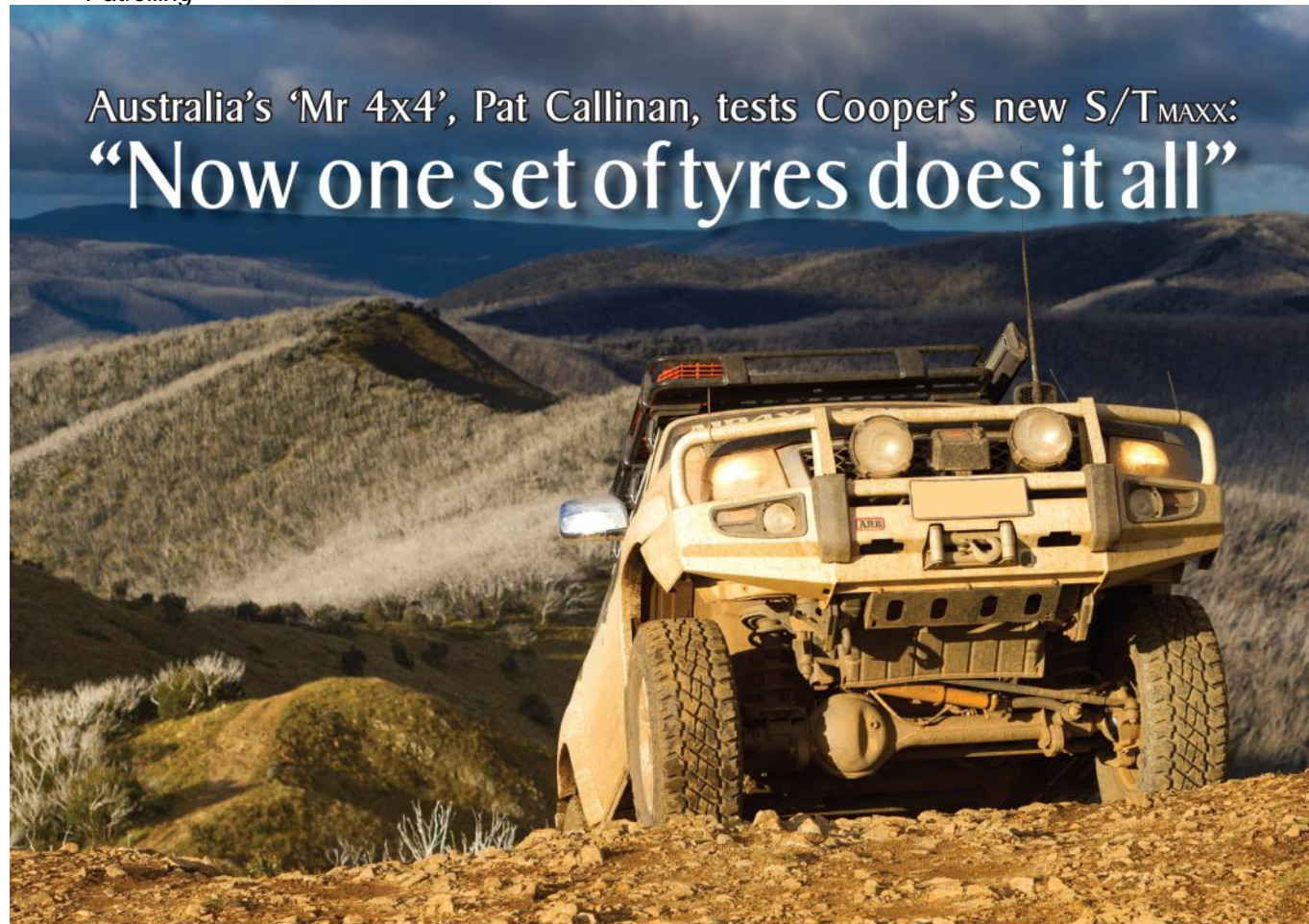


PATROLLING



***Volume 34 Number 3
June 2012***

Australia's 'Mr 4x4', Pat Callinan, tests Cooper's new S/T_{MAXX}:
"Now one set of tyres does it all"



Before long weekends and trips, I used to change my on-road tyres for my off-road tyres. It was something I'd always had to do. Then earlier this year, Cooper's new tyres were flown in from America to be tested in our conditions. After taking them through Victoria's High Country, testing them at Beyond Hotham and driving on them ever since, I can report that Cooper has somehow managed to make a tyre that is genuinely great off-road AND on-road. It suits everything I do. For the first time, in all my years of driving, I have found the one set of tyres that does it all.

Tough Test

If you've been to Beyond Hotham in Victoria's High Country, you'll know it's a tough test for any tyre. We had snow,

I USED TO NEED TWO SETS OF TYRES (OFF-ROAD AND ON-ROAD) UNTIL I TESTED COOPER'S S/T_{MAXX} AND FOUND, FOR THE FIRST TIME, A TYRE THAT IS TRULY DUAL-PURPOSE.

mud, clay, serious mountain inclines, treacherous tracks, ruts, corrugations, bitumen and endless sharp rocks to throw at the new tyres.

The verdict?

These tyres are definitely Cooper's next great leap forward. For a start, they have amazing grip. The company had promised better grip than the STT - I thought the STT would be hard to beat but Cooper has done it. Puncture resistance - excellent. The mountain's sharp rocks usually mean

a flat tyre at some point, but the S/T_{MAXX} tyres just kept rolling. Self-cleaning? We got some great slow motion footage of the tyres going through slop and you can see them cleaning mud out the back. You can see them gripping and cleaning as they go. Road noise? Very low which is surprising as S/T_{MAXX} tyres look aggressive yet they don't whine on the road. These new American tyres are truly great off-road and on-road. Put it this way - I'm not taking them off!

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CLUB MEETINGS are held at the Challa Gardens Primary School, Humphries Terrace (off Torrens Road), Kilkenny on the first Thursday of every month except January. Meetings commence at 7.30 pm.

The Nissan Patrol Club is a member of Four Wheel Drive SA Inc (FWDSA), which is a member of Four Wheel Drive Australia Pty Ltd (formerly the Australian National Four Wheel Drive Council Inc (ANFWDC)).

UHF Channel 21 is recognised as the official Club radio channel.

Patrolling the Editor's Desk

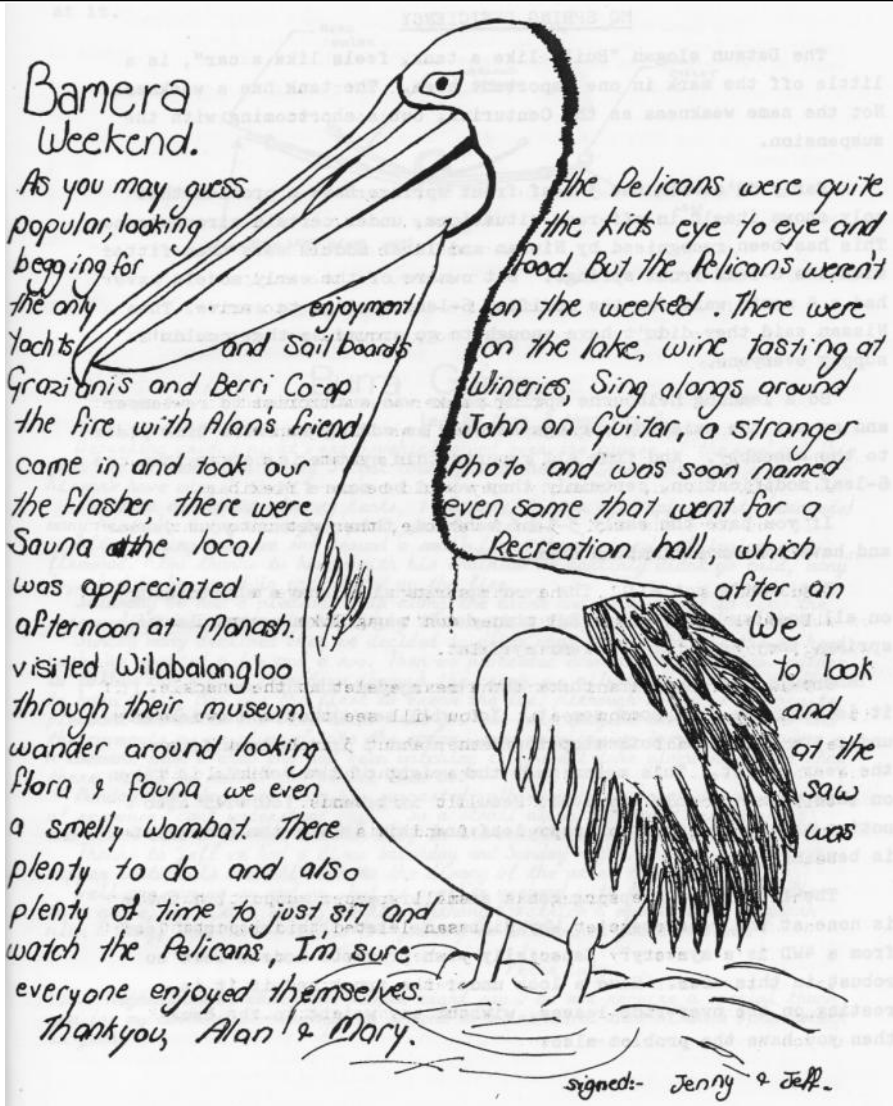
I have devoted two pages to Francis Edwin Birtles in this magazine. "Who?", I hear you ask. Read his fascinating biography on pp 16,17.

Jeff has had his share of flat batteries in the past and his article on pp 18,19 tells you how to install a monitor so that you can watch your dual batteries live or die in 0.01V intervals.

Thanks to all report writers and photo contributors; please keep the material flowing in.

Don

30 YEARS AGO - Patrolling Volume 4 July 1982



Patrolling Magazine

Trip Reports, photos, and any items of interest are all welcome. Please forward to the Editor. Contact details on page 3.

DEADLINE FOR JUNE ISSUE 20 JULY 2012

Views and opinions expressed in this magazine are not those of the Nissan Patrol Club of SA, unless specific reference is made to the article

Front cover is a February 2011 adaptation from **Marie Schultz's** 2003 original concept.

COMING EVENTS

Dates	Details	Leader	Confirmation Date
8 to 11 Jun 2012	Appila Springs	Craig Wood	1 Jun 2012
TBA Jun - Sep 2012	Kimberley Adventure	Rod Kitto	
24 Jun 2012	Mid-year Dinner - Kaesler Restaurant - Nuriootpa at 1:00pm - \$27 per person. Day trip or stay at Nuriootpa Caravan Park	Marina Langer	June General Meeting
5 Jul 2012	General meeting Guest Speakers - Max and Pam Jahn - "Kimberley coastal cruise experience"		
14 to 15 Jul 2012	Peake sand driving	Dave & Helen Richards	7 Jul 2012
18 Aug 2012	Slot Car Racing	John Smedley	
29 Sep to 1 Oct 2012	4WD Weekend in Whyalla - see Feb 2012 Patrolling P 22 for details - Registration forms available in Trip Folder.	Angelo Tsirbas	22 Sept 2012
20 to 21 Oct 2012	Coorong Clean Up Australia 2012	Dave & Helen Richards	
Fri 26 Oct 2012	Theatre night - "Copacabana" - Arts Theatre 53 Angus St. Adelaide at 8:00pm See advert P 22	Jeff Schapel	2 Aug 2012
25 Nov 2012	Family Christmas Picnic with Santa from 10:00am	President	
23 Dec 2012	Christmas Breakfast in the Park from 9:00am Hazelwood Park - northern side. BYO	Janice	

All participants must register their name and vehicle registration on the trip sheet, or advise the trip leader of their participation. Registration is required to comply with the Club's public liability insurance policy. Visitors are welcome to join most trips and social events; simply register your name on the sheet in the trip folder or see the Trips Officer. Visitors must also sign the Club "Warning" forms if participating on a trip.

All participants must confirm with the designated Trip Leader by the Confirmation Date that they still wish to attend the event or trip. Failure to do so will indicate to the Trip Leader that you do NOT wish to participate.

If at the last minute you are unable to join a trip for which you have registered, please make every endeavour to advise either the trip leader or someone else joining the trip. This will ensure the group is not held up waiting for a non-arrival.

The Club recommends that members have RAA membership to cover mechanical breakdowns on Club trips, and ambulance cover from the SA Ambulance Service or your private health insurer to cover medical emergencies.

The President's Points

Hi Patrollers,

Well we are half way into 2012. We have had quite a few events over the past six months, all being very successful due to the enthusiasm and friendship of all our members. Keep checking the trip folders, and keep those important dates with your Nissan friends.

To our newer members welcome to our club and by now you should be settling in and enjoying what the club can offer you. Remember the club is the people. If you would like to know more you only have to ask. There are plenty of members here to help, guide and give you any extra information you might need.

Our Mid Year Lunch this year is at "Kaesler" on Sunday June 24th. This is a great occasion for catching up and enjoying each other's company. Make it a date....

The next few months we have quite a number of events on our calendar.

Looking forward to the next 6 months with great anticipation.

Happy travels,

Your club president

Helen Richards (364)



FUNDRAISING NEWS

Thank you to Main North Nissan and ARB for donating merchandise which was won by our club at the FWDSA AGM 2012 held in Strathalbyn. The prizes will now be raffled to members at the monthly meetings.

Diana Bradshaw.

amusing signs

We spotted these on our travels last year.

Cocklebiddy (Eyre Hwy WA)

POPULATION.

People.	8
Budgies.	25
Quail.	4
Dog.	1
Kangaroos.	1,625,344

Carnarvon (outside caravan park)

If you want a twinkle or a poo, use the shire loo!

Mitchell Falls

Dingoes love the latest in fashion accessories especially hats and shoes. Put them away at night!

Cape Leveque Kooljaman Resort.

At speed hump, "Take em foot off
Put em foot down."

(Similar to the Mereenie Loop 44 gallon drums; "Lift um foot...Puttum back down."..Ed.)

On side of a "Wicked van"

You Tube My Space and I'll Google your Face book!

Diana Bradshaw (NPC 378)



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Member Profile

Kate and John Church

Kate Born in the Semaphore/Pt Adelaide area I have remained a coastal girl throughout close on 40 years of marriage. Commencing work on February 14th 1966 I had a challenge with the Decimal Currency conversion period which started that day. Met my not too soon to be husband, John at my first place of employment – Smith Motor Co where John was an Apprentice Motor Mechanic and then I moved on to the QEH after a short period in the motor industry. This move was to see my future set in the medical area, in which I remained until approximately nine years ago when I decided enough was enough and gave it up to try and hit a golf ball.

Interests have been plentiful over my lifetime: short stints at tennis and squash; many varied craft and sewing projects; folk-art, decoupage, china painting, knitting/crochet and my latest adventure – persevering with Tatting (with help from Trisha).

John and I have both enjoyed many happy years with the NPC although leaving it for a few years to pursue caravanning. While members, I held the position of Secretary for three years which I thoroughly enjoyed, and we completed several trips and enjoyed the guidance and company of fellow NPC members. As was the case pointed out recently, we must have missed our 4WD friends as we have rejoined and are very pleased to have done so. We have just returned from a short trip to Venus Bay which was most enjoyable, especially as I finally managed to catch two fish on the last afternoon there and we enjoyed them for dinner on our last night.

Currently, I am filling my time in sitting on three golf committees which is quite a challenge and enjoying the occasional lunch; volunteering for Cruise ships and about to do the same at the RSPCA's Million Paws Walk on May 20th; plus taking the occasional wonderful holiday from time to time.

John After completing his apprenticeship, within one week he commenced his two years National Service stationed at Woolwich Barracks in Sydney working as a Marine Engineer on various Army vessels and Landing Craft. He returned to the work force and spent the next few years "job hopping" from motor cars, earth moving equipment and spent three years as a Testing Engineer at the RAA, SA. John then was employed for

the next 27 years at GMH where he spent a short stint in Vic and then moved into the Sales and After Sales areas at Elizabeth, travelling interstate and intrastate (particularly WA & NT). At the completion of his career he spent the last few months in Dubai, and surrounding Middle East Countries on a special assignment/Fleet After-Sales Project Manager. John retired in April 2003 and has enjoyed a relaxed lifestyle since.



Kate Church (NPC259)

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Easter at Warraweena April 6-9th 2012



Easter this year was spent at Warraweena Conservation Park, which is in the northern Flinders Ranges, some 540km from Adelaide, and approximately 35km off the Leigh Creek Road from the Beltana Roadhouse.

On Friday afternoon some 20 vehicles, with 54 members from the Nissan Patrol Club and Otway 4WD Club, converged on the Miner's campsite at Sliding Rock for the weekend. The campsite was approximately 3 km from the main homestead on the banks of a dry rocky creek bed, by the ruins of the Sliding Rock mines buildings. For a few of the arriving members a short hold up occurred on the rough dirt road into camp because of the failure of a tow bar on one vehicle, but this was overcome by a good Samaritan (thanks Brian!) who towed the van to camp. All had arrived by 5:00 pm and tents and vans were set up before gathering for happy hour. Introductions to members from the Otways 4WD club were made and instructions and information for the weekend given. We were divided into two groups "A" and "B" with Dave and Helen to lead group "A" with Wayne and Sheryl from the Otways club to be tail end Charlie. Group "B" was led by Don and Kathy, while David and Wendy were allocated the role of tail end Charlie.

About 2:00 am on Saturday morning very strong wind gusts blew up which dislodged tent pegs and toilet tents which had not been securely fastened. A flurry of activity followed with the hammering in of new pegs and refastening tent ropes. These winds continued for the remainder of the night with more strong gusts about 5 am which instigated another flurry of activity. Many of the campers under canvas did not get much sleep.

After breakfast on Saturday we headed to

(Continued on page 11)



(Continued from page 10)

the homestead with our respective groups. The leaders picked up their trip sheets and group "A" with 10 vehicles headed out onto the 55 km Cockatoo-Dunbar loop track and group "B" with 8 vehicles headed for the 34 km Mt Gill track. Both tracks started along the same steep and rocky track but divided about 10 km along. We were in group "B" so after the track divided we headed along a very rocky beautiful gum tree lined creek bed to Cockatoo hut where we stopped for morning tea. After the break it was back into Bullocky Creek until we started to climb out and head up. All of the track to this point was one way so there was no

fear of oncoming traffic but now along the ridge towards Mt Gill the track was two way and we could see a couple of conveyors heading towards us. We pulled off and let them pass and then followed along the mountain ridge toward the summit of Mt Gill. Along the ridge were magnificent views of the Flinders Ranges and in the valley below you could clearly see Cockatoo hut where we had morning tea. All 8 vehicles managed to squeeze onto the summit of Mt Gill, 914 metres above sea level and we all added a stone to the cairn and took lots of photos. As more vehicles could be seen approaching Mt Gill we decided we should retreat to have lunch in a clearing just below the summit. This area provided a fantastic view, protected from the wind, for us to enjoy our lunch.

Following lunch we drove back along the ridge track luckily not encountering any further oncoming vehicles. The track then became more open and undulating until we were back into the rocky creek bed again. There were several tight spots to negotiate between the gum trees and the creek banks before we arrived back at the homestead after seven hours of exhilarating and rewarding driving. Group "A" followed us back to camp 30 minutes later and we all enjoyed discussing the day's exploits over drinks and nibbles at happy hour. With a fantastic full moon appearing it was a relatively early night as the lack of sleep due to the wind early on Saturday morning and the unrelenting concentration required during the day had caught up with everyone.

We all woke refreshed on Sunday morning to discover Easter bunny had been out and about early distributing many eggs for us to enjoy. Today was the same routine as yesterday, requiring us to meet at the homestead in our groups. A few did not tackle a second drive for various reasons but there were 6 vehicles in group "B" who set off on the Cockatoo-Dunbar route. A



(Continued on page 12)

Easter at Warraweena - continued

(Continued from page 11)



short distance along the joint track we caught up to group "A" with 7 vehicles, because one of their vehicles had a flat tyre. As we were unable to pass and there was a short delay for this enforced repair, our group decided to make this our morning tea stop. Once group "A" had changed the tyre and were underway again we followed until we reached the track junction. The Cockatoo-Dunbar track was very different to the Mt Gill track creek beds because the country was more open with many deep washaways to negotiate. After losing our tail light numerous times on these washaways it was taped in place with duct tape. We continued along the track to suicide hill which was a very steep descent requiring careful negotiation. One by one we crept down and once all were safely at the bottom it was decided this beautiful gum tree lined creek bed was a good place to stop for lunch.

Following lunch we continued onto the Dunbar hut for a short look and then followed the track along the Warrioota Creek. This was a very pretty track through majestic rock forms with waterholes containing tadpoles and frogs. The children in the group had a wonderful time catching and releasing these. Off this track was a short 15 minute walking track to the waterfall and Blinman's waterhole. This walk took us through a lovely gorge of enormous, various red coloured cliffs with water trickling through it and at the end a rock wall with a small waterfall cascading over. We found this a very relaxing and enjoyable walk to break up the driving. Back in the cars we then followed the boundary fence negotiating the undulating foothills of Mt Stuart which had deep gullies to traverse. We stopped at Mt Stuart lookout to admire the views of the ranges in the distance and from here we continued back along the track, through the locked gate to the homestead.

Back at camp Brian had been stoking the campfire and had a lovely bed of coals ready for one group to cook their lamb roast for tea. Happy hour again provided time for a lot of discussion on the day's driving and who liked which track best. As the full moon rose again and the cool night came in the campfires were enjoyed by most.

We rose on Monday morning to the realisation it was pack up day and time to head back home. It was time to say farewell to our new friends and members of the Otway 4WD club until the next joint event. We had a wonderful time and thank Helen for organising such an enjoyable Easter weekend.

Rod & Aileen (NPC 388)

"A LITTLE TASTE OF VENUS BAY" 16th – 26th April 2012

Not being very adept at fishing John and I set off behind Pat and Des en-route to Venus Bay for a 10 night trip joining Ros & Frank, Janice & Bob, Gloria & Dave, Trisha & Colin, Lynne & Dave, Judy & Brian, and Annie & Bob. A leisurely drive saw us spending the first night at Kimba in the Apex Lions Park. Refreshed the next morning we set off stopping at Wudinna to check out the beautifully constructed memorial to the farming community and calling into the yummy bakery for morning tea.

Finally we arrived at Venus Bay amazed at how busy the park was. We soon found that there was an ever changing array of boats, vehicles and vans over the ensuing days. The weather was kind to us to begin with, experiencing morning sea fogs followed by wind and rain as well as cool evenings and mornings. However the rain stopped and the sun returned, boats went out catching a few numbers of fish over several days and a few fished from the beach at Mt Camel while we were there.

We did the touristy bit on a couple of days visiting Elliston and Talia Caves one morning while the rest went off to fish and driving the cliff top scenic route out of Elliston which was quite stunning. We called into the Colston Bakery on the way back to the park purchasing a lovely freshly baked loaf!! Another day we went up to Streaky Bay and had a lovely whiting lunch and gazed out over the bay while enjoying it.



We enjoyed many "Happy Hours" sitting around vans except for Wednesdays when they were held in the Camp Kitchen followed by BBQ meals being cooked communally! Very relaxing way to end a day after catching/trying to catch fish or just wandering around the jetty and small township areas.

Finally we ventured into the area of fishing on the jetty. The first two attempts were very frustrating I must say, but patience prevailed and on our last afternoon

(Continued on page 14)

managed to catch a reasonably sized Tommy and a Trevally. Many thanks to Des for showing me how you fillet them. We enjoyed them grilled on the BBQ with those gorgeous cooked chips from the Kiosk.

Highlights-

1. Catching up and having a much missed hug from my "little" brother after a two year absence
2. The fresh prawns we all bought and enjoyed once again eaten with just freshly cooked crispy chips and lemon and/or tartare sauce.
3. The Friday night at the Port Kenny pub celebrating Dave Foster's Birthday.
4. The friendly all encompassing company of our group.

We were the first to leave for home which was rather sad but we thoroughly enjoyed our little taste of Venus Bay and are looking forward to next year when we will be better prepared to "tackle" the art of fishing instead of "tating" and "practising fishing knots" etc!!

Kate Church (NPC259)

PEAK WEEK-END 5-6 May 2012



As I had Friday off work I decided to take a casual drive up to Peak. After a stop for lunch I arrived early afternoon. David Watkins arrived a bit later on in the afternoon. As David and I were talking we heard someone cooeeing.

It turned out to be Rod Kitto who not knowing the way, and as it was getting dark, decided to walk the last part. David drove him back to his car and guided him into the camp site. Later in the evening Helen and Dave Richards and Craig Woods arrived. Once everyone was set up we sat around chatting until it was time for bed. Friday night was fairly cool.

Early Saturday morning new member Brian Aldcroft turned up with his son in law Peter Greatwich. Also on Saturday we had James McBeth, Ken and Skip Hillyard, John and Lorraine Kerr and Trevor Elze.

Dave took the beginners out for some training while the rest of us went to play on the sand hills. I was really happy as I finally beat the widow maker. Just before lunch Angelo Tsirbas called on the radio to say that he had arrived and was joining us.

We headed back to camp for lunch and a friend of Dave Richard turned up; Simon Walters with his daughter Isabell (almost four years old).

(Continued on page 15)

(Continued from page 14)

After lunch we headed back out and Dave asked me to go with Simon as he had not done any 4WDing. He did not need much help, in fact he managed to beat a hill that defeated more experienced drivers. But a good time was had by all.

Saturday after driving we had happy hour



around the fire, and a few drinks were consumed. Dinner on Saturday night was a special event. We all sat around the tables and shared the meal. Afterwards we went back to the fire. Little Isabell was having a ball. Trevor Elze and John and Lorraine Kerr left at this time as they had only come up for the day. I retired early to watch a movie in bed but most stayed up till late. Saturday night was a lot warmer than Friday.

Sunday morning we spent some time examining each other's cars, set-ups etc. and talking about maintenance.

Dave then took everyone out driving again, but as I had to start work at 4:00am on Monday I packed up and headed off home.

I can definitely say that a great time was had by all and it was good to see how well we all got on and helped each other.

Thanks Dave and Helen for another great week-end

*Brian Donaldson
(NPC 377)*



Francis Edwin Birtles (1881-1941) Outstanding Outback Motorist

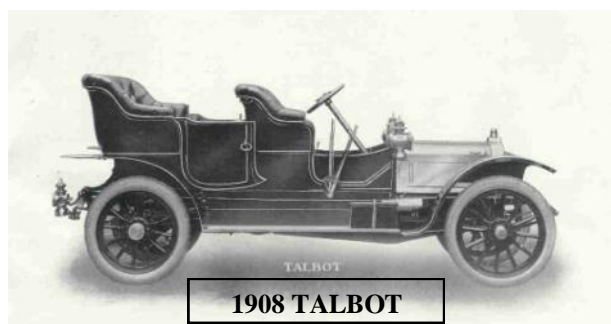


Francis Birtles on his bicycle
Between 1899 and 1928?
nla.pic-vn3303106

I had not heard of this remarkable adventurer until I saw the ABC TV series "Wide Open Road" on ABC1 which screened on Sunday 16th October 2011. His feats seem almost super human as both a pioneering cyclist and motorist. He pre-dates Len Beadell by forty plus years, and I am sure that if Len had known him, that Len would have had a great respect for Francis Birtles. They both spent long periods in the harsh out back conditions overcoming the challenges of mechanical breakdowns, and they both carried out Federal Government survey work.

"Wide Open Road" recalls the story of Birtles' interest in long distance motoring being sparked by an astonishing coincidence. Harry Dutton and Murray Auger were making their second attempt to drive from Adelaide to Darwin in 1908 in their second Talbot, a more powerful 25hp car, when they met the cyclist Francis Birtles.

Once you have read Birtles' biography below, I think you will conclude that four wheel drive adventures pale into insignificance when compared to his motoring achievements!



1908 TALBOT

With the exception of the Talbot, all **pictures** are from the '**National Library of Australia**'; part of Francis Birtles motor car tour collection, ca. 1899-1928

The on line version of this magazine requires your to visit the **Australian Dictionary of Biography** at URL <http://adb.anu.edu.au/biography/birtles-francis-edwin-5244>

(NPC 260)



Portrait of Francis Birtles in Arnhem Land
Between 1899 and 1928?
nla.pic-vn3301801



National Library of Australia

nla.pic-vn3302803-v

Man [Francis Birtles?] trying to dig the car out of a bog on the Leichhardt River, North Queensland Between 1899 and 1928? nla.pic-vn3302803



National Library of Australia

nla.pic-vn3624576-v

Birtles and car against the tortured landscape of Baluchistan Between 1899 and 1928? nla.pic-vn3624576

DUAL BATTERY MONITOR FOR GU PATROL



Ever wonder what's happening with your dual battery installation. Well I did. So I bought (off eBay) a dual battery monitor from ABR Sidewinder in Queensland. I never like to take the easy path in life. This monitor is designed for the DBi 'R' series battery isolators. (negative switching) also sold by ABR Sidewinder. Guess what, I don't have one of those! I have a Redarc SBI series isolator already installed in the GU Patrol when I bought it.

According to Redarc it is a 12 volt 100 amp voltage controlled solenoid which closes when the main or cranking battery gets to 13.2 volts and opens when it drops to 12.7 volts. Thus when travelling, it ensures that the main battery is charged before it connects the auxiliary battery to the main battery and charging

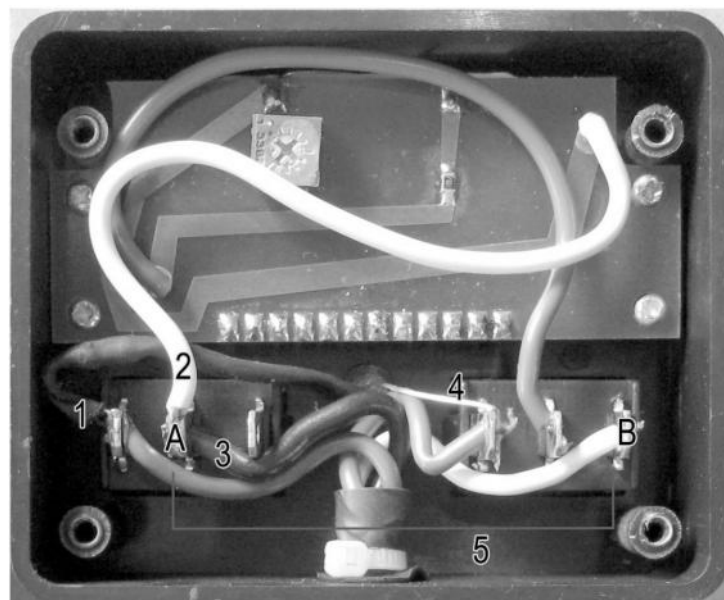
alternator. It has an integral LED which illuminates when the solenoid is closed. **This is not particularly useful unless you travel with your head under the bonnet!** But don't be dismayed. Redarc provide a wiring diagram which shows you how to connect a 12 volt LED external to the isolator (http://redarc.com.au/static/files/Spec_Sheets/Smart_Start_Instruction_Sheet-A5-5.pdf). That is, you can mount the LED inside the cabin so the driver can see it. Redarc also show how you can connect a switch to the isolator to force the isolator to close. This might be handy if you want to parallel your main and auxiliary batteries together for cranking (saves using jumper leads) or winching with an electric winch.

OK, so wouldn't it be nice to be able to have a LED to show me when my Redarc isolator is closed, a switch to force the isolator to close and a voltage meter to monitor the state of both the main and the auxiliary batteries. Enter the ABR Sidewinder battery monitor. It has a single digital readout voltage meter, a switch to switch the meter from the main to

the auxiliary battery and an off position, a LED to monitor the isolator state and a switch to force the isolator to close.

Now as I said, this monitor is not designed for the Redarc isolator, but ABR Sidewinder thoughtfully supply information on how to modify the monitor so it will work with the Redarc (<http://www.mediafire.com/file/560js0plnlwikal/How%20to%20modify%20the%20ABR.pdf>). **From the moment you take the back off the monitor, you have basically voided the warranty.** Oh well, here goes. The first thing you don't want is the cable coming out the

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bottom of the unit. It would be much neater if it came out the back. So you need to drill a suitable size hole in the back of the monitor box to take the cable and the grommet.

The bottom picture P18 is what it looks like inside when you take the back off. The instructions on how to modify the monitor are straight forward. You will need to unsolder a few connections and re-solder them in a different way. Things needed: A soldering iron suitable for electronics, some resin core solder and a pair of tweezers (unless you have very skinny fingers that are impervious to heat). The instructions show one lead of the LED left floating in mid-air connected to the earth wire. I was not particularly happy with that arrangement, so I connected it to an earth spot on the voltmeter board just above the blue potentiometer. Follow the white wire marked "2" to where it connects to the voltmeter board and then follow the track around the board to the spot just above the blue block (the potentiometer) and you will see a soldering spot on the board. Be careful

not to overheat this spot, otherwise you will not know what will fall off the other side. **Remember, you have already voided the warranty!**

Now you may think that was the hard part. Finding somewhere to mount it proved to be equally difficult. I decided to mount it between the car radio and steering column, just below the hazard light and demister switches on a little pop-out panel meant for something my GU model does not have. The supplied cable I took through the firewall on the passenger side. ABR supply more than sufficient cabling.



Mounting it flat on this panel was relatively easy. But.....!! This little devil has a viewing angle problem/restriction. While the driver can see the monitor from this position, it is impossible to read the voltmeter. It has to be angled up to directly face the driver. This photo shows how I did it with three screws and some nuts. One screw at the top and two about halfway down. The photo also shows the cable coming out the back and through the pop-out panel. It looks a bit grotty from the side, but let's face it, only the passenger can see it.



And did it work? Does it work? Yes. The LED illuminates when the isolator closes, either automatically when the main battery voltage is high enough or when the Link switch is in the on position. The voltage meter can be connected to either the main or the auxiliary battery or turned off altogether. Obviously the voltage on the main battery and the auxiliary battery will be the same after the isolator closes. And it is possible to see the difference between the alternator output voltage at idle and when the Patrol is travelling at full steam.

Jeff Schapel (NPC 31)



TRIP PREPARATION – RECOMMENDED SPARES FOR REMOTE AREAS

(The following article is reprinted with the kind permission of the Toyota Landcruiser Club of Australia (SA) Inc from their October 2011 edition of “Landcruising Australia Wide”. This material has also appeared in the “Westprint Friday Five” May 11th 2012 with some minor variations, some of which have been incorporated below.)

Peter Young (TLCCSA Technical) is often asked what spares and equipment should be carried when one prepares for a trip. Naturally the type of trip and remoteness of the area being travelled makes a big difference to these requirements. The list below is typical of what Peter would normally consider and carry for trips such as the Simpson Desert, Great Victoria Desert, Canning Stock Route, etc.

I would like to thank and acknowledge Peter Young and Alltrac 4WD for the article below – Editor “Landcruising Australia Wide”.

TOOLS WHAT AND WHERE TO CARRY

(1) Easy Access Tools: (in bag or box near driver possibly under seat)	17mm and 24 mm
(1) ½ Drive breaker bar and wheel nut socket	(5) Shifter 12”
(2) Open end/Ring spanners 8mm to 17 mm	(6) Pliers
(3) Shifter 8”	(7) Flat Circlip Pliers
(4) Screw Driver set	(8) Set of Pin Punches
(5) Side Cutters	(9) Set Of Chisels
(6) Multi Grips	(10) Small hammer
(7) Pointy Pliers	(11) Jumper leads
(8) Test light & Volt Meter	(12) Tyre repair kit and tools.
(2) Not So Easy Access Tools: (where ever you can fit them)	(3) Optional Extra Tools: (for serious trips)
(1) Socket set ½ drive to 32mm	(1) Extra jumper lead / welding mask / welding rods
(2) Socket set 3/8 drive to 19mm	(2) Inverter, drill, angle grinder
(3) Open end/Ring spanners 19mm to 32 mm	(3) 12V soldering iron & solder
(4) Long flat ring spanners 14mm and	Handy hint – jumper leads, air hoses and various other bits can be often be stored under the bonnet.

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SPARE PARTS

(1) Minimum: (1) 5L engine oil (2) 500ml Brake fluid (3) 500ml Auto trans fluid for power steering (4) 5L auto trans fluid (5) Full set of engine belts and radiator hoses (6) Various heater / fuel hoses to suit, plus hose clamps (7) Fuel filter (8) Roll of tie wire (9) Fuses & cct breakers to suit vehicle & accessories It is not necessary to carry gear box oil as in an emergency, engine oil will do if driven slowly and with minimum load.	(2) Optional Extra Spares: (for serious trips) (1) Set of front and rear wheel bearings with grease [if serviceable] (2) One front and one rear shock absorbers (3) One front and one rear universal joint (4) Set of wheel studs and nuts to suit front and rear (5) Spare universal fuse holder various cable lengths 3mm and 6mm, connectors, etc (6) An assortment of nuts / bolts / washers / split pins / etc
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DAILY VEHICLE CHECKS (1) Coolant w/washer fluid, brake fluid and oil levels (2) Security of under bonnet components (3) Wheel nuts and tyre pressures (Consider tyre pressure monitors and wheel -safe wheel nut indicators) Handy hint – when you stop for lunch lift the bonnet and have a quick look – if you can’t see anything wrong someone else is bound to wander over and they may see something wrong. Always investigate strange noises.	WEEKLY VEHICLE CHECKS (or more frequent for heavy going trips) (1) Air cleaner inspection (2) As above plus visual inspection under vehicle (3) Fluid leaks (4) Cracked or damaged components. (5) Loose or damaged fuel and brake lines (6) Suspension components and bushes. Handy hint – sleep on the ground next to your vehicle, wake up in the morning, watch the sunrise then roll over and look for unknown things hanging down under your car.
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PRACTICAL Know how to do these things. (1) Service air cleaner. (2) Check levels under bonnet (3) Check belts	(4) Replace fuel filter (5) Check levels under vehicle (6) Check suspension and bushes (7) Check wheel bearings. (8) Use test light and voltmeter (9) Replace shock absorbers
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MEMBERSHIP MERCHANDISE FOR SALE

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2 cups whole meal SR Flour

Mix juice with the fruit and stand for one hour.

Then mix in the flour.

Cook in a moderate oven for approximately one and a half hours.

Janice (NPC 84)

REMEMBER - when disposing of your old vehicle, please remove your club stickers, as the person you sell it to may not be as concerned with the do's and don'ts of four wheel driving as you are and therefore will give the Club a bad name.



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