

PATROLLING



***Volume 42 Number 6
December 2020***



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CLUB MEETINGS are held at the Challa Gardens Primary School, Humphries Terrace (off Torrens Road), Kilkeny on the first Thursday of every month except January. Meetings commence at 7.30 pm.

The Nissan Patrol Club is a member of Four Wheel Drive SA Inc (FWDSA), which is a member of Four Wheel Drive Australia Pty Ltd (formerly the Australian National Four Wheel Drive Council Inc (ANFWDC)).

UHF Channel 21 is recognised as the official Club radio channel.

Magazine Sub-Committee:

Mail Out
Recipes

Anne Fritsch
Ian Hart et al.

Patrolling the Editor's Desk

Hi All, It is with great pleasure that I edit my final magazine in this year of Covid. It has been particularly tough as editor but I'm happy to report that support came through at the end. A special big thanks to Helen for her wonderful photographs and for organising submission of articles over the last 4 years. Thankyou to all members who supplied accounts and photos of their adventures; club or otherwise. I have learned a lot in the last 4 years and have vicariously enjoyed far more trips than I could ever participate in. We recently had a very late mid year lunch which will be reported in the next magazine. Please continue to support the new editor. I look forward to a new style and offer any assistance required. Let's hope 2021 sees a return to tripping as the opposite page shows some interesting opportunities. Cheers, Anne

YEARS AGO-1981

ANNANDALE BLAZE (shown on back page)

Members who attended the October meeting of the Club were shown a photograph taken in May 1981 of a blaze on a tree near the ruins of the Annandale Station on Eyre Creek in Queensland. When I took the photograph I did not know what it was and until recently still did not know what it was. I wrote the following "to "Friday Five", a weekly newsletter issued by Westprint Maps of Nhill Victoria, seeking any possible explanation.

"39 years ago, in May 1981, I was a member of a party from the Nissan Patrol Club of SA that undertook a Simpson Desert crossing west to east. As part of that trip we visited the ruins of the Annandale Station homestead on the Eyre Creek. Near the ruins was a blaze on a tree (picture attached). I did not know what the blaze was then, and I still do not know. It has a broad arrow at the top, "BM" below that, "D" below that, and "865" below that. Did "BM" die in 1865? I know not. Perhaps it is some other form of marker.

Charles Sturt and his party went through this area in 1845 and Dr Cecil Madigan in 1939. Who went through there in between? As far as I can work out Annandale Station was taken up in 1876.

I would be interested to know if you or any of your readers know the answer to this question which is puzzling me. Jeff S"

Friday Five published my request and one week later (23 October 2020) several possible answers were printed in Friday Five. It seems that "BM" stands for "Bench Mark" in this case from a government survey (the broad arrow). Bench marks are spots on the earth's surface where the position and height are known by survey. The blaze itself is not the bench mark, but indicates that there is one close by, maybe even cut into the root of this tree. Bench marks were sometimes used to indicate the position of the boundary of a property, but more often as part of a wider survey. The "D" and the "865" could simply mean bench mark 865 in series D of the survey. One reader pointed out that "on the R502 1:250 000 scale map series, SG5405 Birdsville sheet a height of 154 feet is shown for a point near Annandale. The map legend says this is a SPOT HEIGHT. Due to the proximity to Annandale and Jeff S details it is assumed that the point on the map is BM-D-865."

Another reader suggests that "This tree was blazed in the early 1900s as part of a government hydrology survey to mark out a proposed north-south railway line, possibly from Mt Isa. There were at least four survey sections; A – Lake Eyre, B - Warburton River, C - Mulligan River, D – Eyre Creek. The 865 was originally 186.5 and signifies the distance in miles from Lake Eyre." I checked this out. 186.5 miles is approximately 300km and a quick ruler on a map of Australia indicates that this distance is correct from the closest point of Lake Eyre.

Jeff Schapel NPC31

Patrolling Magazine

Trip Reports, photos, and any items of interest are all welcome. Please forward to the Editor. Contact details on page 3.

THE DEADLINE FOR FEBRUARY ISSUE IS:- 22nd JANUARY 2020

Views and opinions expressed in this magazine are not those of the Nissan Patrol Club of SA, unless specific reference is made to the article

Front cover is a February 2011 adaptation from **Marie Schultz's** 2003 original concept.

2020			
20 th December	Breakfast in the Park Rymill Park Rose Garden	John Day	Social
2021			
23 rd -26 th January	Murbko Australia Day Weekend	Brian Cook	Social/Camping/ Canoeing/Fishing/ Swimming
4 th February	Feb sausage sizzle Format to be advised as per Covid restrictions at the time		
28 th February	Strathalbyn Refer to page 21	Colin Goodrich	Social
2 nd -5 th April 2021	Otways	Dave & Helen Richards	With the Otways 4x4club 4W Driving
8 th -30 th May	Lorella Springs	Paul & Sara Ware	4W Driving
14 th -16 th May	Dorado Downs	Dave & Helen Richards	4W Driving
18 th -20 th June	Peake	Dave & Helen Richards	4W Driving
5 th -7 th June	Morgan	Dave & Helen Richards	4W Driving



**(Remember to complete your ICE form prior
to commencing on your Trip.)**

All participants must register their name and vehicle registration on the trip sheet, or advise the trip leader of their participation. Registration is required to comply with the Club's public liability insurance policy. Visitors are welcome to join most trips and social events; simply register your name on the sheet in the trip folder or see the Trips Officer. Visitors must also sign the Club "Warning" forms if participating on a trip.

All participants must confirm with the designated Trip Leader by the Confirmation Date that they still wish to attend the event or trip. Failure to do so will indicate to the Trip Leader that you do NOT wish to participate.

If at the last minute you are unable to join a trip for which you have registered, please make every endeavour to advise either the trip leader or someone else joining the trip. This will ensure the group is not held up waiting for a non-arrival.

The Presidents Points

Hello Patrollers,

Well, what a strange old year this has been. All was running well with the Club meetings and events until the breaks were put on sharp in March. Electronic communication became the norm until we were let loose again at Peake in June. Everything gradually returned to normal. We even managed to squeeze in Deep Creek, Morgan and the belated Mid-Year Lunch before the doors were slammed shut again, only to reopen a few days later. What a roller-coaster of a year. Roll on 2021.

Deep Creek was run as efficiently as ever and much needed conservation work was undertaken. Well done and thank you to all who gave their time.



Morgan was well attended by both Club Members and Members of the Mitsubishi Club. All enjoyed frolicking in the quarry, although Paul Ware did do a bit of panel damage to his vehicle. The meal at the Terminus Hotel was delicious and a few had fun dressing up for Halloween, which brought a smile to the patrons of the pub.

47 people enjoyed a two-course meal at the belated Mid-Year lunch at the Balhannah Hotel. All seemed to like the venue and the staff at the Hotel were fantastic and very obliging, even when one of the water fans decided to “part company” with the water source and gave Brian Cook and few other Members a bit of a shower. Helen has sent a letter of thanks to the Hotel.

I am looking forward to catching up with Members at the AGM on Thursday 3 December at 7.30pm at Challa Gardens School and Breakfast in the Park on Sunday 20 December.

A gentle reminder that subscriptions are due. If paid before the end of the AGM a \$5 discount does apply. It is pleasing to note that many have already paid for the 2021 membership year.

Happy Travels, as far as you can, and stay safe out there.

Signing of as Your Club President for the year
John Day (407)

NISSAN OUTSTANDING ACHIEVER AWARDS

An award was presented to the David and Julie Roe for their care and attention of Rod when he fell on the West Coast Trip





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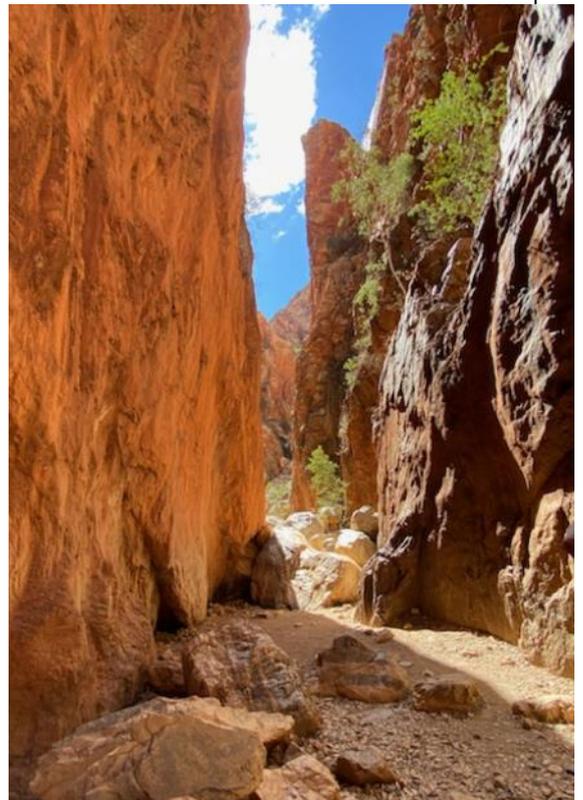


2020 August-September Trip to Alice Springs
and surrounding areas and home via Simpson Desert

I had a few weeks off work so after the borders were open to the NT (from the lockdown due to COVID-19) David and I planned a trip to the NT with the intention of going via outback tracks. However the outback tracks had just been closed due to rain, so we headed off via the black top towards the NT, after completing our COVID entry application forms on line and printing off. We spent 2 nights on the way at a couple of bush camping areas and arrived at the Northern Territory border to be met by N.T. police who had a temporary camp set up with a nice camp fire going to keep themselves warm. After showing ID and signing our forms we were wished a good trip and headed off.

We made our way to Kings Canyon via the Ernest Giles Road and found a lovely campsite at the Morris Pass lookout which is about 20kms the other side of the Canyon, and we used this as a home base, so we could do some of the walks available in the Canyon. We did the South Wall Walk which was a moderate climb but gave stunning views followed by an easier Kings Creek Walk.

We then continued our trip on the Outer Merinee loop through the West MacDonnell Ranges, through Redbank Gorge, Ormiston Gorge, Standley Chasm and Simpson's Gap which all provided opportunities for lovely camps and walks. Unfortunately some of the many waterholes were fairly dry at this time of year. We stayed at a quiet park just outside of Alice Springs at the base of the West MacDonnell Ranges for a few days so we could explore the local area and saw plenty of wallabies in the evenings. We headed off early on one day to explore some of the East MacDonnell ranges and visited Emily and Jessie Gap, Trepkina Gorge, Corroboree Rock and we also stopped off at the oldest known Ghost Gum in Australia estimated to be over 300 years old before heading out to Ruby Gap. It was fairly rugged terrain driving through dry sandy and rocky creek beds along the way which made for a long day before heading back to town. Next we decided to drive out through Owen Springs reserve on our way to Rainbow Valley before heading to Chambers Pillar which is a sandstone formation 160km south of Alice Springs and very remote with beautiful views. On our way back up to Alice



Springs we went past the Alice Springs airport where we could see dozens of planes which have been grounded due to COVID-10 parked up, including a lot of overseas planes.

So after stocking up on supplies and fuel we left Alice Springs heading south through the aboriginal community of Santa Teresa where the road turns to the Old Andado Track. The Track was so very remote and isolated and in parts was so dry and barren it was even hard to make out where the road went. We arrived at the Old Andado Station which is a remote historical homestead and outbuildings which belonged to Molly Clark who was the pioneer of the homestead. The homestead is open for visitors to wander through, giving them a real life account of the harsh isolated lifestyle. The rooms are just as they would have been when she was alive and living there and it was a truly amazing experience looking at how life would have been there without the luxuries we all have



now. After a nice camp under a clear sky with millions of stars we headed to Mt Dare where we had a lovely lunch and topped up with Diesel at \$1.95 litre on our way to Dalhousie Springs. The plan was to go back via the Oodnadatta Track. However, after leaving Mt Dare, David and I discussed the fact we were so close to the Simpson Desert and we were well stocked up and had all our 4wd gear with us so 'why don't we do the Simpson Desert'. After arriving at Dalhousie our nearest group of neighbours also with a couple of Camper-trailers came over and were talking about leaving in the morning to cross the desert, so we made up our mind that although we were travelling on our own, there would be another group not far away.

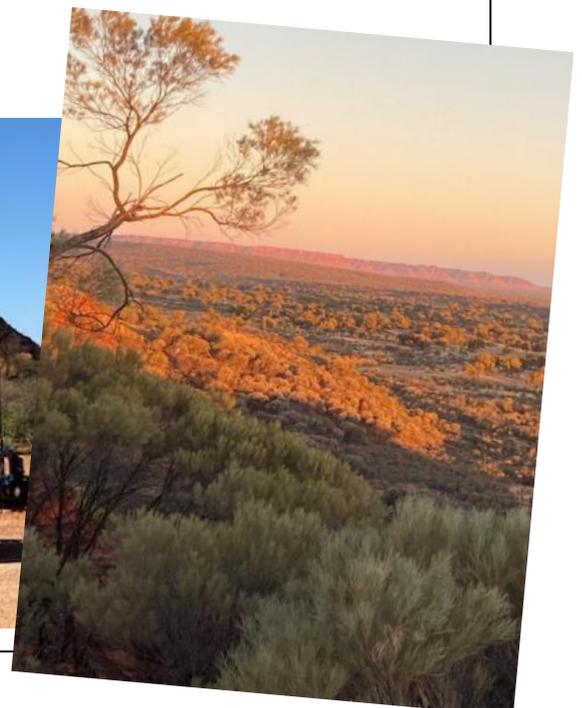
After using the pay phone provided at Dalhousie and letting family know we rang the national parks office to obtain a permit but were advised this couldn't be obtained over the phone, so therefore after a 140km round trip back to Mt Dare to get the relevant permit we were ready for a relaxing soak in the springs.

After an early morning swim we were on our way, heading across the red desert dunes on the French Line, before turning down the Rig Road. The first night in the desert we were woken by the sound of dingoes fighting just outside the camper, so after making a bit of noise to scare them off, they eventually moved away a little, only to be seen in the morning waiting to see if we'd left any scraps behind for them. We headed on our way successfully tackling all the dunes until the second to last dune that had a large sand drift, so out with the sand tracks and a bit of digging we were soon on our way again. We continued to where the Rig road meets up with the Warburton track and set up camp for the night. As we weren't sure of Covid restrictions as we'd been out of phone service we decided to avoid going to Birdsville and stay within SA, so took the Warburton track. This track was fairly sandy and quite damp in parts which made it quite interesting. Going across this part of the Simpson Desert made it interesting as we saw a variety of landscapes. By the time we reached the Birdsville Track the car and camper were caked with mud, but nevertheless we had made it and were glad we chose to do that part of the Simpson. We then headed down to camp overnight at the Mungerannie pub and spent a nice evening chatting to the owner Phil and some locals.

Next morning, after another chat over coffee, we headed to Farina Campground. The restoration group are currently working on the old homestead that will be the information area and shop front for the underground bakery which unfortunately wasn't open. We visited the old cemetery which was very interesting before taking a walk to view part of the old Ghan Bridge. Next day we headed to the Blinman bakery before driving through the Flinders Ranges and staying overnight at a small campground in Carrieton.

We arrived home safely after having an enjoyable trip seeing lots of new places.

Julie Roe NPC 406



Deep Creek Working Weekend
October 16 - 18 2020

We held our only working weekend at Deep Creek Conservation Park for this year on the 16th to 18th October. There were 18 attending on the Saturday with 13 on the Sunday morning

It began as usual at the Yankalilla bakery, where the Covid 19 restrictions have affected the atmosphere by reducing people numbers in the cafe but not the taste of the offerings. We then proceeded to Trig campground where though the rain held off the cold certainly didn't, we all needed the campfire to warm the bones before retiring

The following morning we proceeded to Blow Hole Beach to continue our Sea Spurge removal. Despite not having been there for 12 months there was very little regrowth in the area we have worked many time before on the eastern side of the creek. The rangers along with the Friends of the park have fenced the area now the Sea Spurge is under control, then planted native species to revegetate. This would not have been possible without the great efforts of our club

We then moved to the western side of the creek to tackle the much more rampant weed, this was also where we focused our efforts on Sunday morning

The week-end's activities concluded lunch time Sunday, again it was a very successful weekend, with the increased numbers the amount of weed removed and the area treated was really satisfying.

The plan is to return to our two weekends next year, pandemics and other disasters permitting, put in in your schedule when I release the dates, it is a great week-end

Wayne Dunn NPC 389



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Keep up to date with

- *Photos from club trips*
- *Details of upcoming meetings*
- *Videos of our 4WDs in action*
- *Guest speakers at club meetings*
- *Details of upcoming trips*



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See the best of the
The Annual Photographic Competition,
which was again ably organised by Jeff Schapel,
on the next page

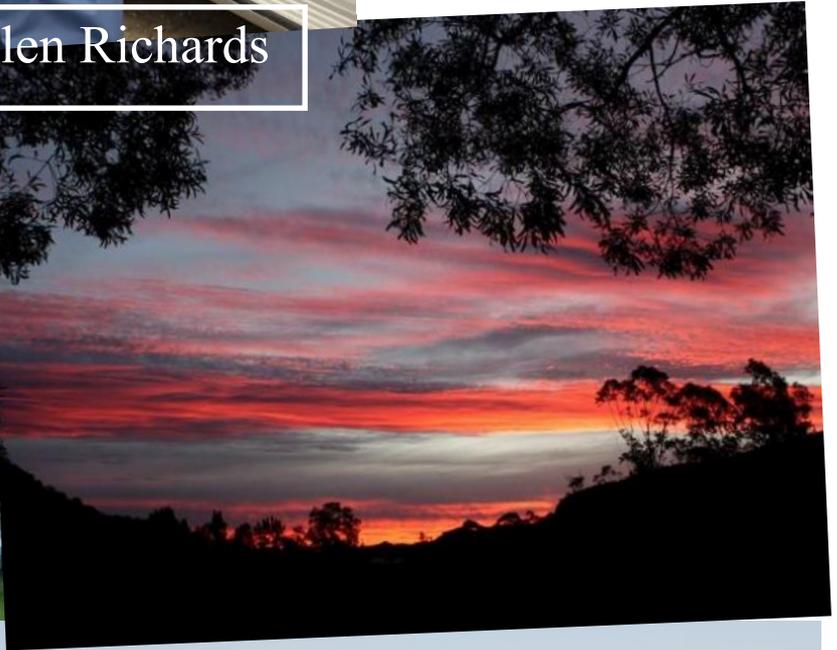
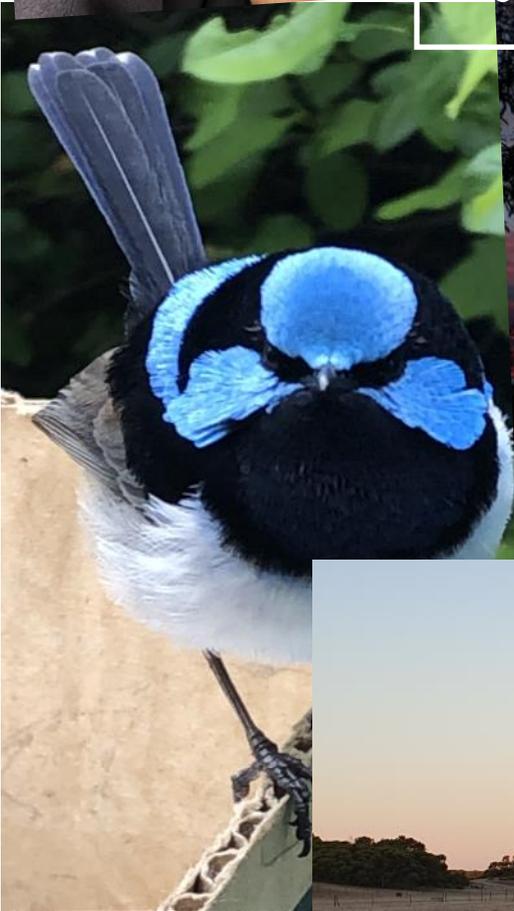
- The winners as judged by the membership were
- Nature –
1. Renee Garrett -Natures Window.
2. Helen Richards -Blue Wren
- Sunset –
1. Helen Richards –at Peake
2. Maddie Day –at Bushies
- People –
1. Helen Richards - Rodney meets Svetlanda
2. Renee Garrett -Girl in a canoe
- Vehicles –
1. John Day -Stuck again
2. Rod Kitto -Water vehicle

Rod organised the Mystery location segment.

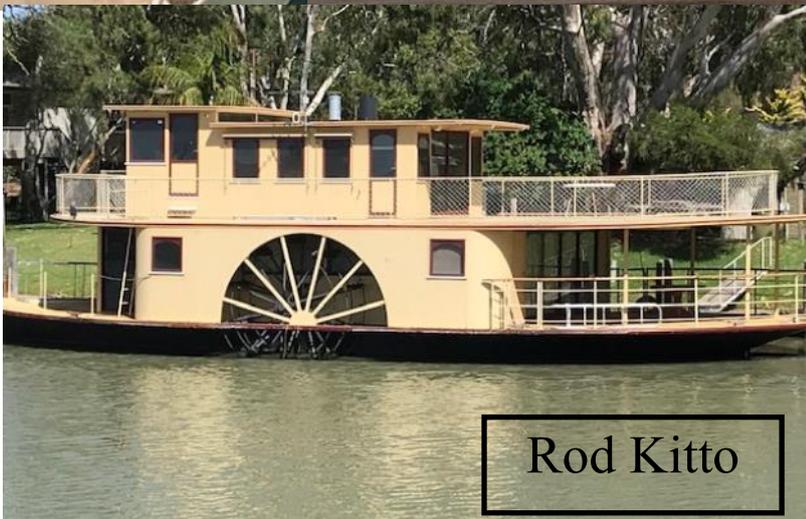
Photographic Competition 2020



Helen Richards



Maddie Day



Rod Kitto

Patrolling



John Day

Renee Garrett



TWENTY REASONS NOT TO TAKE YOUR CARAVAN ON THE GIBB RIVER ROAD (GRR)

(Or any other 900km long extremely corrugated roads!)

Kimberly – Mitchell Falls Caravan/Camping Trip Sunday 5 May to Fri 21 June 2019

In May 2011 Don and Kathy (D&K) (NPC260) had attempted to travel to the Mitchell Falls with Wayne and Dallas (W&D) (NPC389). However, that year was extremely wet with the area receiving double its average annual rainfall and the road to Mitchell Falls was closed, not re-opening until August. W&D had to be back to work in Adelaide in early June and hence we did not get to see the main objective. Nevertheless the 13,000 km trip returning via the Nullarbor was most enjoyable with very few problems. When Lothar and Helen (L&H) (ex NPC314) proposed a trip to Mitchell Falls in 2019 we were happy to join them as a mainly caravan trip with some camping to avoid the rough stuff. (Ho ho!) By contrast in 2019 the area had about half of its annual rainfall and was very dry.

At 7:00 am Sun 5 May we arrived at L&H's to commence our trip and L's Prado refused to start even though he had started it earlier in the morning. I got my jumper leads out and attempted to start it with my Isuzu without success. That was a worry and did not portend well if we had to jump start on the 10,000km trip ahead. The RAA was called and they could start the vehicle with the existing battery, but it was decided it was too much of a risk and a new battery was purchased from the RAA. After an hour and a half delay we were away on our great adventure.

Our strategy to preserve the vans was implemented on our trip into Purnululu (Bungle Bungles). We stored the vans at the Bungle Bungle caravan Park just a kilometre from the highway and drove in to camp in our tents at the Walardi Campground where we stayed two nights which were fairly hot and uncomfortable. There were many complaints from H&K and no more camping was to be contemplated. Big mistake! (Note that at this stage, the "off-road pack" 1999 Gazal (D&K) and the off-road 2009 X-Country Cameron (L&H) vans were unscathed.) Unless noted otherwise the problems described below were those experienced by D&K's van.

23 May 2019 Fitzroy Crossing to Windjana George via Tunnel Creek

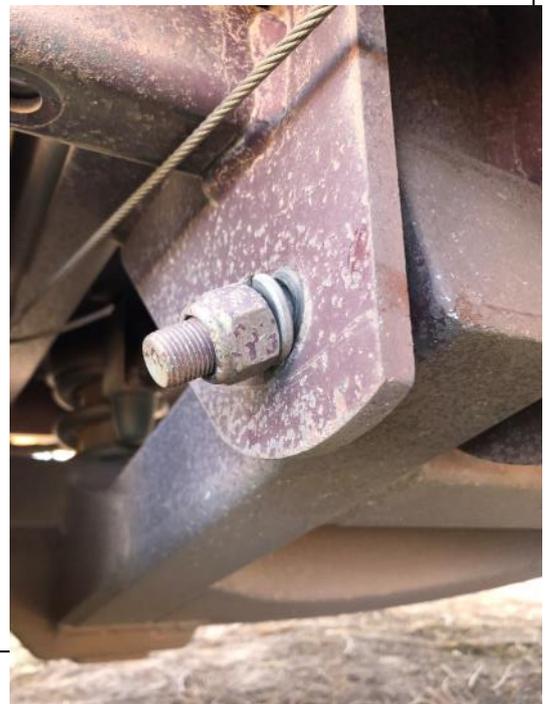
- 1) 12 pin flat plug shook out of its socket and was stone damaged but was useable and could be plugged in to the socket and secured by a cable tie.
- 2) Micro wave oven upper cabinet jumped out of the base. Many of the screws between the base and the upper cabinet had fallen out. Removed the Microwave from the mounting shelf and re-fitted the screws to the cabinet and screwed the base back to the shelf using Tarzan's grip as a locking compound.
- 3) The fire extinguisher jumped off its bracket near the door and rolled down under the bed. This was the first time that it happened and was repeated later down the GRR.
- 4) L&H opened their van door to find a lamp fitting which was once flush mounted on the ceiling was now a pendant hanging down about a metre on the wiring.
- 5) L&H's skylight surround had also hit the floor.
- 6) Miscellaneous screws from the interior panelling had fallen on to the floor and these were picked up and replaced where vacant holes could be identified. This was an ongoing occurrence.

24 May 2019 Windjana George to Derby via Gibb River Road

- 7) The two van safety chains had been lengthened by adding a short length of chain to each with a "D" shackle. Two shackles unwound on this section releasing one short length of chain such that when we arrived in Derby only one safety chain remained attached. Bought replacement chain and "D" shackles in Derby and wired the pins to the loops of the shackles so that they could not unwind in future.

30 May 2019 Derby to Silent Grove

- 8) Despite opening the positive air pressure vent in the roof great volumes of dust were entering the vent in



the bottom of the rear door. We decided that we should cover with cardboard and tape up. This was only a marginal improvement.

9) The microwave oven jumped apart again and so we took it off its shelf and stored it under the bed so that it could be discarded when we got home.

1 June 2019 Gibb River Station to Mitchell Falls' turnoff at the King Edward River via Drysdale.

10) One of the external refrigerator vents fell out never to be seen again despite our vigilance on the return journey.

11) At the Munurru (King Edward River) camp ground we found that the fridge securing screws had loosened and we tightened them up. Also found that the gas to the fridge was very hard to light. We left the vans at this camp ground while we did a day trip into Mitchell Falls. We are very glad that we did. The eighty km of road there was one of the roughest pieces of corrugated road that I have travelled on and took two hours to get there and the return time was the same.

12) We retraced our path back to the Gibb River Road and turned left to Ellenbrae. Upon arrival at Ellenbrae, our fellow travellers pointed out that our rear door solid awning that covered the whole of the back of the van was up and open. Apparently the door had shaken with sufficient amplitude that the monkey grip style clip had slid apart vertically releasing the door which flew up on its gas struts. Ratchet straps we used to secure the door closed for the rest of the journey.

13) Here we also found that the securing pin for the main Treg hitch tow pin had fallen out but at this stage the main pin had remained in place. Not having a spare securing pin a long gutter bolt was substituted.

14) We stayed at Ellenbrae overnight and ran the fridge on gas. The next morning we could smell ammonia which we concluded was coming from a cracked refrigeration circuit pipe. We then turned the van fridge off permanently, taped up the vents with cardboard and relied on the car fridge thereafter.

(The Ellenbrae scones with jam and cream were as good as the advertising promised.)

15) The next stop was Home Valley where we discovered that the clothing hanging rail supports had broken in both wardrobes and a draw had come apart. The drawer was repaired with screws which had been purchased in Alice Springs to fix a similar failure there. The rail supports were replaced by a purchase made in Kununurra by L&H who made the return 220km trip for the reason explained next.

16) L was looking at his van suspension when he noticed that a nut on the end of a bolt that is a pivot point for the trailing arm suspension was at a strange angle. The 16mm diameter bolt had broken but was still providing an effective pivot at the head end of the bolt. Coincidentally the man in the van next door to us had had a similar breakage and had managed to source a replacement bolt from the Home Valley workshop. No such luck for L who had to make the trip into Kununurra to get a replacement. The bolt merchant in Kununurra said he had plenty of stock of this bolt and sold two or three a week to caravaners. His comment was that 16mm was undersized and recommended 19mm or greater for the GRR. It was quite difficult to jack up the trailing arm to get its hole to align with the holes in the support brackets. L had the holes almost in alignment but could not push the bolt through the second support. The man next door did not see this as a problem. He used his rattle gun to screw the bolt through the misaligned support saying that you may wreck a couple of threads but there will be plenty left to put the nut on. Well that fixed that!

From Home Valley we went on to El Questro for a few nights and then back to Kununurra to plan the rest of the trip home. We had come up the bitumen to Katherine, across to Timber Creek and then to Lake Argyle to get to Kununurra. We had contemplated returning via the Tanami road to Alice Springs but decided to go back on the black stuff the way we came. The vans had suffered enough!

After a couple of days in Kununurra we were preparing for the trip home and we were very happy with how well my 2015 Isuzu Mux and L's Toyota Prado had stood up to the trip thus far. My happiness was short lived because when I filled the aftermarket auxiliary fuel tank it started to drip diesel. The RACWA man was called who quickly identified the fault as a crack in a weld where a support bracket was attached. By now it was Thursday 13 June 2019 and the tourist season was at its peak. The RAC man said that although the local welders could fix the tank in a day, it would be a week's wait before a workshop could remove and replace it. Well we wanted to head home and so I decided to measure how much fuel dripped out overnight. It proved to be about 100ml and so the decision was made to go home. On the way home we found that if you limited the fuel in that tank to about 70 of the maximum 95 litres the tank did not leak. (This aftermarket tank had given me lots of grief in 2018 on our trip to Cape York. When we got home we took it back to Opposite Lock who repaired it under warranty. The moral of the story is if you can

avoid aftermarket equipment, do so. I justified this tank to increase my fuel carrying capacity from 65 to 155 litres.)

17) At the Elliot overnight stay on Sat 15 Jun 2019 L found that his van electric brakes were not working. The wires to the brakes on both sides were broken at the entry point where they passed through the back plate. He was able to fix one side only.

18) L also noticed that he had lost a locking plate from the spare wheel mounted on the back of the van. The nuts holding the spare wheel were loose and the movement had damaged the nut seat on the wheel. The campground manager and a mate had an unusual habit at dusk of riding around the park on a fork lift, beers in hand. The mate had a collection of caravan wrecks one of which was just the chassis, floor and wheels sitting on 200 litre drums nearby. He generously said we could help ourselves to any bits we wanted and if we could not find what we wanted here he had another twenty over the road. L thanked him and took a few wheel nuts.

At this point L also noted that he had a van tyre with a slight bulge and some scalloping. Pin 5 in the trailer connector was overheating and melting the plastic, probably due to the failed brake wiring.

19) Miscellaneous corrugation casualties were: - 2 NPC mugs, 1 Corelle cup and 4 glasses broken; electric kettle failed and replaced in Kununurra. More padding had to be placed under the stove top glass cover and a pantry draw slide had to be repaired. The silicone sealer between the pantry cupboard and the van wall broke.

20) L&H's caravan batteries were not charging; the 240V plug on the input to the battery charger had come loose.

Both vehicles had blocked fuel filter warning lights intermittently coming on before we arrived in Alice Springs. I was carrying spare filters and since we were staying Alice for a couple of days I decided to try to book into the local Isuzu dealer to get the pre-filter and main fuel filter changed. Again being the height of the tourist season, "We can book you in in about a week's time." The RAA recommendation was to try the St Johns Ambulance Service workshop. I was surprised to know that they did work for the public. However, I got the same response from them; more than a week's wait. Fortunately, I saw an advert for Paul Heinzell Motors on the Big 4 park information sheet and he was able to perform the work the next day. The blocked fuel filter light was now extinguished. L used his ScanTool to reset the blocked fuel filter alarm point and after some testing in Alice it appeared to be fixed. Alas, not the case; the alarm light re-appeared before Cadney Park. L changed the filter here and all was well.

Other little problems which we observed on the corrugated roads with my Isuzu were

- a) the 4WD traction control system would come on and sometimes would not reset unless the ignition was turned off.
- b) the Redarc Towpro would occasionally go into the calibration mode for long periods and could only sort itself out after being disconnected and reconnected.

Despite all of the foregoing, it was a great trip. Much of it, Lake Argyle, Kununurra, Purnululu (Bungle Bungles), Derby, Geikie Gorge, Tunnel Creek, Windjana Gorge, and Broome were revision for us but new to L&H. From Derby we flew out to the Horizontal Falls and spent over night on a house boat there. The power boat rides through the falls, the meals and accommodation were all excellent and if you have not done it, I would recommend it. A surprise aspect of the experience was the crew feeding and handling a large number of speckled tawny sharks.

We took a helicopter flight out to the Mitchell Falls and walked back to the camp ground. Even though there was not the volume of water flowing over the falls that there would have been in an average year, the view of the four falls from the air was quite spectacular. Because of the low rainfall many of the other waterfalls and river pools listed as tourist attractions were dry. While we were away we were surprised to learn that our younger daughter had taken up a six week locum radiographer position at the Pt Pirie hospital. We stayed in Pt Pirie on our last night of the trip and had dinner with her. We had last met her face to face on the Gold Coast in Sep 2018.

After 48 days and about 10,000km we were home!

Don Grigg NPC 260

Post script

We replaced our microwave and fridge so that we could attend the 2020 NPC Australia Day weekend at Murbko and advertised the van on caravancampingsales.com.au, thinking that it would take two or three months to sell. We sold it on the Wednesday following the long weekend and have since purchased a Jurgens Stargazer model J2207.



Fun in the
Quarry and
Halloween
PTO

Morgan Trip
30 October – 1 November 2020

This was a joint trip between Nissan Patrol Club and Mitsubishi Club. The event was very well attended, probably because after the lockdowns and travel restrictions due to Covid-19, everyone was ready to bust out. Members planned to meet at the Riverside Caravan Park rather than travelling in convoy. Arrivals started around 12.30pm with the Caravan Park kindly allowing us in ahead of the usual 2pm. Most participants arrived soon after with Happy 'Hour' kicking off a tad early, just before 4pm and extending for about 2.5 hours! The warm weather lent itself too well to being outside into the evening.

Helen took the opportunity while we were gathered together to go over the safety briefing, including introducing our Covid-19 Marshal and reminding us all to social distance.

On Saturday morning, we congregated at the Boat Ramp at 9am before heading to the Morgan Quarry. There were 14 NPC vehicles and Mitsi Club had 13. Once there, we broke into groups comprising the Mitsi Club, NPC Members and finally visitors to NPC (Graham and Aiden) who undertook vehicle familiarization exercises with Dave. The day started off a bit gray and dull but improved as the day wore on, being quite sunny and warm by late afternoon.

Phil lead the NPC Members group consisting of 11 vehicles to the southern end of the quarry where highlights included a creek crossing (dry) and a section with 4 gnarly hill-climbs for us to try. This was where Paul wrangled with a vicious tree stump as he descended one of the tracks. Unfortunately the outcome was Stump 1, Paul 0 with the stump leaving a nasty mark down the passenger side of his vehicle. Most of the participants were happy to just toodle along the tracks. There was also a bit of 'free time' in the main quarry section before we exited at lunchtime. Lunch was a brief affair back at the campsite then Mitsi's Colin and Derek lead a group each on a two-part 'Mystery Tour'. The first part was across the ferry and consisted of a very quick tour around the Morgan Conservation Park past the Morgan Lagoons. We then headed back across the ferry, luckily all 8 vehicles made it onto a single ferry on both trips. The second part was a tour around the area to the north east of Morgan. The highlight of the afternoon was a stop at the Bryan Creek Historical Lookout.

Then it was back to camp for everyone to prepare for the evening meal at the pub. Being Halloween, some of the NPC members went to great lengths to look the part. We were joined for dinner by 4 hideous witches sporting dark eye makeup and gross warty noses! Oops, the noses weren't fake! Staff at the Terminus Hotel did a good job under difficult circumstances. They were short staffed due to the owners hosting a wedding for a family member while also making the 40 or so of us feel welcome. The last of the meals came out by 7.30pm or so. The meals came out by meal type to make the process more efficient. It did mean couples were not necessarily eating together but I didn't think that was the end of the world, given what staff were contending with. John, being one of the ugly witches, had brought along lollies (wrapped in honour of Covid-19) to distribute to trip participants and also to a few wary members of the public. After dinner, the festivities continued into the late evening back at the campsite and much drinking ensued. There were a few sore heads the next morning.

Sunday was an even warmer day and some trip participants headed back into the Quarry for a bit more of a challenging drive. Again, we broke into groups with Colin and Derek leading two Mitsi groups and Paul taking the lead for NPC members, consisting of 5 vehicles. Paul lead us to the northern end of the quarry where we managed to find the old railway line. Firstly we checked out a tunnel on foot which passes under the railway line. We then found a suitable track across the creek line and up onto the railway line. We took that as far as we could go to the north east, then turned back as far as we could go along the railway line to the south west. Leaving the railway line, we then headed back to the north east and found the creek bed that runs alongside the railway line. We got some good pictures of the 5 NPC vehicles snaking along the creek bed. We continued to play around in that area finding some reasonable new challenges for our NPC Visitors, who are newbies to four wheel driving. They took on all the challenges with gusto and did an impressive job for first-timers.

We finished up in the quarry at midday and returned to the caravan park where most people were

then packing to leave. A big shout out to the Morgan Riverside Caravan Park for gracing trip participants with a late checkout time of 1pm (usually 10am). This allowed members to come to the quarry in the morning if they wished. A few members stayed on for an extra day or two, lucky things!

A special mention to Helen and Dave for organizing the trip, especially Helen who had the extra drama associated with Covid-19 restrictions, with things changing a number of times during the months prior to the on-again, off-again trip.

NPC Participants – Paul & Sara, Jim & Pauline, John & Maddie, Wayne & Dallas, Bob & Trish, John & Lorraine, Rod & Aileen, Tony & Chris, Dave & Helen, Bill, Phil & Lisa, Craig and visitors Bill, Graham & Aiden.

Sara Ware NPC 421

What a fantastic weekend with the Nissan Patrol and Mitsubishi 4WD clubs. Initially two very anxious and hesitant drivers, we were very concerned about how we would cope, knowing nothing about four-wheel driving, or our vehicle's capabilities, let alone doing damage to their relatively new vehicle!

Thanks to Dave and Wayne, we were given special treatment. They gave up their whole morning, educating (not the "T" word) us about safe four-wheel driving: how to assess the terrain, pick a line and decide if our vehicle was capable.

This gave us the confidence we needed, driving over varied terrain including sandhills and mud in the afternoon Mystery Drive with Kevin from the Mitsubishi 4WD club. This included an impromptu demonstration from Kevin on using a snatch strap when he got bogged.

Never in our dreams would we have thought we would be driving up and down steep inclines, along creek beds, railway lines and straddling washouts. Thank you Paul, Dave and Wayne for challenging us over the weekend. We never felt pressured or made to feel inadequate about our existing four-wheel driving experience.

Thank you very much to the Nissan Patrol and Mitsubishi clubs for a great weekend. The warm welcome that we received, and the education was invaluable. Different people brought together by a common interest and the willingness to share.

*Thank you again, and hope to see everyone in Peake!
Now back to buffing and polishing out those pinstripes! Thanks for a great weekend, Aiden and Graeme.*

CLUB MERCHANDISE AVAILABLE TO PURCHASE

Nissan Patrol Club sticker: Large circle \$2.20.

Nissan Patrol Club cloth badges: \$6.00

Nissan Patrol Club Key Rings: \$5.00

Water Bottles: Light stainless steel, \$8.00 each or 2 for \$15.00.

Contact Aileen Kitto



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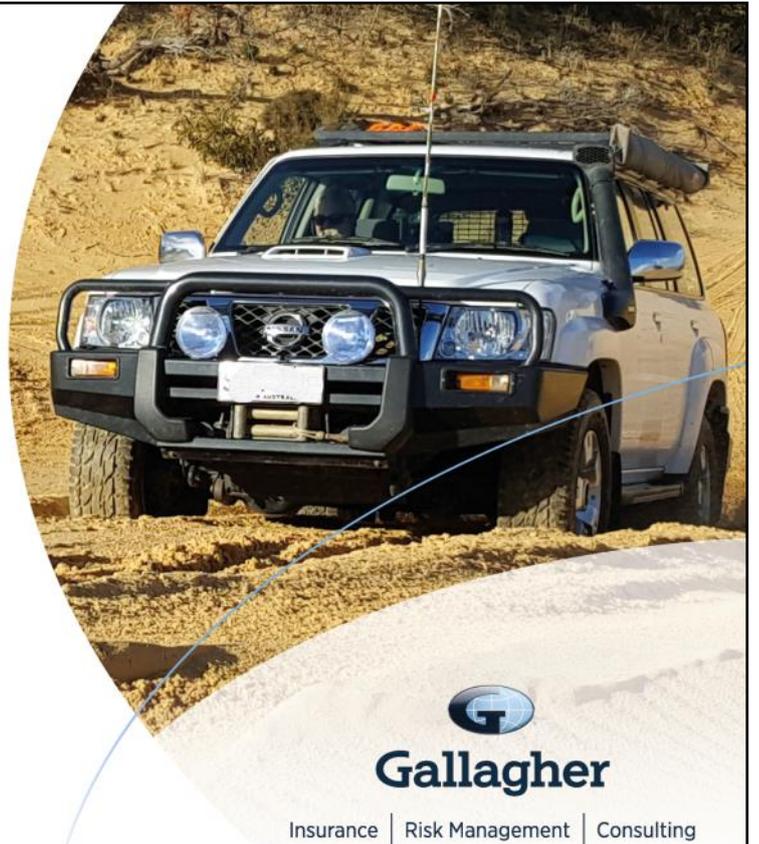
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"OLD TIME(RS)" SOCIAL PICNIC

STRATHALBYN
SUNDAY 28 FEBRUARY 2021 at 10:30 am

Meet at Colman Terrace Park.
Turn off Commercial Road adjacent to the swimming pool and continue to the end.

11:00 am Short walk (200 metres) to Collectable Classics to view their range of Veteran, Vintage, Classic and Collectable cars for sale. (cheque book optional)
A second showroom at Brooks Garage is under development and will possibly also be open.

12:30 - 2:00 Picnic lunch at the park. 1 small shelter and many shady trees. BYO lunch (electric BBQ available) or meals available at various cafe's, hotels and bakeries nearby.

2:00 pm Short walk (200 metres) to Gilberts Motor Museum. Organised by the volunteers of Strathalbyn Tourism Association this is a collection of around 40 cars mostly owned by local enthusiasts. Included in the museum is the Glen Dix Collection of South Australian motor sport history.
NOTE: \$8:00 entry fee

3:30 ish Afternoon tea back at the park

Whet your appetite and visit Collectable Classics website <http://collectableclassiccars.com.au/>
and Gilberts Motor Museum <https://strathalbynmotormuseum.com.au/>

For more information contact Colin Goodrich mob 0418 322 071 or email tricol72@hotmail.com

All subject to the Covid 19 restrictions as applying at the time.

NPC Christmas Breakfast in the Park

20th December 2020

Our final event for the year is a social gathering near the Rymill Park Rose Garden

Please consider the current Covid Restrictions when planning your Xmas treats

We should be able to catch up and share our stories if not our grub

Committee will advise of any changes required by Covid regulations

A lady decided to give herself a big treat for her 90th birthday by staying overnight in a luxurious hotel.

When she checked out the next morning, the desk clerk handed her a bill for £250.00. She demanded to know why the charge was so high "I agree it's a nice hotel, but the rooms aren't worth £250.00 for just an overnight stay - I didn't even have breakfast!"

The clerk told her that £250.00 is the 'standard rate,' and breakfast had been included had she wanted it.

She insisted on speaking to the Manager.

The Manager appeared and, forewarned by the desk clerk, announced: "This hotel has an Olympic-sized pool and a huge conference centre which are available for use." "But I didn't use them." she insisted. "Well, they are here, and you could have." he answered

He went on to explain that she could also have seen one of the in-hotel shows for which they were so famous. "We have the best entertainers from all over the world performing here."

"But I didn't go to any of those shows." she pleaded. "Well, we have them, and you could have." was the reply.

No matter what amenity the Manager mentioned, she replied, "But I didn't use it!" and the Manager countered with his standard response.

After several minutes discussion, and with the Manager still unmoved, she decided to pay, wrote a cheque and gave it to him.

The Manager was surprised when he looked at the cheque. "But Madam, this check is for only £50.00" "That's correct" she replied "I charged you £200.00 for sleeping with me."

"But I didn't sleep with you madam!" said the manager. "Well, too bad, I was here, and you could have."!!

Taken from a 'share' on Facebook

1st General Meeting

4th February 2021

This may be a different gathering to the usual beginning of our year

The intention is to have a sausage sizzle but the new committee will inform members of the appropriate format at the time.



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