

November 2010

4WD

ADVENTURERS  
Club of SA Inc

[www.4wdadventurers.org](http://www.4wdadventurers.org)

Club Newsletter  
No. 210



*Another Creek Crossing , Cape York Trip, June 2010*



**Club Contact Details**

**Club Meeting Details - Next Meeting Wednesday December 1<sup>st</sup> 2010**

Club meetings are held at 7:30pm on the first Wednesday of each month at the Holden Hill Community Centre (Cnr Valiant Road and Bentley Drive, Holden Hill, SA).

There is no meeting in January.

**Please direct all membership enquires to the club membership officer.**

**Committee Positions**

President	Rob Stennett	
Vice President	Mike Barham	
Secretary	Lloyd Kohlhagen	
Treasurer	Matt Lamont	
Events Officer	Dieter Leimann	
Public Officer	Murray Martin	
Newsletter Editor	Darryl McManus	
Minute Secretary	Lloyd Kohlhagen	
Training Officer	Werner Pompeuse	
Association Delegate	John Henderson	
General Committee Position (Club Clothing Officer)	Wayne Modystach	
General Committee Position	Lisa Kinnear	

**Appointed Positions**

Membership Officer	Lloyd Kohlhagen	
Property Officer	Ray Collyer	
Welcoming Representative	Ian Robb	
Supper Organiser	Judy Kinnear	
Fundraising	Sue Mitchell	
Social Coordinator/Environment	Lisa Kinnear	
Club Librarian		

Club trainers: - Werner Pompeuse, David Ladd, Tom Hewitson, Colin Schubert.

**Club Web Address**

The club website is [www.4wdadventurers.org](http://www.4wdadventurers.org) (email [webmaster@4wdadventurers.org](mailto:webmaster@4wdadventurers.org)).

**Club Mailing Address**

4WD Adventurers Club of SA Inc, PO Box 35, Holden Hill, South Australia, 5088.  
General correspondence should be sent to "The Secretary" at the above address.

**Club Newsletter**

Please provide newsletter items to the editor by the Friday before the next meeting.  
Email items in electronic (soft copy) format to [newslettereditor@4wdadventurers.org](mailto:newslettereditor@4wdadventurers.org).

Please use comic sans font size 9pt. Paper (hard copy) items may be handed to the editor at the next club meeting or sent to "The Editor" at the mailing address above.

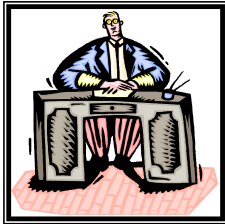
The opinions in this magazine by contributors are not necessarily those of the Editor or the 4WD Adventurers Club of SA Inc.

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**Club & Association News**  
**From the Presidents Desk**



The display day at the Holden Hill Community Centre was a bit of a let down with the weather being wet, windy and cold. There were not that many people visiting our display. In fact some of the vendors who were selling outside left after only an hour.

I would like to thank Mark for the outside cover that he provided of a large three sided outdoor annex. I would also like to thank Lloyd Kohlhagen for his large TV which allowed us the opportunity of displaying (and watching) some club videos and DVDs. Walter has put together a great selection of 4WD DVDs of club events and this kept us and those who ventured by with entertainment most of the day. John Henderson provided a great a billboard style photo display. With the addition of some balloons, kites, fishing gear and 4WD recovery equipment we had quite an attractive and interesting display. Lloyd and Darryl had their vehicles available for visitors to view. The end result of all that effort was that we had three people who seemed to show enough interest to come along to a club meeting or trip.

The Yellow Pages (fundraising) delivery has been completed and thanks go to all persons who assisted in the delivery. A special thanks goes to Mike Barham (club VP) who co-ordinated the event and put in many hours and kilometres making sure that all deliveries were made as required. Without his commitment I don't think it would have been possible to take on a big job like that! Well done Mike.

Trips are going well and the verbal trip reports at the last meeting and those written for the newsletter were entertaining and informative, this is what we all want, so well done to those trip leaders and participants.

Yours in 4WDing, Rob Stennett, Club President.



**Editor's Notes ([newslettereditor@4wdadventurers.org](mailto:newslettereditor@4wdadventurers.org))**

I have added some notes on a number of upcoming presentations at club meetings in the near future on the opposite column of this page.

In this edition is the third and final segment of the Cape York trip report by Paul & Judy Watling. I have added a number of photos in the newsletter to highlight that trip.

**Club Membership Fees 2010/2011**  
**Due Now**

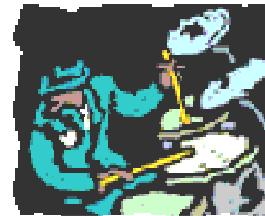
The club membership renewal fell due at the August annual general meeting. It needs to be paid now otherwise a late fee may apply. If you not already paid the club treasurer or secretary will contact you shortly.

It is still \$60 per year for existing members and a \$20 joining fee for new members.

All the details for membership renewal are contained on the current membership application & renewal form, a soft copy of which can be found at the following address.

[http://www.4wdadventurers.org/Membership\\_Form\\_2010\\_2011.pdf](http://www.4wdadventurers.org/Membership_Form_2010_2011.pdf)

If you can't access the soft copy of current membership application & renewal form you can obtain a hard copy from the club treasurer at the club meeting.



**For Sale - Drum Kit**

Drum Kit : 5 drums, 2 cymbals, 1 Hi-hat  
(A Hi-hat is a type of cymbal and stand used as part of a drum kit).

Drum is Blue in color. Made in Germany. All in good condition.

Contact Rob Stennett 0400552872

**Club Meeting Presentations**

**November 2010.** The tyre demo has been postponed to February 2011 as the presenter was badly injured recently. He is on the mend and has agreed to present in February 2011. Instead we will watch the snatch strap "breaking" demo which provides a clear insight into the effect the stored energy in a snatch strap has when it breaks.

**December 2010** Stuart Peddle from REDARC Electronics will attend the meeting. He intends to provide an insight into REDARC's voltage conversion products. Information will also be provided about dual battery systems and battery associated management.

**February 2011** The postponed tyre demo presentation will be held at this club meeting. Greg Goding will be providing a presentation on everything you wanted to know about tyres but were afraid to ask





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The log-bridge crossing at Cypress Creek, OTL track

Log Bridge Crossing, Cypress Creek, OTL, June 2010.

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Paul guiding the way at the Log Bridge, June 2010.

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FNB 4WD - JAKEM Park Site

**FNB-4WD ACTION CLUB Inc.**  
**JAKEM Park**

FNB-4WD ACTION CLUB Inc.  
 Phone: 08 8391 4594 bus. hrs  
 Email: club@fnb4wd.com.au  
 www.fnb4wdactionclub.org.au  
 PO Box 420 Hahndorf SA 5245

**Property Tracks & Camp**

YELLOW LINE CHALLENGING TRACKS, DIFFICULT AT STAGES  
 RED LINE DIFFICULT TRACKS, EXPERIENCED DRIVERS ONLY  
 BLACK LINE PROPERTY TRACKS, & RESIDENCE AREA  
 GREEN LINE CAMP AREA, ALLOW 10 MIN WATCH FOR PEST FRANK

Neighbouring Property Access Prohibited

FNB-4WD Action Club have available a property with 4WD tracks and camping (~ 1/2 hr drive from Adelaide).

Other Clubs who are incorporated and part of the Four Wheel Drive Australia association network or in SA via Four Wheel Drive SA may be able to book the property for their own activities through the FNB-4WD office.

Set fees apply, More details can be found at [www.fnb4wd.com.au](http://www.fnb4wd.com.au).

Four Play Challenge - Geranium, SA 13<sup>th</sup> - 14<sup>th</sup> November 2010

**FOURPLAY 4x4 MALLEE CHALLENGE, GERANIUM, SA 13<sup>TH</sup>-14<sup>TH</sup> NOVEMBER 2010**

The FOURPLAY 4x4 Mallee Challenge is an event open to all registered vehicles and will be run in 3 separate classes : Standard, Touring and Challenge .Refer to CCDA rules and regulations for classes.

The event will be run over 2 days from midday Saturday to midday Sunday. Competitors and spectators are encouraged to stay overnight as the event will be held on private property with camping facilities, IE Toilets and Hot showers .

The event will consist of 3 sections throughout the days plus a special night section so make sure you have some decent lighting.

You will require seat belts, window nets, helmets and vehicles will be required to be registered for 3<sup>rd</sup> party insurance.  
 Rollbars (cargo barriers etc) are not essential but are advisable.  
 The terrain will be mainly mallee covered sandhills ( some big ) , no mud or rocks but lots of sand !  
 There will be sections which we anticipate will not be driven ,IE you will require winching or snatching.  
 The event is **not** designed to be a car breaker, but it will have challenging 4x4 sections and you may scratch your vehicle on mallee scrub. All sections will be pre-driven in a standard 90 model Rangee so all Nissans, Toyotas etc should be able to complete easily.

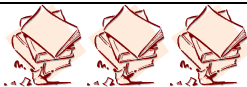
**ENTRIES WILL BE CAPPED AT 30 CARS. SO BE QUICK TO ENTER.**

**COMPETITION VENUE:** TINTINARA GERANIUM RD. APROX 30 K'S FROM GERANIUM, SA  
**ENTRY FEE:** \$300 PER CAR, INCLUDES ENTRY & CAMPING FEE (driver/nav)  
**SPECTATOR FEE:** \$10 PER PERSON  
**CAMPING FEE:** \$20 PER CAR  
**ENTRIES CLOSE:** OCTOBER 31<sup>ST</sup>, 2010  
 Contact Fourplay 4x4 for entry forms.  
 8266 4144 email :[fourplay4x4@bigpond.com.au](mailto:fourplay4x4@bigpond.com.au) Tim 0418 811 312

Trophies for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> will be awarded in each class; PLUS first place winners will receive free entry to next Mallee Challenge.

Maps , Indemnity forms and further information will be forwarded upon receipt of entry.

FOURPLAY 4x4  
 590 NORTH EAST RD  
 Holden Hill SA 5088  
 PH: 8266 4144  
 Email: [fourplay4x4@bigpond.com.au](mailto:fourplay4x4@bigpond.com.au)

**Recent Trip Reports (Pre-November 2010)****Cape York Expedition - June - August 2010 - Part 2**

**Day 22** We leave Weipa by about 8.30am and now we're heading back out on the PD road making our way to **Bramwell Junction** via the Batavia Downs Station road. The road is quite decent for most of the way across the station. The last 20 kms to the PDR is narrower. There are a few creek crossings to negotiate but they are small and very little water running through them to worry about.

We get back onto the Development road and within 20 minutes we arrive at **Moreton Telegraph station**. This is just over the **Wenlock River**. The Wenlock used to be one of the rivers where everybody had to wait at until the river level went down before they could cross and continue on their journey but now there is a bridge that is about 3 to 4 metres above the creek when it's running during the dry. But in the wet the water level could be very easy up to 20 metres above the bridge during the wet. Anyway, we pull into the Moreton telegraph station to have a look-see to what it is like. It was a complete surprise what we saw. The grounds had beautiful green grass areas to camp on. There were hot & cold running showers. There were flush toilets. And there was even a small shop to buy lollies drinks and eats etc. This would be a very nice place to camp. Keep this in mind for future excursions.

Had a wee bite for lunch and then we took off again. This time we're heading for Bramwell junction. We got there about 3pm and booked in for the night. From here the road heads off in two different directions. The road to the left goes directly onto the **Old Telegraph Line Track** and the road to the right is the **Southern By-Pass Road** that goes around the **OTL track**.

We had a round table conference again and we decided that we would not venture any further tonight but we would go up to the first creek crossing on the **Palm River, (OTL)** and just have a squizzy to see what it looked like and how we were going to tackle it the next morning. Well it was a site to behold.

There was a lead track down to the creek with a very steep and considerable drop from track level down to creek level. There is a definitely room for damage to occur if the wrong line is chosen. Entry into the actual creek is ok with a hole about thigh-high but there is opportunity to go left to avoid the hole. The creek crossing is only about thirty feet wide and offers no real drama in getting across and there are no croc's in sight.

Both Rob and I walk through the creek to see and feel where the holes are. While we are at the creek some other vehicles turn up to actually make the crossing so we stand

back and watch them as they approach, enter and depart from the creek. The first vehicle with two young guys makes it look so easy and simple to negotiate. The exit from the creek is a lot more demanding because as the vehicles exit they carry a lot of water out with them and this makes the drive out very slippery. This has generated two very distinct and deep wheel ruts which means there is only one line of travel to choose but you must have heaps of momentum to exit completely and successfully. Nonetheless, we have seen what we wanted to see so we return to our camp site knowing how we are going to attempt our crossing tomorrow without any reservations of impending doubt.

We had heard stories that if you got through the first river crossing, (**Palm River, OTL**), then you would get through the rest of the **OTL track**.

One thing you begin to understand up here is that you hear stories of other peoples demise on these crossing's or on this track somewhere along the way and they grow and they grow in description and in intensity. It is my belief, (now in hindsight), that if you take notice of these stories you might in fact be setting yourself up for a negative attempt somewhere along the **OTL track**.

**Day 23** Upon waking at **Bramwell Junction** we are surprised to find Dougie & Chloe had arrived overnight and we were pleased to meet up with them and get some info on the track ahead of us.

Dougie and Chloe have already been up the **OTL track**, across the ferry at the Jardine, up to the Cape Tip and back again. So when we decide to head off Dougie makes a snap decision to come with us to the **Gunshot Creek** crossing. This makes our group pretty happy because now we've got someone travelling with us who's been there and dunnit.

So, we're all off to the start of the telegraph track and Palm River. There are a few people there in front of us so we sit back to watch them go through the lead down into the creek, across and out the other side. It then becomes our turn. Mike goes first and he gets across without any problems. Paul & Judy go second and after a wait at the waters edge for water to drain off the car we go out the slippery side of the track and we fail miserably on our first attempt but we do get out and through on our second attempt. Next Rob & Judy come down through the creek and they make it ok, then Dougie & Chloe make it look so easy. We go through the following creeks and rivers with a fair amount of ease. The list of creeks appear like so on your travels north via, **Palm Creek, Ducie River, Dulhunty River, Bertie Creek and Gunshot Creek** for starters. We get to Gunshot and there are heaps of cars backed up so we have to park





a distance away and walk down to the crossing to have a look and see what the hold-up is. We soon find out that people and cars are just sitting around and waiting and watching to see if anyone is going to have a crack at this massive drop into the depths of Gunshot Creek.

Well Dougie is the first to take the bull by the horns, jumps in his car and he & Chloe

go head first over the steepest drop. Soon as the nose hits the bottom of the drop he guns it and gets out immediately to the delightful cheers from everyone in the gallery who were mostly taking pictures and movies. This in turn puts a whole lot of confidence in Paul to see Dougie go over like that and he declares to Dougie and Rob that he's going over next and with the camper trailer on the back. Paul gets to the cliffs edge and Dougie starts guiding Paul over with the hand-held radios. Judy has decided not to ride this one and is part of the gallery. Paul goes over the edge ever so slowly and then gravity takes over and clunk the Nissan goes nose first into the creek. Everything has come to a stop. Dougie says to Paul on the radio, "give it some" but as Paul revs up nothing is happening. Quick checks are now happening in the car on the vertical plane, 4wd engaged, YES, front diff-locks engaged, YES, lowest gear and range possible, YES, then why NO GO. Dougie then tells Mike and some of the other bystanders on the top of the entry to push on the back of the camper trailer to rock it a bit more forward and over the edge. This does the trick as it appears that the draw bar has bottomed out and has taken away any traction on the drive wheels and it has also deprived the front axle with enough traction or weight on the front wheels to make any advance forward.

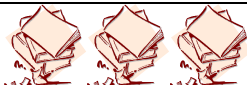
From the stopped position all of a sudden its go, go, go and the added weight of the camper trailer going over the top has given weight and impetus to push the Nissan forward and out of the vertical nose drop to get out forward and back onto horizontal plane and out of the creek in one hit. Yay!. Cheers!. Hurrays!!, are all the go from the gallery. The cameras would have been clicking overtime to get all those shots. Man!, what an adrenalin rush. Paul is absolutely stoked to have got over the Gunshot.

Rob is the next to have a go, apart from all the motorcycles that keep darting in and out of the crossing. The same thing happens again with Dougie doing the



Paul W crossing at Bertie Creek.





guiding by hand held and then Robbie is going over the edge. Robbie is nose down and down into the creek he goes and when he levels out he guns the car to get it moving on the flat but the wheels are spinning and he has bottomed out and going nowhere. Eventually he fails to get out and is in dire need of some winch assistance from Dougie who is already in position ready to winch any hopeless fools who come a cropper. Rob is winched out but water has entered into the car. Brown-dirty-muddy looking water creeps into the car.

Rob exits the creek and then it's Mike's turn. Mike suffers the same fate as Rob and he comes to a dead stop at the bottom of the drop and fails to exit from the horizontal out of the creek. Dougie is there to do the right thing by winching Mike out. Now that everyone, (from Adventurers), is out of the Gunshot Creek crossing we make a decision to make camp and stop there for the night.

This makes no never mind to Dougie as he is still down in the creek with his car set up to winch any of the hopeless wannabe's out of the creek when they don't make it. He scores quite a few stubbies and cans for his troubles which please him no end.

**Day 24** We wake in the serenity of Gunshot Creek with a quick breakfast and pack-up to get on with the job. At this point Dougie & Chloe say their

Paul W entering  
Gunshot Creek.

Too late to stop now....

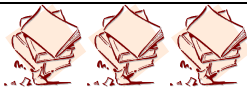


goodbyes and head south once again. Onwards we push on the **OTL track** and the next creeks we encounter are, **Cockatoo Ck, Sailor Ck, Scrubby Ck, Canal Ck Sam Ck, Mistake Ck, Cannibal Ck, Cypress Ck and Nolans Ck**. But we are heading for Elliot Falls, Fruit Bat Falls and Twin Falls with the aim of securing a camp site nice and early. The Fruit Bat falls are very picturesque and worthy of camera shots and also worthy of a cooling swim. Paul, Rob, & Judy W all go for a swim and sit in amongst the falls. It is absolutely refreshing. We jump back into the cars and now we're heading to Elliot Falls. We find our camp site and claim it and set up then it's off for a walk to the falls. This time it is only good for the visuals and the photos. Swimming here just looks a little bit more risky than the last swimming hole. Down at Twin falls though it looks very sedate and the swimmers are in there already so it's into the water we go. Mike Paul Rob and Judy W.

In some stretches of road/track on our way here was very slow, very uneven and very time consuming. In one area along the track Judy jumped on the radio and stated that we had only done 20 kms in 3 hours.

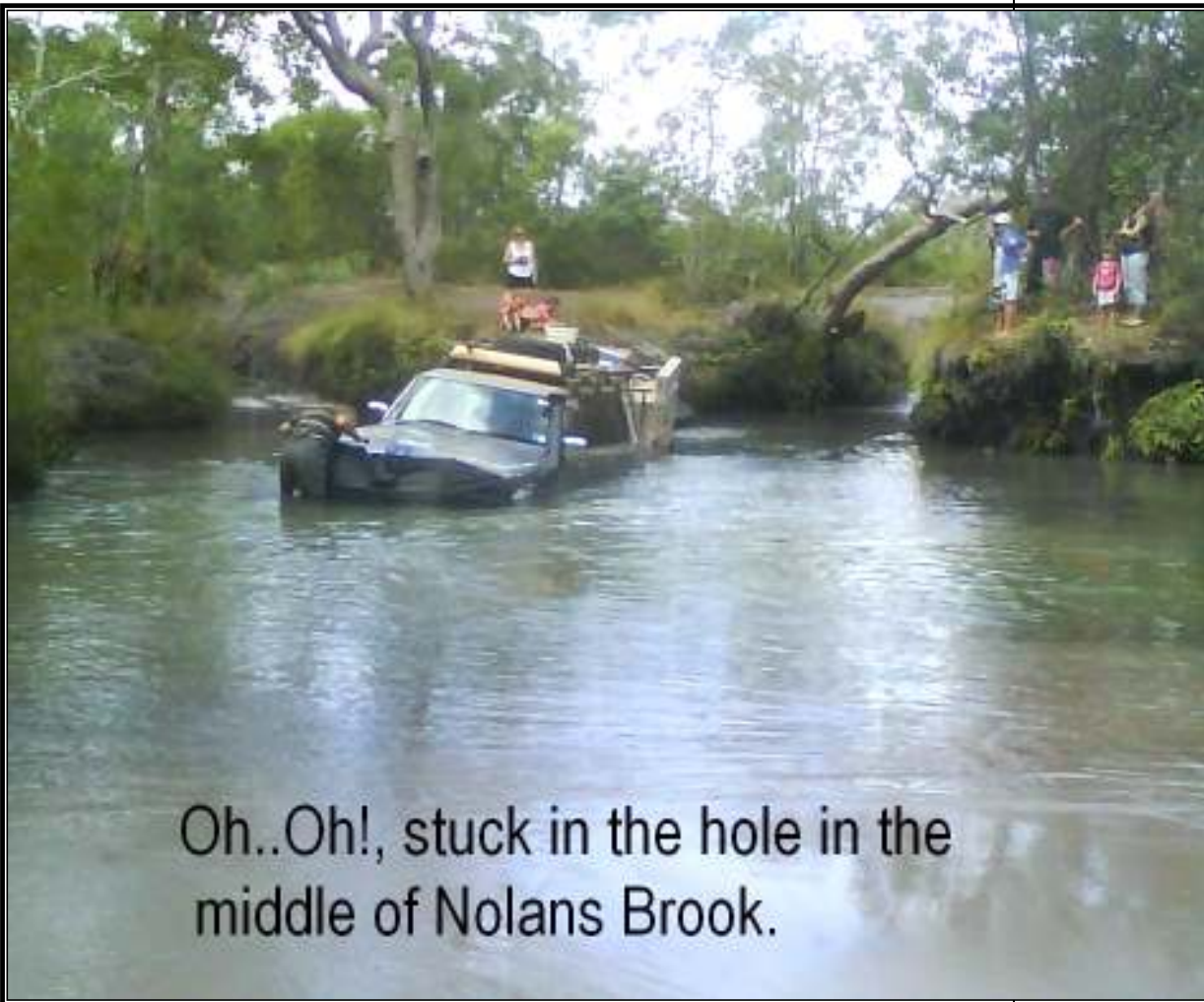
**Day 25** Its wake up time and we're ready to head off again this time towards the last three creeks to go from the previous list.





The original "log-bridge creek" has since been burnt down but another has taken its place and it is still as hairy an obstacle to negotiate. It has to be done with a guide out in front with a hand held giving directions on where to put the wheels and when to steer left or right and as soon as the steer wheels are across the bridge then the driver has to turn extremely hard straight away to negotiate the right-hand turn and in some cases take a second bite in order to get around, but we all manage to get

around. All is going well with the river crossings because we are getting through them without any hiccups. In the deeper ones we usually get out and walk the creeks to see where the shallow areas are and invariably we put on the water-bras and take any other precautions to give us a safe crossing. Another good strategy is to let other vehicles behind you go in front and then you can see the line they take and if they are successful you take the same line that they took and "bobs your uncle".



We come to Nolans Creek and we've heard some stories about this creek. If anyone was getting swamped it was here in Nolans Creek. It's a bit of a bottle neck area because of vehicles going north and south and when someone gets stuck in the middle there is a considerable wait until he is pulled out. Mike goes through first and is successful, Rob goes through second and is successful, Paul goes through third and is not successful. Paul gets swamped. Not going fast enough to create a bow wave. Paul waits until Mike has backed into place and Rob has waded into where Paul is stuck, unravels his snatch strap, connects up to Mike and gets towed out of Nolans Creeks. The proverbial "open all the doors and watch the water pour out" scene is one that Paul would never believe he was going to witness. But there you go. Water has come into the vehicle and is half way up the door on the passengers side, "on the inside", would you believe. No photos please! Paul gets out the other side of the creek and is cursing black & blue and just checking to see if everything is running ok.

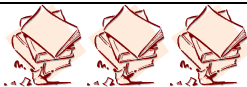
It is not ok but the car is still running and we are still able to tow the camper trailer so its off we go towards the Jardine River Ferry and "the Tip".

We eventually get off the OTL track and onto the PD Road. We pay our fees and we're onto the ferry and across the Jardine. There is only about 50 kms to go to get to Seisia for the next camp site and we get into it straight away. The road starts out pretty good then it gets worse then it gets really bad. The corrugations are the absolute pits.

We get to Seisia at about 4pm and we camp down for a whole week.

We've had enough, we're glad we made it this far and one day soon we're going to the "TIP"

That's what we come for, "isn't it". Today is Thursday 1<sup>st</sup> of July 2010.



**Friday 2<sup>nd</sup>** Is dry out day and repairs day for the cars. Paul gets an oil change in the auto box to try and solve his problem. Rob tries to get something fixed on the Shortie and everyone is still drying out from the introduction of water into all the vehicles.

**Sat 3<sup>rd</sup>** is a rest and fishing day from the Jetty.

**Sunday 4<sup>th</sup>** and this time we're off to "The Tip".

It's only 45 kms to the tip but the road is corrugated to the billy'o until you get to the unused Pajinka Resort where the rainforest canopy completely envelops the road until you get to the beach at the TIP. It's quite warm by now and its time to do some hill-climbing to get to the "Northern-Most-Point" of Australia but when you get to the top of the hill you are subjected to breezes off the ocean that cool you down. Another two hundred metres downhill and we're there.

**WE ARE AT THE NORTHERN MOST POINT  
OF THE AUSTRALIAN CONTINENT.**



**Yellow Pages - 9<sup>th</sup> to 24<sup>th</sup> October 2010**

Saturday the 9<sup>th</sup> delivery of the Yellow Pages got under way with a team consisting of Kim Kinnear, Maddison and her friend Tabby, D.J., Kevin and Matt Lamont. This team decided to undertake delivering in the Broadview area. The weather was ideal and this encouraged the team into delivering three pallet loads of directories by mid afternoon.

The next day it was the turn of Rob Stennett and Judy, Dieter Leimann and Wayne, Baz Bourne and Allison, Pete Davis a late starter at 10 a.m. after a night on the tiles, John Mills, Mark ? and Mike Barham to commence delivering in Brahma Lodge. Today was again perfect for the distribution of these books and delivery commenced from the Brahma Lodge Hotel. John wanted to push his own barrow so we gave him a designated area and away he went and the rest of us started with the houses on the Main North Road and just after mid day had reached the deli in Gregory Street and it was decided that here was a good place to stop for a well earned break combined with lunch. Dieter departed after this break and the rest of us continued the deliveries and when we had finished the third pallet called it a day.

It is Wednesday and 8.30 a.m. as Brian Mason and Pat, Rob, Judy, John and Mike once again head off this time to Regency Plaza to commence delivering the books into the commercial properties and then those on the Main North Road all the way to and including Main North Nissan finishing off in the houses nearby. Brian and Pat lave us here and we then get another pallet and head to Brahma Lodge and do the commercial properties and houses.

Sunday 17<sup>th</sup> Matt, Sue, Maddison, Tabby, D.J. Walter Kiess and Sabine, Allan Hasler and his two brothers Keith and Kevin commence delivering in Broad View and Rob and Mike finish the last few houses in Brahma Lodge and books that are left are given to Allan and his brothers who also do a third pallet a great effort.

Wednesday Rob, Judy and Mike again deliver a pallet of books into an area of Broad View and finish at lunch time for the day.

Saturday and once again with another pallet in tow delivering to Broad View with Roger Glaetzer and his brother Ken a good mornings work but pleased to finish.

Sunday 24<sup>th</sup> we once again leave the depot for the last time with Werner Pompeuse and Angela, Kurt and Mike to finish the Yellow Pages delivery and by lunch time the task has been completed.

Thank you to all who have taken part. *Mike Barham.*





**Upcoming Trip Details (From November 2010)**

**Goolwa Beach - 27<sup>th</sup> to 28<sup>th</sup> November 2010**

Location	Goolwa Beach - Day Trip or 2 days
Dates	27 <sup>th</sup> to 28 <sup>th</sup> November (Saturday + Sunday).
Trip Leader(s)	TBD
Trip Starting Point	Goolwa Beach - Beach Entrance Carpark (?). 10am.
Trip Route	Goolwa Beach - beach & sand driving.
Trip Requirements	Standard Recovery gear essential (shovel, snatch strap & shackles). UHF radio. Sand Flag.
Trip Accommodation	Camping on beach (?). Must be fully self-sufficient.
Trip Costs	None.
Trip Notes	Weekend or Day Trip (Saturday). (?). Please bring firewood (?). Type and grade of driving is easy to moderate beach driving & sand driving. Time for fishing & kicking the footy or playing cricket - you bring your favourite outdoor toys. Great beginners trip away.

**Notification of Possible Trips at or beyond April 2011**

Dates	Location	Trip Leader	Type	Notes
Easter (April) 2011	Googs Track	Lloyd Kohlhagen	Sand & Hills	Costs.
	Kangaroo Island	TBD	Touring & Sand	Costs (incl. Ferry)
15/5/2011	Binns Track	Dieter Leimann	Sand & Hills	Remote Driving.

**Cape York Photos - June 2010**



Exiting Nolans Brook after rescue by Mike & Rob

**Arid Lands NRM - Across The Outback - October 2010**

Club members may find the information available from the Arid Lands NRM Board to be of interest.



The October 2010 Edition of "Across the Outback" is now available, follow the link below for more details .  
<http://www.saalnrm.sa.gov.au>

"Across the Outback" is published every second month for the Outback SA Government and Community Alliances. It contains news from South Australian government agencies including the Pastoral Board. The SA Arid Lands Natural Resources Management Board, the Department for Environment and Natural Resources and Biosecurity-Animal Health, Primary Industries and Resources SA.



Trip Calendar Legend  
***Bold Italic*** Club Trip Days  
Underline Long Week End  
 Shaded School Holidays  
 ☺ Club Meeting



1 Easy Maybe 4WD. Trip Calendar  
 2 Mild 4WD High range.  
 3 Moderate Low range, high clearance, experienced. From  
 4 Difficult Probably recoveries. November  
 5 Extreme Modified vehicles, possible damage. 2010

**Club Trip Calendar (From November 2010)**

Month	M	T	W	T	F	S	S	Dates	Location	Trip Leader	Contact Ph.	Type (Grade)	Notes
<b>November</b>	1	2	3☺	4	5	6	7						
<b>2010</b>	8	9	10	11	12	13	14						
	15	16	17	18	19	<b>20</b>	21	==> 20/11	Kersbrook	Werner Pompeuse		Tracks & Hills (2-4)	Ladies Training Day. Costs (?). 9am start.
	22	23	24	25	26	<b>27</b>	<b>28</b>	27/11 - 28/11	Goolwa Beach	Trip Leader Needed !		Beach Driving (2)	See newsletter for details.
<b>December</b>	29	30	1☺	2	3	4	<b>5</b>	==> 05/12	Club Rooms	Lisa Kinnear		Club Xmas Function	Nominal date for planning purposes.
<b>2010</b>	6	7	8	9	10	11	<b>12</b>	==> 12/12	Swan Reach	Dieter Leimann		Paint Ball (Fun)	\$10 + \$45/200 paintballs. Event cannot be booked until moneys are paid
	13	14	15	16	17	18	19						
	20	21	22	23	24	25	26						
<b>January</b>	27	28	29	30	31	1	2						
<b>2011</b>	3	4	5	6	7	8	9						
	10	11	12	13	14	15	16						
	17	18	19	20	21	22	23						
	24	25	<b>26</b>	27	28	29	30						
<b>February</b>	31	1	2☺	3	4	5	6						
<b>2011</b>	7	8	9	10	11	12	<b>13</b>	==> 13/02	Sanderson Gorge	Dieter Leimann		Tracks & Hills (2-4)	Ladies Driving Day. \$50 fee apply.
	14	15	16	17	18	19	20						
	21	22	<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	==> 23/02-27/02	Wayville	N/A	-	4WD Show	Caravan, Camping & Offroad show.
<b>March</b>	28	1	2☺	3	4	<b>5</b>	<b>6</b>	==> 05/03-06/03	Coorong	TBD	-	Sand & Dunes (2-3)	Cleanup Australia Day.
<b>2011</b>	7	8	9	10	11	<b>12</b>	<b>13</b>						
	14	15	16	17	18	19	20						
	21	22	23	24	25	<b>26</b>	<b>27</b>	==> 26/03-28/03	Mt Pleasant	N/A		SAAFWDC AGM	
<b>April</b>	<b>28</b>	29	30	31	1	2	3						
<b>2011</b>	4	5	6☺	7	8	9	10						
	11	12	13	14	15	16	17						
	18	19	20	21	22	23	24						
<b>May</b>	<b>25</b>	<b>26</b>	27	28	29	30	1						
<b>2011</b>	2	3	4☺	5	6	7	8						