

## Graham and Chris on tour - Part 6

### Kings Canyon to Adelaide

After a couple of nights at Kings Canyon we set off for Uluru Kata Tjuta NP. After doing the obligatory viewing of the sunset at Ayers Rock and the Valley of the Winds Walk at the Olgas we headed back to Alice



*Wild Camels - En Route to Uluru*



*The kids as well*



*The obligatory Ayers Rock photo at sunset*



*Valley of the Winds Walk*



*The Olgas*



Springs. Stayed there for a few days while we had the car serviced and then on Sunday 19<sup>th</sup>, after saying goodbye to the friends we had made at the camp ground, we set off to head down the Old Andado track.



*The Olgas - (Kata Tjuta)*



*Not something you see every day - 3 Vintage Rollers  
at Ayers Rock*



*The Olgas*

The Old Andado track was a fantastic drive but a considerable amount of bull dust in parts. Old Andado was



*Bull Dust - Old Andado Track*



*Old Andado Outhouse*



once Australia's largest cattle station with a very colourful history which is riddled with bureaucratic government bungling (the government shot all there stock because of a bungled diagnoses of disease which later proved to be false) that virtually sent the station broke and never any compensation. The old station homestead is situated in a very remote part of the western Simpson Desert.



*Old Andado sits between two sandhill ridges*



*Camped at Old Andado*

Camped at Old Andado Homestead and then headed for Mount Dare, the most remote pub in Australia. Took the Old Bore Track from Andado (New Andado) to Mount Dare, which was no more than a track but a wonderfully scenic drive. Although there were many kilometres of deep ( $\frac{1}{2}$  metre) bull dust. Never seen anything like it. The track follows the Finke River as it wends its way towards Lake Eyre. At Mount Dare they were a little surprised that we had gotten through OK without getting bogged when they saw that we were towing a trailer.





*Looks ok but is very deep powdery bull dust*



*SA/NT Border - 30K's short of Mt Dare*

Bought some fuel (2.95/litre) while trying to keep a young 2yo kid from pulling our car to bits. Great kid but into everything, the disastrous results of which we were to find out a further 300k's down the road, and then



*Our Camp at 6 O'Clock Creek*

headed for Dalhousie Springs. Set up camp at 6 O'clock Creek in preference to the camp ground at Dalhousie



*Dalhousie Springs*

which has been dubbed "Mosquito Ponds" by the locals. Blew a gale during the night, thought we were going



to rip some canvas but no problems. Also, 6 O'clock Creek is the only place that has fresh water, as Dalhousie Springs is artesian water that is apparently not drinkable, although it didn't taste too bad to me. As it was late in the season we only saw a couple of other tourists since we had left Alice. Had a swim in Dalhousie Springs – quite remarkable large hot water lake that the rangers sometime have to control the water inflow into as it gets too hot to swim. As it was it took a while to get used to the temperature of the water.

After the Swim we headed for the Oodnadatta Track and reached Oodnadatta around lunchtime. It was during this stop that I felt there was something wrong with our brakes on the trailer, and on further investigation we realised that the filler cap was missing off the brake fluid reservoir on our fancy electronic over hydraulic brake system courtesy of the 2yo old at Mount Dare. I am sure we would be in trouble with the Rangers if they ever found out how much of the Simpson Desert was now in our camper brake system and indeed how much of our brake fluid was in the Simpson Desert. To prevent any further damage we turned off the trailer brakes for the rest of our trip.



*Intersection - Dalhousie Road with Oodnadatta Track*

Lynne and her husband at The Pink Roadhouse in Oodnadatta do an incredible job of promoting the Oodnadatta track and the surrounding area. They have put signs up on the road over 200k's either side of Oodnadatta



*One of the many Pink Roadhouse Supplied Signs on the Oodnadatta Track*



pointing to attractions while en route. They also have their own handouts that are available at Dalhousie and a number of places along the track. All the signs that are erected are pink and full of good info. They also have a great photocopied handout about tyre pressures in the outback and how to reduce the number of punctures.



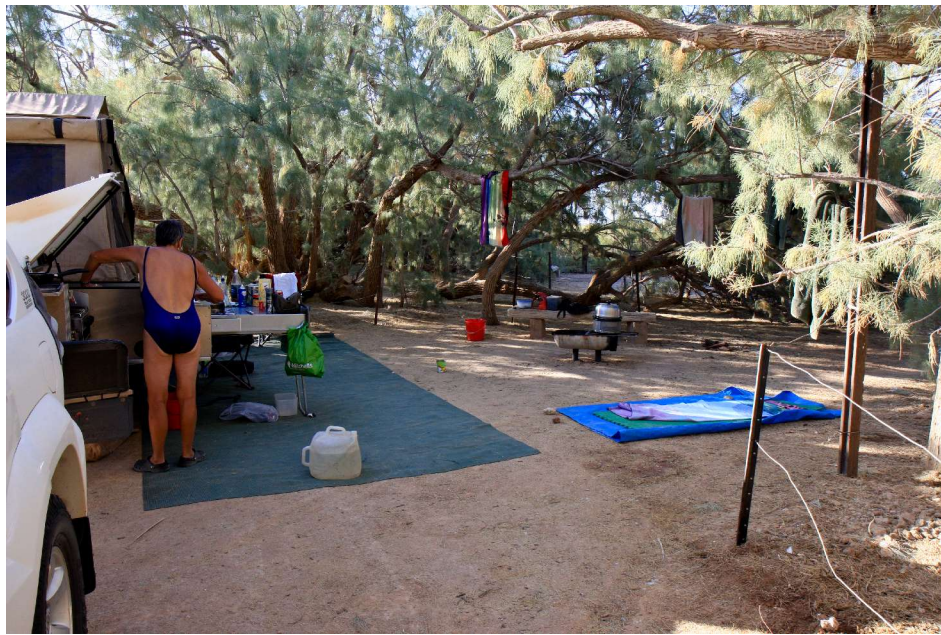
*One of the many old railway sidings from the old narrow gauge Ghan*

Very hot and windy in Oodnadatta and the caravan park was not so good so we continued down the track to Angebuckina Water Hole at the site of one of the old Ghan Siding. Not a bad spot, still very windy though, but marred by one of my pet hates. There seriously needs to be some training for all people who head off into the outback, particularly the fairer sex. They need to be taught that leaving a sheet of tissue paper when having a twinkle is totally unacceptable. It is so easy to take a box of matches to burn the tissue. Everywhere we have been we have seen the result of women taking a pee. It is like confetti spread all over the outback and is apparently the reason that bush camping is virtually banned on the Gibb River Road. If it doesn't stop I am sure the authorities are going to take more drastic action like making chemical port-a-loos compulsory. I think this issue has replaced generators as my pet hate in the bush.

Next day we continued our progress down the Oodnadatta Track and a few K's out of William Creek we had a puncture on the car. Changed the wheel, and then headed for lunch and tyre repair at William Creek. After \$50 for the puncture repair (nice guy but put the tyre back on the rim around the wrong way with the white writing on the outside). Continuing on we stopped in at Beresford Siding, another historic site from the old Ghan



*Artesian Spa - Coward Springs*



*Camp site - Coward Springs*

Railway and then headed for Coward Springs for the Night. A great spot with great facilities provided by Greg



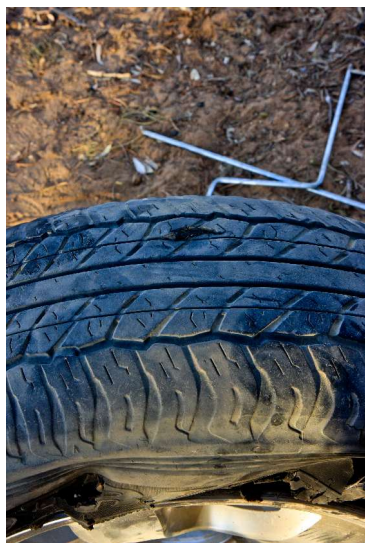
and Prue, who were absent for the summer. Found a good site and decided to stay for 2 nights. Took the opportunity to do some running repairs on the Jockey wheel which had a stuffed bearing in the winder. The artesian spa was great, and the camp site had plenty of protection from the very strong winds that we were still experiencing.



*Blanche Cup mound Spring*

After 2 nights we set off for Marree and on the way dropped into “The Bubbler” and the “Blanche Cup” mound springs. Really quite an incredible site in the middle of the desert, mounds that have built up over thousands of years by mineralised artesian springs water coming to the surface. Arrived in Marree in time to have counter lunch at the pub then headed out to Muloorina Station. Totally destroyed the second hand tyre that we had bought in Alice for the trailer (bugger). A rock had cut a 3inch gash straight through the centre of the tread. Muloorina was the closest station to Malcolm Campbell's assault on the land speed record in the 60's. The artesian spring on the station has been dammed many years ago forming a large lake (on the Frome River) and the resultant bird life is quite remarkable. I don't think

we have quite seen the variety of birds in one spot that we experienced at Muloorina. The station has set up a camp ground on the banks of the river and provide flushing toilets (to Christine's



*Stuffed trailer tyre*

Delight) at a cost per night per vehicle of \$2, which goes to the RFDS (Royal Flying Doctor). Next day we headed out to Lake Eyre (40k), interesting drive but not a lot to see. Plaque at the Lake dedicated to Malcolm Campbell and his land speed record. Got back to camp in time for lunch and a restful PM. Had a visit by 3 local



*Camping at Muloorina station*

bushies. It was Sunday and thought they would go for a drive but also take the chance to check the pipeline to Roxby Downs. It turns out that Muloorina supplies all of the water to Roxby (Artesian). It used to be carted by truck but there is now a pipeline.. They were fairly charged (bundy and coke) by the time they left to return to Andamooka, but as they were travelling on private roads all the way I guess they were not any danger to anybody but themselves. We do suspect though that the driver was actually being

young guys from Andamooka who dropped in for a swim. Nice blokes, typical



*Chris takes a stroll on Lake Eyre*



quite responsible and limiting his drinks while the other 2 were getting stuck into it. One of them was a spastic and quite funny to boot. A regular Steady Eddie.

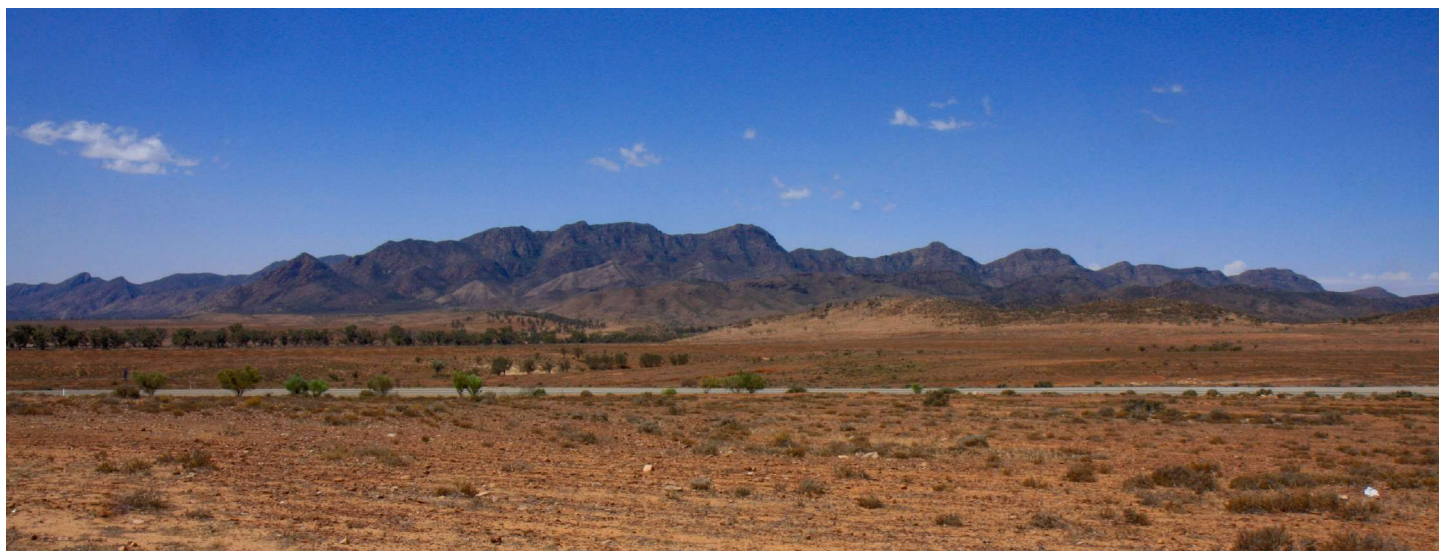


*Re fuelling at Marree*



*Leigh Creek Coal - and this is only a small section  
- the sooner we go Nuclear the better.*

Stayed another night and then headed back into Marree, bought diesel and then headed to Leigh Creek. We had originally planned to spend some time in the Flinders Ranges but decided that with no brakes on the trailer it



*Flinders Ranges - another time*

may be a little unsafe, so we decided to head to Adelaide. At Leigh Creek we checked out the disgusting scar on the landscape and then headed for Carrieton to camp the night. Quaint little country town who have turned the school grounds into a fabulous little caravan park with green lawn to camp on and a very chatty caretaker. Next day we headed for Adelaide and some pre arranged camper repairs.

With some stuffing around and finding some alternate accommodation we got a number of things repaired on the Camper including new shock absorbers and brand new tyres.. I think it is a little more than coincidence that the side of the trailer that had all the problems with tyres was also the side that the shocker was completely stuffed.

As we are in Adelaide for some time before heading to Sydney for Xmas and then onto Tasmania to watch the Sydney to Hobart boats arrive (Damian is Crewing) I am sure that none of these destinations would have much interest so this is the final report until we head off once again next April for destinations yet undetermined.

Cheers  
Graham and Chris