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## *In this issue-October 2011*

		<i>Page</i>
PRESSIE'S PRATTLE.	2011 events nearly over 24-hour accolades.	2.
IDLE MINDS	490 explains a photo and gives us the go on Joe	3.
QUITLY	The next bit or where we're at.	5.
RALLY ROUND UP.	What's been & what's coming.	6.
TREASURE TROVE	Sadly, another gone, Xmas Hamper and 24 trivia.	6.
RIDE RAMBLEINGS	Phil 48 occupies his time at Bute.	7.
SAGA 2	Antenna down & the Bute ride continues.	9.
TUCK'S TALES	And all I did was go to Broken Hill.	10.
WHAT'S A QUILTY	A little Quilty history.	10.
SNIPPETS OF WISDOM	Elaine 43's philosophical contribution.	12.
PORT BROUGHTON	Minus 32 years.	12.
CROSSWORD.	Last month's crossword answers.	14.
GREETINGS.	Happy Birthday to our October members.	14.
CLASSIFIEDS.	Member's sell, buy or exchange.	14.
MEMBER'S BIT	Member's Contributions to our insanity	15.
MINUTES.	Of the August OCM 2011.	16.
CROSSWORD	This Month's X word	17.

Editorial for the Communicator must reach the Editor on or before the third Thursday of the month for inclusion in that month's issue. Any and all articles are welcome, however the editors reserve the right to vet suitability for publication.

To submit articles, items for publication, letters to the editor or to ask questions of our technical writers, please address all correspondence to The Editor at the address shown on the front cover or via email to [phil48@adam.com.au](mailto:phil48@adam.com.au). If you know of anyone who wants to advertise in the Communicator, space and charges are available on request, speak to a committee member for more information.

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### **Meeting dates.**

*ACRM SA Inc. meetings are on the FOURTH TUESDAY of each month.*

ACRM SA Inc. September's meeting will be on the 27th. at 20:00 Hrs.

October's Meeting is on the 25th

*Gawler/Barossa general meetings are on the THIRD TUESDAY of each month.*

Next meeting will be October 18<sup>th</sup> 2011.

## *PRESSIE'S PRATTLE; Phil 48:*

I'll be glad to see the backside of the 2011 event season. Not that I haven't enjoyed each event but so far 2011 would have to take the cake when it come to how many countless hours each of us have put into this year's events.

We have had to put more effort into checking and testing, than we have done in probably 20 years. There have been two main reasons for that; one was the Bute Ride and its own peculiarities, covered elsewhere and the other the Tom Quilty, which is still being finalised as I write. In 1998 I swore – never another Quilty and yet in 2004 there we were again and now in 2011, with less than a week to go, preparation is well under way for this event's onslaught on Mt. Pleasant.

There is something ironic about that last statement, after all it was Mount Pleasant where our first Quilty was held and here we are 13 years later, gone full circle.

After the mess made at Mt Pleasant I would have thought another Quilty there was impossible but weather played a major role in that fiasco and everyone is praying that this year will be great. The difference, weather-wise, between June and October, will hopefully be the formula for success in that area.

Just to clarify things, 1998 wasn't the first Quilty in SA but it was the first ACRM was involved in so if I make reference to the first Quilty I'm only talking about our first.

## *Accolades, where accolades are due; Phil 48:*

I mentioned last month that only three members had done all thirty 24-hour trials since we started and one of them was John 232, who upon reading it contacted me to say that Dick 21 should be mentioned honourably in the inclusion because John, in the early days, being a mate of Dick's accompanied him on Dick's control and that continued for many years, until one year when we were short of members and because John took his equipment with him anyway, we split them. While we had trouble covering all controls that remained the norm for many years and once the precedence was set, it became the norm to allocate separate controls and it has remained to this day. Thanks Dick, thanks John – but sorry Dick, I think you've lost him for good now. Another who had done every event until his untimely death was John 226.

There are a handful of members, who because of work or other commitments have only missed a few, Dick 21 is amongst them, along with Derek 40, Neville 228 and Andrew 11. Peter 104 and Harry G70, now deceased, were devout 24-Hour supporters and only missed a year if there was absolutely no other choice. Another couple who belong at the top of the list are Peter 171 and Vicki 172, who go close to a perfect record. I think it is a bit of a tradition now and being part of the elite each year an achievement to remember. Some of our newer members

have done each year since joining and I'm sure will be in the running for congratulations in another 30 years, I hope someone remembers to say it.

### **IDLE MINDS; Paul 490 (That ACRM Guy):**

A regular controller at Motor Cycle events is Dodgy Joe, his green bus and band of dodgy helpers, Paul is one of his team members who owns radio equipment suitable for use on our private channels and joined ACRM to be a radio operator for that control. Okay scene set – here is what he writes, Ed.

### **THE 24 HOUR RELIABILITY TRIAL at “Dodgy (he’s a Hotty) Joe’s”**

As the 24 hour rolls around one more time into 2011, Dodgy Joe and his team of dodgy sidekicks swing into action and prepare the extremely Dodgy Bus Stop for yet another weekend of great camping, good tucker, good laughs, lots of, shall we say, consumables, and of course great company.

All the regulars are in attendance during the weekends event, some of which only see each other at the bike trials on a yearly basis but you wouldn't know by the way they all get along, with many now bringing their youngens and kin folk.

Dodgy Joe is always the perfect host year after year and despite the often freezing conditions, you'll always find him half clad in his dodgy bus driver uniform, Dodgy old shorts, his nana's slippers and his ever faithful hoodlum hoody.

In the wee small hours between the laps, not wanting to miss anything I chose not to catch some Z's but instead to commemorate the occasion or at least pay homage to the efforts of the yearly regulars at the Bus Stop. I borrowed a couple of texta's that were just laying about and took to the closest writing materials I could find . . . Dodgy Joe's dodgy pit side table, the heart of the checkpoint.

The names that made it on the list are not only regulars to each event but also proudly self-proclaimed as very dodgy operators.

Timmy Nigger and now, Little Nigger, '07' some say he has no name but we call him, The Nig,  
 Davo Locky Clarke Carter Smith-Jones Brown Orange Jump Suit Man,  
 need I say more.  
 Freddy Flintstone and introducing, Madam Spank,  
 That ACRM guy, 490... top bloke and scribbler extraordinaire.  
 Agro !!! The inventor of the all-natural Verblodka  
 Ronnie the Clog Wog and his lady in waiting, Trudes.  
 Hewy and his Tribe... too many kids to count.  
 Help me Rhonda, help, help me Rhonda, always a great help.  
 Jay, Brocky and Kimberly, a family affair.  
 Trev the Wood Rustler, ain't no camp fires going out with Trev around.  
 Andre the Giant – Dodgy Joe's latest protégé.  
 Fitzzy, the fastest band aid in the west.  
 ShhhhShane the Marker, often seen but never heard  
 And special guest appearance,  
 Brett the Bike Nazi, just til ya get to know him mind you!



Well that's pretty much the whole Dodgy gang, year after enjoyable year. I could have also included names of the countless spectators and onlookers who dropped in during the course of the event but they just don't make texta's like they used to, these new texta's are very dodgy.

Next time, come on over, join in and sign the table yourself, just don't tell Dodgy Joe.

Thanks for article Paul – but please explain, from the Dodgy Dictionary, what is Verblodka? Ed

There will be more Dodgy pictures next month.

### *Quilty, the next bit; Phil 48:*

Just as if I'd opened Tutankhamun's Tomb myself, or gazed upon the face of some cursed spirit, I'm sure someone has pointed the bones at me, because the last month has been a blur of fixing things writing things and planning things, all for this bloody Quilty. And as if doubly cursed it has coincided with Magazine week so if all goes to plan and I finish this mag, Saturday I finish the other repeater and finalise maps etc, Sunday a handful of us are going to check out repeater locations and Wednesday we hope to be at Mt Pleasant for preparations and preliminary set up. Isn't it always the way? When you are in a hurry Murphy comes out of hibernation and adds to your misery. The ACRM database crashed so even simple tasks like generating the birthday list was impossible. I've had to reconstruct the whole thing, just to generate the mail list for this mag. "Practice what you preach," Chris says, "you urge people to back up but when it comes to your own stuff, you are a bit slack." Last year at the trial Quilty (run from the same venue) we used Tower hill behind Williamstown, which did very well but Mt Pleasant oval itself was not covered well so the aim is to improve on that and two alternative locations will be checked out, the CFS fire tower on the other side of Warren Road and Wirra Wirra Peaks. On paper the Peaks look good with one being the highest in the area. Part of Sunday's test will be to see if we can actually get to the top.

Trev 120 did a control on the Peaks, last year and was in a nice clearing, a beautiful spot, but he could have still gone higher so Sunday will be an eye opener for me. With all controls being South of the Peaks, there is no need to try for coverage to North, thus any high, good piece of ground on the southern peak, the highest of the two (around 590 Metres) should do the trick. Tower Hill, geographically is directly behind the Peaks in a direct line to a couple of the controls, meaning we have to get over the highest Hill in the area for communications and that was a bit of a struggle at Ride Base last year, for the hand helds in particular. I'm expecting good results but it will be next month before you will know.

### *RALLY ROUND UP; Nev 228:*

Or at least a fill in from Phil 48. I heard earlier today that Nev was a bit crook so I thought I'd check up. It seems the silly bugger is in hospital with heart probs again (arrhythmia) and according to Jackie is ok but will be kept in overnight for observation. Thus in lieu of no Nev, I'll do a catch up. The next event is the Quilty on the long weekend of Oct 1st, followed by a Kuitpo ride on the 31<sup>st</sup> Oct. The way the season is going it will be darn near summer by then. Nev was just getting over a bout of shingles and missed the Bute Ride, now I wonder if he thinks this last episode will get him out of the Quilty!!

### *TREASURE TROVE; Chris 49:*

Firstly, my thoughts and deepest sympathy are with Ros Sims G65, who lost her last child, Andrew in a motorcycle accident on the 18<sup>th</sup>. Ros and her husband Val G66 were inaugural members of ACRM and after the split from ACRM SA were the movers and shakers of the G B division. Husband Val, died of Cancer, their daughter then died of cancer and recently one son died of cancer. Ros has also had Breast cancer herself and now Andrew G62 has gone. I get the feeling she has had her share of hell on earth and sincerely hope some good luck comes her way.

Secondly, I've had no requests for raffle books for a while so contact me (85226081) or Denise (82525229) so we can post some out.

Lastly, we attended the 24-hour presentation night recently and were able to hand out a 30 years of the 24 badge to a few of the regulars we have become used to working with to help commemorate ACRM's 30<sup>th</sup> year of involvement.

All member's who did the 30<sup>th</sup> 24 also received a badge, our way of saying thanks, if any members were at the 24 and have not received your badge, please contact me. It may be an oversight or it might mean you weren't there. If anyone wants to purchase the badge, it is available for \$5.00. While on the subject of badges. As of July 2011 all badges are \$5.00. we have decided a small loss on each badge is better than selling none.

## *RIDE RAMBLINGS*

BUTE EXPERIENCE 2011 – Phil 48

I've started this article while at the ride but not out of boredom, in fact it is just a quiet moment amongst what has been a very hectic time.

It is Sunday and the ride started on time as expected but not in the direction we had been told, I'll explain. The maps we had been given, showed a clockwise direction but when the course changed direction, the only people who weren't told were us.

We, 49 and I, opted to get to Bute early because it was uncharted ground as far as we were concerned and didn't really know where we going to place the repeater apart from the fact that it would be on the Hummocks. The Hummocks hold a far different memory to me than Horse rides. Along with Eric 38, Jim and a few others, in 1979 ACRM had its initiation to what an Emergency Service is all about (see article later).

Jane & Ray must have anticipated our early arrival as they were standing there waiting for us, a rare and appreciated moment. After a bit of discussion and placing the van in a great spot, Chris and I shot out to find the controls and erect the repeater. What a mammoth task that turned out to be. We were armed only with a map that was, as we found later, wrong. However, all tracks started the same way so we followed arrows for about 6k and came to an electric fence that stopped us in our tracks. A phone call to main should have sorted that but Jane didn't have her phone near her so I got message bank, which could have taken an immeasurable amount of time before we got a reply so drove back to main and learnt that the fence won't be there Sunday and we could open it to go through. Still no mention that the course was in the other direction so away we went again to follow the red leg, which would first take us to Checkpoint 1 and then to 2 & 3, ultimately on top of the Hummocks for the repeater site.

Chris opened and shut the electric fence, twice as it formed a pen and then we went over a disused train line and within about 2k, no red arrows anymore but after a bit of deduction we realised we were on the track but following the second leg, Black arrows. I tried to call Jane again but yep, message bank so we carried on, fairly sure we had figured it out. I should mention at this point that my GPS was just as lost. It had no clue what the tracks we were on were. About the best I got at one point was "Unsealed road near Snowtown."

Fortunately the course was well marked and now, following black markers we made good progress and right on cue Checkpoint 1, now 4 with the reversal, popped into view. We were feeling a little more confident at this point so followed the black to the next two checkpoints and ultimately on to the highest bit of the Hummocks overlooking damn near everything, it is an incredible view from up there. There are a couple of Masts and antennae up there (one sporting Solar panels), quite impressive but being an unknown frequency I opted to stay away from it and drove a little further south where we found a tank that looked like a good anchor point. Not realising how strong the wind (nay, gale) was Chris and I struggled a bit to erect the antenna and because of the wind, particular attention was paid to the guying (replacing those 6Db's is an expensive exercise).

Anyway, job done and as we'd seen 90% of the course I thought we should continue and see the rest. The descent of the hill was a bit hairier with some tricky bends right at the steepest point. We found some markers down in that section and had fun banging the stakes back into the rocky surface. It wasn't as simple as moving 75mm either because the rocks there were bigger. My theory is that the cows were doing it because at one point a cow that was intently watching us, started to mosey up the hill just as I pounded the last stake in. When we returned to camp, we learnt that Jane was out checking the course and sure enough, when she returned we learned she had to put the same stakes back in the ground.

On our return, we also confirmed that the first leg was in the opposite direction so after a mad dash, had a modified course and checkpoint numbers ready for our monitors, who at this ride were Frank 67 on the busy control (a cross over) with Daryl 295 & Lynda 296 on another and a local Kym, who had helped last year, offered to do a control for us, making up the full quota. Being a local his knowledge was very handy and I'll touch on that later. Because the erection took a little longer than planned, we missed Frank and the others so they arranged to come to main after tea to catch up on what is expected at a horse ride, because it was the first for all. I didn't quite get all the paperwork done by the time they returned so I planned to go out in the morning and deliver the paperwork, give Frank a hand to gently lead him into the joys of a horse ride and Daryl & Lynda would be able to hear how it is done.

Sunday morning just after the horses left I got mobile to fulfil my duties but as usual, hadn't studied the map too well so after recognising a pipeline as being on the road I wanted, followed it blindly until I was at the point of no return, which was only 1 or 2 k from Checkpoint four (below), not one as it was to have been.



It was easier to carry on because I knew I could pick up Frank later and he was doing a remarkable job with out my assistance anyway. With paperwork dropped off in plenty of time I left for Frank's again and about 20 minutes later pulled into his control, just in time for a coffee and a bit of cake. I'd now been away from main for way too long so armed with a couple of chocolate bickies as a peace offering for Chris, I hightailed it back to main, where everything was running smoothly under Chris' watchful eye. Thus all I had to do was catch up with the proceedings and update the computer.

After the ride I went out to get the repeater and that was a saga of its own. By now most of the arrows had been removed so I had nothing to follow this time and because I used

arrows the first time I had no idea where to go with out them but the trusty GPS this time got me to a track Steve Ellis used when he went out to take photographs and with some driving all over the place, I finally found the track that led me to the repeater.

## *Saga 2, Repeater retrieval.*



*Picture 1, still standing when I arrived. ground, allowing it to topple sideways and land neatly over the fence, which luckily cushioned the blow and apart from slightly bent poles, there was no damage to anything else.*

*Picture 2 the dirty bit of stake that pulled out of the ground. Maybe the tank had a*



Yep, repeater located, now how to remove the thing without damage.

It was still upright upon arrival so I thought I'd lash it to the tank which would support it until I got the rear guys undone and manoeuvred around to lower it. All went well until a gust of wind blew the top section west, using the top of the tank as a fulcrum and pulled the pivot stake out of the



*leak and the ground was soggy.*

*In picture 3 we see the bent poles that were easily straightened so they telescoped again.*

## *RIDE RAMBLINGS Cont.*

Was the Bute Ride a Beaut Ride? It was and enjoyed by all, marred only by a couple who were a bit keen to pull down markers and close gates. Our checkpoint copped a few complaints because some riders had to open gates themselves on the last leg coming out of the loop.

I was a bit inconvenienced my self because I had nothing to follow to find the repeater and having driven all over the country side used a bit more diesel than expected so Kym's wife (I think) with local knowledge was invaluable. She gave Chris clear instructions on

how I get to Snowtown and fuel after I'd collected the repeater. 15 k to Snowtown as opposed to 20k back to Bute and then 40 k to Pt Wakefield seemed a logical move although it was a 30 k round-trip to do it.

What is the downside of the Bute Ride? No shops or fuel stations would top the list but as a plus, the scenery atop the hummocks and facilities at the ride Base were excellent.

## *Tucks Tales*

*By 141*

Last Tuesday I went up to Broken Hill with a mate and his wife. They had taken a Holiday Auction and asked if I would like to go with them.

As I haven't been there for 25 years I said yes, and was duly picked up at 8.30am, and off we went. No great surprises until we reached Yunta, which was never a huge town, but is now just a shell of its former self.

Only two of the former four roadhouses were operating, but the most significant one missing was "George Dings", the Shell servo on the right going up.

The other towns are equally run down, especially Cockburn with most houses empty, and looking like ghost towns.

On arrival at Broken Hill we went out to Silverton, which is staying alive through Tourism, and a pub selling cold beer.

My mates wife is diabetic and needs regular snacks during the day so my mate had packed some fruit for her and offered the bag of apples and pears.

I won't repeat her words to him as she opened the bag to find he had thrown out the fruit just before leaving home, thinking it was a bag of apple cores and peel.

Any way we had a good couple of days with some very quick visits as my mate can't stay still and has to keep moving on all the time.

We had intended to leave at 8.00am this morning but we were on the road by 7.15, to return to Adelaide (and Gawler)

*A little bit about the Quilty* courtesy: <http://www.satomquilty.com.au/>

Endurance riding has been an organised sport in Australia since 1966. Reports of the Tevis Cup endurance ride in the USA began reaching Australia. One person inspired by the concept of a long distance competitive horse ride was R. M. Williams, editor of Hoofs and Horns, a pioneer horse magazine in this country. An invitation was extended through the magazine for people interested in conducting Australia's own 100 miles in one-day ride.

It was decided if the Americans could do it, so could the Aussies! The venue would be in the Hawkesbury district, near Sydney, New South Wales, being a

relatively central, scenic location, with the support of the University of Sydney's Rural Veterinary Centre, Camden. A committee was formed to organise the first 100 mile ride.

R. M. Williams wrote to his friend Tom Quilty, a great horseman and cattleman in the Kimberly area of Western Australia. Williams asked for his support for the 100 miles ride, and Quilty donated \$1000. This was used to make a gold cup, the prize for the winner of the event. This is a perpetual trophy, and the ride was named the Tom Quilty Gold Cup in his honour. The original Gold Cup now resides in the Stockman's Hall of Fame, in Longreach, Queensland.

Cash prizes were originally offered as incentive for competitors, however, at the last minute it was pointed out that local by-laws prohibited racing for money, over public roads. A meeting of riders and officials was held, and all resolved to ride for the satisfaction of simply participating, and for the honour of wearing the handsome silver Quilty buckle. The Quilty buckle is still a highly regarded prize in endurance with those who earn one treasuring it as equivalent to an Olympic Gold Medal.

The winner of the first Quilty was Gabriel Stecher, who rode his Arabian stallion 'Shalawi' bareback the full 100 miles, plus a few more miles when he took a wrong turn! The first Quilty was declared a success, and the following day, plans were made to form an Australian Endurance Riders Association.

The sport grew over the next several years, with fifty mile rides being conducted in all the states, and the annual Tom Quilty Gold Cup 100 mile ride in NSW. Endurance riding began to be accepted as part of the horse scene, with Hoofs and Horns magazine giving the sport coverage.

The Quilty was considered as the National endurance ride, with its location being fairly central for riders, except for those in Western Australia. In 1986, a referendum of all endurance riders in Australia resulted in the decision to move the Quilty from state to state in rotation. This gave endurance riders in each of the six states to have the chance to compete in the Quilty in their home state, and not have to travel large distances to compete.

As they say the rest is history and The Barossa Ranges is now to be the venue for the 2011 Tom Quilty Gold Cup! A field of entrants from all over Australia and overseas is expected to be around 300 horse and rider combinations and together with support crew, spectators, media and organizers will bring approximately 2000 people into the township for the week of the event.

Competitors will begin at Midnight and have 24 hours to complete the 160km course which is held over 5 legs with each leg returning to the showground for a thorough vet check before being allowed to continue. Each horse must then be judged "fit to continue" at the end of the distance before they are able to earn their riders the coveted Quilty Buckle.

*Elaine 43 has sent us a few snippets of wisdom.*

- 1. Money cannot buy happiness but it's more comfortable to cry in a Mercedes than on a bicycle.*
- 2. Forgive your enemy but remember the bastard's name.*
- 3. Help someone when they are in trouble and they will remember you when they're in trouble again.*
- 4. Many people are alive only because it's illegal to shoot them.*
- 5. Alcohol won't solve your problems. But then again, neither will milk. So Drink Up !!*

Yes, I know these 3 things well...too well:

The people who seem the strongest are usually the most sensitive!! The folks who exhibit the most kindness are usually the first to get mistreated!

The ones who take care of others all the time are usually the ones who need it the most!

Did you know the 3 hardest things to say are: I love you, I'm sorry and Help me?

Me, behave? – Seriously?

As a child I saw Tarzan almost naked, Cinderella arrived home after midnight, Pinocchio told lies, Aladdin was a thief, Batman drove over 200 miles an hour, Snow White lived in a house with 7 men, Popeye smoked a pipe and had tattoos, Pac Man ran around to digital music while eating pills that enhanced his performance, and Shaggy and Scooby were mystery solving hippies that always had the munchies.

The fault is not mine!

*Port Broughton and ACRM minus 32 years.*

(From an extract in “A bit of History”)

A visit to C.F.S. Headquarters on 14th November 1979 turned into a night few would forget. Twenty-two people rolled up for the tour of CFS but on arrival, were told that the tour may be cut short at any time as the C.F.S. will be needed to assist at Port Broughton.

The tour was cut short and while the details were being explained to the monitors, it became horribly apparent that if the power and phone lines were down, they would need communications. All we knew was that Port Broughton had been hit by a storm, the C.F.S. were preparing to move and we had, in light of the communications problem, been asked to help. To what extent we didn't know but we were about to find out. After some discussion a plan was put into action and the members split into groups. Jim 27's group went to Kulpara, where they set up a relay on top of the Hummocks. Eric 38 went home and packed, then

headed straight for Pt. Broughton. Reg 32 opened Base 3 and other monitors put their own bases on air. Mobiles stood at the ready for backup situations as well. My base was also operational and a direct link with 27 on the Hummocks was established on UHF. From the time of notification at C.F.S. Headquarters, to set up, including Eric at Port Broughton, just two and a half hours had elapsed. the mobiles established themselves at various police stations

Eric and Company arrived at Port Broughton to find a twisted mess of houses, galvanized iron and power lines. They were directed to the police station where operations were being coordinated and were immediately welcomed. Eric noted "We were there to help them in their time of trouble and yet, in the middle of all that mess and confusion, they found time to assist us." In no time at all, they were set up and a vital link was established. Three hectic hours of passing information, to and from worried friends and families, had elapsed before the C.F.S. had their radio link restored and ACRM was free to pack up. All who were concerned thanked us and I couldn't help thinking that, perhaps now, ACRM had paid its dues and we were truly the emergency service we claimed to be. On the way home, radio tests were carried out, dead spots were noted and areas for future communications, should the occasion arise, were mapped. All in all, some eight hours had elapsed and Base 3 closed down at 0330 hours. 800 messages had been relayed in a very short time. Makes you wonder what we could have achieved if we had a repeater up and running then. Although we had no choice then, the time wasted on relays was atrocious. E.G. Eric relays the message to Jim, who then relays it to one of the bases, who then relay it to one of the mobiles at the appropriate Police Station. If a reply is available the whole thing is reversed and although primitive it was very effective and highly appreciated.

It was always a mystery why a power line down affected communications so badly but it seems the practice was and still is to connect to transmitters via a telephone interconnect. Thus the weak link was and maybe still is the landline part of the system. I think but don't quote me, all comms are now via radio link and I guess the GRN. Interestingly enough, back in 2000 we still did a manual back-up via radios and repeaters in case the Y2K rollover didn't rollover. One would hope that by now, all bugs and possible problems have been covered and complete loss of communications is never again experienced. It makes you wonder though, what happens if one or more of the vital satellites fail?

## LAST MONTH'S CROSSWORD ANSWERS

1	A	P	S	E	6	B	4	I	G	5	A	M	6	I	S	7	T
	R		H		8	G		O		G		M		O			
	M	A	R	R	I	E	D		9	G	Y	P	S	Y			
	R		U		L		I		R		L		S				
	E	G	G	S	A	N	D	B	A	C	O	N					
	S				P		E		V		R		12	W			
11	T	A	L	K	I	E		13	C	A	M	E	R	A			
	S		E		D		B		T					Y			
		14	C	A	P	A	B	I	L	I	T	14	I	E	S		
19	A		G		T		R		O		O		I				
24	S	A	U	D	I		25	D	E	N	O	T	E	D			
	I		E		O		I		S		A		E				
22	A	B	S	E	N	C	E	S		23	A	S	K	S			

26<sup>th</sup>, Good luck Pumpkin and lastly John 232 is making a slow recovery from his surgery, We wish you well.

## *GREETINGS*

Many Happy returns of the day for October go to: Nev 370 for the 9th, Lynton AU153 for the 11<sup>th</sup>, Tracey 66 for the 24<sup>th</sup>, Ann 16 for the 26<sup>th</sup> and Nev 228 for the 29th  
Congratulations to you all.

A get well soon goes to Nev 228, we wish you a speedy recovery.

Andrew 11 goes in for a gall bladder removal on Monday the

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Wanted to sell, buy or exchange ads are free to members. Please contact a committee member or send your ad to The Editor at the address on the cover or email it direct to ACRM c/- [phil48@adam.com.au](mailto:phil48@adam.com.au).

## *MEMBERS CONTRIBUTIONS TO OUR INSANITY:*

### *The Green Thing*

In the queue at the store, the cashier told an older woman that she should bring her own grocery bags because plastic bags weren't good for the environment.

The woman apologized and explained, "We didn't have the green thing back in my day."

The clerk responded, "That's our problem today. Your generation did not care enough to save our environment."

He was right – our generation didn't have the green thing in its day. Back then, we returned milk bottles, soft-drink bottles and beer bottles to the store. The store sent them back to the plant to be washed, sterilized and refilled, so the same bottles could be used over and over. They really were recycled. But we didn't have the green thing back in our day.

We walked up stairs, because we didn't have an escalator in every store and office building. We walked to the grocery store and didn't climb into a 300-horsepower machine every time we had to go two blocks. But she was right. We didn't have the green thing in our day.

Back then, we washed the baby's nappies because we didn't have the throw-away kind. We dried clothes on a line, not in an energy gobbling machine burning up the watts – wind and solar power really did dry the clothes. Kids got hand-me-down clothes from their brothers or sisters, not always brand-new clothing. But that old lady is right; we didn't have the green thing back in our day.

Back then, we had one TV, or radio, in the house – not a TV in every room and the TV had a small screen the size of a handkerchief (remember them?), not a screen the size of a football stadium. In the kitchen, we blended and stirred by hand because we didn't have electric machines to do everything for us. When we packaged a fragile item to send in the mail, we used a wadded up old newspaper to cushion it, not Styrofoam or plastic bubble wrap.

Back then, we didn't fire up an engine and burn fuel just to cut the lawn. We used a push mower that ran on human power. We exercised by working so we didn't need to go to a health club to run on treadmills that operate on electricity. But she's right; we didn't have the green thing back then.

We drank from a tap in a cup when we were thirsty instead of using a plastic bottle every time we had a drink of water. We refilled writing pens with ink instead of buying a new pen, and we replaced the razor blades in a razor instead of throwing away the whole razor just because the blade got dull. But we didn't have the green thing back then.

Back then, people took the tram or a bus and kids rode their bikes to school or walked instead of turning their mums into a 24-hour taxi service. We had one electrical outlet in a room, not an entire bank of sockets to power a dozen appliances. And we didn't need a computerized gadget to receive a signal beamed from satellites 2,000 miles out in space in order to find the nearest pizza joint.

But isn't it sad the current generation laments how wasteful we old folks were just because we didn't have the green thing back then?

Minutes of the 335th Open Committee Meeting of ACRM SA  
Inc, held on 23<sup>rd</sup> August 2011 at Collinswood.

*Meeting Opened at 2005 hrs*

**President Welcomed All**

**Present.** 232,44,228,350,75,48,49 A153, 21

**Visitors** G78, C.E.Dungey.

**Apologies** 233, 66, 64, 120, 370, 371, 372, 43, 141

228 appointed Minute secretary in lieu of Secretary's absence.

**Minutes of previous Meeting.** Moved by 232 and seconded by 350 that minutes be accepted as read. Carried.

**Matters Arising** New diplexers have arrived, one for Ch 3 (Rep 1) and the other Ch 5 (rep 3)

**Correspondence** In 11/25to 11/32 Out 11/8-11/9

Moved 21, Sec 44, that correspondence be received, Carried.

**Reports**

**President:** Re Quilty at Mt Pleasant general discussion.

**Secretary:** Nil

**Treasurer:** Run Bal \$3554.55 In 787.60 Out 252.29, moved 44, seconded 21 and carried.

**Rally Coordinator:** Always need for more monitors, remember Quilty coming up end Sep.

**Social Sec:** Waiting for tickets.

**Resources:** Hat badges etc. available.

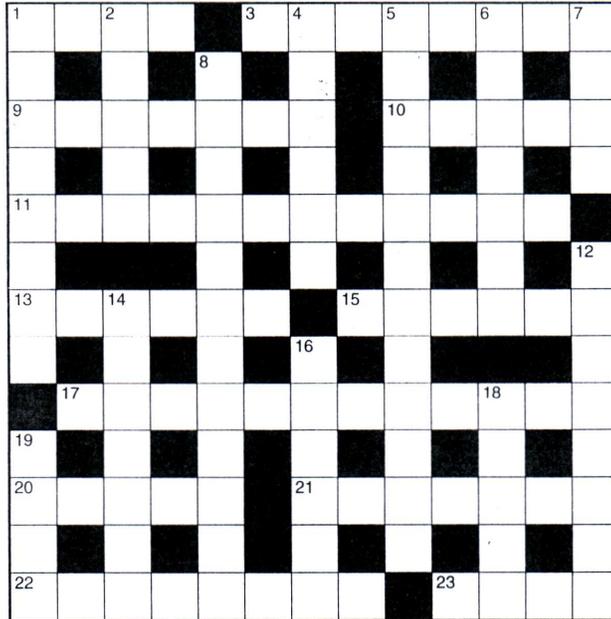
**General Business.** Nil. Best wishes to Denise and Jeff.

**Meeting Closed** 2028.

**Next Meeting:** 27<sup>th</sup> September

# Crossword Puzzle Chris 49

Answers next month.



- ACROSS**
1. The highest degree.
  3. Where bats live.
  9. Medicinal herb.
  10. The complete range.
  11. Fairground ride.
  13. Zilch.
  15. Climb.
  17. Hand tools.
  20. Vote.
  21. Put under magic spell.
  22. Raft steerers.
  23. As soon as possible (inits).
- DOWN**
1. Row, fight.
  2. Underground worker.
  4. Xmas drink.
  5. One type of embroidery.
  6. Vast
  7. Place where something happened.
  8. What a bouncer can do (3 words).
  12. Tallies (4, 2, 2).
  14. Vague.
  16. Cling
  18. Tests.
  19. Unable to hear.

You know what they say about *Locals* helping *locals*. Well in the case of these companies it is certainly true. Apart from an old stalwart, Foodland @ Gawler, It is a pleasure to welcome some new sponsors on board.



Robern Menz, Office Works, Maccas & K Mart. Their assistance is greatly appreciated. Please show your support by supporting them.

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