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**May 2013**



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Front Page Photo: White Cliffs, see trip reports

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**Meetings**

Club meetings are (generally) held on the third Tuesday of each month at The Adelaide Rowing Club, Bridge Road, Adelaide, SA 5000 commencing at 7.30 pm. Details of meetings are published regularly in The Advertiser in the Motoring Club notes each Thursday.

**Website**

www.rangeroverclubsa.com

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South Australia Branch Inc

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**Magazine deadline**

All material for publication consideration must be submitted no later than the Friday following the first Tuesday of the month, i.e. following the committee meeting.

**Advertising**

Advertising material should be mailed or emailed to the Editor, with negotiated payment, no later than the magazine deadline shown above. Payment rates for advertising can be obtained from the Treasurer.

**Disclaimer**

While every care is taken in the production of this magazine, all views expressed are not necessarily those of the Range Rover Club of Australia, South Australia Branch Inc.

Range Rover Club of Aust (S.A. Branch) Inc. BSB 105-900 A/c No. 954415740

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## President's Report

Another month slips by with winter still seeming a long way off. I have certainly enjoyed the warmer temperatures but do feel for the farmers trying to get crops on the way.

This was particularly evident on our visit to Innes National Park with very dry, bare paddocks right through the Yorke Peninsula. Peter Robinson arranged a good trip with interesting drives and plenty of spare time for other pursuits. The Marion Bay Caravan Park was pleasant and we had a knowledgeable tour guide in John Fisher who has a house in Marion Bay. I stayed an extra two days and managed to get a few small feeds of fish and squid. A trip report will be included in the next issue.

John Harrison flew the RRCSA flag at the Easter event at Melrose, run by the Land Rover Register and his report is in this month.

Pete Phillips arranged several social type visits to Torrens Island Quarantine Station on 7th April (read the report in this issue) and Bolivar Water Treatment Plant on the 29th which were both well attended.

Tim Lawton has been busy arranging guest speakers for the remainder of the year, ably assisted by Peter Phillips and Rose Rhodes, so keep an eye on the club calendar for details.

Nine vehicles and around nineteen people are busy preparing for our big trip of the year to Cape York. We are travelling various routes to Cooktown, assembling there and leave for two weeks on the Cape on 9th June.

As I and five other committee members will be away for around 6 weeks, Pete Phillips will take over the reins and will prepare next months report.

Safe 4WDiving  
*Peter Allmand*

## Editor's Note

This month we have three trip reports which kept all members busy as I chased up information and pictures about the final part of the Murray/Darling trip.

Thanks to all involved and for the other trip reports. It is not always easy to find enough material for the magazine but this month is bigger than usual and with the other trip reports and then the Cape trip to come we should have interesting reading in future editions. Thanks to David Wallace for doing the proof reading of the magazine and pointing out the spelling and grammatical mistakes.

If any member has any items, articles or experiences that they want to put in the magazine send them to me or see me at the meetings. I changed a gas strut on the D3 bonnet recently and now the other one needs to be done so I will include a tech tip in a future article.

Tread Softly  
*Garry Cooper*



This magazine is produced using the free Open Source Desktop Publisher Scribus and the free Open Source Linux Operating System Fedora 17.



**The next monthly meeting will be held on  
Tuesday May 21st 2013  
Riverside Rowing Club  
Bridge Road, Adelaide, SA 5000  
Commencing at 7.30 pm**

**Agenda**

1. Welcome
2. Apologies
3. Minutes of previous meeting
4. Business arising from minutes
5. Correspondence
6. Treasurer's Report
7. SAAFWDC Report
8. Magazine Editor's Report
9. Club Calendar
10. Trip Reports
11. Other business
12. Supper
13. Activity; Rose Rhodes on the Rediplan



Here is Ken and Joan Burden's friend Jean who was on the Murray/Darling trip. Jean told us that she came out from the UK to escape the winter weather but we think it was because she heard about the usual glass of red that we have at Sundowners or Drinks 'n Nibbles.

**Club Calendar**

The following meetings/events have been arranged by your Club's Committee for your benefit. Please participate and make full use of your Range Rover Club membership.

**May 2013**

Tuesday 21st  
7.30pm

**General meeting – Riverside Rowing Club** – Speaker Rose Rhodes –  
Community Rediplan for Emergencies

**June 2013**

Tuesday 18th  
7.30pm

**General meeting – Riverside Rowing Club** - Speaker Andrew McLeod Roc-Solid  
Solar Energy Products

Sunday 9th to  
Sunday 23rd

**Cape Yorke- 14 Days** Starting from Cooktown. Own route to and from Cooktown.  
Limited number of participants – Trip Leader Tony Metcalf  
**- Trip Full -**

Sunday 23rd  
11:30

**Dolphin Cruises – Port River** - \$24 for 2 course meal. 11:30 at wharfside  
Port Adelaide.

**July 2013**

Tuesday 16th  
  
7.30pm

**General Meeting - Riverside Rowing Club** - Speaker Steve Gull ARB 4x4  
Accessories. Possible site visit, **TBA closer to date**

**August 2013**

Tuesday 20th  
7.30pm

**General Meeting - Riverside Rowing Club** - Speaker TBA

Saturday 24th and  
Sunday 25th

**Morgan Quarry weekend** - Base camp in caravan park and  
training in the Morgan Quarry

**September 2013**

Tuesday 17th  
7.30pm

**General Meeting - Riverside Rowing Club** - Speaker – possible site visit to  
Solitaire Service Division Mile End

**October 2013**

Saturday 5th to  
Monday 7th

**Octoberfest** long weekend, ran by the MT Lofty Rangers 4WD club over the  
October Long weekend – for more information and registration forms go to  
Their website: [www.mountloftyrangers.com.au](http://www.mountloftyrangers.com.au)

Tuesday 15th  
7.30pm

**General Meeting - Riverside Rowing Club** - Speaker TBA

**November 2013**

Tuesday 19th  
7.30pm

**General Meeting - Riverside Rowing Club** - Guest speaker, Tony Hermann of SA  
Rooftop Tents, to showcase some of their popular products on offer



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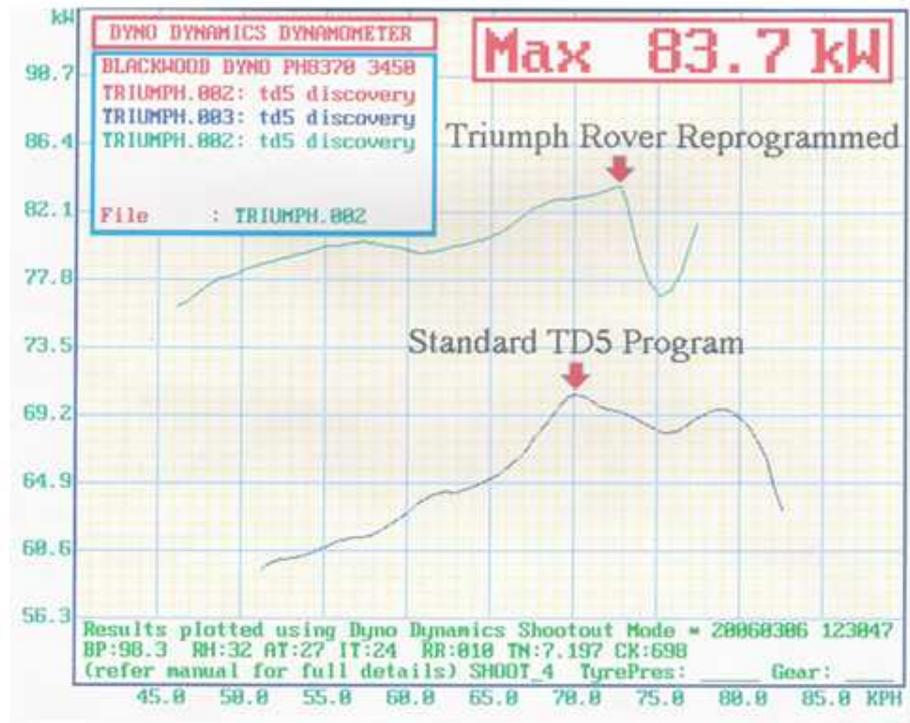


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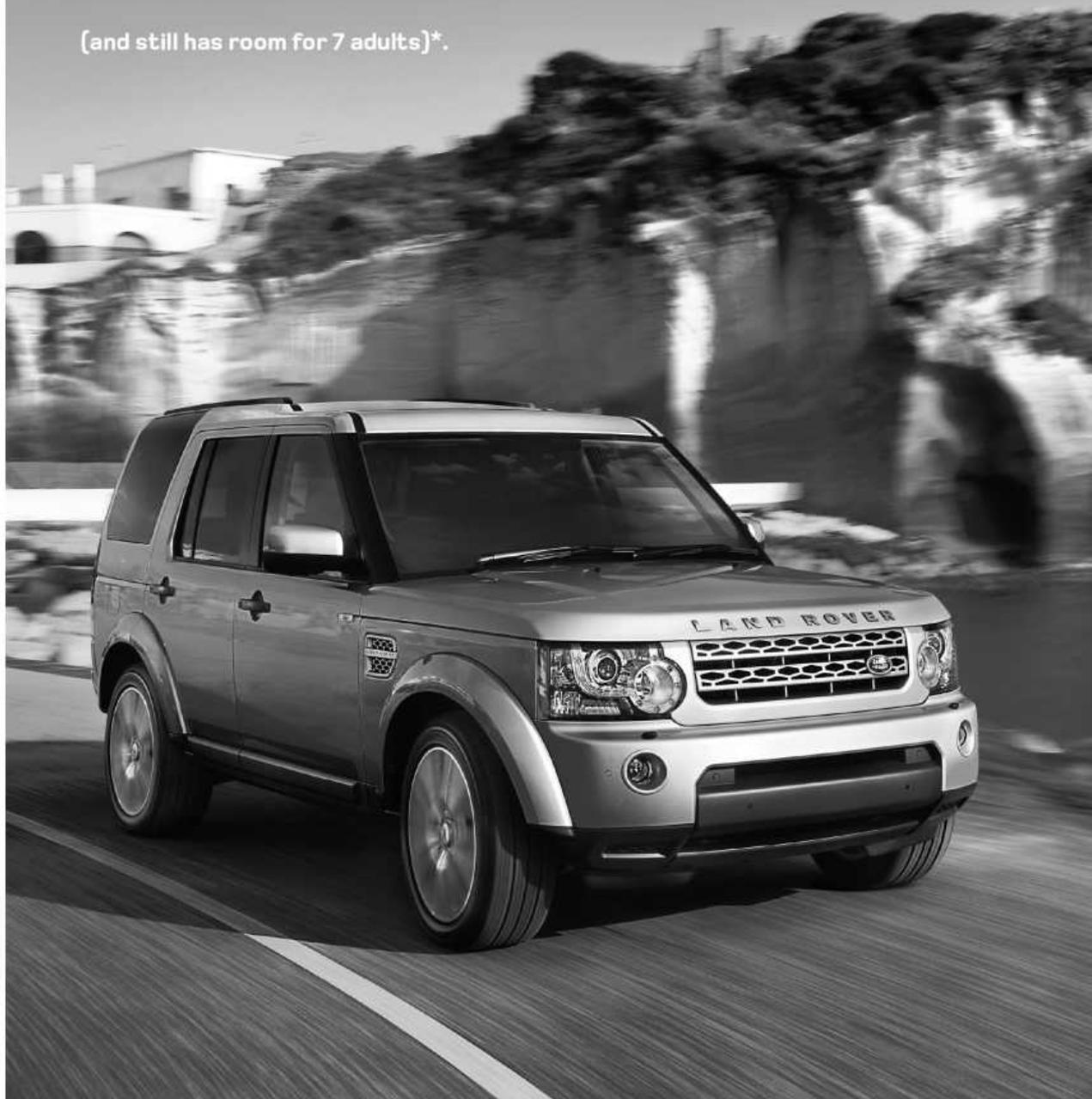


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**RANGE ROVER CLUB OF SOUTH AUSTRALIA****GENERAL Meeting Minutes****Date:** 16/4/2013**Day:** Tuesday.**Location:** Riverside Rowing Club

Bridge Road

ADELAIDE SA 5000

**Meeting Commenced:** 07.34pm.**Attendance:** As per Attendance Book (24)**Apologies:** As per Attendance Book (8)**Visitors:** Nil.**Guest Speaker/s:** *Barry Boxall and Damien Boxall.***Subject/s :** COLOR Touch Systems and Special FX PAINTLESS DENT REMOVAL.

COLOR Touch Systems (*Barry Boxall*) provide a mobile service to spray paint minor scratches and chips on car bodies. They do not compete with crash repair businesses because major damage still needs to be handled by the crash repair services. Their repair vehicles have an on-board computer that is used to match the paint colour with data taken from the damaged vehicle's compliance plate. They can repair hail damage, can repair plastic bumpers and can repair mag wheels.

Special FX PAINTLESS DENT REMOVAL (*Damien Boxall*) also provide a mobile service. Using metal rods they lever out minor dents. The metal rods are inserted into the car panels to give access to the dent from behind. Then by steadily levering against it the dent can be removed. Major dents that involve stretched or folded metal cannot be repaired this way and need to be repaired by a crash repair business. Quite often after minor dents have been repaired it is not necessary to repair the paint surface – if it was necessary then COLOR Touch Systems would be able to help. After the demonstration of the dent removal some of our members tried their hand at removing minor dents using the lever method.

*Peter Allmand* presented *Barry and Damien* with a bottle of wine and a commemorative certificate.

**Minutes of Previous Meeting:-**Read by: *Peter Allmand.*Moved: *Peter Allmand.*Seconded: *Peter Phillips.*

Carried.

**Business Arising from Previous Minutes:-**

Any business arising from the previous minutes is covered in the various sections of these minutes.

Correspondence:-

Presented by: *Tim Lawton.*(Assistant Secretary) (*Rose Rhodes*, Secretary was absent).

Magazines received from other clubs have been distributed to members of the committee prior to going to the library.

There was an error in the previous minutes about a letter received from the Mount Lofty CFS Brigade regarding any of our members being interested in undergoing training. It was reported that none of our members had expressed an interest and that we would reply to the letter to that effect–this was incorrect as *Grant King* had in fact expressed an interest. Unfortunately, the interest was only gauged on a show of hands at that particular General Meeting.

Our club has been sent a copy of the minutes of the FWDSA AGM.

FWDSA has also sent notification of some areas around Woomera being declared prohibited areas. This notification is available for members to peruse if they intend to go to the Woomera area.

A letter was received from the National Seniors group at Klemzig. This was to thank our club for the donation of our no longer required cups. The letter of thanks was sent by *John Harrison* – one of our club's members.

Moved: *Tim Lawton.*Seconded: *Grant King.*

Carried.

**Treasurer's Report:-**Presented by: *Cheryl Metcalf.*

## RECEIPTS

ADVERTISING	\$ 150.00
RAFFLE	\$ 280.00
SOCIAL EVENTS	\$ 350.00
MEMBERSHIP	\$ 240.00
HATS/BADGES	\$ 50.59
CLUB TRIPS	\$ 353.40
TOTAL	\$1423.99
PAYMENTS	
POSTAGE	\$ 36.00
BADGES	\$ 26.59
MEETING ROOM HIRE	\$ 140.00
POST BOX RENTAL	\$ 99.00
SOCIAL EVENTS	\$ 300.00
TOTAL	\$ 601.59
BALANCE END FEBRUARY 2013	\$6919.89
RECEIPTS	\$1423.99
PAYMENTS	\$ 601.59
TOTAL	\$7742.29
BALANCE AS PER BANK STATEMENT 13/03/13	\$8582.29
LESS UNPRESENTED CHQ 659	\$ 700.00
LESS UNPRESENTED CHQ 665	\$ 140.00
TOTAL	\$7742.29
TOTAL CASH ASSETS 28/02/13	
PETTY CASH	\$ 20.00
CHEQUE A/C	\$7742.29
TOTAL	\$7762.29

Moved: Cheryl Metcalf.

Seconded: Geoff Playford.

Carried.

**Magazine Editor:-**

Members are always welcome to contribute any articles of interest for the magazine.

**Club Calendar Matters:-**

The main part of the calendar is listed on the Club Calendar page of the magazine.

The trip to the Bolivar Water Treatment Works is to take place on Monday 29th April. Afterwards it is intended to have a meal at the White Horse Inn.

The "Spirit of the Coorong" boat trip from Goolwa is due to occur before our next General Meeting. However, because the Murray Mouth has become silted up, the trip would need to be changed. Also because of the high cost (\$74 per person) this event may not take place. Members intending to attend should contact *Peter Phillips* just prior to the intended trip on Sunday 19th May.

At our May General Meeting our Secretary, *Rose Rhodes*, is to speak on emergency procedures for natural disasters and the like.

For the July General Meeting the guest speaker is to be *Andrew McCloud* who will be speaking about solar energy.

The trip on the "Dolphin Explorer" at Port Adelaide will occur later in the year.

It is intended to have another dinner at the Tafe at Regency Park but this has not yet been finalised.

**Trip Matters:-**

The trip to Innes National Park is about to take place. The trip leader, *Peter Robinson*, has given out information to the members taking part. He mentioned that on the Saturday night there is to be a joint meal. Everyone needs to supply food and drink. At the meal the plans for the Sunday activities will be decided.

*Tony Metcalf* gave a comprehensive report on the recent Murray/Darling trip. A trip report will appear in the magazine.

*John Harrison* gave a report on his and Pamela's trip to the Land Rover Show at Melrose. *John and Pamela* were the only attendees from our club. It was quite a good show and *John* won a prize for his vehicle. A report should appear in the magazine.

The training trip to the Morgan quarry is planned for the weekend of 24th and 25th August. This is the event that had to be cancelled last year when human remains were found in the quarry area.

In June *Tony Metcalf* will be leading a trip to Cape York. More details of this trip will be provided in the future.

It was pointed out that volunteer trip leaders were required for future trips. This is not actually a very onerous task and also provides the trip leader with the opportunity to organise a trip to somewhere that the trip leader wishes to visit.

The "Octoberfest" will once again take place at Peterborough. Our club has been invited to attend.

#### **FWDSA:-**

*John Harrison* attended the FWDSA AGM on behalf of our club – this was because both of our usual delegates, Peter Phillips and Ken Burdon, were on the Murray/Darling trip at that time.

John reported that it was well attended. There is to be a report in our magazine.

FWDSA is looking for new members.

FWDSA is still talking to the RAA about increasing load limits.

#### **Any Other Business:-**

*Peter Phillips* has been doing a great job promoting our club at various events. He has suggested that our club should buy two tear drop flags displaying our club logo for use at future events and the committee has decided to do this.

At the AGM a survey was conducted to find out the members' wishes for future club trips and club events.

This has provided a good range of suggestions which will be examined by the Trip Committee and the main committee to arrange future trips and events. *Peter Phillips* has been contacting members who have not yet paid their club membership for this year to encourage them to continue with our club.

#### **Raffle:-**

Prize: Car cleaning and polishing compounds.

Donated by : Club Funds.

Won by: *Tony Metcalf*.

#### **Next Meeting:-**

**Date:** 21/05/13                      **Day:** Tuesday

#### **Location:**

Riverside Rowing Club

Bridge Road

ADELAIDE SA 5000

**To Commence:** 07.30pm.

**Advance Apologies:** Nil.

Meeting Closed: 09.15pm.

Grateful thanks to *Pamela* for supper.



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**TRIP REPORT – 2013 SA LAND ROVER SHOW**

Melrose – Friday 29th March to Monday 01st April



Memories from 2012 – The Disco’ “taking ‘the air!” The 2013 Show was (again) arranged/hosted by the SA Land Rover Register Club – their twentieth to date, and only the second to be held at Melrose, - reputed to be SA’s oldest town which is located in the southern Flinders Ranges – a mere 283km from Adelaide, (our home at Vale Park). Other ‘Jamborees’ – up to and including 2011 were held annually over the Easter break at Blinman, much (much), further away in the northern Flinders Ranges.

Our preparations for the ‘Show started at home a couple of days prior. The Discovery 1 Rossignol had to be cleaned up, some polish here and there, and tidy it up a bit. After all – as a winner in the ‘Best of Breed’ competition/s on a number of occasions we had the interests/image of ourselves and the Range Rover Club to upkeep and protect! We had previously made tentative bookings with the Register, to be confirmed on our arrival, as we were unsure if we were to be moving house to Willunga or ?? In the end – with our ‘old’ house still on the market we reckoned on a quick day trip (Saturday) to the event, taking in the All Breeds Cavalcade down the main street of Melrose, the BoB judging and competition, a check (only), on the cross-axle and rock crawl demonstrations, and view (also only), some of the skills trials.

Accordingly - we set the bedside alarm for an 0400hrs wake-up call. On the trip from home to dawn/sunrise at Crystal Brook - it was dark, little traffic and with the weather being overcast not even the Easter full moon to guide us.

In the early light of dawn/sunrise we drove on and soon the lights of Pirie were laid out before us in the dawn light. We continued to Port Germein, and took the Port Germein Gorge road (sealed) up into the Flinders Ranges,

passing through the historic town of Bangor - where the Bridle Trail crosses the road, towards Murray Town. The scenery through the Gorge is absolutely stunning, however the driver has to be alert for bends, curves, blind corners, etc. With magnificent river red gums close to the road, towering cliffs and rock faces it would be a photographer’s paradise – in better light! One day – perhaps the road out from Blinman to Parachilna might be like this. Sealed with bridges instead of fords and causeways, no corrugations, etc. The dry stone walling along the creek banks close to the road is testament to the foresight and skills of the engineers of the day when constructing this route through the Gorge.



Almost there! 0800hrs 29th March, 2013

We were soon back on the main road, and shortly after passing through Murray Town reached the Melrose Showgrounds not long after 0800hrs, where we registered with the Register for the day’s events.



Still room at the Inn! Club campsite 2012

As registrant number 83, and with some still to arrive there must have been close to a hundred or so vehicles there for the weekend. A minor alteration to the programme saw us directed to assemble, in our groups (Series, County’s, Disco’s, Rangies, etc) on the oval for assembly prior to the cavalcade through town. Time for a quick coffee, and soon after we departed – coffee in hand, in order of precedence (early Series 1/2/3 in front, Rangies

at the back) to town for the parade. In overcast cool weather the locals, and other Easter weekenders were out in force making us most welcome, and it was fun to be part of a grand parade!



Some of the Contenders! Ours second from left

Back at the camp it was time for the Best of Breed competition covering all Landrover categories represented. Unfortunately - as the only Discovery 1: Rossignol we were the only one there. Accordingly – lumped in with the other D 1’s, the competition was much stronger. Just time for a quick tidy-up, and an attempt to highlight the after-market options we had on the vehicle to influence the judges. Mid-morning the results were out, and to our joy/surprise we took out First Prize in the BoB for the Discovery 1 category.



Winners are grinners! First Prize: Disco D 1’s

Winners rosettes were presented, and the rest of the week-end’s events were soon underway commencing with a continual sausage sizzle, – the cross axle demonstration for regular and

super-modified vehicles was soon under way and the commencement of the trials, driver skills, novelty events, rock crawl.

With little time left we opted (this year) not to get involved, but just to view the various contenders. Mid-afternoon we got away on the road back to Adelaide. Same way home, as we believed the Clare Valley route would be full of tourists visiting the local wineries, etc. The weather held, and apart from some drizzle periods the trip home was uneventful. The Disco’ performed flawlessly – at a constant 95 km/hr, on cruise control and the vacuum gauge ‘in the green’ she gave us some great economy for the trip – 565 km @ 12.90 l/100km 7.75 km/l or 21.89 mpg), for the round trip. The ‘jerry’ we took was – in the end, just for insurance purposes.

In summary! A great day! Taking out the top BoB prize for Discovery 1’s was the icing on the cake.



Straight to the pool room!  
How about it? Next year – perhaps!!

All the very best!

*Pamela & John Harrison*  
31st March, 2013

**TRIP REPORT**

**Torrens Island Quarantine Centre**

Sunday 7th April 2013

Trip Leader: Pete Phillips

Participants: Pamela and John Harrison; Tim Lawton; Marie and Hal Marshall;; Helen and Peter Pacey; Cheryl and Tony Metcalf; and Chris Davies and Peter Robinson



We met at the Maritime Museum in Lipson St, Port Adelaide in time for the 1 pm start. Our tour guide gave us a brief overview and apologised in advance about the quality of the access road. We were taken to the minibus for the 15 minute ride to Torrens Island.



Security was heavy at the entrance to the Power Station, and the razor wire on top of the wire fence was impressive. The Quarantine station is almost at the northern tip of the Island and there was a mix of dirt roads and bad tracks. The gas pipeline to Pelican Point across the Port River was an interesting feature, and provided a constant background noise during our visit.

When we got off of the bus, we were a further briefing, and then taken to the remains of the jetty where the immigrants were first put ashore.

Various reports give the opening of the quarantine station between 1855 and 1860. It was created to avoid diseases being introduced to Australia from migrants who had been kept in close proximity during their voyage, and with regard to hygiene issues of the travellers.

We were guided around some of the remaining buildings (in a shocking state of disrepair or courtesy of paramilitary training), including: the isolation unit; an early prefabricated accommodation block and more modern (1970s) duplex units.



The quarantine principle appeared to work, with only 9 confirmed burials in the cemetery which we were not allowed to visit.



The trip seemed to exhaust John Harrison, as shown in this photograph above. He assured me that he was trying to get an unusual angle on an old brick chimney, which was, actually quite a beautiful example of the bricklayer's art.

On the way out of the Power Station, next to the bridge, we were shown a plaque commemorating the use of the Quarantine station as an internment camp in WWI. The station

closed in 1979 after the World Health Organisation announced the eradication of smallpox.

*Pete Phillips*

**The Murray/Darling Trip** (continued)

Tuesday 19th March

**Mungo Conservation Park**

We arrived about lunchtime, the temperature was 37C and the flies were out in force. We set up the tents and caravans and had some lunch. In the centre of the campsites were long drops which were very clean as they had extraction fans which drew the air down through the toilet pan. In between the girls and the boys sides was a rainwater tank for washing hands. About 30 metres away was the covered BBQ area with tables and bench seats, just the perfect place for Sundowners.



We went down to the information centre to pay the camping fees and found that there were two showers for public use. A quick shower and it was time for Sundowners at the BBQ area.



As soon as there was a possibility of a free feed we were joined by a large number of Apostle birds. These are very gregarious and noisy and were almost as loud as the Sundowners enjoying themselves. *Garry Cooper*



Wednesday 20th

**Lake Mungo Guided Tour and Scenic Drive**



Day six of the River Murray Darling Run had the group assemble at the Lake Mungo Visitor Centre. Our guide, Tania of the Mutthi Mutthi people, welcomed us to her traditional lands. She started the tour with a brief history of the area, how the park was established, aboriginal involvement on park management boards and their close working relationship with archaeological studies conducted at the park.

At the Visitor Centre, Tania explained the significance of how the discovery of aboriginal remains (Mungo Woman and Mungo Man) helped establish that aboriginal groups lived in the area over 40,000 years ago. We were shown castings of the footprints from a group of aborigines walking through mud about 20,000 years ago.



Following the introduction, we drove across the lakebed to the white sand hills on the far side, known as The Walls of China. As we walked through the area, Tania explained the age of different clay layers being exposed due to erosion and showed us remnants of aboriginal inhabitation. Tribal culture and food gathering techniques were also discussed. The group then climbed to the top of the large sand hills giving us an excellent view of the lake and the land beyond.

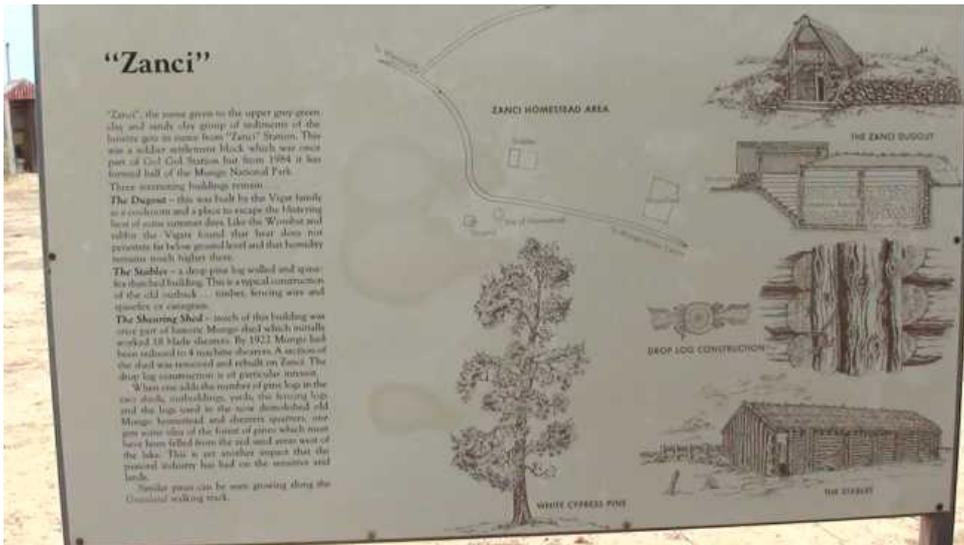


After lunch we followed the Self-guided Drive Tour. This tour led us around the back of the sand hills through various types of desert habitat, including Rosewood and Sugarwood, plus Emu and Hop Bush.

We stopped at several locations on the way, did a short walk through Mallee Scrub and also viewed Vigars Wells which were once watering holes for coaches and drays.



After crossing the divide between Lake Mungo and Lake Leaghur, remembering that Lake Mungo is one of five lakes in the Willandra Lakes Region, we passed the red dunes of the Western Shore and stopped at the old Zanci Homestead ruins for Afternoon Tea.



From there we headed back to the Visitor Centre to look over the Woolshed, made almost entirely of local Cypress Pine, using a unique Drop Log construction technique.

After a very interesting, long and hot day all were certainly ready for Sundowners.

*Geoff Playford*

Thursday 21st  
Menindee Lakes

There had been rain overnight and there were some patches as we left Mungo and headed to Menindee Lakes. The road had a sign which stated No Access When Wet Fines Apply. The road was wet but not muddy so we pushed on. At least the dust was not a problem. Somebody announced that there was a



Coffee shop and fuel at Pooncarie. However Pooncarie was closed. The coffee shop was for sale and closed and the fuel outlet was also closed. Further down the road we stopped to look at one of the locals.

We arrived at Copi Hollow caravan park and set up right at the lakes edge. We were told that three weeks earlier the lakes were

almost empty. It was not that way now so we went for a drive to one of the weirs. It had a large spillway that was teeming with birdlife. Some were eating the plants or moss on the spillway and some were catching fish where the spillway met the water. There were Cormorants diving for fish in the deeper water and there were two hawks dropping down to the water and catching larger fish. Most interesting was the



sight of large fish at the spillway edge which appeared to be eating the moss and were half way out of the water most of the time. They appeared to be Carp and glistened silver and gold as they moved about.

We visited the site of one of the camping places of the Burke and Wills expedition.



The windy conditions of earlier in the day had subsided so it was the perfect setting for Sundowners by the lake with a magnificent sunset to add to the pleasure.

*Garry Cooper*

Friday 22nd

### Coppi Hollow Menindee Lakes to Bourke

We departed Coppi Hollow (unfairly named Hurricane Hollow the previous afternoon) at 9.00 am after saying farewell to *Ken, Joan and Jean*, and to Pete and Irene, who were not going with us on the remainder of this trip.

We had a long journey ahead of nearly 500kms – of dirt!!!!

Our first stop was the rather sad town of Wilcannia (after 130 kms of dirt) where we stopped for morning tea and refueling. It is sad to see old towns, with a significant past, in the early stages of decay.

Then it was onto the western side of the Darling for the run (129kms) to the tiny town of Tilpa (see photo of the pub – one of the few buildings in Tilpa) where we stopped for a short lunch break. We stopped in front of the pub, but surprisingly nobody went in! The roads on this part of the trip were possibly the worst we have encountered so far – there was red, brown, grey and white dust as well as some sections of mud to be traversed. *Jo and Jaquie* had foolishly volunteered to drive this section, which turned out to be a poor decision, but both handled their vehicles and vans very well! We departed Tilpa at 2.15 pm and left behind lots of caked mud for the locals.

We crossed to the Eastern side of the Darling for the journey to Louth (approx. 90kms). More dust of all colours and mud from recent rains, but no serious trouble encountered. In fact, half way along the route a huge red sign informed us that we were on an unsealed road – surprise! We stopped for afternoon tea at Louth, as *Jaquie and Bob* wished to visit the cemetery and see the huge granite cross erected by Thomas Mathews (the founder of Louth), in honour of his wife, who died in 1886 at age 42. To read more about this visit

[http://www.outbacknow.com.au/index.php/tours/detail/new\\_south\\_wales/outback\\_nsw/louth/mary\\_mathews\\_monument](http://www.outbacknow.com.au/index.php/tours/detail/new_south_wales/outback_nsw/louth/mary_mathews_monument)



We departed Louth for Bourke around 4.00 pm for the final 100kms of the journey – this was relatively uneventful (even some stretches of bitumen!) and we arrived in Bourke around 5.30 pm.

A long day, lots of dirt, dust of all colours and mud, but all 7 vehicles and associated vans and their inhabitants arrived relatively unscathed, but very tired. We had completed the Darling River Run from Mildura via Ponnacrie to Bourke.

Many thanks to our Trip leaders, *Cheryl and Tony*, who arranged the route and ensured we all arrived safely and in good time for Sundowners.

*Jaquie and Bob.*

Saturday 23rd

**Bourke**

A fine and hot day. We all did our own thing today- shopping, washing, tidying and minor repairs and exploring the sights. *David and Garry* went down to the Port Bourke where there is a very substantial timber wharf that has four different levels to allow for the changing height of the river.



They also had a good chat to two of the locals while having lunch at the bakery. The locals pointed out that there were security cameras all around the town and that the drive through bottle shop was enclosed with heavy mesh and the publican could not sell beer in long neck bottles.

Purely by accident several of us met up at the Back 'O Bourke Exhibition Centre.

This place tells the history and legends of the back country- a world class display. After dinner we were entertained by our "*quizmaster extraordinaire*" *Michael* with challenging questions. *Jo and Geoff* were the winners, but we all benefited from *Michael's* generous prizes.



*Cheryl Metcalf*

Sunday 24th

**White Cliffs**



It's a beautiful morning and we are leaving Bourke to travel to Whitecliffs today.

Mixture of bitumen and dirt so we stopped for Morning tea at halfway to Wanaaring where we turn south to White Cliffs. Had a nice lunch under the trees at Wanaaring, blue skies, very enjoyable.

It was commented that the caravan park was the Cooper Park ..... Does Garry own it? ( I spoke to the owners and they told me the Coopers had left 8 years ago and that they had not gotten around to changing the sign - Things happen slowly in this part of the country - Ed.)

There was a huge variation of country as we drove the 350 kms south west.

40 kms from White Cliffs, Garry had a flat tyre. He changed it with a great deal of verbal support. David tried out the high lift jack and Bob tried his new shovel combination.

At the same time, *Michael* had an electrical problem and panicked for a few moments thinking the car was to be left there..... But, fortunately after a couple of deep breaths it started!





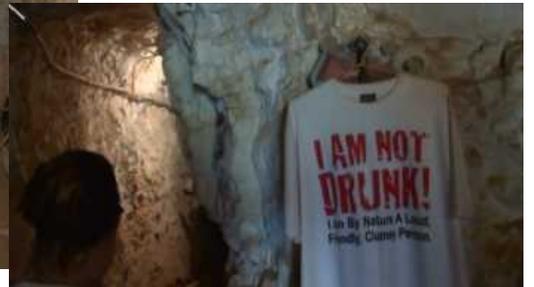
We arrived at the White Cliffs caravan park at 4.00pm. It was the dirtiest day by far, great to reach the showers. We had our happy hour then off to the Sports Club for dinner. We had a great night of frivolity at the sports men's club. All the locals mixed with our group along with a few other caravaners. The chicken was good and great Salads, which Nic really appreciated. It was a highlight of the trip.

*David Elson*

Monday 25th

**White Cliffs to Mutawintji**

White Cliffs was Australia's first commercial opal fields in the 1890's. The morning in White Cliffs started as a leisurely one, sleeping in, and everyone doing their own 'thing', such as refuelling the car and stocking up at the very limited general store. Some went to visit



'Jock's place' which features an interesting chap called Jock who owns a dugout home, museum and old mine. Some visited and bought some opal souvenirs, whilst others visited the historic solar power Station, which was decommissioned in 2005. It was the first solar dish concentrator power plant and CPV plant in the world.



Several short drives led us to some of the old decommissioned opal fields, with signs to warn tourists of the hazards of mines. *Garry, Dave, Steve* and I visited the Red Earth Opal Café for scones with jam and cream and after lunch, we all packed up to travel to Mutawintji national park via Wannaaring.



Along the way there was wildlife in abundance – goats, wallabies and emus, not to mention dead ones on the road, in particular a yellow and black striped goat carcass. Cattle and sheep were also grazing along the roadside. Along the bull dust highway, *Michael* saw a bolt in the middle of the road and warned us about it. Tail-end *Charlie Dave* picked it up and it turned out to be *Tony's* T-bar off the jockey wheel. One

of *Tony's* tyres was slowly going down and he arrived at the campsite just in time to have a tyre change and puncture repair.

Again, we had a spectacular sundowner with emus grazing nearby, ants in abundance, but no mosquitoes. Trip Reporter - *Rose*

Tuesday 26th

### Mutawintji National Park NSW

Location 130km North East of Broken Hill in Far Western NSW.

The group departed our beautiful (if you could ignore the flies) campsite at 9.35 to meet our tour guides from Tri State Safaris Outback Tours – *Mark and Irving*.

Mutawintji has been a meeting place for aboriginal people for thousands of years. The area known as the Mutawintji Historic site was a place where initiations, rainmaking and other ceremonies were held. Since 1983, the Mutawintji National Park has been jointly managed by the traditional owners and the National Parks and Wildlife Service.

*Mark* was from one of the local aboriginal tribes and conducted the tour. We started at the Cultural Centre



where we watched a video of the dreamtime related to this area.

This was followed by an excellent walking tour of the area, including rock carvings, rock painting, beef wood trees, emu bush, Mulga trees (especially for *Steve!*) and lots more.

*Mark* took the time to explain aboriginal customs, the various flora and fauna, and its significance to the aboriginal people. We came away with a clear understanding of how they cared for their environment – they were truly ‘green’ long before the white man used the term other than to describe a colour!

*Mark* also explained how the aboriginals avoided birth defects by ensuring that a couple had to come from different groups – you were either a Crow or an Eagle, such that a Crow could not marry another person from the Crow group.



We learned about the White Cypress tree being resistant to termites and heard stories passed down regarding the early adventurers (some not very complimentary) - Charles Sturt and Mitchell passed through this area on their various expeditions.

The tour finished at 1.15 pm – an excellent insight into the region and its history.

The group returned to the campsite for lunch. The afternoon was at leisure – many took the opportunity to take the various walks around this beautiful area.

We finished the day with the usual sundowners, then dinner – another great day!

*Jaquie and Bob*

Wednesday 27th

### **Broken Hill**

And then we were 5.

*Tony and Cheryl:*

*Steve and Rose:*

*Jeff and Jo:*

*Garry:*

and last but not least *Nic and me.*

Our day started at around 4 AM by being awakened with a clatter of our saucepans being knocked over by the wild beast of Mutawintji which had tried to scoff our leftovers the evening before but was chased off by *Nic*. Again *Nic* was up and out of the tent like a rocket but the elusive beastly had slipped away into the night which didn't surprise me as to encounter *Nic* in his undies would be enough to scare anything away. We settled in again but it only seemed like a few moments before that alarm went off with a burst of Pink Floyd's "Time" and we were up again to get ready to travel to Broken Hill.

With the mandatory cup of tea and toast out of the way we both ventured into the shower block for a wash and brush up and to say our farewells to our little green friends that had become part of the scenery over the last couple of days. When I first saw one on the sink I thought that someone had left their frog shaped soap behind but when I couldn't get much of a lather and it hopped away, I then realised it was living.

By around 8 O'clock *Bob and Jaquie and David* had departed as they were not going with us for the Broken Hill part of the trip. By 9.15 we were packed up and ready to depart as by this time we had mastered the trailer tent knowing where everything went with *Nic* being



experienced in loading and stacking items with his job in the entertainment business.

In the distance the sky had started to turn black and some rain was forecast so *Tony and Cheryl* were anxious to get rolling as we had some distance to travel on dirt roads which can turn quite tricky when wet. We were soon lined up and we were off with *Jeff and Jo* being tail end Charlie. *Tony* kindly relayed back to the convoy the severity of grids and creek crossings, which was extremely useful for those following behind. The only thing was that his assessment was based on a modern Range Rover Sport whereas we were travelling in an ageing Disco 2. We soon made minor adjustments to the information conveyed as follows:

"Smooth" we change to slightly bumpy:

"Slightly bumpy" we changed to bumpy:

"Bumpy" we changed to very bumpy:

and "very bumpy we changed to hang on to your dangly bits as there is a good chance of being airborne.

All was going fine except we had encountered an electrical fault a couple of days ago and rather than try and resolve it we decide to wait until we got home which did mean that we had lost the radio/CD player.

This pleased *Nic* as he was getting somewhat fed up with George Michael, one of my favourites. At last we were off the dirt and back on the bitumen and the Silver City Highway was not far away. It was wonderful to get out of the dust and with the shaking and rattling stopped; it would now be "plain sailing"

all the way to Broken Hill, what could go wrong? Just then we heard a voice over the UHF: "I've ceased progress". Nic said "what was that?" "It sounded as someone has broken down" which was the case as *Garry* had come to a halt with the engine cutting out with both the ignition and oil lights lit. Along with *Tony and Cheryl* we did a "U" turn to head back to *Garry* by which time all of the convoy had pulled up behind him and already the bonnet was up for investigation. *Geoff* being tail-end Charlie had turned on his hazard lights as we were on a slight bend. *Nic* asked *Garry* what had happened to which he replied, "it when blm blm blm blm blm blm frrrrrrrrrrrrrt and stopped" After much deliberation and testing the consensus was that it was beyond repair and a tow was required and *Garry* contacted the RAA for assistance which did take a little while to contact a contractor in Broken Hill. After around an hour a passing truck from the NSW Department of Roads and Highways stopped and the driver asked if we were all OK. I'm sure that he would have given *Garry* a tow but as the RAA contractor would have been on their way be now we said that we were fine and he departed. As there was no more anyone could do, we all set off, less *Garry* for Broken Hill. We were soon on the Silver City Highway and down into Broken Hill.

Being total masters by now of the trailer tent, it wasn't long before me and *Nic* were pitched and ready for a welcome cup of tea. Whilst the trailer tent stood up to all that it was asked to do, it was obvious that some sealing was required as dust was everywhere. We had cornflakes and dust, dust flavoured tea, dust in the bed and dust in the stove. I have some work to do with "Mr. No gaps" when I get home before our next trip.



As there was still some of the day left we had a quick look around the City Centre before we returned back to the Tourist Park by which time *Garry* had arrived and by courtesy of the RAA he now had a nice cabin to settle in to whilst he decided on further action to have his Disco 3 repaired. We offered to take all of his equipment home and *Steve and Rose* offered to give *Garry* a lift home. With a shower and a spurt or two of Lynx we all met up and went off to the Musicians' Club (the muso's) for dinner. What an excellent venue with superb food and service which enabled everybody to unwind and relax especially *Garry*. We contemplated giving *Garry* a lift up

to the chandelier to give us a tune on the saxophones but we thought better of it as they were too high.



To finish off the evening I dabbled on the pokies which is a first for me for at least twenty years. It was abundantly obvious to all that I had no idea what I was doing as I started to win but with support and direction by all and despite the fact that I was \$5 up at one time, I managed to lose it all.

*Nic & Michael*

Thursday 28th

**Broken Hill**

With my car out of commission I relied on the goodness of Michael and Nic and tagged along with them. The day was overcast with a sprinkling of rain and we headed out to Silverton for a quick look.



The Hotel and Mad Max car were interesting and then we headed to the Day Dream Mine for the mine tour. I didn't do the mine tour and waited at the house when two horses wandered up. I had never seen a horse

with spots before but the owner told me it was a Leopard Appaloosa with more than the usual spots. Shortly after a young couple arrived for the tour and had to wait for the next one. They were farmers and the young woman certainly had a knowledge of animals as she explained to me where horse liked to rubbed and stroked while she stroked the Appaloosa. It certainly had the right effect as you can see from the photo.



It was then back to town where we went to the Pro Hart Gallery. Everyone knows of Pro Hart but to see the range of his artistic skills not just in painting but pottery and sculpture as well was amazing. If you are ever in Broken Hill this is one place you must visit. We then went to the

Broken Hill Stone Sculptures. This was interesting with stone sculptures done by artists from all over the world. The weather was cold and blustery so we did not stay long. Again with Mick 'n Nic's help we went to my D3



to retrieve all the tools and camping gear. That evening we went to the Broken Earth Restaurant for an enjoyable meal with great views as it looks out over the city. You could spend a lot more time in Broken Hill with all there is to see. The RAA were very helpful and my car was transported to the dealer. I will put more about the

problem and outcome next time and also that LRA do stand behind their customers.

The next day Rose and Steve gave me a lift home and everyone carried some of my tools and camping gear of which I am most grateful.

*Garry Cooper*

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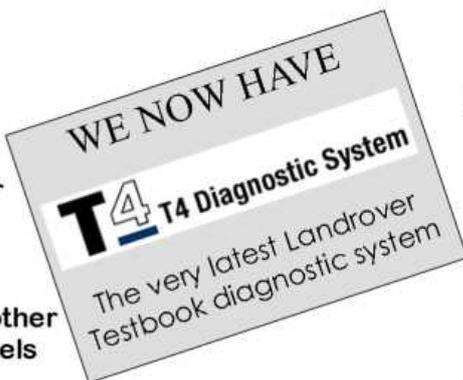


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General chat channels;

9, 12 to 17, 19 to 21, 24 to 28, 30, 39, 49 to 60, 64 to 70, 79 and 80

Specific use channels;

- 5 - Emergency call. (Duplex with channel 35)
- 10 - 4WD Drivers - Convoy, Clubs & National Parks
- 11 and 39 - Call channels (then move to another channel.)
- 18 - Caravans & Campers Convoy Channel
- 29 - Pacific H'wy (NSW), Dukes H'wy (Qld) Road Channel
- 40 - Highway channel (Trucks)

Telemetry Channels – Data only. No voice allowed by law

22 and 23, 61 to 63 (reserved)

(The above information was compiled as at September 2011)

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