



**Around Australia Challenge Update
- DAY 4: Sun 30-Dec-2001 -**

**Murwillumbah (N.S.W.)
to Gin Gin (QLD)**

505 KM



The overnight sleep in Murwillumbah was much needed leading to a thorough inspection of the electrical damage in the morning. Two solar power trackers had failed because of water entry the day before and were replaced with the only two spare units the team had. These appeared to be working OK and the convoy got started again at 10.30 AM. Tweed Heads and the Queensland border were soon passed and the freeway to Brisbane reached shortly after the Gold Coast.

Bradley Cadwallader, an Aurora team member from Brisbane and road manager for the team in the 1996 World Solar Challenge joined the Round Australia team and will travel with them as far as Mackay.

The solar trackers are a special piece of electronic equipment designed to make the solar panels work at their most efficient point to produce the best power output. These are developed by Stuart Watkinson at the Australian Energy Research Lab [AERL] in Proston, Queensland and many solar car teams around the world use this design.

Bradley got the job of visiting Proston with the two damaged units to see if they could be repaired, planning to rejoin the team late in the day.

Meanwhile the team were stuck in extremely



Day 4, Stuck in Brisbane traffic
(click for a larger image)



Day 4, Andrew replaces the
damaged solar trackers
(click for a larger image)

slow Sunday afternoon holiday traffic north of Brisbane . Ambient temperatures were about 36 degrees C and Tony reported a sweltering 49 degrees in the solar car itself and even higher in the head bubble area. In an effort to cool down Tony had to travel with the driver's hatch partially open.

At the last report the Aurora-RMIT 101 solar car had passed Gympie and succeeded in recovering the trip schedule by making the planned overnight stop at Gin Gin. They covered 513 KM on Day 4. By late evening Bradley Cadwallader rejoined the main group bringing with him the two solar trackers that had been successfully repaired by Stuart Watkinson of AERL.

The final 100KM for the day was covered under cloudy conditions and as a result the batteries were fully used. Some clear weather tomorrow morning will be necessary to charge the batteries.



Day 4, Even solar cars pay tolls; near Brisbane
(click for a larger image)