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Hay River

22 June to 13 July - 7200km

At the start of the year Brian had been talking about going to the Flint Races which I asked if I could tag along if it was a goer. As the race got closer, I informed Brian that due to TAFE commitments, I would not be able to do the Flint Race but if he was interested we could do the Hay River in the June/July school holidays. At that point, Brian jumped at the opportunity to tag along and a trip was in the making.

This trip had been on my bucket list for 2 or 3 years. I asked my son Matt if he was interested in taking the V8 LandCruiser, with the intention of my other son Ray hopping in Matts truck. The next thing I knew, we had 7 vehicles and the trip was full, even including a new Club member.

The next thing was to start planning, arranging permits and getting the trucks ready. My HiLux was stock standard, so I decided to fit OME suspension, a snorkel, and a ARB Sahara bar so I could refit my driving lights and warn winch which had been in the shed for the past 4 years. Matt's, John's & Brian's cars were pretty much ready to go, with George and Rob also adding long range tanks and other bits to their trucks in preparation for the trip.

The planning was quite easy as we only needed to apply for one permit for the Hay River/Batten Hill. I applied for this over the internet. I also used a Hay River trip report done in 2009 that was on the web. There was a lot of interesting information including way points and track log from OziExplorer which I downloaded and used as a guide when I planned the route.

Sydney To Tibooburra (1200km) – by Dennis Northcott

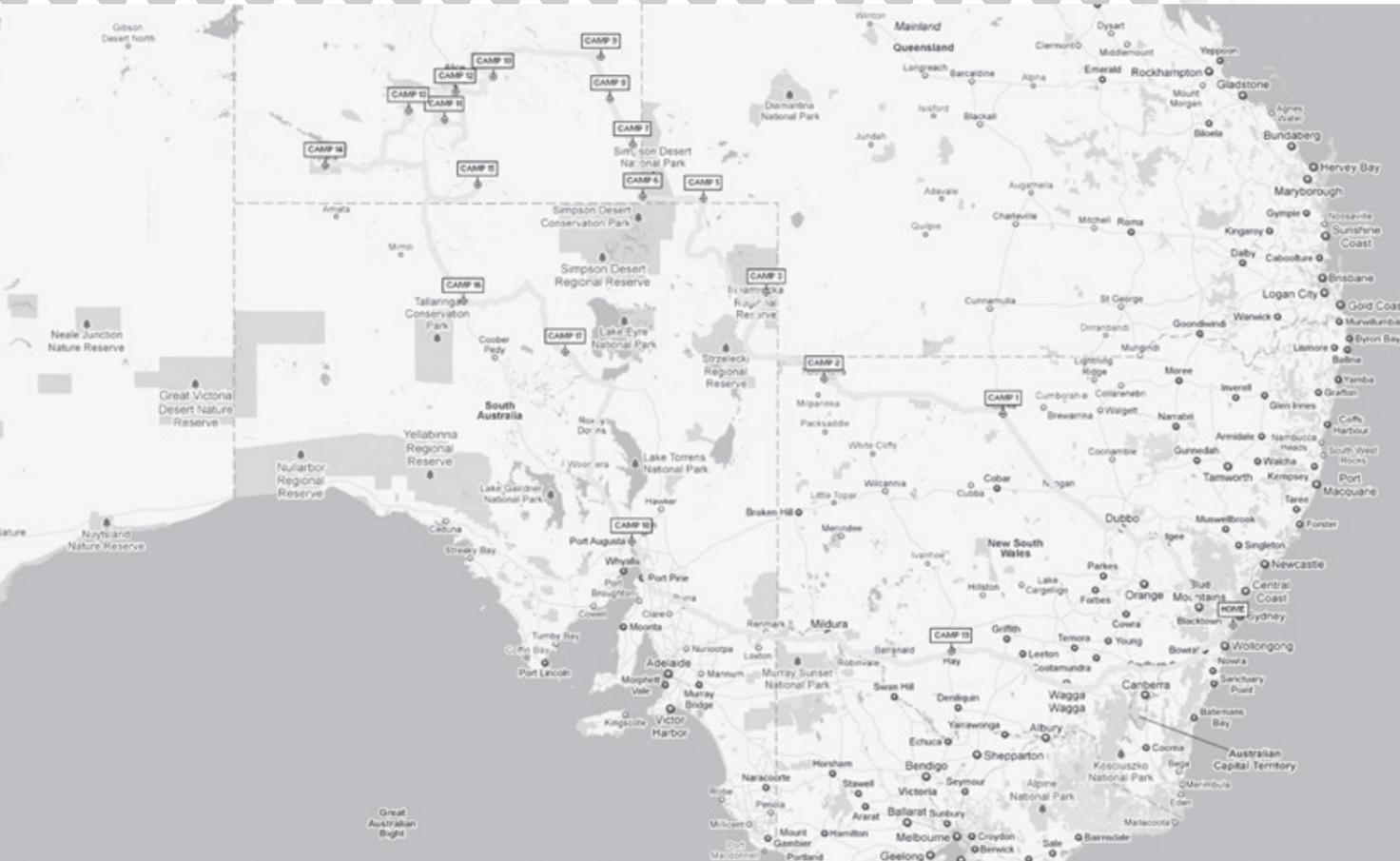
Most of the trip members met at Lithgow Mc Donalds on the Saturday morning with Gary a day in front and Brian having to leave a day late due to work commitments. The intension was to meet Gary at Bourke and Brian at Birdsville. It was an easy run to Bourke

Trip Leaders	
Dennis, Michelle & Amanda Northcott	HiLux Dual Cab 3.0 Turbo Diesel
Participants	
Matt & Ray Northcott	100 series LandCruiser 4.5L V8 Petrol
John Twine & Derek Wilkinson	100 series LandCruiser 4.2L Turbo Diesel
Brian Dare & Kerry Williams	Nissan Patrol Tray Back 4.2L Turbo Diesel
Gary Walsh & Maria Reedy	HiLux Dual Cab 3.0 Turbo Diesel
George Bright	105 Series LandCruiser 4.2L Petrol with LPG Gas
Rob & Julie Freshwater	105 Series LandCruiser 4.2L Turbo Diesel

via Mudgee, stopping off at the bakery at Nyngan, only to find it closed with a larger Bakery/Café open down the road.

Bourke was our first camp for the trip. We camped at the caravan park in town and most of us went to the "The Port of Bourke Hotel" which do a great meal, while in the Hotel we had arranged to catch up with Stephen Hall, a TLCC member that lives in Bourke and saw our trip on the forum. It was interesting talking to him as he was also getting ready to do the Simpson with the TLCC in another week.

The following day we were straight on to the dirt heading to Tibooburra via Wanaaring. Great weather and smooth dirt roads, we arrived in Tibooburra approx. 4pm which gave us enough time to fuel up and head to Horse Gully camp ground in the National Park before it got dark. The camp ground had a camp kitchen with



running water, Gas BBQ and clean pit toilets, well worth paying the \$12.00 camping fee.

Tibooburra to Innamincka (392km) – by Derek Wilkinson

After camping at the Deadhorse Gully camp ground just outside Tibooburra, we set out at 8.30am to a bright and sunny day. We followed the Loop road in the Sturt National Park to the jump up lookout and Olive Downs campground, lots of kangaroo and emus alongside of the road in the national park. Amanda counted around 500 kangaroos in a 3 hour period.

On towards Cameron Corner and ever more kangaroos and Emus, road conditions fair, but they improved to very good when we turned onto the 4x4 only roads. We had lunch and photo's at the corner post before moving off again. Whilst driving along the Strzelecki Track some of the convoy sighted a dingo on the track. Reaching Bollards Lagoon the yellow double deck bus was conspicuous by its absence. The bus has been completely removed as it was deemed to be in a dangerous state, so another landmark has disappeared.

Stopped to view oil/gas pumps in action near Merty Merty, arriving at Innamincka via the old Strzelecki track at 5pm. We set up camp on the banks of the Cooper Creek and sat watching the light fade away. Some of the group went and had tea at the Innamincka Hotel.

Innamincka to Birdsville (423km) by George Bright

Everyone met at the Innamincka Trading Post to fuel up for our journey to Birdsville via Walkers Crossing and the Inside Track to Birdsville, which had been recently opened after a long period of being closed to the public.

Our first stop from Inaminka was the historic site where King, the only survivor of the fatal Burke and Wills Expedition was found. Burke & Wills made the first South-North crossing of the continent from Menindee near Broken Hill to the Gulf of Carpentaria.

After living with the local aborigines for 10 weeks, King was found by a party from Melbourne which had been sent out to find out what had happened to the Burke and Wills explorers.

We then stopped and had a look at a working oil rig and could see the thick black crude oil being pumped out of the ground along a network of pipes to a storage area. The local area had these working oil rigs scattered all over the properties being powered by diesel pumps.

The grave site of Burke was our next stop - this was where he passed away in 1861. Burke still had food supplies left untouched when he died on his return from the Gulf of Carpentaria. He was buried under a Coolabah tree and the bark was carved out with his initials R O B and the year 1861.

We stopped and had a look at a new bridge which is nearly completed over the river at Walkers Crossing. This crossing was named after Walker who was a well-respected worker on the road gang.

Both Walkers Crossing and the Inside Track to Birdsville were in reasonably good condition. The Stony Desert was mile after mile of surface stones covering the ground. We saw some cattle in very good condition and it makes you wonder where they could get enough water and fodder to survive out in Chanel Country? The cattle here are prized as some of the best Organic Beef in Australia.

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We arrived in Birdsville just on dusk – very tired after a long day of driving and met up at the caravan park with Brian and Kerry who had driven up from Sydney a day after us. Everyone went across to the Birdsville Hotel for a few drinks and a meal. The pub was crowded and some people had to wait over one and a half hours for their meals.

Birdsville to Camp 16 (340km) – by Dennis Northcott

After a great night at the Birdsville Hotel and fuelling up with enough fuel to reach Jervois 720km away, we headed off into the Simpson, our first stop being Big Red for a quick play. Brian found the track on the Eastern side of big red which enabled us to tackle Big Red from the back and get a great view looking west from the top of big red. There is still a lot of water on the eastern side of big red but the normal track is now open with no detours required. Matt in the mighty V8 and Gary in his Hilux decided to give the hardest track ago up the western face, but after 3 attempts were defeated by the very soft sand approx. 5 metres from the top.

After a break at the top we headed into the Simpson, the sand on the tracks was firm but very chopped out on the eastern faces, with this in mind we just took our time climbing over the dunes, in some cases we would get stuck three quarters up the dune due to not going hard enough, but it was only a simple matter of backing down and giving it a second go lots of fun.

It's amazing how the desert has changed over the years, I was there in 2009 and there was no growth, only a lot of sand, then in 2011 after 2 years of rain the desert was full of grasses, small shrubs / Trees and lots of flowers, now in 2013 it's all starting to die off again.

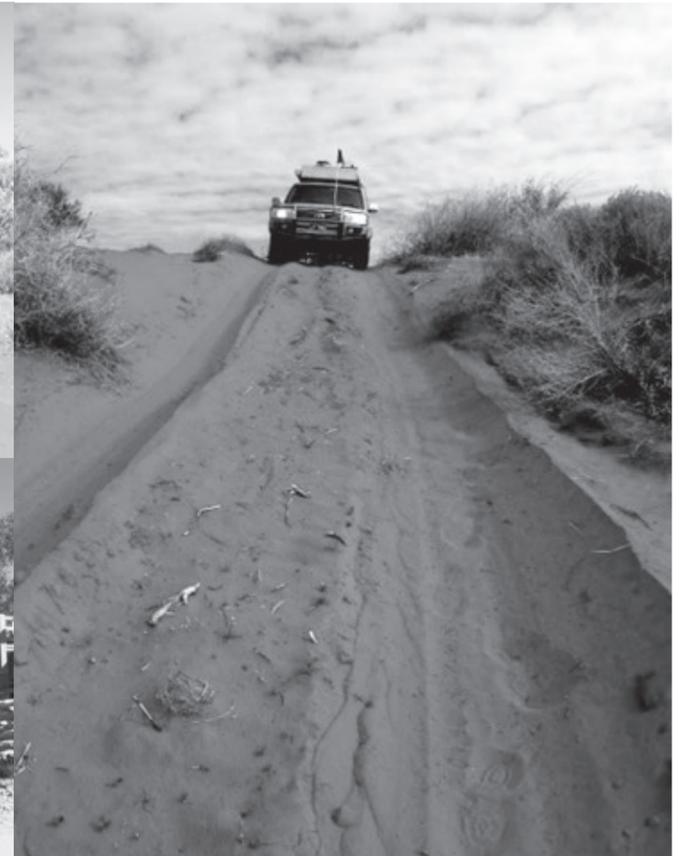
We drove though Eyre Creek which was bone dry and stopped approx. 20km short of Poeppe's corner which worked out travelling approx. 155km that day, the next day we were on the road at approx. 8.30am heading to Poeppe's Corner, again great weather, once we were over the salt pan I stopped the convoy and announced that it was the ladies turn to drive to the corner post 20km away, after a bit of encouragement the girls were behind the steering wheels heading to Poeppe's corner, by the time we got to the corner the girls were all smiles and really enjoyed driving over the sand dunes.

Once we did the usual photos and had a quick break we were all back into the cars heading back to the salt pan before turning left at the start of the Hay River track, The track was quite easy as most of the driving was running up between the sand dunes with minimal growth, but still a lot of fun, after following the GPS looking for the Black Stump and Eagles nest that we could not find it was time to start looking for a camp for the night, by this time there was a lot more growth and very little clear camping spots but we found one approx. 11km from Camp 16 Blaze Tree.

We all settled in for an enjoyable night with Ray giving IT lessons on laptops and IPADs

Camp 16 to near lake Caroline (130km) – by Rob & Julie Freshwater

The red river bed is upon us and is full of life. We are inspired at the determination of past explorer C Madigan when stopping to view camp 16 on the Madigan line. It so impressed our leader we had a moment of wrong turn Charlie after morning tea, at camp15! Evidence of wildlife abounds a beautiful baby gecko



to impressive birds nests which either belonged to a brown falcon, a small eagle or was really flood debris depending on whose story round the camp fire you wanted to believe! The day's driving is nick named the red dirt rally as the track is a constant wind around trees and small dunes. The growth along the track means bush pin striping all the way!! The colours are stunning and the weather remained amazingly warm. The contrasting sand, sky and scrub is hard to believe. Three parties' members have been deemed the Hunes and the trip leader has admitted to drug use! (Cold and flu tabs of course!)

Camp at 023 53' 18,6 " S; 137 15' 55,2" E

Near lake Caroline to Batton Hill – by Dennis Northcott

Another great morning with lovely blue sky's contrasting against the bright red sands of the Hay River Track. Everyone packed up and was ready to go by approx. 8.30am. Once on the track we had much the same driving as the day before, lots of pin striping from the shrubs and giving the arms a workout as we weaved through the scrubs. Today we actually drove in the dry Hay river, the sand was very soft and sucked a lot of power out of the little Hilux, after stopping to lower the tyre pressure down to about 18psi we found what we thought was the turn off to Lake Caroline, but after a quick detour and not sure if we were in the right spot we decided to turn around and continue up the river bed. After another 10km or more we found our way out of the soft river bed and back onto firm ground again.

We could have got out of the river bed earlier if we had followed the less travelled tyre tracks but thought it was best to follow the tracks that had the most use.

We arrived at Batton Hill early in the afternoon which made an easy day. We were greeted by Lindsay Bookie who directed us to the camping area and showed us the Shower, Toilet Block, Oven and cooking area. The showers used large metal cylinders which were heated with burning wood, as the fire burned the water pipe inside the cylinders were heated giving you a lovely hot shower. After 4 days in the bush the showers were very nice, as long as the fires were kept going.

Batton Hill (2 Night Stay) – by Dennis Northcott

Today we had arranged for Lindsay to take us on the Bush Tucker tour around this property, we were out on the track about 9.00am with 5 cars following Lindsay in his Hilux, as we drove around the property he would stop and show us wild bush tomatoes which were green and the size of small marbles , bush bananas (which didn't look like a banana), they used a medicine plant which they crushed the purple flowers and added them to kangaroo fat to make a paste. Lindsay informed us of a time he had a wound on his leg that would not heal using the white man's medicine, so he made up some of the bush medicine which worked. Lindsay also showed us the Bloodworm tree, this tree bears a small round fruit about 60mm in diameter, as the fruit grows a bug lays its egg in the fruit that then becomes a laver, to our surprise when Lindsay dug out the laver and offered the meal to anyone Ray took it and ate it, he said it tasted like chicken.

After the bush tour and just before sunset Lindsay took us out to Goyders Pillar so we could see the sunset, it was lovely seeing the Pillar turn into a golden Red as the sun set behind it, by this time it was dark and we drove back to camp to be welcomed by a cooked kangaroo which had been prepared and cooked while we had been out doing the bush tucker and sunset tour. It was very lean and

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only lightly cooked, it tasted a bit like lamb. I have been told that kangaroo is very tough if over cooked. I even tried a piece of the tail which was very nice, a bit fatty and it tasted a bit like pork.

After the meal we sat around the fire talking for a while before departing for bed.

Batton Hill to Arlunga – by Brian Dare & Kerry Williams

We left Baton Hill around 9am for just a short drive up Lindsay's driveway (his words) about 70kms before we reached the Plenty Highway.

We turned right at the end of the driveway onto the Plenty Highway and headed to Jervois where we had a fuel and morning tea stop, and checked out the Rocket Shelter, these shelters were built during the testing of the ELDO rocket at Woomera.

We left Jervois turned right back onto the Plenty Highway and travelled west until we turned onto Binnes Track, stopping for lunch before heading to Arltunga, we then turned off down the track to Ruby Gap, driving a short distance we soon found a camping area in a dry river bed, John T had found another great campsite. We called it a day and settled in for happy hour by the campfire.

After dinner John T cooked some scones for supper in the camp oven. They apparently were the best batch he had ever cooked (his words) but not everyone got to try them.

Due to a minor mishap on Kerry's behalf Brian did not get his scones with Jam & Cream as they became buried in the sandy river bank. The mishap was a full face plant alongside the campfire. The point score was a little harsh 10 for Execution & Style with points taken off for the scone burying in the sand.

A very interesting day of travel was had by all some of the most scenic tracks and gaps we had seen so far.

Note John T never made another scone for the rest of the trip after that night.

Arltunga to Rainbow Valley via Alice Springs – by George Bright

We left camp and stopped at an old mission site called the Little Flower Mission. Established by the Roman Catholic church in 1936 near Paddy's Rockhole on the Charles River near Alice Springs. As a result of a government directive in September 1942 The Mission was moved, with only twenty-four hours' notice, from Alice Springs to a reserve of 86 square miles at Arltunga.

Approximately 200 people lived on The Mission. Of these, twenty-one women and seven men were local Arltunga people. The Mission consisted of a store, school, presbytery and convent constructed of galvanized iron, a hospital built of stone, and (rammed earth) huts with thatched roofs built by some of the Aboriginal people. Little Flower Mission also included a cemetery which contains at least 43 graves, indicating a high death rate for the community. A garden established close to The Mission supplied fresh vegetables. Little Flower Mission became noted as a training ground for young Aboriginal people: the men as stockmen and the women as domestic servants. Because it had always had a poor water supply, The Mission only stayed at Arltunga until 1953 when it was moved to the more suitable Santa Teresa site on Undoola Station.

Next we headed for the Historic Town of Arltunga which was an old gold mining town from 1887 until 1913. Arltunga was officially Central Australia's first town and came under the control of the South Australian government until the Federal Government took over control in January 1911.



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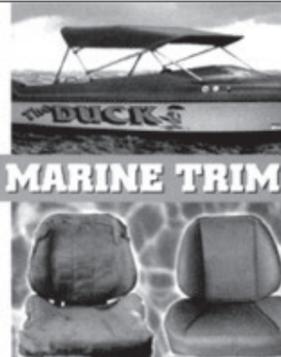
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We explored the old remains of the historic town fortune seekers had to travel 600km from Oodnadatta railhead to Arltunga which in its prime had a population of over 300 people.

It had consisted of a police station which was built 12 years after the discovery of gold and was manned by 1 constable and two Aboriginal trackers. There was no lock up at the police station and prisoners were chained to the constable's bed until a lock up was built in 1912. This remained the police station until it was moved to its present location at Harts Range.

Other residences on site were Post office, mail was delivered every two weeks from Adelaide. The miners brought their gold to the Assayer. The Assayers had a residence, office and a gold room where the gold was tested for its purity and then weighed. The Battery site was where the gold ore was crushed to extract the gold from the ore. This was driven by a steam engine driven by a large pulley and leather belts to crush the ore. The Black Smiths shop was needed to keep the Battery operational.

The Federal Government soon discovered that the battery was costing more than the gold that was produced and closed it down in 1913.

Next stop was Ross River where I bought fuel for \$1.30 a litre, to see me through to Alice Springs.

We drove from Ross River along the Binns Track to Alice Springs were everyone headed for Woolworths for supplies and to the local garage to top up fuel tanks before heading off to Rainbow valley to camp the night.

We arrived at Rainbow Valley just on dusk giving limited time to set up camp and find a viewing spot for the magnificent sunset over the rock.

Rainbow Valley to Alice Springs via Chambers Pillar (3 July) – by John Twine

The frost whose mantle was covering the bonnet of the 4WD was like flour cast onto a marble slab before preparing scones, only to change into a million sparkling Kimberley diamonds as the sun rose up from its sleep, into a sky as blue and unblemished as a freshly laid Heron egg and reached its zenith at noon before starting its stately decent towards its bloody death in the western sky.

All this was mostly going unnoticed, as the cold morning activities devoured the time to observe even the majestic multi coloured expanse of the rock formation of Rainbow Valley, which had captivated us at sunset was now cast aside as our minds were intent on objects of packing.

CHAMBERS PILLAR

Chambers Pillar is a sentinel spire of faded coloured eroded rock beaconing travellers as it did on April 6th 1860 when John MacDougal Stuart was passing through the country side.

Stuart named the now famous structure after John Chambers who was one of Stuart's financial backers.

10 years later Alfred Giles of the Overland Telegraph Expedition was also charmed by the towering pillar and carved his initials AG 1870 (pic 5389) But he was not the last to carve their name, as many others have done.

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FRUIT CAKE

Fruit cake at smoko was devoured by enthusiastic participants only leaving a few crumbs as a way of showing our gratitude to Kerry who was the sole supplier of the fruit cake

ALICE SPRINGS

Alice Springs was a 2 night stay, this allowed every one time to pick up additional supplies, do some washing and oil changes and have a look around town.

We stayed at the McDonald Ranges caravan park, a lovely park with good clean camp kitchen, bathrooms and laundries.

Most people went shopping and to our surprise found Georges truck surrounded by firemen and their fire truck. We learned later on that one of the 40 litre LPG Gas tanks on his truck was leaking, the fire brigade watered down the area to dissipate the gas and then took George and his truck to the local LPG workshop to fix the leak.

Alice Springs to Palm valley and Bogy Hole (5 July) – by Rob & Julie Freshwater

First stop John Flynn's grave. John Flynn was instrumental in the creation of the Australian Inland Mission which improved medical social and religious services for those in the outback. On the way out of Alice a significant queue was noted as eager locals headed to the show. It was a Public holiday for show day in Alice Springs.

Along Lapinta Drive heading into the West McDonnell's ranges numerous wild horses were spotted.

Next stop Hermannsburg which started as a mission outpost. Toured historical sites but the museum was not open due to show day. Of note it was the Birth place of Albert Namatjira,. He was an Aboriginal artist, born in 1902 at Hermannsburg, Next stop Finke Gorge National Park. One party going to Palm Valley and the group to Bogy Hole. Palm Valley campground has all the amenities including shady grassy sites. A 'domesticated' dingo frequented all the camps.

Palm Valley (6 July) – by Rob & Julie Freshwater

A brief but interesting drive requiring low range leads to the entrance of the valley where the distinct red cabbage palms come into view. Mpulungkinya Track is a beautiful 5km loop walk through the valley up onto the ridge and back to the car park. The serenity of the palm grove is enjoyed by all and photo opportunity abounded. The palms are unique to this valley and the oldest are estimated to be 300 years old. Campsite home to various bird species.

Pleasant evening around the communal fire pit.



Palm Valley to Boggy Hole (7 July) – by Rob & Julie Freshwater

Beautiful riverbed drive surprisingly different vegetation to Palm Valley, Met up with John and Derrick by lunch time, great camp site above the river flat. Afternoon spent exploring the surrounds or enjoying the sunny spot - lovely water holes with swans and ducks but unfortunately a few feral cats. Evening spent around a great fire where damper cooked in the "slow food" tradition was eagerly devoured by all.

If you are planning a trip to this part of the country you have to add Palm Valley and Boggy Hole to your bucket list, It's a lovely spot with large Red cliffs, white gum trees, peppy river beds with water holes full of wild life.



Boggy Hole to Uluru (6/7 July) – by Dennis Northcott

While some of our group spent 2 days exploring Palm Valley and Boggy Hole, The Northcott's with Gary & Maria in toe continued onto Uluru for 2 nights, it was a really nice drive though the Finke National Park, driving in the dry rocky and sandy river beds, passing the actual Boggy Hole, it was surprising to see how large it was, with the large amount of water in the Permanent water hole.

After leaving the park we aired up and hit the tar before arriving at Uluru camp ground in the afternoon.

The following day we went to the visitors center and walked around the base of the rock. Later that morning we found the climb was open, with Amanda and Ray being keen to climb it, they both encouraged Dad to come along, even offering to carry the back pack. Well after a 3 hour return trip to the top and Dad carrying the back pack, I must say the climb was worth all the huffing and puffing, the view from the top was fantastic.

Once we were at the bottom it was a bit late to go to the Olgas and decided to have a restful happy hour at the sunset viewing point to watch the sunset before going to dinner at the Outback Hotel and retiring for the night.

Looks like I will need to visit the Olgas another time.

Boggy Hole to Lamberts Centre (8 July) – by Rob & Julie Freshwater

Yet again a beautiful riverbed drive out of the gorge – numerous tricky rocky patches and one

Steep sandy climb up the bank. Lunch was at Henbury meteorite crater site created 4000 yrs ago. The rest area was given the prize for the Draftiest dunny in N.T. Covered the Km's mostly on black top then 135 km's of dirt to meet up with rest of the group in the Centre of Australia.

Lambert Centre to Mount Dare (9 July) – by George Bright

When we arrived at The Lambert Centre the rain began. This is the Geographical Centre of Australia; named after Dr. Bruce Phillip Lambert, and is accessible by 4WD from the main road by a slow, sandy and winding track of 12 km taking about 30 min, as the tracks criss- cross each other from right to left several times.

At the dead centre of Australia, there is nothing but bush and an Australian flag resembling the flagpole that sits on the top of parliament house, along with a visitor's book. A desolate isolated place something to cross off the bucket list.

For the first time this trip, people had to pack up their tents in the rain. Not fun, but as I sleep in the back of my landcruiser, I got to watch them! Of all days to have a puncture I was driving over to take a photo when Gary pointed at my front wheel. I tried unsuccessfully to plug the tyre but had no luck and after 5 plugs, I had to change the tyre in the rain. Thankfully with lots of help from everyone, so I didn't escape getting wet after all.

We radioed Mount Dare to find out what was happening with the weather and told they were on the fringe of the rain and all roads were still open.

A team meeting was called and it was decided to change our plans and not travel to Mt Dare, instead head back 120 km to the bitumen Stuart Highway .

Back on the dirt road from Lambert Centre heading to the Stuart Highway, we discovered a road that was so good the night before was now very slippery - several of our vehicles without mud tyres were slipping and sliding across the roadway. The rain had only affected about 60 km of the dirt road and the other 60km was still good as we made our way back to the Stuart Highway.

When we reached the Stuart Highway, a "Road Closed" sign had been erected for vehicles travelling towards Mt Dare. A happy group who realized we had made the right decision.

We made our way to Cadney Homestead and camped the night - dust and dirt everywhere, but the campsite had a lovely grassy area to pitch tents.

Cadney Homestead to William Creek via The Painted Desert – by Dennis Northcott

With the change of plans and the rain chasing us we decided to go to William Creek via the painted desert, the dirt road was in very good condition and the drive was easy, we were all amazed with the landscape, as if we were on a different planet. We had gone from driving in Red Dirt country to a landscape of deep reds, browns, oranges, yellows and white colours all blended.

As we slowed down to let a kangaroo hop across the road George informed me that my back left **tire** was flat, with the help of a plug and compressor we were on our way again.

By lunchtime we had reached the Pink Road House at Oodnadatta where we all had lunch and a look around. We met Lynne Plate who had owned the Pink Roadhouse for almost four decades, with the tragic passing of her Husband Adam she has sold the business and was moving to Adelaide to live.

While in Oodnadatta we meet the owner of a 4WD who was waiting for the RAA Road side assistance to have his tyre fixed, He was hoping to have it fixed at the Pink Road House but the work shop was closed due to the mechanic leaving 2 days earlier.

After talking to him he only had the one spare, no means of fixing a tyre and he was on his way to Dalhousie, It goes to show you need to be prepared when travelling the outback.

After Lunch Gary and Marie departed to head across the Simpson while the remaining party continued driving to William Creek, stopping off at the old Algebuckina Bridge.

The Algebuckina Bridge was opened in January 1892 and is the longest bridge in South Australia.

It was built by a team of around 350 men, working in extreme desert heat. After a severe flood in 1974, which almost reached the bridge decks, the line was closed in 1981 and a new route built 100 miles further west.

There's not much bush camping near William Creek so we decided to camp in the camp grounds which enabled all of us to have hot showers before tea and going across to the oldest Pub in Australia for some drinks. While in the pub we got talking to the ABC Radio crew how we were making our way up to Oodnadatta for the Pink Road House celebrations, Brian and I even got to have an interview which was to be broadcast on the radio the following day.

The William Creek Pub is a must see, its small, old and a great place to get the true outback feeling.

William Creek to Woomera – by Dennis Northcott

The trip is almost at an end. **We** left William Creek at our usual time of 8.30am and headed to Woomera 330km away. The outback roads were great to travel on but that didn't stop me from getting another flat, I think the main issues was the load I was carrying and the fact

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the tyres were 8 years old. After talking to the Mickey Thompson Boys at the TLCC meeting I think that the tyres are starting to perish which causes the rubber to become soft, I did notice when I was installing the plugs that it was very easy and soft pushing the plugs in. Next trip new tyres will be on the list.

Driving to Woomera we stopped at Coward Springs, The Mold Springs and Lake Eyre South, there is so much to see out here, but time was against us. We arrived at Woomera just after 3pm so we missed out looking through the Space Museum, but we still got to see the rockets and aircraft on the grounds in front of the Museum. It was very interesting reading about the rocket research that had been carried out between the Australians, British, and Americans since 1947.

At Woomera we said our goodbyes as the trip had come to an end, John and Dereck stayed on at Woomera while others pushed on to Port Augusta to make a start for the 1500 km trip home via Hay.

**Great Trip, Great People.
The Hay River and Boggy Holes are a must do.**

Below is a brief guide on how much fuel was used in the different vehicles. Even though Matt was driving the V8 Petrol (and enjoying every minute of it), it worked out that he used approx. \$35.00 extra per day over the diesel HiLux, Which I thought was pretty good. What does a pack of smokes cost - \$25.00 a day?

		Desert Crossing	Open Road Touring on Tar Avg 100km/Hr.	Open Road Touring on Dirt Avg 80km/hr
Dennis	3.0 TD Hilux	15.1	12.4	12.6
George	4.5L Petrol 105 Series Land cruiser	25.3	24.0 on Gas	21.0
Matt	4.7L Petrol 100 Series Land cruiser	22.6	19.7	17.1
John	4.2L TD 100 Series Land cruiser	15.1	13.3	12.1
Brian	4.2L TD Nissan Patrol	15.1	-	-
Rob	4.2L Diesel 105 Series Land cruiser	18.3	17.7	16.07

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