nozzle Orifice:	3.5mm
Service Temperature:	-5°C to 55°C

NOTE: Nominal mass and discharge times listed are approximate. Slight variations may occur.

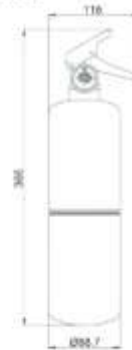
flameguard

TECHNICAL DATASHEET 2062/17 Ext 1.5kg ABE Flameguard R

- Features**
- The Flameguard R 1.5kg ABE dry chemical extinguisher features:
 - Australian Standard certified to AS1841.8
 - Mild steel polyester powder coated handle and trigger
 - Mild steel polyester powder coated cylinder
 - ABE (ammonium phosphate) dry chemical powder
 - Rated for use on Class A, Class B and Class C fires
 - Ready for use pressure indicator
 - Forged brass valve
 - Light duty zinc plated steel bracket for use in light vehicles including vans, utilities and 4-wheel drives

Suitable for use on:

- Electrical switchboards
- Vehicles
- Boats and Caravans
- Garages



Chubb Fire & Security Pty Ltd
ABN 47 000 067 541
1300 550 576
www.chubb.com.au

Specifications	
Model Number:	2062/17
Type:	DCP (Direct pressure)
Capacity:	1.5kg (150 g/5.3oz)
Contents:	ABE-40 Powder
Rating:	1A:10B:C
Test Pressure:	2 MPa
Operating Pressure:	1.00 MPa
Nominal Mass:	2.1kg
Discharge Time:	11 - 14 s
Nozzle Orifice:	4.0mm
Service Temperature:	-5°C to 55°C

NOTE: Nominal mass and discharge times listed are approximate. Slight variations may occur.

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MOUNT LOFTY RANGES 4WD CLUB

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Description	Purchase 1-10	Purchase 10-20	Purchase 20-30
EXT 1.0KG ABE FLAMEGUARD 1A:10BE	\$29.60	\$28.90	\$26.30
EXT 1.5KG ABE FLAMEGUARD	\$37.90	\$37.00	\$34.90
EXT 2.3KG ABE FLAMEGUARD (INCLUDES METAL STRAPS) (These are suitable for small vans to trucks)	\$56.90	\$55.50	\$50.40

TECHNICAL DATASHEET 2055/17 Ext 2.3kg ABE Flameguard R

- Features**
- The Flameguard R 2.3kg ABE dry chemical extinguisher features:
 - Australian Standard certified to AS1841.8
 - Mild steel polyester powder coated handle and trigger
 - Mild steel polyester powder coated cylinder
 - ABE (ammonium phosphate) dry chemical powder
 - Rated for use on Class A, Class B and Class C fires
 - Ready for use pressure indicator
 - Forged brass valve
 - Light duty zinc plated steel bracket for use in light commercial vehicles including buses, vans, utilities and 4-wheel drives

Suitable for use on:

- Electrical switchboards
- Vehicles
- Boats and Caravans
- Garages



Chubb Fire & Security Pty Ltd
ABN 47 000 067 541
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Specifications	
Model Number:	2055/17
Type:	DCP (Direct pressure)
Capacity:	2.3kg (230 g/8.1oz)
Contents:	ABE-40 Powder
Rating:	1A:10B:C
Test Pressure:	2 MPa
Operating Pressure:	1.00 MPa
Nominal Mass:	4.4kg
Discharge Time:	13 - 17 s
Nozzle Orifice:	4.0mm
Service Temperature:	-5°C to 55°C

NOTE: Nominal mass and discharge times listed are approximate. Slight variations may occur.



flameguard

Place orders with Tom Doody

TASMANIA TRIP

Tasmanian travellers Jo and Peter Reed, Mark Curtis, Paul Lehmann and myself Sharon.

The beginning of this trip was doing the Overland track. This took us 5 days instead of 6 due to an urgent need to get to the hospital as a result of Peter falling over. The 4 of us required coffee and cake before the 2.5 hr drive to Hobart Hospital where Peter got 7 stitches, thankfully he bought his own nurse as the other nurses were busy and Jo bought the leeches. Can't fault the service of the hospital staff as the clerk made several phone calls to find us accommodation as it was a long weekend in Hobart and everything was booked out. (We gave her chocolates the next day.) Our plan to have a lovely shower at the end of our 6 day walk came many hours later, post hospital visit, around 1 am and not in the luxurious rooms we had previously booked for the end of our walk. But we did get to stay there the next night.

We had to alter our itinerary slightly, resulting in the girls driving the Mt. Huxley track because Peter was not allowed to drive for 4 days due to his prior accident. Jo had to drive and endured 4 days of mental torture needless to say. I drove as well to make it fair, there for both the boys had to be passengers! Jo and I weren't allowed to say we were scared; we had to say we were 'excited' hence there were some very 'exciting' times to be had.

The track was rated hard but Jo and I managed it quite easily. Jo drove the 4wd track up to the Montezuma falls. "Exciting" was mentioned quite a few times! For marital reasons and Peters well-being, this was Jo's last drive for the rest of the entire trip. The falls are 104 m high and very impressive. We had to walk across the swing bridge (one at a time) to get up to the falls, not for the faint hearted as it was a long way down. The boys drove back down via the Ring River track. This track was 14 km long and had a bit of everything, it was narrow, wet, had lots of ferns and tight turns. The sign post said this was steep, narrow, potential deep river crossing, recovery at your own expense. The track wasn't meant to be used in the wet so we did it in the rain and slid quite easily.



TASMANIA TRIP

On our way to the Balfour track we spent some time driving along the beach, Peter wanted to see how well his max trax worked, so he tells us! Before the start of the Balfour track we stopped by the old Balfour Township where we met some locals, had a talk to them and made a donation for beyond blue. The boys drove the Balfour track in the rain. All it does is rain in Tassie. The track wasn't that hard just lots of long puddles, a couple deep enough to get water splashing halfway up the windscreen. The cars took on a little bit of water, the carpets got a bit wet but nothing else. There were a lot of chicken tracks if you didn't want to go through the water, but they looked very muddy and I think we would have got stuck in them.



Balfour Track

The Climmey track was from Granville harbour to Trial harbour. This track was a lot harder; we had been told it takes 6 hrs to do. After the first 10 minutes Paul had got himself stuck in a puddle. This was very exciting! Paul had to climb out his Window to hook up the winch and I was unable to get out of the car, due to the closeness to the bank and the depth of the water. Out came the tree protector and Paul had to winch himself out. Now we could understand why the track takes so long. This track had everything, climbs, descents, river crossings and many tight turns along the way. The River crossing is where 3 people had died previously, due to the rapidly flowing water. There were some interesting Creek crossings and we all needed guidance to get across the wooden bridge that had a few logs missing and badly in need of repairs. Thankfully we had sunshine for this track as it took us 5 hrs to complete. This was the best track we did and it also had great views. Other tracks we drove were the Jeffries and Manson tracks, both were rated as hard but apart from having to let the tyres down it wasn't challenging.

We then went back to the big Island and instantly had beautiful sunshine. It rains almost every day in Tassie. After arriving on the big Island, Mark left us due to work commitments. Then the four of us travelled on to the high country.

TASMANIA TRIP



Bridge Crossing

Our first track here was the Gibson track. Next day we did Billy Goat Gruff track which was disappointing, because it had been graded, same for Blue Rag track. The Crooked River and the South Basalt Ridge tracks were the most challenging tracks for the day.

Our last day of 4wd we did the Grimy and Knob Hill tracks, these needed a bit of track maintenance which required the use of a winch to move the tree that was in our way. They were challenging and it's always that 'one last track' that takes the longest! Hence we didn't



make camp til early evening and missed out on Happy hour.

Our 5 weeks away went very quickly, we had a good trip leader (Peter), a variety of

experiences and great travelling companions. It was a very enjoyable holiday.

Ps. Peters' wound had healed by the time the trip was over, all ready for him to go back to work!!

Sharon McLaughlin

SIMPSON DESERT SHAKEOUT

Simpson Shakeout – Border Track (Ngarkat Conservation Park) 2-3 May 2015

Participants: Gary (Trip Leader)
Anthony & Brenda
Graeme
Greg and his daughters: Stella and Kalea
Les
Sue

The primary aim of this trip was to provide members with the opportunity to test vehicles equipment and themselves prior to participating in a west to east crossing of the Simpson in July. It proved to be particularly useful to a couple of people who had new cars to be tested and become familiar with, especially those with complex electronics like Ant and his Discovery4.

Friday Night

Some of the participants chose to camp at Baan Hill, near Lameroo on Friday night. It was a lovely camping location, which was also inhabited by lots of mosquitos. Must remember the insect repellent next trip! As people arrived, they set up camp and then sat around the camp fire. It was a mild night and very pleasant (besides the mosquitos).

Saturday

We had an early start and broke camp at approximately 7.45am, after collecting fire wood which Les tied onto his roof rack. Apparently he did lose a few pieces on the track, as he was driving up sand hills.

Our first stop was Pinnaroo BP where we met Graeme. Some people took the opportunity to stock up on supplies and fuel. It was then a short drive to the start of the Border Track. At Scorpion Springs, we aired down, put up the sand flags and then started on the track.

We stopped at Hensley Trig Lookout for morning tea and a magnificent view. Continued on the track and had a lunch break near the turn off to Pertendi Hut. There were several requests for Gary to find a lunch spot that had shade, green grass and a bar! He couldn't meet all the criteria but it was a good spot.

The scenery changed as we drove through scrub that had been burnt the previous year. It was good to see the regrowth of the vegetation and we did see some emus.

We continued on the track and all tackled the more challenging tracks over the sand hills. With some further reductions to tyre pressures and increased speed we all got through. It was great fun and good practice.

We arrived at Red Bluff (in the Big Desert Wilderness Area in Victoria) at around 3:15pm and set up camp. Then we had happy hour and a chat. Several other groups drove into the campsite after us. The comment was made that the campsite had improved and had new fencing, drop toilets and metal picnic tables. After dinner we sat around the campfire and the evening was calm but cool, with plenty of moon light. Thanks to Gary, we had chocolates and thanks to Brenda and Anthony, we had raisin bread, expertly toasted on the open fire by Kalea.

SIMPSON DESERT SHAKEDOWN

Sunday

We woke to fog. Apparently there had been some light rain at around 6.30am. It was a more leisurely start to the day and we broke camp at 9.00am and continued on the track.

There was one large sand hill of note and we all took the more challenging track. We all made it up the sand hill, even if a second attempt was required, with increased speed.

We arrived at the section of the track that had the mud pits. They were dry but good fun to drive through. Gary chose this spot for a morning break. Then we continued on the track and some rabbits, a hare and some kangaroos were seen.

A short distance from the end of the track, we aired up.

We made good time and arrived at Keith at about 12.30pm, where the trip ended. Some of us met at the coffee shop for a drink and snack, before driving back to Adelaide.

It was an excellent trip, with good company and good preparation for the Simpson Desert. Thanks to Gary for being the trip leader.

Sue Peake

MEMBERSHIPS NOW DUE!

Your memberships are now due and payable. They remain unchanged for the 2015 / 2016 Financial year and if paid before the September meeting the renewal cost is \$70, after the September meeting the price reverts to a new member price of \$80.

EFT payments are encouraged

For Payment by Electronic Funds Transfer:

BSB: 065 132

Account No: 1004 4806

Account Name: Mount Lofty Rangers Inc.

Please place your name in the reference section

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October
2-5
2015



Octoberfest



Willangi Bush Escapes

near Peterborough SA

Spend the long weekend camping in bush surrounds, enjoying great day trips with other 4wd enthusiasts from SA clubs.

Activities will include:

camp cook-off, kids' movie night, night Nav Drive, prize draws and door prizes, socialising and evening entertainment.

www.mountloftyrangers.com.au

This event is open to all financial members of FWD5A or an affiliated club. For insurance purposes all participants must register for this event with their club as a club trip.

2015 CALENDAR



Date	Event	Contact	Details
3-17 April	Extended Trip	Wayne Ritchie	Binns Track section
<i>Monday 13 April</i>	<i>MLR Club Meeting 7.30pm Blackwood Football Club, Trevor Terrace, Blackwood</i>		
18-23 April	Extended Trip	Mark Curtis	Witchelina (see inside or Trips Board)
22-24 May	Weekend Trip	Craig Watkin	Murray Sunset NP
30 May-14 June	Extended Trip	Tom Doody	Finke Desert Race- spectating & camping
<i>Monday 11 May</i>	<i>AGM & MLR Club Meeting 7.30pm Blackwood Football Club, Trevor Terrace, Blackwood</i>		
6-8 June	Long Weekend Trip	Glenn Bull	Black Cockatoo @ Naracoorte
13-18 June	Extended Trip	Mark Curtis	Witchelina see inside or Trips Board
19—21 June	Weekend Trip	Paul McGregor	Octoberfest Firewood collection
<i>Monday 15 June</i>	<i>MLR Club Meeting 7.30pm Blackwood Football Club, Trevor Terrace, Blackwood</i>		
1 July —1 August	Extended Trip	Les Toomer	Register of Interest
3-5 July	Weekend Trip	Lainine Ray	Border Track Again!
4-17 July	Extended Trip	Gary Light	Simpson Desert- West to East
4-17 July	Extended Trip	Kevin Jesshope	Simpson Desert- East to West
10-12 July	Weekend Trip	Glenn Bull	Jak Em Park— Callington

2015 CALENDAR



Date	Event	Contact	Details
<i>Monday 13 July</i>	<i>MLR Club Meeting 7.30pm Blackwood Football Club, Trevor Terrace, Blackwood</i>		
26 July—19 September	Extended Trip	Steve & Chris Wrobel	Cape York
<i>Monday 10 August</i>	<i>MLR Club Meeting 7.30pm Blackwood Football Club, Trevor Terrace, Blackwood</i>		
28-30 August	Weekend Trip	Eric Kalderovski	Salt Creek “Fishing Comp”
12-13 September	Weekend Trip	Tom Doody	Camp Cook
<i>Monday 14 September</i>	<i>MLR Club Meeting 7.30pm Blackwood Football Club, Trevor Terrace, Blackwood</i>		
18-19 September	Weekend Trip	Paul McGregor	Octoberfest recce
2-5 October	Long Weekend Trip	Graham Jones	Octoberfest
<i>Monday 12 October</i>	<i>MLR Club Meeting 7.30pm Blackwood Football Club, Trevor Terrace, Blackwood</i>		
<i>Monday 9 November</i>	<i>MLR Club Meeting 7.30pm Blackwood Football Club, Trevor Terrace, Blackwood</i>		
<i>Monday 14 December</i>	<i>MLR Club Meeting 7.30pm Blackwood Football Club, Trevor Terrace, Blackwood</i>		
TBC	Girls Trip	Jo Chaplin & Trish Dagri	Driving / tyre changing/ trip essentials Expressions of interest

For further information or to book on any trips, please email Phil Simes,
Trip Coordinator: trips@mountloftylanders.com.au



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325 Hancock Road Fairview Park

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As winter strikes,
get hold of your
man flu relief....

Mount Lofty Rangers Inc

Annual General Meeting

Monday 11th May 2015

7.30 pm

Blackwood Football Clubrooms,
Trevor Terrace, Blackwood

AGENDA

Welcome and apologies

Minutes of the 2014 Annual General Meeting

Thanks to outgoing Committee Members

President's Report

Treasurer's Report

Election of Returning Officer

Call for Nominations for incoming Committee

Committee elections

Any other business

Training

Training provided by FWDSA Driver Training Unit (DTU)

16-17 May 9-00am 23—24 May	Basic Theory @ Cavan (\$20-00) DTU @ Morgan Quarry. Training \$40
18-19 July	Trip Planning Course MLR
1-2 August 9-00am	MLR Training @ Morgan Quarry
22-23 August , 9-00am	Mud & water training @ Jakem Farm (\$35)
12– 13 September, 9-00am	WHS, Risk & Emergency response course @ Cavan (\$20-00)
10-11 October	Sand Driving @ Peake sharing with Jeep Club
18 October, 9-00am	Trip planning course @ Cavan (\$20-00)
31 Oct -1 Nov, 9-00am	Sand Training @ Peake \$40-00

Club Trainers

Education Officer: Steve Townsend

Assessors: Steve Townsend, Mark Curtis, Jeff Morgan & Dave Willsmore

Trainers: Tim Byrne, Tom Doody, Glenn Lawson

Advisor: Brenton Bowley

For further information on training , please email Steve Townsend,

training@mountloftyrangers.com.au

UPCOMING TRIP—MURRAY SUNSET NP

Trip	Murray Sunset National Park
	At 633,000ha, its Victoria's second-largest national park. It is a landscape of wide mallee country, rolling sand dunes, magnificent river red gums and shimmering pink salt lakes. Tucked into the far north-west of the state, Murray–Sunset National Park is Victoria's version of the outback
When	The weekend of 23 and 24 May 2015
Trip Leaders	Craig and Michelle Watkin P: 0419 166 815 E: cwatkin@leed.net.au
Trip UHF Channel	27
Trip Rating	Dry Conditions – Easy Wet Conditions – Difficult
The (loose) plan is	<p>Thursday (late) - I'll get to the Shearers Quarters Camp Ground "to stake our claim", which is where the trip will be based from (we don't need to move camp each day)</p> <p>Friday (day) - A drive for whoever is there (pack lunch)</p> <p>Friday evening to 9:00am Saturday - Arrivals. Some people are planning on leaving home early Saturday morning rather than Friday night</p> <p>Saturday - 9:30am (ish) day long drive (pack lunch)</p> <p>Sunday – Pick an Option</p> <p> Lazy morning, pack up, drive home</p> <p> Not so lazy morning, pack up, morning drive up the Border Tk to Renmark, drive home</p> <p> Not so lazy morning, morning drive up the border track to Renmark, Lindsay Island and back to Shearers Quarters Camp and stay another night</p> <p>Monday - For those still there, a lazy morning, pack up, drive home</p>
Getting there	<p>The Shearers Quarters Camp Ground is at 34° 33' 45.1" 141° 04' 17.3"</p> <p>To get there you may want take the A1 to Tailem Bend</p> <p>Left on to B55 to Karoonda, thru Sandalwood to Alawoona</p> <p>At Alawoona stay on B55 by turning left to Pata</p> <p>At Pata you can head on to Loxton to fill up with fuel &/or then head over to Taplan</p> <p>From Taplan continue East following the map below</p>
What to Bring	<p>Full tank of fuel</p> <p>Recovery Gear including rated recovery points front and rear</p> <p>All other MLR required trip stuff</p> <p>All food and drink (there are no shops nearby)</p>
Pets	Leave them at home as they are not allowed in Victorian National Parks. Discriminatory I know, but I don't make the rules

UPCOMING TRIP—MURRAY SUNSET NP



For more information—please contact Craig Watkin

RAMBLINGS OF A RETIRED MIND

Am I getting to be that age?

You know, I spent a fortune on deodorant before I realized that people didn't like me anyway.

I was thinking that women should put pictures of missing husbands on beer cans.

I was thinking about old age and decided that old age is when you still have something on the ball but you are just too tired to bounce it.

I thought about making a fitness movie for folks my age and call it 'Pumping Rust'.

When people see a cat's litter box they always say, 'Oh, have you got a cat?' Just once I want to say, 'No, it's for company!'

Employment application blanks always ask who is to be called in case of an emergency. I think you should write, 'An ambulance.'

I was thinking about how people seem to read the Bible a whole lot more as they get older. Then it dawned on me. They were cramming for their finals.

Birds of a feather flock together and then potty on your car.

The older you get the tougher it is to lose weight because by then your body and your fat have gotten to be really good friends.

The easiest way to find something lost around the house is to buy a replacement.

Did you ever notice: The Roman Numerals for forty (40) are XL.

The sole purpose of a child's middle name is so he can tell when he's really in trouble.

WITCHELINA RE-VISITED

We slept in till 6am and got ready as quickly as we could for our second visit to Witchelina the very large 4000sq km Nature Foundation property near Lyndhurst and Farina in the far North of S.A. We met up with trip leader Mark Curtis at his house nearby, about 15 minutes later than we had planned, and then set off on our trip. We stopped briefly in Pasadena to pick up Kevin who was our site manager last year but was coming up as a volunteer worker on this trip. We had a fairly trouble free run up to the property with stops at Burra (morning tea), Ororoo (leg stretching), Hawker (lunch) and Leigh Creek (fuel top up) and got to the turnoff to the Witchelina "wet" track a few km north of Farina town at about 3.30pm.

Here Kevin and myself (Tom) swapped vehicles the plan being that Kevin would guide Marianne into Witchelina while it was still light while Tom and Mark would go back to the Farina turn off to meet Nick, Tam and baby Adelaide and Tam's parents Tas and Zoe who were about an hour or so behind us due to more stopping time being required to keep Adelaide happy on the way up.

Marianne drew first mud by trying to enter the wet track head on but managed to get going OK after that while Mark not to be outdone drove back to Farina via the northern entrance track and managed to find a few muddy spots en route. By the way the muddy conditions were caused by 20mm of rain in the area the previous day. Marianne and Kevin reached Witchelina OK while Tom and Mark explored the ruins of Farina and admired some of the restoration work and signage put up recently by the Farina volunteers and waited for the others who arrived at 5pm travelling in a Toyota Prado and a baby Suzuki 2 door 4wd which by the way later handled to Witchelina tracks very well.

We then proceeded together into Witchelina via the wet track as the sun was setting and arrived just after 6pm, and we all moved into the recently renovated shearer's quarters and cooked and ate dinner in the well equipped kitchen. After dinner we sat around the campfire and later tried out the hot showers (powered by a wood fire under the water boiler).

Next morning we got up early after a good sleep and just after 9am set off to drive the 20km to Bend Hut where our project was to first of all straighten out a section of stone wall at one end of the hut's veranda, which had a 10 degree outward lean. The route to the hut was south west along the main road towards Mulgaria Station, then leaving this road but still travelling SW on the Termination Dam track and later turning off and travelling more or less west to the hut. There were several very wet and muddy sections on this last section and we had to create a couple of diversion tracks to avoid these which made our journey a bit longer than expected.

Jacking up the corner
of the hut



WITCHELINA RE-VISITED



Lake Eyre Yacht Club

New Old Ghan Bridge



Q: What do you call a sleeping bull? A: A bulldozer!

Q: How do you stop a dog barking in the back seat of a car? A: Put him in the front seat.

Q: What is the difference between a car and a bull? A: A car only has one horn.

Q: What did the carrot say to the rabbit? A: Do you want to grab a bite?

Q: What time is it when an elephant sits on your bed? A: Time to get a new bed!

Q: Where does a ten ton elephant sit? A: Anywhere it wants to!

Q: What was the first animal in space? A: The cow that jumped over the moon!

Q: What do you get when you plant a frog? A: A cr-oak tree.

Q: What is the quietest kind of a dog? A: A hush puppy.

Q: How is a dog like a telephone? A: It has a collar I.D.

Q: Why do cows wear bells? A: Because their horns don't work.

There were two cows in a field. The first cow said "moo" and the second cow said "baaaa." The first cow asked the second cow, "Why did you say baaaa?" The second cow said, "I'm learning a foreign language."

WITCHELINA RE-VISITED



Number 419



Old Nor West Ruins



Tightening up the props

Witcheliina landscape



WITCHELINA RE-VISITED

On arrival at the hut we unpacked Mark's trailer which contained a variety of tools and catering equipment and other useful stuff. We also had to clean out the two rooms of the hut and the veranda which had obviously been occupied by kangaroos and birds for some considerable time. After this it was time for a late morning tea before starting on our project. It was decided that the best plan was to first try and prop up the foundation of the hut at the corner of the veranda at the outer end of the leaning wall. We first strengthened the foundation on each side of the corner and then dug out a flat area under the corner and placed a 4wd jack under the foundation. We then to be on the safe side set up a snatch strap around the leaning wall and attached the strap to Mark's winch after it had been fed through a pulley block. The winch cable was then slowly tensioned. We then used a pole to raise the jack under the foundation and observed the wall slowly moving inward near the top.

While all this was taking place Marianne and Tas blocked in two of the hut windows and found enough glass slats to make louvers for the third window in order to keep the kangaroos and birds out of the hut. Also Kevin was kept busy using the front end loader, which he drove to the hut, to dig a big hole for a deep sinker loo and also to bring a few loads of river sand/gravel to the site which were used to make the concrete for strengthening the foundation. A supply of bags of cement had been placed on site and also a water cube (1 cu metre) for providing water for concrete mixing.



The following day we went on an expedition driving up to the north east corner of the property on a reasonably dry but fairly slow going 4wd track and then continued on via the main road to Marree for lunch at the pub and a look around the town. From the homestead we drove firstly northwest for a few km before turning north and gradually ascending the hills in the area. Then we turned north east and drove along a rocky creek bed and through

the spectacular Kingston Gorge. After leaving the gorge we continued north east to Old Mount Nor West which was previously a station which contained several buildings including a substantial homestead which has been restored and is now in use as accommodation for volunteers and researchers. Surrounding the homestead there were a number of ruins, some of which had been partially restored, which we inspected after stopping for morning tea at the homestead. We then proceed north past a couple of watering places: North Well (no longer usable) and Squatter's Trough. From here we continued north east stopping to check out a railway bridge on the old Ghan line. We later discovered a second and older Ghan line (see later).

After passing North Dam we drove out of Witchelina and continued on to Marree getting there just in time for lunch. Courtesy of Tas we all enjoyed a pre lunch drink and then had a look around the pub while waiting for our lunch. We discovered one large room which has been set up as a museum

WITCHELINA RE-VISITED

We discovered one large room which has been set up as a museum dedicated to the Birdsville Track mail man Tom Kruse and out the back of the pub there was a swimming pool and some good looking accommodation units. Most people had Maree burgers for lunch which turned out to be a better choice than flathead and chips which I chose. After lunch we inspected the old Marree railway station and the General Store and also found the Lake Eyre Yacht Club which organises sailing regattas on the lake when there is sufficient water in it.

We finally left Marree and drove back down the main road to a point about 15km north of Farina and then turned west on a track into Witchelina and after a few kilometres reached a large railway bridge on the newer old Ghan route over a dry creek bed which was covered with pink and yellow ochre coloured rock which made a pretty sight. Here Mark left us for a while to go on what turned out to be a "wild number chase". He was looking for the number 419 on a post next to the Ghan railway which signified 419 miles from Adelaide via Terowie (near Peterborough). Kevin had asked him to retrieve the number which he thought was on a plaque. However after a considerable time Mark returned empty handed. See later for the next episode in the wild number chase. As it was getting late we returned "home" by the main Marree Lyndhurst road and the Dry weather track into Witchelina from Farina. This route still took quite a while as we had to detour around several wet patches on the track in and we got back just as the sun was setting.



Concreting the corner

Next day it was back to Bend Hut to continue our work. The front end loader was used to clear away an old tank base which was in front of the leaning wall and the jack was dug out and retrieved from the corner under the foundation and this area was boxed up ready for concrete to be poured. The small gap between the veranda floor and the inside of the leaning wall was cleaned out and filled with mortar and the front end loader was moved up to the wall with the bucket a small distance from the wall and then two expandable props were installed between the wall and the back of the bucket and slowly tightened until the wall was pushed in to the correct position. Then

two areas on the top of the wall which had some rocks missing were boxed up ready for concrete and rock to be put in and a star dropper rod was inserted at the top of the wall between the now straightened veranda wall and the side wall of one of the rooms. After lunch we completed all the concreting jobs and also tidied some of the rubbish lying around the site. On returning to the homestead we met with some new managers and shared our campfire with them after dinner.

In the morning we said goodbye to Nick, Tam, Adelaide, Tas and Zoe who had to return home, and then the rest of us drove out to Bend Hut again and spent the morning

WITCHELINA RE-VISITED

packing all the tools back into Mark's trailer (after first using it to collect a final load of rubbish which was buried in the long drop hole). We also took the form work off all the concreting done on the previous day and Mark replaced a couple of sheets of iron on the veranda roof which had been removed in order to repair the wall the previous day. We returned to the homestead after lunch and an inspection of a nearby stockyard where we found a good supply of horseshoes and beer bottles. After relaxing for a while we set out on the second episode of the "wild number chase" this time with Kevin on board to guide us to the correct spot which was 800 metres north along the fence line immediately after entering Witchelina from the same gate as we had used two days previously. As we drove along we saw traces of the very old Ghan line which was right on the fence line. As soon as we had driven the 800m Kevin spotted the post and quickly jumped out of the car and removed the numbers 4 1 9 which were just screwed on to the post. Mark was disappointed as he wanted to photograph them before they were removed. I then suggested we lay the numbers on a sleeper of the old track and photograph them there. I took a photo of them and then Kevin suggested we try and drive another mile up the track and see if we could find the 420 mile post. We drove part of the way and walked the rest as the track became difficult. We didn't manage to find any more mile posts but discovered the remains of a small bridge across a creek. We walked back to the car and started driving back to the homestead. After a few kilometres Kevin asked whether we had the numbers on board and we discovered we had left them behind! We quickly drove back and located the mile post and luckily we found the numbers still laid on the railway sleeper.

Next morning we packed up and cleaned our rooms, the toilet block and the kitchen and left for home at just after 9am. We drove out along the dry weather track. Unfortunately Marianne lost her way on one of the diversion tracks and got bogged and had to call Mark to pull her out. This was accomplished with out too much trouble using Mark's winch and after a brief stop at Lyndhurst to air up our tyres we were heading home on the blacktop stopping at Hawker for lunch then Peterborough and Burra and after a good run till we neared the northern outer suburbs of Adelaide we arrived home in the early evening after a very enjoyable and interesting time at Witchelina.



Kingston Gorge



Old Ghan Bridge

WITCHELINA RE-VISITED



Nor West Homestead

Straightened wall



Patched wall

Story and
pics by
Tom Sag

DIRTY DEEDS 4WD CLUB ASSISTANCE?

Below is a request for help from The Dirty Deeds 4WD Club for a road building trip at Willangi.

Hello Lainie

The Dirtydeeds 4X4 Club SA had been contacted by Willangi Bush Escapes to complete a track which we started making quite some time ago. This track is called "Deeds Track" and was named that in respect for our former club president who passed away in January 2013.

The way the track build will work is Neil will sit in the front with the main game driver which he normally knows or has talked to previous trips so that the driver and Neil are familiar and which helps Neil to say yes you can go this way or no that is going to cause creeks. He goes with the chain saw a crowbar and 8 to 10 vehicles behind to make it show up that a track there.

The Dirtydeeds 4X4 Club SA will be going out to Willangi Bush Escapes on 16-17th of May to complete this track.

I have been in contact with Antionette and she said you had mentioned to them about offering your assistance with making a new track this year.

We would like to invite the Mount Lofty Rangers 4WD Club to help us in the making of this track.

Ideally we would be looking for no more than 4 vehicles to make up the numbers.

Willangi Bush Escapes come under the enviro and heritage land management and are select in whom they allow on their property and don't like cowboys ripping up our country. I am quite certain this does not apply to The Mount Lofty Rangers 4WD Club, however it does need to be stated.

The meeting point for our club departure on Saturday 16th May will be at Munno Parra McDonalds. Meet at 7am for a 7:30am departure.

I have attached a copy of the trip itinerary showing times, location and costs involved for any member who would like to attend.

I know this is short notice and I do apologise however, if any of your members would like to come then I would like confirmation by Monday 11th at the latest. This will give us the chance to fill in vehicle numbers for the trip if need be.

Please do not hesitate in contacting me with any queries.

Kind Regards

Lucas Roediger
President
Dirtydeeds 4X4 Club SA
Ph 0410 633 654



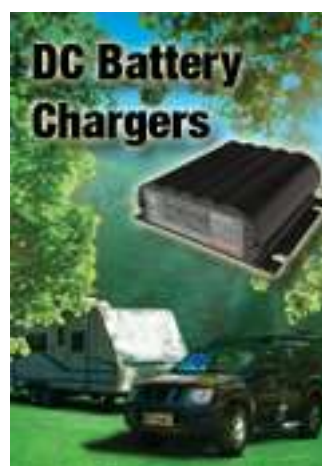
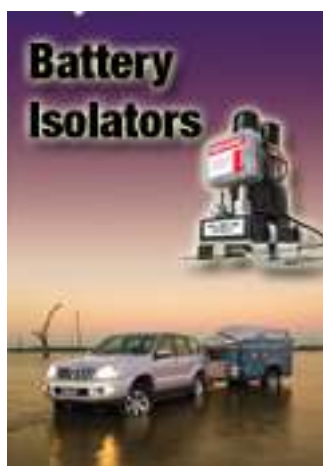
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2014 AGM MINUTES

Mount Lofty Rangers 4WD Club

AGM Meeting Minutes

Blackwood Football Clubrooms

Apologies: Tom Doody, Mike and Denise Smith, Greg Healey, Don Cameron, Dan Schultze, Paul Simons, Darren Callery, Dan Kelsh, Wayne Cherry, Jo Chaplin, Neil and Linda Cook

VISITORS: NONE

Phil Simes – CORRECTION From last minutes

Acceptance of Minutes: 1st Eric Kalderovkis and 2nd Sue De Boer

Trip Report: 28 Trips throughout 2013 (working bees, GPS reviews and Larger Trips)

Treasurer: See Attached

16 new members last financial year

Profit of \$2100 for Octoberfest

Presidents Report : See attached

NOMINATIONS FOR THE 2014/2015 COMMITTEE

President: Tom Doody VP: Gary Light

Secretary: Lainie Ray Treasurer: Paul McGregor

Membership Officer: Jordan Ray Education Officer: Steve Townsend

Trips Co-Ordinator: Phil Simes Social: Lyssa Liebelt

Merchandise Officer: Kym Nagel Property Officer: Eric Kalderovskis

Magazine Editor: Sue De Boer Association Delegate: Greg Healey

Website Manager: Dave Thomas General Officer: Linda Nagel

General Officer: Wayne Ritchie Insurance: Ken Brady

All positions accepted.

No other business