

# November 2013



# 4WD

www.4wdadventurers.org

# ADVENTURERS

Club of SA Inc

# Club Newsletter

# No. 243



Register for  
the  
Club  
Xmas  
Dinner  
Function

6:30 pm  
Saturday  
30<sup>th</sup> November

Bridgeway  
Hotel

18-20  
Bridge Rd  
Pooraka



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Ian assisting with Hill Recovery, Willangi Club Trip, October 2013



**Club Contact Details**

**Club Meeting Details - Next Meeting Wednesday 4<sup>th</sup> December 2013**

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

Membership enquires to the membership officer, [members@4wdadventurers.org](mailto:members@4wdadventurers.org).

**Committee Positions**

President	Ray Collyer	
Vice President	Ian Stanley	
Secretary & Minute Secretary	Lloyd Kohlhagen	
Treasurer	Kevin Campbell	
Events Officer	Allen Bing	
Newsletter Editor	Darryl McManus	
Training Co-ordinator	Carl Ramsden	
Association Delegate	Greg Chase	
General Committee Position	Steve Lock	
General Committee Position	Simon Ketley	
Public Officer & Membership Officer	John Henderson	

**Appointed Positions**

Property Officer	Ray Collyer	
Welcoming Representative	Simon Ketley	
Supper Organiser	Deb Lock	
Fundraising	Dale Candida	
Social Coordinator/Environment	Club Committee	
Club Librarian	Deirdre Collyer	

Club trainers: - Werner Pompeuse, 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.

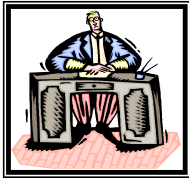
**Club Newsletter**

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 9 pt. 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**

Why do we join a club like ours? There are many reasons but one always brings home why, that being there is safety in numbers. In the past club members have needed assistance on trips including with vehicle breakdowns, accidents or medical issues and so forth and as a club we have demonstrated a strong ethos of looking after those with us.

Recently two club members on a trip north had one vehicle have engine problems. It needed to be trucked back to Adelaide but its occupants were stranded with their camper trailer and associated camping gear. The solution was for the accompanying vehicle to return to Coober Pedy where their own camper was picked up by a club member from Adelaide who then returned to Adelaide with the first camper. They in turn went back north to retrieve the failed vehicle's occupants and camper solving the problem of waiting for a truck to pick up the camper which would have been several days and then finding transport home. I send my thanks to those involved.

Then a couple of weeks ago I was travelling home from a weekend away with two other members in their vehicles when the lead vehicle had a mishap where it left the road and became undrivable (thankfully no injuries) with the towed trailer being upside down. After ensuring all were ok we set about arranging the recovery of the vehicle, trailer, and equipment from the trailer back to Adelaide (6 hours later). I thanked those involved in this as well.

So my emphatic point being IT PAYS TO TRAVEL IN A GROUP, one of the many benefits of being in OUR 4WD club.

**Ray Collyer, Club President.**



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

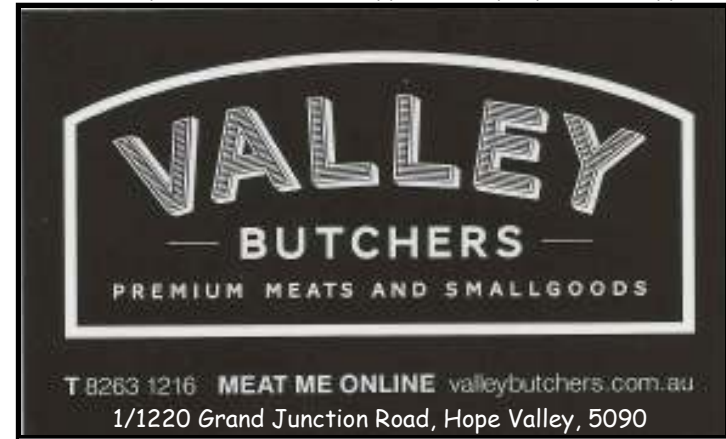
As noted in the last newsletter I will be responsible for organising the annual Ngarkat Border Track maintenance working bee. A weekend date of 29<sup>th</sup> and 30<sup>th</sup> March 2014 has just been agreed with DEWNR and I will be reviewing track conditions on Friday 15<sup>th</sup> November so that

suitable tasks can be developed.

A reminder that discounts may be available at major 4WD equipment stores equipment stores if you show your membership card. Also, a reminder on free 4WD and destination information available at <http://www.outbacktravelsaustralia.com.au/>



**Newsletter Sponsors - Please support the people who support us.**



**Club Sand Flags Available - \$5**

Contact the club treasurer, club trip co-ordinator or club president for purchases.

**OziExplorer Training**

There is GPS/OziExplorer training being held at the FWDSA Cavan site. Requirements are a registered version of OziExplorer on a laptop or table or any otherwise suitable portable computing device.

Please confirm with Ralph Abott ([rabbitrampant@hotmail.com](mailto:rabbitrampant@hotmail.com)) as places are limited. Ralph has kindly provided the following further details.

It is at FWDSA premises (where DTU meet) at U2, 9 Cardiff Ct., CAVAN

9 am Sat and Sun Nov 16 and 17.

Most detail will be presented Sat Nov 16.

Sun 17 may be used for Moving Map practicals in vehicles.

All need to take morning tea and lunch.

All should have a notebook/netbook/tablet with full version of OziExplorer.

Unregistered versions do not permit full exercises to be completed.

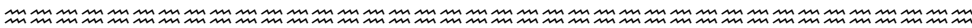
Currently I do not know exact numbers but know of 20 definites with 30 seats only.

I expect there is room for about 5.



**For Sale - 4WD Accessories (Contact Peter on 0408087060)**

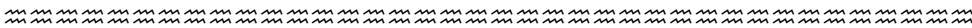
- 2x16"x8" five stud, white off road wheels -
- New, will suit 78/79 series, maybe 76? and early 100 series \$160
- Front springs 2inch lift, heavy duty suit 78 /79 series \$50
- 5 hub caps - suit early 100 series \$50
- Kaymar rear high lift jack mount, 5 stud \$50
- Handwinch \$200
- Highlift Jack \$50



**Prospective Club Members -**

**Laurie and Janet Field & Jason and Donna Maloney**

Laurie and Janet Field & Jason and Donna Maloney are the latest prospective club members. They have completed the club trips and meeting attendance requirements and wish to apply for club membership. Please contact a committee member if you wish to make any comments regarding their membership application.



**Fitting Larger Diameter 4WD Tyres in South Australia**

At the last meeting a member asked me to contact FWDSA to check the status of proposed changes to the rules regarding legal tyre sizes in South Australia. If you can't be bothered reading all of this, the short answer is don't hold your breath, rules might change sometime but nothing is happening now in South Australia, if you want some more details then read on.

Remember if your 4WD is not road legal you have just given your insurance company an excellent reason not to pay any insurance claim, plus you may be *defected* by the authorities.

I thought I would start with a bit of research into what the current situation is. As far as I can tell the current SA rules are: tyres can be 15mm larger in diameter than the largest size on your tyre placard. Your tyre placard will list a size like 265\*65\*17, you can go and find the biggest diameter tyre in that size and then add 15mm.

**Any more than this (15mm increase in tyre diameter) and you will need an engineering certificate.**

In SA vehicle lifts are also limited to 50mm. According to how I read the rules, in SA, your total lift (1/2 tyre diameter increase + suspension lift) must be less than 50mm. If you want more than 50mm you will also need engineering. I phoned the department of transport, they couldn't tell me what the maximum height was for my car (I am sure if you want to lower your Commodore they have this info) they just expect you to be able show that you fitted a commercially manufactured 2" (50mm) lift kit. They didn't seem to be bothered about adding in the possible extra 7.5 mm from a tyre lift.

You might have heard about Vehicle Standards Bulletin (VBS) 14, South Australia hasn't adopted this yet. At least Victoria and Queensland have but they may or may not have adopted completely. VSB 14 is treated as a guide; the actual state laws get implemented in other rules such as "Vehicle Standards Information" for example see Vic Roads VSI 8. VSI 8 this allows for a total lift of 75mm made up of 50mm from suspension and 25mm from tyres, all without engineering approval. Queensland has similar rules.

I discussed all this with the president of FWDSA. He indicated that the national council is addressing this but progress is very slow. The 4WD clubs are not actually the big drivers for this change. The biggest push is coming from the Australian Automobile Aftermarket Association and the tyre manufacturers, both of which are motivated by the potential to sell you more stuff.

I also contacted an automotive engineer (Rory Thompson from Salisbury. [www.rtsengineering.com.au](http://www.rtsengineering.com.au)) to see what was involved in gaining engineering approval for greater than 15mm tyre increase or greater than 50mm body lift. Rory indicated that

**Rory Thompson Services Pty  
Ltd**

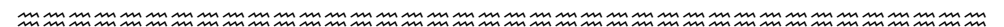
**Consulting Engineers**

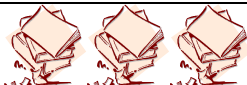
larger tyres are generally straightforward but clearance, brakes (larger wheels mean that you have to push the pedal harder) and speedometer accuracy are all very important. He charges \$425 for this, less 10% if you mention that

you are from a 4WD club.

Greater than 50mm total lift is harder and more expensive; it includes a high-speed lane change test at a racetrack. Rory will come and talk to us about vehicle modifications at the December meeting (see page 11 of this newsletter).

Greg Chase, FWDSA Association Delegate





## Recent Trip Reports (Pre-November 2013)

### Willangi 4WD Octoberfest - 4<sup>th</sup> to 8<sup>th</sup> October 2013

For those of you who missed the presentations before the trip, 4WD Octoberfest is a Biannual event run by the Mount Lofty Rangers 4WD Club at Willangi, a sprawling property 17km outside Peterborough and about 2.5-3hours drive north from Adelaide either via Burra or Jamestown. The owners, Antoinette and Neil, always make you feel welcome and keep the facilities in tip top condition. In the alternate years, a similar event, called a Weekend in Whyalla, is held by the Whyalla Club on the same long weekend.

Bonnie and I arrived there at around 1430 on Friday afternoon and pegged out a space for our members in a suitable spot away from most of the dusty areas. The vehicle count was eventually 79 4WD of many varied makes and models, so the area started to get busy early on. Bonnie and I actually followed the roads to Willangi in the dusty trail of a truck with soft-sided trailer which was actually the stage to be used for the Saturday night band.

In all we had 6 vehicles that made the trip with 4 members and 2 visitors. Allan and Kathy Dix brought Dave and Lynn Wade in their Pajeros and caravans, while Jeremy and Daniel Olrich made the trip in their Hilux Ute with their little son Jaxon. Sarah and Sue Greatwich arrived later that evening in their Jackaroo SWB, with Vicki Smith and Sophie Hill arriving on Saturday near lunchtime in the Ford Courier Ute.

The place was the usual hive of well-organised activity with a multitude of trips to travel on which went as far as Bendleby

Ranges and as near as the adjacent properties. The trips filled fast, so the Rangers laid on more, press-ganging their members to lead them so that everyone had an opportunity to see and drive something desirable. The campsite had numerous long drop toilets, plus a block with flush toilets and 2 hot showers, so it was fairly comfortable.

Sarah and Sue, Jeremy, Danielle and Jaxon and Bonnie and I took the trip to the Hungry Ranges at Bendleby and set off at 0830 Saturday morning. After an hour drive, we reached the entry, where we aired down to mid-20's for the rocks then set off behind Craig, our trip leader. We drove a portion of the Hungry Ranges including tracks such as the Kokoda Track, Ridge Top Track and then the Link Track. It was here that we had our only recovery of the day, when a black Landrover Discovery found itself stuck halfway up a steep climb and managed to reverse partly off the track.

After some consideration I squeezed my Patrol back down to the top of the climb and we hooked the lady up with the winch. While I held it in reverse and wound the winch,



Old Truck on Blitz Track at Willangi



(Dry) creek crossing at Willangi

the trip leader directed her back onto the track. I finally got to use my bridle as the front bar on the Discovery was not well mounted and seemed in danger of coming away until we spread the load. Eventually the lady was able to reverse back down the hill and she and the Tail End Charlie made their way back to join up with us further along the trail.



The rest of the trip was uneventful though the views were spectacular. Jeremy and Danielle's son was a popular occupant and even called in on the radio during radio checks. He referred to the tracks as "Bumpy bumps" which was an apt description for some of the bouncier bits.



Airing Down at Willangi.

From the wrap-up on Saturday evening, everyone from our club enjoyed the travelling, though Vicki and Sophie could not raise anyone from Peterborough by either UHF or mobile, so rang the property and got directions. Apparently this was after a trip part-way to Jamestown as Vicki had apparently left the map I distributed at home. The property owners, Antoinette and Neil, were happy to direct them so when we arrived back at camp, they were well into the evenings drinkies.

Dinner was cooked by most, though there were cooked offerings in the Big Shed near the entrance for those who preferred to pay someone else to do the work. I understand the food was great, from a roaring barbeque. The hosts also turned on pre-dinner snacks which were well patronised.

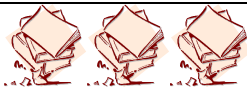
The weather was pleasant though it cooled a little in the evening. The fires started at about 1600, and the band started to set up their mixer tent and gear on stage. We pegged out a space near the fire, but in my haste to get us a space where I could get at the fire coals for the Camp Oven, I chose the wrong side and we were to be plagued with smoke all night. So much so that later in the evening, I and several others were banned by wives and partners from adding any more wood. I made my usual Cheese Wholemeal Beer Damper and we all had a chunk. Not my best one, but it seemed to go down alright.

The music eventually kicked off as it got dark and the Strickland Road Band, which is made up of Mt Lofty members including their lead singer, Graham who is also President of the Rangers, knocked out a passable rendition of some of the classics in rock and pop. A good proportion of the crowd ventured up on the dance floor and a fair sprinkling of kids were among them. Antoinette, the proprietor was her usual live-wire self and would not permit anyone to just sit around, dragging up many for a dance. It was a real family atmosphere and in between sets, people were seen to be catching up with other club members that they only seem to see at these occasions.

Sunday came and was cold and foggy and a complete contrast from the previous morning, so people emerged dressed in jumpers and beanies. This soon burned off as the sun rose and by the time that the trips were ready to go, it was a fine cool day, though a little windy.

The members had signed up for some trips and joined them, but I took Jeremy and Daniel on a self-navigated trip of the properties. Willangi is huge and well-endowed with 4WD tracks of varying difficulties, so it gave me an opportunity to map the tracks using OziExplorer for future trips, aided by the excellent paper maps provided at the Big Shed. We returned for lunch then did the second part and finished in the late afternoon. It was at this point that we discovered that Vicki had a sick dog at home and so left us with Sophie to make the trip back home.

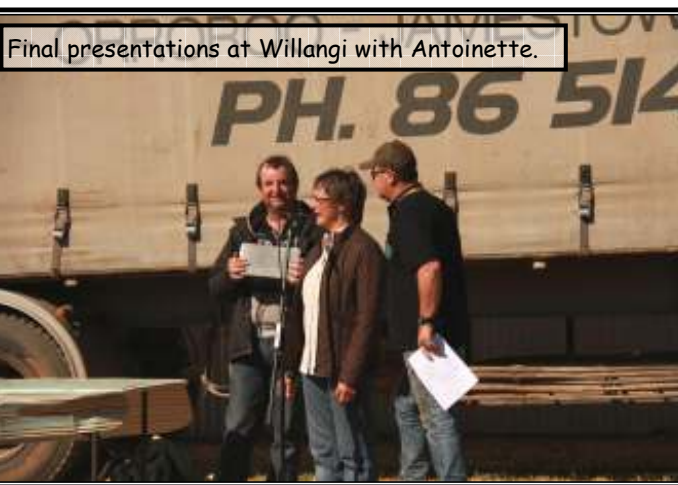
Sunday evening was host to 2 important events, both greatly anticipated by those in the know. The first is the Camp Oven Cook-off, where people made a disk in a camp oven and then plated samples up for a panel of judges. The rules were severely bent by some who pre-heated camp ovens and dishes on gas fires and the scope increased by others, with some having 3 dishes (entrée, main course and dessert would you believe). Three roaring fires provided ample hot colas for the chefs and were vigorously stoked as the evening went on. A number of junior chefs were represented. The Adventurers ladies, Sarah, Sue and Bonnie made a combined entry of Drunken Beef (appropriate



given it contains a good dose of Penfolds Thomas Hyland Shiraz). The food samples were plated up on disposable dishes for the judges and there was as much tension in the air as the real Masterchef. Some amazing dishes were prepared and everyone who participated seemed to enjoy the challenge of not dropping ash into the pots, avoiding serious burns and serving up. Sarah and Sue made a spectacular desert with bananas and marshmallow.

found themselves travelling in the wrong direction on a loop which took in a quite steep rocky climb called Jodie's Track. We were jeered at when we had to pull over to let a group past, but soon felt pleased when we found the question board on the section. When we neared the end, one car told us they had climbed this steep rocky area 3 times and still had not found the question board. The final question was a trick one as usual and most of us missed the answer but it was all good fun and everyone returned safely for a last drink around the fire before another late night. Sarah and Sue earned the respect of everyone by completing the course including all the steep climbs and descents.

Monday morning at 0900 was presentation time and prizes for the Camp Oven Cook-off, the Night Drive and for just being their (door prizes) were all handed out by various sponsors. Some of the prizes were quite valuable. Our own Sarah and Sue won a prize for their tasty dessert. Then it was a closing speech by several people, including representatives from the FWDSA and Antoinette and Neil who thanked everyone for coming. There was load applause for Paul Douglas from Mount Lofty

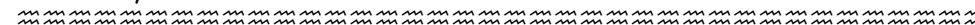


Rangers, who leads the organising committee each year.

Finally, it was back to the campsite to pack the gear away, air up the tyres, say good bye to those we knew or had met and then home via the roads, now starting to busy up with holiday makers. Traffic was well-behaved though with lots of 4WDs from every direction.

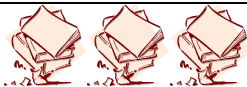
As an event, it was another roaring success and I urge anyone who can make it to come along to the next one and the Whyalla event next year. I hope my group enjoyed the trip as much as Bonnie and I did.

Ian Stanley



Then the fun part of the evening came. The Night Navigation Course. Bonnie and I figured heavily in the event 2 years ago, by being presented with the Most Lost Award for failing to find the starting gate, much to the amusement of those left at the camp fire, who could see our lights on hills a long way from the course.

Some 15 or so vehicles ventured out into the dark night, armed with a map and an answer sheet. You had to find white question Boards, answer the question and stamp your sheet with the rubber stamp attached to the board at each location. These were supposed to be marked with glow sticks but the guys putting them up mislaid the glow sticks on the course, prompting howls of laughter when someone asked what happened if they found them. The fun started when a group of cars all missed a turnoff and then



**SA/Victoria Mallee Country - 10<sup>th</sup> to 13<sup>th</sup> October 2013**

Our select group of 4 vehicles (Kevin & Jenny, Albert, Pauline & Scott, with Darryl and James leading) left Tailern Bend promptly at 8.30am on the Thursday of our 4 day adventure.

We turned off the Dukes highway at Snoswell's Rd, heading for Ngarkat Conservation Park. Skies were threatening with intermittent light drizzle, but the going was easy on Jimmy's Well Track through the Mt Rescue section of the park. Lunch was taken at Box Flat, including a walk to the ruins, without the threatened downpour.

After lunch we travelled the Baan Hill track then deviated to the Mt Rescue trig point for a photo opportunity.

A smooth run along a sandy track on the south boundary of the park brought us to bitumen (the Pinnaroo - Bordertown Rd) and from there to our camp site at Pine Hut Soak.



The group in Ngarkat near Buck's Camp.

This was a lovely open campsite but although the skies were threatening there was only one brief shower overnight and the skies were totally clear by morning.

There was enough breeze to keep the

flies away as we headed via Nanam Well Track to commence the Border Track proper. The sand was well compacted from the rain, so there was little difficulty, but the Border Track became progressively more challenging with steeper, scalloped ascents occurring more frequently. No other conveys were encountered until later on the 2-way

section of the Border Track. The 3 vehicles driven by guilty-looking young guns seemed set to play on the most substantial bog hole on the track.

Darryl showed us how to get through the bog hole, but some of us chose to ease by the hole once one of the young gun's vehicle was moved.

By lunchtime we had reached the interesting Red Bluff camp ground and Darryl and James were soon on top of the orange-red bluff. We returned via the Shaugh, Pertendi, and Centre Tracks for our second night at Pine Hut Soak.

Next day was perfect, apart from the flies, and we set out through the Big Desert Wilderness Park via Firebreak and Coburn's Tracks. A challenging track to Thomson's Lookout followed, but only Kevin and Jenny made it all the way to the top. Great views in this area!

After a brief stop at Cactus Bore we were on a firm dirt surface (Murrayville Rd) and then turned onto Milmed Rock Track where Kevin and Jenny suffered a left rear flat.

Throughout the park there was extensive regeneration after bushfires in recent years. However along the Milmed track the fire damage was more recent with no regeneration at this stage. The good winter rains had enabled wildflowers to flourish, adding to the visual appeal of all the areas we visited.

Following along the south boundary of Wyperfeld National Park we came to the dry Lake Albacutya - quite interesting, with low scrub and large old red gums along the water course of Outlet Creek. A few bog holes gave some the opportunity to further camouflage their vehicles! In any case, we made Wonga Campground without incident. This was a lovely varied camp area, with good facilities, but was certainly more populated than expected, partly due to one large special interest group.

Our final day saw us heading through the Wyperfeld NP with intermittent deep soft sand to catch out the inattentive driver. A highlight was a stop at Snowdrift Dune. What appeared to be a vertical white soft sand dune was conquered by several. But this dune was for foot traffic only!

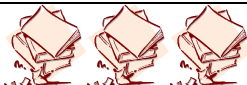
Finally it was on to O'Sullivan's Lookout, before exiting the park to the North and on to the metropolis of Underbool.

Thanks to Darryl for a well-planned and interesting trip. Darryl and James' navigation skills were much appreciated.

Scott and Pauline Dundas







**4WD Adventurers at the 4WD Show - 25<sup>th</sup> to 27<sup>th</sup> October 2013**

Our club ran a stand at the 4WD Adventure Show at Wayville Showground between

25<sup>th</sup> and 27<sup>th</sup> October. The stand was set up on Wednesday afternoon and after being half set up, we were asked to move it as the position indicated by the show staff was incorrect. The subsequent position was actually better and we found ourselves with a prime position, attracting lots of interest.

I visited the stand again on Thursday after work

and found that many of the pictures on the stand had become detached from the display boards, so had to reattach using stronger double sided tape.

Two other clubs had set up next to us, being the LandCruiser and Range Rover Clubs. The Range Rover Club had put up a much larger and more professional display, but did not have the Audio Visual display that we had. Our stand had 2 screens running a still

picture slide show and 2 screens running a 45 minute video of club highlights. Both received a great deal of attention.



The stand was staffed on Friday through to Sunday by volunteers, so thanks go to Dale and Georgette Candida, Mike Barham, Sarah Greatwich, Kris and Greg Chase and Ray and Deidre Collyer for their help in running the stand.

The response from the public was great and we handed out close to 200 brochures, so I expect that we will get a few new visitors as a result. Lots of interest and we now have lots of new ideas for the next display.

The show wrapped up on Sunday at 1700 and Deidre, Bonnie, Ray and I took down the displays, packed everything into the car and trailer and went home.

Note: The picture was taken on Wednesday before the area filled up.

Ian Stanley





**Upcoming Trip Details (From November 2013)**  
**Spalding (incl. Ladies Day) - 09 to 10<sup>th</sup> November 2013**

Location	Spalding, North of Clare (approx. 2 hours drive from Adelaide)
Dates	Saturday 09 <sup>th</sup> November to Sunday 10 <sup>th</sup> November 2013.
Trip Leader	Ray Collyer ()
Trip Starting Point	Spalding Main Street. Meet at 9.30 am the Saturday in the Spalding town centre public car park near the town hall (adjacent to park, playground and public toilets).
Trip Route	Station tracks on private property near Spalding.
Trip Requirements	Grade of driving 2 to 4 (moderate to difficult with recovery). Vehicles must have low range and adequate clearance. Standard 4WD vehicles are acceptable.
Fuel Requirements	Adelaide - Spalding - Adelaide is less than 400 km.
Accommodation	Bush Camping - no facilities available. Must be fully self-sufficient. Camper trailers with good clearance can access the property.
Trip Costs	\$20 per vehicle per day (\$40 for the weekend).
Trip Description	This is a private property near Spalding. Driving challenges include creekbeds (wet & dry), gullies, steep hills with good views of the surrounding area, a dam and water crossings. <i>Sunday will be a Ladies Day with a focus on the ladies of the club having an opportunity to exercise their driving skills.</i>
Conditions & Comments	All trip participants to travel as a group from Spalding town centre to the property. Campfire possible Saturday night - <i>please bring firewood.</i> Visitors welcome. No animals please. <b>Trip will be re-scheduled if the trip leader deems that the weather is too wet or too hot.</b>

**KESAB CLEANUP - 7<sup>th</sup> December 2013**

Location	Main North Rd Pooraka
Dates	Saturday 7 <sup>th</sup> December 2013, Saturday 10 <sup>th</sup> February 2014 and Saturday 10 <sup>th</sup> May 2014. 9.30 am to 1.00pm
Trip Leader(s)	Ray Collyer () John Henderson ()
Trip Starting Point	Meet South Terrace Pooraka - Westside of roundabout just past Alfred St
Trip Route	Main North Rd - Gepps Cross to Montague Rd
Trip Requirements	- 4 vehicles with trailers or utes (inform leaders if can supply) - good walking shoes, hat, sunblock, handheld UHF radio - drinks - gloves & safety vest (better if you use your own - but if you haven't got any we can supply) - litter bags and tongs provided by KESAB
	 
Fuel Requirements	None
Trip Accommodation	none
Trip Costs	None
Trip Description	Roadside cleanup of Main North Rd.
Trip Conditions & Comments	BBQ lunch supplied Children above 10yrs (under supervision) Good covered shoes essential



### Engineering Vehicle Modifications Presentation at the December Club Meeting

As Greg noted in the *Fitting Larger Diameter 4WD Tyres in South Australia* article earlier on page 4 in this newsletter Rory Thompson, a qualified automotive engineer from the northern suburbs (Salisbury), will be presenting on the issue of Engineering Vehicle Modifications at the December club meeting. I have included some information from Rory's website at [www.rtsengineering.com.au](http://www.rtsengineering.com.au) - Ed.

Rory Thompson Services provide specialist and tailored engineering solutions in the areas of Automotive, Manufacturing, Welding and other general Mechanical engineering. We pride ourselves in the quality of our work and the innovative and practical approach to solve your problems.

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Salisbury South  
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**Open Hours:**

Mon - Fri : 9am -5pm

Our specialist areas of consulting include:

- Automotive
  - [Engineering modified vehicles](#)
- Individually constructed vehicle (kit car) reports
- Engineering on crashed or repaired vehicles
- Registered Automotive Workshop evidence engineering
  - Manufacturing
  - Mechanical
- Materials bonding and joining

### SAPOL Road Safety Centre Visit - Saturday 22<sup>nd</sup> March 2014

The club has arranged with Senior Constable First Class Paul Bryant for a visit to the SAPOL Road Safety Centre, Thebarton, and set a date of Saturday 22 March 2014. The event will start with a BBQ Lunch at 12 pm, followed by a talk about vehicle safety and regulations, including modifications to 4WDs, from a police perspective. The event will finish around 2:30 pm, depending on the number of questions and discussion after the talk. BBQ facilities are available at the Centre and access will be available from 11:30 am for the club to prepare the BBQ lunch. The SA Police 'Road Safety Centre' is situated at the Thebarton Barracks, Port Road, Thebarton, on the south west boundary with Bonython Park. Parking is available after hours along Gaol Road and in the Bonython Park car park area nearest to the Thebarton Barracks. Entry to this car park area is from Port Road opposite Coca Cola, but check with Police first for car park closing times. Entry to the Road Safety Centre itself is via the main entry point to Thebarton Barracks. (Internet users can search for [www.4wdsa.asn.au/files/fwdmatters/KIT\\_Number\\_5.doc](http://www.4wdsa.asn.au/files/fwdmatters/KIT_Number_5.doc) which has a map as well).

### Beachport - 25<sup>th</sup> to 27<sup>th</sup> January 2014

Location	Beachport - Robe - Carpenter Rocks
Dates	Saturday 25 <sup>th</sup> January to Monday 27 <sup>th</sup> January.
Trip Leader	Ray Collyer ( )
Trip Starting Point	Beachport Caravan Park Entrance. 9am Saturday 25 <sup>th</sup> January. Use Friday 24 <sup>th</sup> January to independently travel to Beachport.
Trip Route	Day trips from the Beachport Caravan Park. Possible destinations are Robe via Little Dip Conservation Park and Carpenter Rocks via Canunda National Park.
Trip Requirements	Beach recovery gear necessary (shackles & snatch strap). Air compressor, Sand Flag & UHF radio essential. Low range. High clearance.
Fuel Requirements	"Short" day trips around Beachport (<250km).
Trip Accommodation	Based at Beachport Southern Oceans Caravan Park (08-87358153) or alternative accommodation as your wish. A group booking has been made under <i>4WD Adventurers</i> at the caravan park. Please confirm your booking of one of these reserved sites by contacting the caravan park and referring to the group booking name. A one night deposit will be required. Cabins may be available for booking; however you will need to book early as this is a long weekend.
Trip Costs	Accommodation costs as per Southern Oceans Caravan Park.
Trip Description	"Easy" (and not so easy) Beach driving. Combination of sand dunes and tracks. Be prepared for hot to very hot conditions.
Conditions	-



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



**ADVENTURERS**  
 Club of SA Inc

www.4wdadventurers.org

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

Trip Calendar  
 From  
 November 2013

**Club Trip Calendar (From November 2013)**

Month	M	T	W	T	F	S	S		Dates	Location	Trip Leader	Contact Ph.	Type (Grade)	Notes
<b>November</b>	4	5	6☺	7	8	<b>9</b>	<b>10</b>	=>	09-10/11	Spalding	Ray Collyer		Tracks & Hills (2-4)	See newsletter page 10 for details.
<b>2013</b>	11	12	13	14	15	16	<b>17</b>	=>	17/11	Oval Adjacent to Club Rooms.	Sarah Greatwich		Social	BYO dog (if you have one), chair, shelter (if wanted) and afternoon tea. <i>Start 1pm.</i>
	18	19	20	21	22	23	24							
<b>December</b>	25	26	27	28	29	<b>30</b>	1	=>	30/11	Bridgeway Hotel	Allen Bing		Club Xmas Function	6:30pm start.
<b>2013</b>	2	3	4☺	5	6	<b>7</b>	8	=>	07/12	Main Nth Rd	Ray Collyer		KESAB Club Cleanup.	See newsletter page 10 for details.
	9	10	11	12	13	14	15							
	16	17	18	19	20	21	22							
	23	24	25	26	27	28	29							
<b>January</b>	30	31	1	2	3	4	5							No club meeting in January!
<b>2014</b>	6	7	8	9	10	11	12							
	13	14	15	16	17	18	19							
	20	21	22	23	24	<b>25</b>	<b>26</b>	=>	25/01-27/01	Beachport	Ray Collyer		Sand (Beach) (2-4)	See newsletter page 11 for details.
<b>February</b>	<b>27</b>	28	29	30	31	1	2							
<b>2014</b>	3	4	5☺	6	7	<b>8</b>	9	=>	05/02	Club Rooms	Ray Collyer		Social	BBQ at 6:30 pm prior to general meeting.
	10	11	12	13	14	15	16	\>	08/02	Main Nth Rd	Ray Collyer		KESAB Club Cleanup.	See newsletter page 10 for details.
	17	18	19	20	21	<b>22</b>	<b>23</b>	=>	22/02-23/02	Geranium	TBD	-	Sand & Tracks (2-4)	Est. \$30 per day (Dorado Downs)
<b>March</b>	24	25	26	27	28	1	2							
<b>2014</b>	3	4	5☺	6	7	<b>8</b>	<b>9</b>							Adelaide Cup Long Weekend 2014
	10	11	12	13	14	<b>15</b>	<b>16</b>	=>	15/03-16/03	Hopes Gully	TBD	-	Tracks & Hills (2-4)	Est. \$30 weekend.
	17	18	19	20	21	<b>22</b>	<b>23</b>	=>	22/03	Visit SAPOL Road Safety Centre Thebarton, Vehicle safety regulations				See newsletter page 11 for details.
	24	25	26	27	28	<b>29</b>	<b>30</b>	=>	29/03-30/03	Ngarkat	Darryl McManus		Working Bee	Ngarkat Border Track Working Bee.
<b>April</b>	31	1	2☺	3	4	<b>5</b>	<b>6</b>	=>	05/04-06/04	Geranium	TBD		Sand & Tracks (2-4)	Est. \$30 per day (Puppy Springs).
<b>2014</b>	7	8	9	10	11	12	13							
	14	15	16	17	18	19	20							Easter 2014
	21	22	23	24	25	26	27							ANZAC Day 2014
<b>May</b>	28	29	30	1	2	3	4							
<b>2014</b>	5	6	7☺	8	9	<b>10</b>	11	=>	10/05	Main Nth Rd	Ray Collyer		KESAB Club Cleanup.	*Mothers Day on the Sunday (( 24-25 <sup>th</sup> May 2014 Peake ))
	12	13	14	15	16	17	18							