

PATROLLING



***Volume 33 Number 3
June 2011***

Brad Newham's verdict: Cooper STT tyres guard against punctures and tears, like no other 4WD tyre.

JUDGE AND JURY

4WD judge and expedition mechanic, **BRAD NEWHAM**, won't go bush without his Cooper tyres.

Brad has tested dozens of 4WD tyres for harsh outback driving. Running the isolated Birdsville Auto Repair Centre on the eastern edge of the Simpson Desert taught him what works and doesn't work in a harsh outback environment. Brad carried out every aspect of 4WD maintenance and repair work and led countless recovery missions deep into the desert and along the notorious Birdsville Track and other remote tracks in the region.

His experience and knowledge make Brad a much sought after outback specialist for 4WD magazines including 4WD judge for 4X4 Australia and he joins many expeditions as chief mechanic.

Now based at Gawler in South Australia, Brad is still close to the action. His 4WD accessories and service centre, ARB Gawler, is within a three hour drive of Flinders Ranges and a day's drive of the start of the

Birdsville and Strzelecki Tracks.

So why does Brad use Cooper STT tyres? He puts it this way, "Since testing Cooper STT's in 2005, I now use them exclusively. When you go bush, the last thing you want is a puncture and especially a puncture that tears. The Cooper STT guards against punctures and tears, like no other 4WD tyre. Their unique technology called Armortek plus the stronger sidewalls mean I can go bush and not be concerned about my tyres. In all my years on Cooper STT's I've had just one puncture - I staked a tyre with a piece of wood on the Madigan Line trip in the northern Simpson. I plugged it and away I went."

But it's not just the puncture and tear resistance that make Cooper STT Brad's pick.

Brad explains, "The STT's grip better than other brands - especially on loose gravel roads, rough stony roads, mud, rocks and sand. Whenever I head out

in a vehicle that doesn't have Cooper STT's, the difference in the handling is very noticeable and I feel vulnerable. Now I won't go bush on anything but Cooper's."

Brad Newham believes Cooper Tires is Australia's fastest growing 4WD tyre brand because the tyres do everything a 4WD driver wants them to do.

For your closest authorised Cooper Tires dealer and free info pack call:

1300 COOPER
(1300 266 737)



AMERICA'S MOST TRUSTED 4x4 TIRE
www.coopertires.com.au

Nissan Patrol Club of South Australia Inc Established 1979



ADDRESSES

CLUB

Nissan Patrol Club of South Australia Inc
PO Box 153
KILKENNY SA 5009

MAGAZINE

Don Grigg
12 Cheringar Blvd
DERNANCOURT SA 5075

Phone: 8266 3664
Email: editor@nissanpatrolclubsa.org

WEB ADDRESS

www.nissanpatrolclubsa.org
Email: webmaster@nissanpatrolclubsa.org

President:	
Marina Langer	8381 5415
VicPresident:	
Colin Goodrich	8261 8081
Secretary:	
Craig Wood	8387 8108
Treasurer:	
Tricia Goodrich	8261 8081
Minute Secretary:	
Christine Robinson	8248 1186
Trips Officer:	
Helen Richards	8374 0678
Public Relations Officer:	
Kathy Grigg	8266 3664
Editor:	
Don Grigg	8266 3664
Membership Officer:	
Ken Hillyard	8369 1247
Librarians:	
Heather Woods & Doug Smith	8268 4625
Property Officer:	
Brian Robinson	8248 1186
Past President	
Colin Goodrich	8261 8081
Committee Members:	
Jeffrey Schapel	8271 7756
Jim Byfield	8264 5648
Ian Steed	8522 6334
David Watkins	0417 803 560
SAAFWDC Delegates:	
Brian Cook	8258 1250
Driver Training Unit Delegates:	
Dave Richards	8374 0678
Web master:	
Rod Kitto	8298 4126
Fund Raiser	
Gayle Johnson	83875927
Driver Trainer/Assessor:	
Dave Richards	8374 0678
Auditor:	
Kevin Osborn	8337 6410

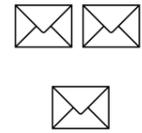
Magazine Sub-Committee:

Mail Out Don Grigg
Bush Cooking Janice Lamkin
Tech Talk Peter Stewart

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

The Nissan Patrol Club is a member of the South Australian Association of Four Wheel Drive Clubs Inc (SAAFWDC), which is a member of the Australian National Four Wheel Drive Council (ANFWDC).

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



From the Editor's Desk



Welcome to your June Magazine— I hope you will sit back and relax with a nice hot or cold beverage and enjoy the following kindly submitted articles. The AGM Report; Editor Don Grigg's 4WD Profile; Pat & Des's Vic/NSW Caravan Trip; the Ngarkat Working Bee; Easter in the Otways, plus all your favourite items.

Many thanks to those who have helped me undertake the Guest Editor's role—I will really appreciate reading the magazine in future understanding all of the work that goes into making it happen!

Kate 259

30 YEARS AGO

Patrolling Volume 3 May 1981

Nissan's History

The Nissan Motor Co. was formed in 1934 and continued production of the Datsun range. Assisted by American technology, the Co. brought out the Nissan model 70 five sector sedan and phaeton in 1937.

Similar in appearance to the Graham Six sedan of the period, the Nissan was powered by a six cylinder 85hp engine which permitted a speed of 75mph. From 1940 to 1941 a Model 50 series was also built which was more like a German Opel in styling.

Nissan continued to manufacture during WW2, supplying military equipment to the Japanese armed forces. The marque was temporarily abandoned after the war in favour of Datsun vehicles and Austin A40 and A50 cars built under licence from 1953 to 1960. However, the Patrol, a jeep type vehicle was always sold as a Nissan.

On 1st April 1960 the Nissan name reappeared when the Cedric sedan was announced to replace the Austin. A large car by Japanese standards, the Cedric Special was powered by a 118hp. 2825cc engine. The Custom 1900 series contained a 95hp 4-cylinder OHV engine with cast iron block and 3 bearing crank shaft. At the top of the 1967 range was the 4-litre President V8.

Trucks, Station Wagons and Utility Vehicles were also manufactured under the Nissan name and were marketed along with the companion Datsun range.

In 1966 Nissan took over Prince Motors and the two ranges were nationalized. Modified Nissan and Datsun vehicles were built under licence by the Yue Loong Motor Co. of Taipei Taiwan.

Patrolling Magazine

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

DEADLINE FOR AUGUST ISSUE 22 JULY 2011

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 revision adapted from **Marie Schultz's** 2003 original concept.

COMING EVENTS

Dates	Trip	Leader	Confirmation
25 Jun 2011	Slot car racing BYO BBQ starts at 6:00pm	John Smedley	18 June 2011
3 July 2011	Mid Year Dinner (Lunch) Pretoria Hotel		18 June 2011
23 - 24 Jul 2011	Peake sand driving weekend See Leader or folder for meeting place and	Wood/Richards	16 Jul 2011
20 - 21 Aug 2011	Peake sand driving weekend See Leader or folder for meeting place and	Wood/Richards	13 Aug 2011
28 Aug to 21 Sep	Canada & USA - See description on P24	Trudy and Trevor	
30 Sep to 3 Oct 2011	Interclub 4WD Club Festival Willangi	Dave & Helen Richards	TBA

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 Club recommends that members have RAA membership to cover mechanical breakdowns on Club trips, and ambulance cover from the SA Ambulance Service or your private health insurer to cover medical emergencies.

SHOW'N TELL APRIL 2011 GENERAL MEETING



Marina showed her Tatonka Hiking/Camping Pots which all fit very compactly inside their own carry bag—all set for off road camping or caravan holidaying. They are available on E-Bay now. For more information, see Marina for details.

The President's Points

By the time you all read this Allan and myself will be on our adventurous camping trip. We will be gone for at least three months and it is the first time that we embark on a trip like this. After preparing the car and thinking what to take it was time to pack the car. It was like a jigsaw, but it all fitted perfectly. We will be helping the Friends of the Simpson and then go north to the Kimberleys, Broome and down the coast towards Perth and then back home.

I thank Colin for chairing the meetings in my absence.

At the mid-year dinner I wish you all an enjoyable time.

Thank you also for nominating me for an N.O.A. Award. I enjoyed the driving skill tests.

I will try to keep you up to date about our adventures.

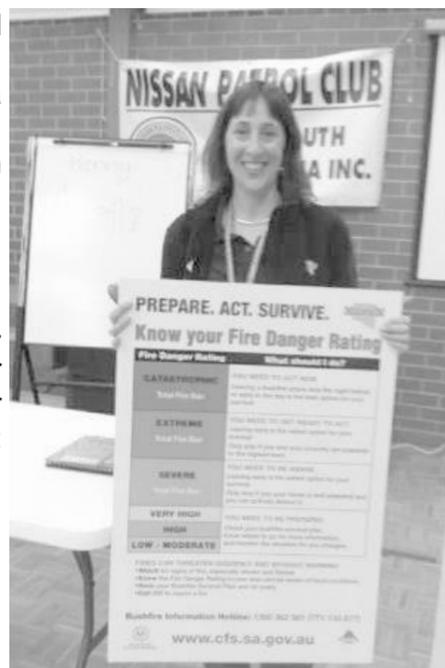
Marina

GUEST SPEAKER - MAY 2011 CFS Community Education Officer Penny Kazla

Penny gave a very informative talk explaining the conditions to be aware of on extreme fire hazard days including remaining vigilant of your surroundings and detailing the behavior of fire and what to do if caught up in a fire front etc.

If you were not present at the meeting you missed a very important talk considering the terrain 4wheel drivers traverse during remote travels not to mention in our own home locations —

DO NOT DESPAIR—You can obtain brochures detailing Holiday Safety & Survival; Bushfire Safety for Travellers plus a booklet "Your Guide to Preparing for and surviving the Bushfire Season" - by contacting: www.cfs.sa.gov.au



CONQUEST TYREPOWER
72 GRANGE ROAD
WELLAND
PH. 83401404
CHRIS BAKER

TYRE PRESSURE MONITORING SYSTEMS

FROM \$349 LESS 10% CLUB DISCOUNT \$315

T/LESS TYRE REPAIR KITS

\$45 LESS 10% CLUB DISCOUNT \$40

10% DISCOUNT ON ALL BRAKE, STEERING AND SUSPENSION REPAIRS INCLUDING IRONMAN SPRINGS AND SHOCKERS.

SPECIAL CLUB PRICES ON ALL KELLY, KUMHO, COOPER & TOYO TYRES

FREE AFTER SALES SERVICE ON EVERY SET OF 4 TYRES PURCHASED (ROTATION AND BALANCE, & CHECK STEERING, SUSPENSION & BRAKES EVERY 10000KM FOR THE LIFE OF THE TYRES



FWDSA ANNUAL GENERAL MEETING

The Annual General Meeting was held at Tarunga Park Mount Pleasant from 25th March 2011 to 27th March 2011 and was organized by the Toyota Landcruiser Club. Twelve Vehicles from our club attended the weekend. Members started to arrive on 25th March from lunch time onwards. Saturday morning members registered and received their tickets for lunch and dinner and were able to buy raffle tickets. Three of our members won beautiful prizes. One member even twice. He is the one with the new jacket he will wear from now on. A morning tag a long tour was organized. At 10am we all received morning tea which saw us indulging in some scrumptious cakes. The AGM was conducted at 11am and after we had a nice BBQ lunch with nice salads. The Toyota Landcruiser Club conducted a skills test which consisted of a winching exercise, obstacle drive with a bowl of water on the bonnet, reversing as close as possible to a sign post and driving blindfolded along a course. Entry was by gold coin donation which went to the Royal Flying Doctor Service. A lot of our members took part, but none was guided along blindfolded by their partners. I wonder why? Of course after that much hard work we had to have afternoon tea with more scrumptious cakes to keep our strength up. It was too bad that those who attended the afternoon tag along tour missed out. The weather was cool and overcast. At 6pm dinner was served. We had soup, chicken, roast beef, vegetables and of course desert. The caterers did a wonderful job seeing we were all outside and it was very cool. At 8pm "The Strolling Tones" entertained us with famous songs from the 40's through to the 80's. Most of us danced the night away. "The Strolling Tones" perform at different functions to raise money for prostate and breast cancer research and they will let everyone know how much they raised on the night. Kathy the lady with the veil dancer tried to get Craig to dance. I did not know he could run so fast. It was a really fun night. On Sunday some went on another tag along tour and others leisurely started to pack to go home. Another well-organized AGM.



Marina NPC243



ROWELL & SEARLE
AUTO TRANSMISSIONS PTY. LTD.
 SA's First Automatic Transmission Specialists - Est. 1945

Kings Court, Adelaide SA 5000
Ph 08 8221 6694
 1300 668 829
 Fax 08 8221 6673
 Web www.unclutchables.com.au

Peter Stewart
 Dip. Auto. Dip. T. Adv. Dip. T. MIAME.
 Managing Director
 Mobile 0418 808 200
 Email peter@unclutchables.com.au

APPROVED REPAIRER
 RAA
 MTA

+ HOME OF 12 VOLT -

Ph: (08) 8262 6890
 Mobile: 0422 698 393
 Fax: (08) 8349 7462
 www.Homeof12volt.com.au
 Email: pooraka@homeof12volt.com.au

Montague Farm Shopping Centre
 Shop 8a, 2 Montague Road
 Pooraka South Australia 5095

Alan Fairhead

Powerpacks A.G.M. Batteries Solar-Panels 12 Volt Accessories

AML PLUMBING

Lic. No: PGE 1340
Allan Langer

Plumbing
 Drainage
 Hot Water

0414 392 179
 Tel: 8381 5415

U 12 / 10-12 Opala St
 Regency Park
 S.A. 5010

Phone: 08 8244 6763
 Fax: 08 8243 0532

GREG'S ALIGNMENT SOLUTIONS

TYRES & SUSPENSION
 Wheel Alignment on all cars, 4x4,
 Vintage cars, Coaster Bus, Light Commercial Vehicles.
 Email: gregalign@bigpond.com.au

Wedding
 & Special Occasion Stationery

Contact **Ian Delbridge**
 M.0402 362 011 P.8234 1411
 www.weddingpapers.com.au
 Unit 3/75-77 South Road, Thebarton SA

SOUTH COAST LIGHTING
 Westfield Shopping Centre Marion
Excellent range of lighting products
fans and giftware
Excellent service and prices
 Phone: 8298 8111

Support the businesses that support the Club

VICTORIAN HIGH COUNTRY & N.S.W. BY CARAVAN

With David & Gloria Foster as companions, and following a carefully thought out itinerary, we took off in lovely autumn weather to find a certain N.S.W. sea bridge (often seen on motor vehicle advertisements) and to check out the River Murray now the drought had



broken. The first few nights were spent by the side of the muddy, swollen and fast-flowing river, but the stagnant pools of roadside water, detours caused by washouts and the millions of mozzies chased us away to Shepparton. We even met a man touring in a horse and wagon who's other horse had just died of Ross River Fever. We returned to the river at Yarrawonga to see the weir which cuts right across, diverting its waters to Lake Mulwala and to the Murray River Irrigation Scheme channels. They had locusts as well as mozzies!

They also had the most ridiculous bridge between

Victoria's Yarrawonga and N.S.W.'s Mulwala, twisting and undulating (and almost under water) due to the refusal of the engineers from both states to compromise on the bridge design at the time of building. Our next campsite was again beside the river, and again the river was swollen with turbulent, brown water which meant any attempts to fish or go yabbying were wasted, but it was peaceful there despite clouds of screeching cockatoos morning and night. We then meandered through farmlands and national park forests ever increasing in altitude until we hit Beechworth, where we gave the famous bakery and it equally famous neighbour, the Beechworth lolly-shop, a hefty nudge. The nights were starting to get chilly by now. Our next destination, and home for a week, was Freeburgh, just down from Bright in Victoria. As we arrived we discovered that Bright was hosting a Rockabilly Festival which boasted that everything was as it was in the 1950s. It's funny you know, having been well in my teens in the 1950s, that I cannot remember the hotted up cars or the heavily tattooed ladies, but I recognised the loud rock music.

During that week we toured around the area, both on the bitumen and on several 4WD tracks. One such track, between the end of the Wandiligong Valley and the Harrierville cemetery yielded water crossings, steep hill climbs and descents plus a kilo or so of wild blackberries which happened to be ripe and tasted very nice for sweets. David & Des tested out their driving skills.



Next on the agenda was Lake Hume, where again the water was almost lapping the bottom of the huge bridge and the camp ground was a bit soggy. Moving on we stopped at Corryong to see the new Man From Snowy River Museum, which is worth a visit, as is the local lookout where we ate our lunch. Still roughly following the Murray River we stopped at Khancoban where we were advised that the road between there and our next

(Continued on page 11)

(Continued from page 10)

stop at Jindabyne was not recommended for caravans, particularly one 5 km stretch near Tom Groggin where the hairpin bends came thick and fast and the road was very narrow. We pressed on, undeterred by the warnings or the drizzling rain but very pleased at the lack of oncoming traffic. It was in that general region that we also passed the beginnings of the River Murray, just a little stream at that point.

Our next full week was spent at Canberra, and there we visited Old and New Parliament Houses, Questacon, Cockington Green, a Lake Burley Griffin cruise, the National Museum of Australia and the National Capital Exhibition, the Canberra Glassworks, the Old Bus Depot Markets, The Australian Mint, Film & Sound Archives, embassies and the CSIRO Discovery Centre as well as Mt Stromlo (which is no longer functional since being burnt out 8 years ago) and the Cotter Dam which is currently being enlarged by means of another, bigger dam further along the valley. It was all very interesting and we were impressed by the cheapness of the lunches that could be purchased at some of these tourist sites.

Moss Vale was next on our list. Moss Vale is a pretty town sitting on top of the Great Dividing Range with Bowral and Mittagong as neighbours. Antique shops abound and several beauty spots such as Fitzroy Falls are nearby but require careful driving to access since most roads in the area are twisty and winding. Nearby, at the foot of the escarpment on which Moss Vale is perched, is the Sea Cliff Bridge which was what we

came to see. Leaving our vans at Moss Vale we proceeded to drive down the steep descent culminating in the Bulli Pass road ending at Coalcliff near Wollongong south of Sydney. The Sea Cliff Bridge is a 665 metre section of roadway built out over the sea to escape the crumbling cliff face and it was every bit as spectacular as expected. What was not expected was that it was decorated with hundreds of engraved padlocks. Some said "In memory of..." and some said "I love..." and some celebrated special wedding anniversaries and some simply said "At last I made it here".



Some nearby engravers are smiling! Returning that day we travelled up the Macquarie Pass behind a huge truck pulling a trailer which took up the entire roadway at each steep hairpin bend. Determined not to put ourselves in that much strife on the way down the next day towing our vans, we chose instead to travel via the Kangaroo Valley road. It was just as bad but there were fewer trucks. The views were, of course, magnificent and the sounds of the bell-birds in the rain forest made it feel very special. Joining the Pacific Highway traffic as it travelled through the old townships of Berry, Nowra and Ulladulla with their congested and narrow roads and their stop lights at every corner was a bit wearing and so when we finally arrived at Tabourie Lake and the caravan park decided to charge us little old pensioners only \$20 per night, we opted to stay an extra night to recover. Fully recuperated, and boosted by our Sunday morning bacon-and-eggs breakfast, we then drove on to Merimbula and promptly booked in for dinner at the golf club where we were amazed to see hundreds of kangaroos grazing on the greens at dusk. Further south we visited Eden's Killer Whale Museum, which is very interesting and should not be missed. We stopped that night at the Thurra River roadside rest stop and made the mistake of doing the ¾ kilometre Rainforest Walk. This had recently been flooded out and was sodden, mozzie ridden and littered with fallen trees and branches which required clambering over.

(Continued on page 12)

Next stop on the itinerary was Lakes Entrance, a pretty fishing and tourism town at the entrance to the Gippsland Lakes. At the Information Centre we booked ourselves onto a 70 km cruise the next day and spotted a sign promising a 1 ½ hour bus tour of Lakes Entrance for \$2 per person. So the next morning, clutching our coins we lined up at the bus stop and found ourselves being picked up by the local taxi/bus service. The driver



(whose sex we found it difficult to determine for a while) was polite in an irreverent sort of way, funny and generous. She even took the little bus up to a lookout for us to see and photograph – not on the normal bus route. The cruise was excellent too taking us past Paynesville where Victoria's millionaires tend to hang out. The swan population was increasing rapidly, as we found by all the nests and cygnets. From Lakes Entrance by the sea we next headed inland at the tops of the alpine mountains. We stopped at the tiny mountain town of Licola for lunch where, hearing of our intention to drive on to Jamieson towing our vans, a lady gloomily said "Be it on your own head" or words to that effect. Then we saw the sign, and understood her concern. The road was unsealed, corrugated, scarred with washaways, narrow, twisting and dangerous. For the first 35 slow,

torturous kilometres it never stopped climbing, and as the altitude rose the temperature dropped from 22 to 12 degrees. Then we seemingly drove along the roof of the world for a while before the last descending section. The entire journey was nerve-wracking, scary and beautifully scenic. We would not have missed it for anything, but were glad it was over when we arrived at Jamieson. Our camp there, at Skippers Reserve beside the Goulburn River was pretty and very soothing, so we stayed there for two days. From there we had to circumnavigate Lake Eildon, either by the "safe" bituminised route via Bonnie Doon or via the "No caravans" route via the township of Eildon. We took the latter, which turns out to have been recently bituminised anyway, albeit winding and narrow in places. From there it was simply a case of working our way home, which, in the areas of the Loddon and Campaspe Rivers was not as straightforward as could have been with several detours due to roads or bridges being washed out. Indeed at Dimboola the caravan park had been inundated and before we could book in we had to agree that if we walked near the river which was still littered with tangled tree trunks, we did so at our own risk. The park itself had been cleaned and sterilized.

Our last stop was at Taillem Bend and was not so much a necessity as one last chance to go out to dinner together. But there, beside a swollen Murray River again, the mosquitoes nearly carried us off – they were the worst experienced in the entire trip. Once again the meal was good and the pokies were kind to us.

All in all it was an excellent trip. David & Gloria are good company, generous of spirit, resourceful and good fun. We thank them for their companionship and look forward to travelling with them in the future.

NPC 219. Pat Trowbridge.



PEAKE WEEKEND DRIVER TRAINING REQUIREMENTS

The Peake Driver Training Weekend of the / / is a weekend of social fun and Driver Training with our Trainer Dave Richards.

Members and visitors are asked to let the Trip Leader (.....) know on (.....) what day and time they will arrive and individuals are to make their own way up to the property on the Friday afternoon or Saturday morning.

VEHICLE REQUIREMENTS

Minimum insurance required is Third Party Property
Two-Way Radio set to Channel 21
Sand flag (red or orange)
Shovel preferably long handle
Snatch strap and rated shackles
Rated recovery points both front and rear
Tyre Gauge
Compressor
Lifting Jack and Plate
Enough fuel to last two days 4X4 driving (closest fuel is Taillem Bend)

CAMPING REQUIREMENTS

Caravans and Campervans can be easily towed into camping area
Be self-sufficient with all camping gear including cooking
Strictly no pets allowed
There are 4 long drop toilets on the property and must be used at all times
Firewood is to be supplied by campers
Each vehicle to carry sufficient water
Warm sleeping gear as it gets very cold at night
Tarp to put under tent for those tenting helps to stop the cold

ACTIVITIES

General social camping
Driving over sand dunes (is optional)
Driver training (is optional)

NGARKAT CONSERVATION PARK WORKING BEE 8 – 10 April 2011

Once again it was time for the annual Border Track maintenance working bee. Jim Byfield and Jeff Schapel left for the camp ground at Pine Hut Soak on Friday morning using Jeff's trusty old GQ. Luckily we managed to get to the Taillem Bend bakery for lunch, a welcome replenishment. Then on to Pinnaroo where we replenished the Nissan.

We arrived at Pine Hut Soak in plenty of time to set up our tents - Well in plenty of time for Jim. He got his tent up, dug a hole for the toilet tent, erected the toilet tent and got his chair out while Jeff was still looking bewildered at his unpacked dome tent lying on the ground.



Jim eventually took pity and helped Jeff with his tent. Stupid thing! There must be an easier way to go camping than with that thing.

In the meantime, there were other arrivals and many familiar faces; the ones you see every year doing their bit for FWDSA and National Parks. Altogether we ended up with 33 volunteers from various clubs. This was a pretty good roll up and a man-

ageable number. Sue Linnell from the Border Track Committee of FWDSA (and maybe its' only member) had everything organised from trailers, posts (both timber and concrete), poly-pipe and steel cable.

We left Pine Hut Soak at 8.30 am on Saturday morning in convoy, heading for the Border Track. We worked our way south erecting solid fences (concrete posts and steel cable) to close unneeded tracks, and timber and polypipe fences around camp grounds and day areas. There was a bit of excitement when a can of red paint (why did we have red paint?) shed its lid and turned upside down in one of the trailers. Luckily the paint was confined to a plastic box, but it did make a considerable mess on the other cans of (green) paint. In case you are wondering, the paint was used to paint the fence posts National Parks green – a most professional job.



(Continued on page 15)

(Continued from page 14)

The current philosophy is to keep the "Border Track" as close as possible to the border fence line, keep one diversion track around significant sand hills, and to close all other diversions or "chicken tracks". This working bee and previous working bees have gone a long way towards achieving this aim. The one-way section of the Border Track within Ngarkat is closed during the fire ban season and it is interesting to see that the track partially restores or repairs itself during this period. With good rain, the vegetation on the closed bypass tracks has started to regenerate.

Well we all worked pretty hard on Saturday. We travelled south to the end of the one way section (and slightly beyond) and returned at last light to Pine Hut Soak via the Centre Track. Because we had achieved so much on Saturday, much to Sue's delight, we did not have to work on Sunday. The Park Ranger turned up early on Sunday morning to thank us for our work, and, amongst other things, said that a Ningai (an Australian native mouse) had recently been found in Pinnaroo an area outside its normal habitat range. Jeff was not surprised; he had already thrown one out of his tent.



As this was Sue Linnell's last working bee (after many years she is retiring), she was thanked by National Parks and the volunteers for her efforts. We even sang her a thank you song to the tune of Happy Birthday played on a ukulele. The Nissan Patrol Club would like to add its thanks to Sue for her untiring efforts on the Border Track Committee and working bees. The good news is that there is a volunteer to take over her role and the working bees will continue.

Jeff and Jim, after packing up (that stupid tent again), returned to the Border Track and headed north out of the northern entrance to the Park to check out the route to the Mallee Highway in preparation for the Nissan Club Easter trip. On the way we picked up the "Caution Track Repairs in Progress" sign at the beginning of the one way section and delivered it to the National Parks office in Lameroo.

After lunch in Lameroo we headed for home. A good and satisfying trip.

Jeff Schapel NPC31
Photos by Jim Byfield NPC 319



Don Grigg's (Profile) as a 4WD-er.

Kathy and I got into four-wheel driving quite by accident – well almost!

It was late in the day on a hot 1990 May afternoon in the Bungle Bungles. Kathy, our two children and I were sitting on the back seat of a Land Cruiser Troopie which had been custom built to seat about eleven passengers. We were on an escorted tour and had been out for the afternoon walking into Echidna Gorge. With the sun low in the sky long shadows were cast across the road, the driver was in a hurry to get back to camp for the evening meal before dark. There were numerous channels cut across the road to drain

the water away and these were severe enough that the driver needed to brake heavily and crawl across these dips. On one occasion he did not see a dip in the shadows and speed across violently tossing us on the back seat up such that we hit our heads on the roof of the canopy. Kathy's head connected with a large tubular steel roll bar and also a fluorescent light diffuser which she shattered and dislodged. Kathy ended up with a headache, a lump on her head and a couple of crying children.

The driver, after confirming that there was no blood, was mildly apologetic and showed no further interest.

The next day when we left the tour at the Turkey Creek airstrip to fly back to Kununurra, we asked the driver why seat belts were not fitted and the answer was, "It is not a legal requirement." This attitude was in complete contrast to a day tour we had taken just a week earlier to Jim Jim and Twin Falls in Kakadu where the Troopie operator insisted

that we wear the seat belts in his vehicle.

As a result, we decided that we could do better than this and have "More Fun More Safely" if we bought a 4WD and wore our own seat belts.

At the time (April to June 1990) we had been travelling in a Tarago, towing a trailer, around the left hand half of Australia. The trailer had been for luggage because we had eight people on board until we got to Darwin, from where four flew home. Although the Tarago was very capable on the bitumen it did not like the corrugations.

From the middle of 1991 onwards, a re-badged Nissan GQ was being sold as a Ford Maverick for \$29,990. This was a saving of about \$4,000 on the nearest equivalent GQ. The local Nissan Dealers were not happy.

On 29/10/1991 we picked up our brand new Maverick and ran out of petrol about 500m from the show room! It was not that easy to push a two tonne vehicle off the middle of Sudholz Road near Woolworths Gilles Plains at 6:30 pm. After a frantic phone call, the salesman from Jarvis Ford arrived with a jerry can of fuel so that we could proceed to the children's swimming lessons. (This incident was the reason for my insistence on having a full tank of fuel for my two subsequent new vehicle purchases.)

I now wanted to find out about four-wheel driving techniques, and the maintenance aspects of this vehicle. After asking around at work (Telecom), Jeff Lowrey suggested that I go to the NPC November 91 meeting with him.

(Continued on page 17)

(Continued from page 16)

I was sufficiently impressed that I decided to join. However, in the days when the constitution insisted on more than 50% of the membership had to be Nissan Patrols, I had to wait for about four months until enough Patrols had joined the club so that my Maverick could be counted in the less than 50%. This was at a time when NPC membership was nearing its maximum of around 120.

I was delighted when I received a letter dated 23 June 1992 from the membership officer Geoff Moore stating that my application to join the club had been approved.

Then there was no holding back. We purchased our 27MHz AM CB radio, foot pump and a snatch strap and it was off to Peake for some sand driving experience. John and Sheila Powell were leading the trip. There appeared that there was no way that I was ever going to get up that big sand hill with a bend around a tree two thirds of the way up. After four failed attempts, John with the patience of Job, explained that the gearing, tyre pressures and approach speed were all fine but you cannot afford to ease off the accelerator to take the bend around the tree. A certain amount of recklessness creeps in after so many failures, especially seeing the apparent effortless way in which John could consistently propel his short wheelbase GQ up the same hill. So we had one more go. High range second 4WD; flat to the boards from the bottom; a spray of sand around the tree an over the top. At last the impossible is possible; thank you, John.

With all of that sand driving practice, we decided to lead a trip to Fraser Island in the August school holidays in 1993. It was a bit disappointing to find that no one else from the club wanted to accompany us. It seemed to be the case that most of the people who had the time available, had already been. Oh well these things happen and continue to happen today. We had an enjoyable trip with a lot of exciting sand driving, especially coming back from the Sandy Point lighthouse in the dark and rain waiting between waves so that we could get around some rocky out crops which the tide was lapping against.

Other memorable trips around that time were the:

Easter trip to the Flinders Ranges (Sliding Rock area) with the Wenham brothers Kym and Chris. Kym organised an Easter egg hunt for the children using bilby droppings (Jaffas) as guiding markers. It was also our first introduction to Rolly and his cordon blue camp cooking, which seemed to be tins of Tom Piper stew heated directly in the fire and eaten from the tin, followed by a tin of rice-cream for dessert. No pots, pans or plates required; no washing up!

1994 Simpson Desert crossing from Dalhousie to Birdsville led by Colin and Tricia Goodrich. It was Kathy's and my first real outback trip where you did not see a shop for about six days. We packed the Maverick on the Thursday ready for a leisurely departure on the Friday for Hawker which was the meeting place. We were to stay there over night and the trip really started on the Friday morning.

The pack rack was packed so high that it could not be driven into the garage and hence was parked outside over Thursday night. My heart fell when I saw green drops of coolant under the vehicle. I immediately rang my Dial-a-Mechanic who could not come because he was booked out on the day. He recommended that I get the radiator assessed by Modbury Radiators. They said that the leak was between the core tubes and the end plate and that I could risk it or otherwise they could solder it up if I took the radiator out. Panic stations! I went home got the radiator out, and after borrowing a neighbour's car got it back to them before 11:00am. With a lot of to-ing and fro-ing, complicated by the neighbour's car

(Continued on page 18)

(Continued from page 17)

battery being flat when I went to borrow it to pick up the repaired radiator, we were ready to leave at around 4:00pm.

As we backed out the driveway I heard the mud flaps drag on the road. Not a confidence building sound! This probably had something to do with the two adults, two children, 6 jerry cans of water, 6 jerry cans of petrol, three weeks of food, clothes and camping gear loaded onto the standard suspension. All seemed to be going well until at about 8:00pm when we were travelling through the dips in the Pitchi Richi pass, we heard a squealing sound which turned out to be the tail shaft rubbing on a strap supporting the aftermarket belly tank which had been fitted as part of a gas conversion. There were several more dramas to follow, like the inability to run on petrol near Purnie Bore, but it was a GREAT trip.

(One of the purposes of the trip was to witness the re-opening of the Innamincka Inland Mission Hospital as a visitors centre and Parks headquarters. Dick Smith had underwritten the restoration and he was looking to receive some re-imbursment from public donations. Colin Goodrich was the President of the SAAFWDA at the time and he presented an association cheque for \$1500(?) to Dick at the opening ceremony.)

Well the trips and the company were good so I thought that I should make a contribution and find out how the NPC worked by getting on the committee. I have had the roles of Treasurer 1995 to 1998, Secretary 1999 to 2001, Trips Officer 2002, President 2003 to 2007 and Editor 2010 -.

The trips and the company have continued to be good and the rest, as they say, is history.

(Footnote: I attended Unley High School from 1959 to 1963. There are at least three other old scholars in the club; do you know of any more?)

Don Grigg (260)

Coorong Clean Up October 22nd to 23rd 2011.

For those who are attending this year's cleanup, we will all meet up at the 28 Mile Crossing campsite. You can turn off the highway at 32 Mile Crossing then go along the Old Coorong Road to the 28 Mile crossing. Some members may be already there. Please let us know when you are coming up, so we can look out for you.

Equipment which may be useful:- ropes to tie down rubbish, secateurs, handsaws gloves and spades or shovels. Rubbish bags, & gloves will be supplied as well as a sharps container.

Personal:- hats, sunscreen, sunglasses and spray for insects. You will need to be self sufficient. There is a drop toilet on site.

We will have a list of tasks prepared and depending on tide conditions we may be able to do a beach run as well. We will also have time for some leisure activities such as fishing, or a nice walk. Saturday night we will hold our "Happy Hour".

Sunday work will cease at about 2pm to allow us to dump the rubbish at the Meningie Transfer Station which closes at 4pm. Channel 21 is the club's designated call channel so if you need to contact each other please use this channel. Camping fees are waived for the campground.

Looking forward to seeing you there and hope you have a great time.

Dave & Helen Richards

Official Information Release from Four Wheel Drive SA



4WD Matters Club Flyer

South Australian Association of Four Wheel Drive Clubs Incorporated ABN 24 036 898 953 - www.saafwdc.asn.au

April 2011
- 10/04/2011

The Mt.Lofty Rangers 4WD Club invites you to the -

4WD Octoberfest October 1st-3rd 2011

Where is it being held?

Activities will be centred on the Willangi Bush Escapes property near the town of Peterborough in the mid-north of South Australia .

What is it?

It is designed to be a gathering of 4WD Clubs from all over the State for a weekend of fun, non-competitive events. (It will be a similar scenario to the successful biennial "4WD Weekend in Whyalla").

Activities?

Activities run from the Saturday morning until the Monday afternoon. These include;

- Tag-a-long Tours
- Saturday Night - Strickland Road Band / Camp Fire
- Sunday Night - Childrens Movie Night / Camp Cook competition / Camp Fire

Accommodation?

The Registration Cost includes bush camping at Willangi Bush Escapes Camp Grounds. Bush toilets and bush showers are provided.

(Participants can also choose to stay elsewhere at their own cost. Peterborough has a a Caravan Park, Hotels and Motel. For information contact the Peterborough Tourist Information centre on (08) 8651 2708)

Catering?

No catering will be provided - it is a self catering activity.

Cost per vehicle for the weekend?

(Registrations and payments need to be received no later than September 23rd 2011)

Discount payments made by July 31st 2011 - cost \$95

Payments after this until September 23rd 2011 - cost \$110

How do I apply?

Facilities can only cope with 50 vehicles. To simplify procedures there is a two-stage application process.

- **Pre-registration** - email or phone to register your intent to attend.
- **Registration** - complete the attached Registration Form and post it with your payment

Check the Mt.Lofty Rangers website for trip updates,downloadable brochures, registration forms and merchandise - www.mountlofyrangers.com.au

Detail: Paul McGregor Mt.Lofty Rangers Inc.
Edited: by 4WD Adventurers Club of SA Inc- Direct all correspondence to Editor FWDSA email:- saafwdc@saafwdc.asn.au

4WD Matters April 2011 - 10/04/2011; Disclaimer: Whilst every endeavour is made to ensure the accuracy of the material in this publication, Four Wheel Drive South Australia shall not be held responsible for any errors, omissions or inaccuracies.

Mount Lofty Rangers Inc



Present
**4WD
Octoberfest**
1st, 2nd & 3rd October
2011
Based at
**Willangi Bush Escapes
Peterborough, SA**
Featuring
**Willangi Bush Escapes
Mid North Private Properties
Strickland Road Band
Camp cook competition
Childrens movie night
Peterborough & Sponsors
Welcome Pack**



Registration and Enquiries

The Treasurer : Paul McGregor

Mt.Lofty Rangers Inc.

PO Box 1150 Blackwood SA 5051

BH: (08) 8357 8151 Mob: 0408 900 889

Email paul@designmc.com.au

Old Mail Route & Border Track—EASTER

Friday 22 April:-

3 vehicles from the Nissan Club of SA, Helen & Dave, Craig & Jackson and Jeff & Jeanene were joined by 5 vehicles of the Otway 4X4 Club, Wayne, Sheryl & Aaron, John, Eric & Hayden, Jeff, Cameron, Ryan & Lachlan, Paul & Bernie met at Cabarita Lodge, Cabarita between Mildura & Merbein. Several people went into Mildura for fish & chips for tea and then visited the brewery for a beer. We camped out at the above lodge. Jackson's cot tent leaked from the heavy overnight dew.

Saturday 23 April:-

We were joined by Kevin, another Otway 4X4 member. While some went back into Mildura for last minute supplies the rest went to Merbein and the start of our trip. While waiting to be joined by the others a couple of guys on motor cycles stopped and asked us where we were going— when told where, they said they were also.

Altogether at last we set off at about 10.45, Wayne leading with Helen & Dave TEC. We made our way West towards the start of the Old Mail Route. When we got there the road sign stated it was closed — the motor cyclists were there and had spoken to a local who said the road was open. The track was in good condition considering it had been flooded earlier in January. With varied environments, from billabongs and flood plains near the

Murray River, to the grasslands, native pine woodlands, mallee covered dunes and saltbush flats, we made several stops to read sign boards. Helen got a picture of a kangaroo jumping across the track in front of their moving vehicle.

We had lunch near Lock No 9. While having lunch the Police came in on patrol. We spoke to a fellow traveller about road conditions and he said we would have to make a detour and go around Lake Wallawalla on the 12km Circuit Track after passing Ned's Corner. We were now in the Murray-Sunset National Park. While going around the Circuit Track the first couple of

vehicles saw some emus. Also there were dead trees with quite large nests in the top of them.

We made our way to Lindsey Point and passed by an Almond orchard and piles of husks. We then headed for the Border Track. Upon reaching it, we turned North towards the Customs House on the Murray River. Arriving at the Customs House we had a nice cold ice cream. We were a little disappointed with the Customs House. It was for sale. Helen commented that it would be a lonely place to live, but we agreed in the end that it would be no different to an outback hotel with all the people passing by. Guess who else turned up? That's right the motor cyclists.

We now doubled back along the Border Track, making sure we missed the bull dust patch that we found on the way up. Dave nearly ran over the dead emu that was on the road. What's with Dave and wildlife? The track started out a wide gravel road and ended up as just 2 wheel tracks. We made it to the Sturt Hwy and pulled off for the night and



NPC & Otways 4X4 Clubs share a break

(Continued on page 21)

(Continued from page 20)

set up camp, made a huge campfire and enjoyed a relaxed happy hour before tea and watching the beautiful sunset.

Sunday 24 April:-

Easter bunny had been around all the tents during the night. With the sun coming up everyone was on the move again packing up and making our way to the wayside stop at the highway to wait for Gail & Chris, Nissan SA members to arrive and join the convoy for the rest of the trip. With sand flags flying and everyone ready we set off. We made a detour at Settlement Rd into the Shearer's Quarters where we had morning tea. This historic building was once the home of the leasee of Sunset Pastoral Co., and today offers hostel-style accommodation. On the road again we stopped to look at a large crater believed to have been caused by a meteorite. You could see where an emu had been running around. Someone had written in the sand "Help I'm stuck in the middle where the stick is." We added "So are we." After more photos were taken we back tracked along Settlement Rd to Border Track. While we made the detour the motor cyclists passed us. We caught up to them on the track again where Easter Bunny gave them some Easter eggs. It was slow going, only 20-30 kph because of the dust. Bush was on both sides of the track. At times there was a clearing and we could see farmland and the odd dry dam. We did manage to see the odd sheep or cattle.

While having lunch the motor cyclists caught us again. Easter bunny again gave them eggs. They both had taken a couple of spills. One wasn't even game to take his boot off. They had been doing it hard. After lunch we took the other track which was about 50m from the one we were on. It proved to be a better track for about

6kms. We then struck a few sand hills and found we had another driver coming towards us, without a sand flag and not stopping, having a near miss with Jeff (Otway). Sunday night camp was made in the bush just off the road not far from the Berrook school site. The young boys gathered up enough wood for the campfire, so Dave had to keep his wood on top for another day. The sand flags took a bit of a beating because of the low branches.

Monday 25 April:-

Packed up again, and we were on the move. Turned left off a good gravel road into a sandy, twisting, scrubby track. This was the start of a long day. When we stopped for morning tea Helen happily snapped a picture of an eagle in flight. Lunch time came and we had made it to the Mallee Hwy. A couple went into Pinnaroo for fuel while the rest had a quiet lunch by the side of the road.

Everyone together again we set off and finally got to Ngarkat. Through a gate and to the right there was a motor cross event. Keeping left we hit the track again. We deflated our tyres to the recommendations as per the sign. It was like a roller coaster. Up and down, twisting and turning, until Wayne was distracted by his GPS (Sheryl) for a split second on a slight kink in the track and hit a large exposed root, puncturing the right hand rear tyre. With some help we were soon on our way again. Then came our biggest challenge, Sand

(Continued on page 22)



(Continued from page 21)

Dune 1. With two tracks and a couple of vehicles ahead of us we were going nowhere fast. They weren't having any luck at getting over. One decided to reverse and backed into Wayne. He had his mirrors folded in packed solid in the back and therefore no rear vision. The Otway's tried getting over without success. Jeff (Nissan) showed us how it is done and got over. It was getting late so it was decided



that Jeff and Jeanene would keep going to the camping area. Everyone managed to get over by driving or walking (Helen, Gail & Sheryl), and Bernie & Paul by the detour track. We all finally made it to camp at Doggers Hut camp ground after successfully conquering Sand Dune 2 or taking the bypass. It was decided to forego happy hour until later in the night and have tea first as it was late. Dave finally got to burn his box of wood which he had been carrying around on his roof rack for the last 4 days, dodging tree branches during happy hour.

Some awards were made during happy hour :-

BEST TAJ MAHAL— Nominees :- Helen & Dave, Bernie & Paul.

Winner:- Bernie & Paul

HARDIEST CAMPER—Nominees :- Jeff & Jeanene, Craig & Jackson.

Winner :- Jeff & Jeanene

MOST DETERMINED :- John from Otways for (SD1) in Ngarkat

UNLUCKIEST :- Wayne & Sheryl

So that's where the mini Mars bars came from.

NISSAN PATROL CLUB of SA were made HONORARY MEMBERS OF OTWAY 4X4 CLUB

Tuesday 26 April:-

The last day & last pack up. On the move at 8.30 am SA time, we had to keep an eye out for a sign that said Border Track for the obligatory group photo - everyone out of vehicles for the pictures. Finally out of the sand, we came to an area that would be hard work in the wet - Bog holes big enough to bury your 4X4 in. Morning tea time came and we worked out we still had about 40 or so km's to go, before reaching the Western Hwy. We came to a good bit of gravel road and the leader became geographically confused; performed a U turn to join the others and found the Border Track where we should have been was impassable. As it was around lunch time the group split into their respective clubs and made their way home.

The nights did get cold but who could complain when we had such beautiful warm, sunny days; a perfect long weekend.

Kevin had an awful time. AWFULLY good time.

Thanks to Jeff (Otway) for GPS back up.

Sheryl & Wayne leaders & trip reporters.



HAVE YOU SEEN AN INTERESTING CRITTER?

The SAAL NRM Board has had a number of enquiries particularly about small mammals and we're keen to hear if you turn up something of interest, particularly while the good season is upon us.

With birds, reptiles, small mammals, flying insects, caterpillars, spiders and other invertebrates all in high abundance, most outback residents will be able to attest to the benefits of the exceptional season for a range of wildlife.

Most animals in the arid zone are well adapted to cash in on the abundance of extra food that is produced during such an exceptional season.

This boom in wildlife is part of a natural cycle providing an important food source for a number of native predators. In time their numbers will decline and they will again hang on in small numbers waiting for the next good season.

COULD THAT MOUSE BE NATIVE?

High numbers of house mice are currently being reported from towns, mining camps and homesteads across the region but a range of other native rodents and small marsupials, such as dunnarts, are also in high numbers and can be confused with the house mouse.

One of the most notable differences between introduced house mice and other native rodents is the presence of a notch in the back of the house mouse incisors (their top front teeth - see picture). This can be viewed on a live mouse with care! House mice also have a characteristic 'mousey' smell. A range of other characteristics can also be relevant - contact Reece for more information

What rat is that?

Reece Pedler, Community Fauna Officer

The SA Arid Lands Natural Resources Management Board has received a number of queries about the Long-haired (or Plague) Rat with many people not realising that they are a native species and that their presence in high numbers is just a part of the natural boom cycle.

The Long-haired (or Plague) Rat (*Rattus villosissimus*) epitomises the 'boom and bust' of Australian fauna, surviving in low numbers in refuge areas in the landscape during dry times, then breeding up into enormous numbers in good years.

This species is well known mainly from the Channel Country areas of the far north-east of South Australia, where it breeds and spreads across the landscape in good rainfall years - at times moving across the countryside in fronts which can sometimes move at several kilometres per night!

Many outback residents tell tales about these Long-haired Rats after periods of exceptional rainfall - including reports of the rats demolishing saddles hung up in trees in stock camp and chewing boots and ears of men lying in their swags!

In high numbers, the presence of the species is obvious by their burrows, well worn paths across hard ground, or multitude of tracks carpeting sandy areas.

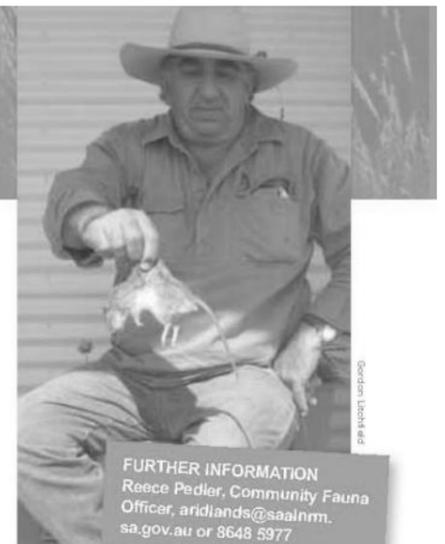
Sometimes areas where they have been digging are so extensively disturbed that they resemble a ploughed paddock! ■

Above: Robert Kahn in front of the Marree Telecentre with a Long-haired Rat (*Rattus villosissimus*) found in the town recently. Long time residents report that the last time the rats made it to Marree was after the big wet years of the mid 1970s

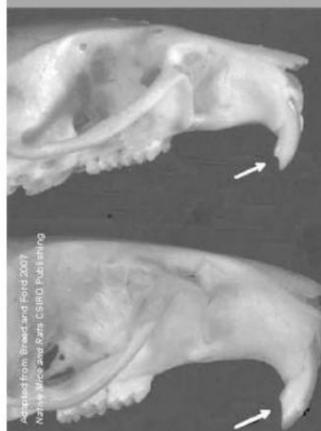
Right: A native Desert Mouse (*Pseudomys desertor*) found recently by Jason Dawes of Farina Station. Finding this rarely encountered native mouse demonstrates the value of being on the lookout!

Below: Long-haired Rat

Left: Skulls of the introduced house mouse (top) and a native mouse of the genus *Pseudomys* (bottom)



FURTHER INFORMATION
Reece Pedler, Community Fauna Officer, aridlands@saalnm.sa.gov.au or 8648 5977



Article supplied with thanks from Jenny Barker (SAAL NRM Board) with Author-Reece Pedler, Community Fauna Officer's permission.

Fight the Bite**A health warning from SA Health**

The recent warm weather and rains in the Northern Territory and in Northern South Australia has seen an increase in mosquito numbers across central Australia.

Mosquitoes are not only a nuisance but some can spread serious disease such as Ross River virus (RRv) and Barmah Forest virus (BFv) when they bite (symptoms of RRv and BFv can include joint pains, rash, fever, fatigue or muscle pain).

There is NO CURE and NO VACCINE to protect against these mosquito borne diseases. The only known and effective way to reduce risk of mosquito borne disease is to prevent mosquito bites.

If you are a visitor, or if you live in northern South Australia, it is important that you protect yourself, your family and friends against mosquito borne disease by *Fighting the Bite*. Key strategies include:

- **Covering Up** – wear long, light coloured, loose fitting clothing (mosquitoes can bite through tight clothes like jeans)
- **Apply personal insect repellent containing DEET or Picaridin** (avoid using on babies and toddlers and ALWAYS read and follow instructions on the label first).
- Ensure **insect screens cover openings** in holiday houses, boats, caravans or tents.
- Cover sleeping areas or beds with **mosquito nets** if necessary.

For additional strategies and information about how to **Fight the Bite** and protect against mosquito borne disease visit www.health.sa.gov.au

Tony Magor
District Ranger
desertparks@saugov.sa.gov.au



Government of South Australia
Department of Environment
and Natural Resources



While every attempt has been made to provide up to date information in this bulletin, all travellers are responsible for ensuring that they obtain accurate and detailed information and are properly equipped and prepared for all emergencies prior to traveling into remote outback areas.

Privacy, Disclaimer, Copyright © 2011

RECIPES FROM TRAILER/SAILER DAYS**Impossible Pie**

¾ cup Pastry
1½ cups milk
¾ grated cheese
¾-1 cup bacon/ham
1 chopped onion
¼ tsp mustard (opt)
3 eggs
1 tbsp parsley (opt)
Mix altogether, pour into tin or pie plate and cook in pan very low flame 20-30mins.

5 Minute Tuna Dish

2 pkts 2 minute noodles, 1 large tin Tuna, 1 445g tin Tomato Soup (or tomato with bacon, onion) less 1 tin water, grated cheese if desired.
Combine all ingredients and boil until noodles are soft.

Lazy Day Chicken

Chicken pieces, 1 can Cream of chicken soup, 1 pkt French Onion Soup, ½ can water, 300ml cream (or milk)
Combine ingredients, add chicken and cook until done – (May add a can of champignon pieces and stems).

Fried Rice

Saute chopped onion, ham/bacon. Add anything that takes your fancy; eg: corn, peas, mushrooms, carrots, celery and left over meat chopped. Pour in one beaten egg, allow to just cool, add cooked rice (a cup of "fridge" rice is usually ample) add soy sauce to taste.

Ham & Mushroom Pasta

Basic ingredients—sufficient cooked pasta (spirals are good); Ham chopped, can champignons, onion (dried flakes); garlic, grated cheese. Plus grated Parmesan.
Sauce:- Either can of reduced cream; mustard or white sauce—or white wine sauce.

(Recipes:- Courtesy of Rosalie Morphett formerly of Trailer/Sailer Assoc. and kindly supplied by Judy Cook).

Recipes may be adapted to 4WD Trips



TRADING PAGE

FOR SALE BY TENDER

Members are invited to make offers for the following two items, which are surplus to the club's needs. Offers should state the dollar amount for each item and the tenderer's name and either be sent to the secretary in a sealed envelope marked "tender" or emailed to the secretary. Tenders close at the June general meeting, and a decision on acceptance will be made at the June committee meeting. No offer will necessarily be accepted.

Item 1. Generator

KAWASAKI Model KG550 4 stroke petrol Rated Output at 240V AC 50Hz - 370 VA, 60Hz - 450 VA. 12V DC - 8.5 A Includes sturdy steel carry box. Dry weight from handbook - 17.5 kg. Weight in box approx. - 28.5 kg



To inspect - contact the Property Officer Brian Robinson

Item 2 Laptop Computer

Dell - running Windows XP includes carry bag. Has been in use at club meetings until replaced in Oct 2010. Inspect at the April, May or June general meetings ask any committee member to show you.

FOR SALE

Tent - 10' X 8' External Frame - "FlexeBar 4" - "much stronger than conventional rigid framed tents"

Dimensions (L X B XH) 318 X 245 X 203cm. Walls and awning proofed cotton canvas - 360gsm; roof - 480gsm; floor sewn in polyethylene. Made in South Australia. \$120. Contact Kathy 8266 3664.

FOR SALE:

Ex Nissan Club Member Reg Sharp has the following items for sale to fit a Nissan **GQ:-Storage drawers (2) and shelves which fit without the need to drill any new holes and some other GQ odds and ends including a Dash mat for same vehicle.**

Please contact Reg if interested on: 8258 9370.

30th ANNIVERSARY MUGS

30th Anniversary coffee cups (Special Limited Edition) are available for \$6.00 each or 2 for \$11.00. See Tricia.

MEMBERSHIP MERCHANDISE FOR SALE

Nissan Patrol Club stickers: Large circle \$2.20; Medium circle \$1.20
Medium circle Nissan Patrol Club cloth badges \$3.00
Nissan Patrol Club Key Rings \$5.00



ELECTRIC BUG

Communications, GPS & Navigation

UHF Radio
Reversing camera
GPS Navigation
Satellite Phone
Outback Radio



199-203 Torrens Rd
Ridleyton
Ph: (08) 8346 9234
Fax: (08) 8340 3365
www.electricbug.com.au

Sales - Install - Service - Repair - Hire



REMEMBER - when disposing of your old vehicle, please remove your club stickers, as the person you sell it to may not be as concerned with the do's and don'ts of four wheel driving as you are and therefore will give the Club a bad name.





www.nissan.com.au