

PATROLLING



Volume 33 Number 2
April 2011

Brad Newham's verdict: Cooper STT tyres guard against punctures and tears, like no other 4WD tyre.

JUDGE AND JURY

4WD judge and expedition mechanic, **BRAD NEWHAM**, won't go bush without his Cooper tyres.

Brad has tested dozens of 4WD tyres for harsh outback driving. Running the isolated Birdsville Auto Repair Centre on the eastern edge of the Simpson Desert taught him what works and doesn't work in a harsh outback environment. Brad carried out every aspect of 4WD maintenance and repair work and led countless recovery missions deep into the desert and along the notorious Birdsville Track and other remote tracks in the region.

His experience and knowledge make Brad a much sought after outback specialist for 4WD magazines including 4WD judge for 4X4 Australia and he joins many expeditions as chief mechanic.

Now based at Gawler in South Australia, Brad is still close to the action. His 4WD accessories and service centre, ARB Gawler, is within a three hour drive of Flinders Ranges and a day's drive of the start of the

Birdsville and Strzelecki Tracks.

So why does Brad use Cooper STT tyres? He puts it this way, "Since testing Cooper STT's in 2005, I now use them exclusively. When you go bush, the last thing you want is a puncture and especially a puncture that tears. The Cooper STT guards against punctures and tears, like no other 4WD tyre. Their unique technology called Armortek plus the stronger sidewalls mean I can go bush and not be concerned about my tyres. In all my years on Cooper STT's I've had just one puncture - I staked a tyre with a piece of wood on the Madigan Line trip in the northern Simpson. I plugged it and away I went."

But it's not just the puncture and tear resistance that make Cooper STT Brad's pick.

Brad explains, "The STT's grip better than other brands - especially on loose gravel roads, rough stony roads, mud, rocks and sand. Whenever I head out

in a vehicle that doesn't have Cooper STT's, the difference in the handling is very noticeable and I feel vulnerable. Now I won't go bush on anything but Cooper's."

Brad Newham believes Cooper Tires is Australia's fastest growing 4WD tyre brand because the tyres do everything a 4WD driver wants them to do.

For your closest authorised Cooper Tires dealer and free info pack call:

1300 COOPER
(1300 266 737)



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Nissan Patrol Club of South Australia Inc Established 1979



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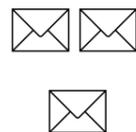
Magazine Sub-Committee:

Mail Out Don Grigg
Bush Cooking Janice Lamkin
Tech Talk Peter Stewart

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 the South Australian Association of Four Wheel Drive Clubs Inc (SAAFWDC), which is a member of the Australian National Four Wheel Drive Council (ANFWDC).

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



From the Editor's Desk



There are number of points of interest in this magazine. Have a look at page 22 to see whether you would like to buy some of the club's surplus equipment.

If you missed Dan Pangazio's excellent talk at the March meeting pages 11 and 12 have a summary of the points he made about improving your photography.

Make sure that you get your name down on the list for the mid-year lunch; see the article on page 11.

80 channel UHF CB radios are coming; ready or not, but don't panic there are a few years to think about it - see page 8.

Read about the engine failures which turned a holiday into a dramatic saga - page 20.

For the June Magazine I welcome guest editor Kate Church. Please make sure that you support her with timely articles and photos.

Don

30 YEARS AGO

Patrolling Volume 3 March 1981

Coming events

APRIL EASTER - LAKE TORRENS

Camp Thursday night on eastern side of the new bitumen road just out of Bookaloo on the Pernatty road. A marker will be put out at the camp area. Leave camp at 9.00am sharp Friday morning for Pernatty and Woomera via the back way.

Fuel: full tank plus 1 jerry can; tank to be filled when ever possible.

Distance: round trip 1300km; max distance between fuel stops 250km.

MAY SCHOOL HOLIDAYS – SIMPSON DESERT TRIP

JUNE BURRA GORGE

Date to be arranged

Arrive Friday night. Saturday – walk into gorge Sunday – tour of Burra

No facilities or fresh water. Toilets – thunder boxes infested with red backs – BYO

JULY GOLD PANNING DAY

Sunday date and venue to be advised.

AUGUST MYSTERY OBSERVATION DRIVE

Sunday 23rd BBQ and BYO details to follow

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 MAY 2011

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 revision adapted from Marie Schultz's 2003 original concept.

COMING EVENTS

Dates	Trip	Leader	Confirmation
21-25 April 2011	Ngarkat Border Track for Easter with the Otway Ranges 4X4 club	David & Helen Richards	14 April 2011
22 April – 8 June 2011	Mitchell Falls and North West Australian Icons - see P17 OCT <i>Patrolling</i>	Kathy & Don Grigg	14 April 2011
26 April - 20 May 2011	Venus Bay fishing	Frank & Roz Foster	19 April 2011
5 May 2011	General Meeting with guest speaker -see P6		
13 May 2011	Theatre Night	Jeff Schapel	Closed
2 June 2011	General Meeting with guest speaker -see P6		
25 Jun 2011	Slot car racing BYO BBQ starts at 6:00pm	John Smedley	18 June 2011
3 July 2011	Mid Year Dinner (Lunch) Pretoria Hotel See advert P11		18 June 2011
23 - 24 Jul 2011	Peake sand driving weekend See Leader or folder for meeting place and time	Wood/Richards	16 Jul 2011
20 - 21 Aug 2011	Peake sand driving weekend See Leader or folder for meeting place and time	Wood/Richards	13 Aug 2011
28 Aug to 21 Sep 2011	Canada & USA - See description on P24	Trudy and Trevor Elze	
30 Sep to 3 Oct 2011	Interclub 4WD Club Festival Willangi	Dave & Helen Richards	TBA

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

Now we are well into 2011 and have already enjoyed a few trips. I would like to thank everyone for taking part. I especially thank the members who attended the FWDSA Annual General Meeting weekend. Not only did we have fun but showed our interest in the Association and supported the organising club through participation.

It is good to see that it was easy to form a sub-committee to organise the mid-year dinner. We may make use of forming a subcommittee for various occasions. This not only shares the work load but also gives all members a chance to contribute without committing themselves to the committee for the whole year. Thank you also for guest speaker suggestions and keep the ideas coming.

Enjoy with "More Fun More Safely"

Marina

Guest Speakers

May Meeting

Penny - Country Fire Service (CFS) -
Community Education

Hear what you need to know about
Prevention, Preparedness and Survival of
Bushfires.

June Meeting

Greg Moore - TJM 4WD Megastores,
Nailsworth

Greg has found and is restoring the Nissan
G60 that Reg Sprigg used in the first

vehicle crossing of the Simpson Desert in
September 1962. To commemorate the 50th
anniversary a re-enactment of the crossing
using the original vehicle is planned for next
year. Greg will talk about this project and
his business, both of vital interest to club
members.

If you know of a potential Guest Speaker for club
meeting please pass on the relevant information to
Vice President Colin Goodrich.

Caravan Camping Outdoor and Adventure Show

The Caravan Camping Outdoor and Adventure Show was held on the Wednesday 23rd to Sunday the 27th February 2011. This is the only event the Association and the Clubs have to show the public who we are, what we do (working bees, Clean Up Australia, Road Watch and Beach Track maintenance) and also to promote safe 4WD practices to them. This event enables us to encourage people to be trained in 4WD skills and to join a club.

There were 35 volunteers from various clubs who manned the stand with 5 being shift leaders who stayed for the entire day. In excess 500 brochures were distributed and the 1000 discounted tickets that were issued out there was 332 received at the gate. Our payback for these tickets is to publicise the show to our members and friends. The display was well presented. The Executive from the Association was very pleased with the response from the clubs and the excellent cooperation of the CCIASA. Also a special thanks to the 4 people setting up the display and the 6 people who helped disassembling the stand.

Helen Richards (364)



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TYRES



MURBKO LAGOON AUSTRALIA DAY CELEBRATION - JANUARY 2011

Once again there was a reasonably good turnout up at the lagoon site, this being the 31st year the club has supported Australia Day with a trip into the Riverland.

There were 12 member vehicles with their caravans and camper trailers plus two visitors with vehicles and caravans. There were six kayaks, two canoes and one fold up dingy on site which kept some on the water.



Due to the higher level of water (approx. 600mm) a new camp site was selected which proved to offer a little more shade and was well above water level.

Happy hours were well supported and the Australian flag was well displayed throughout the whole weekend and up to the actual day. Unfortunately we were forced to celebrate our Australia Day on the Saturday night due to the majority having to leave before the actual day. But our celebrations went off very well with excellent contributions to the combined deserts.

Fishing rods in the water were scarce but yabby nets were plentiful and with these all were enjoying much more success than we have had over the past few years, yabbies were being cooked up in most camps.

Those that were there on the Monday were invited to join those with GPS's to see if we could locate some local Geocache coordinates supplied

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by Trisha Goodrich, although we were fouled by the high water we did locate a couple.

Most enjoyed a feast of ice-cream in the camp when the Lamkins returned from Morgan with four litres of ice-cream to share, this proved very popular thanks to Bob and Janice.

All in all the weather was kind to us for those few days and it proved to be another very pleasant relaxing few days with excellent company and comfortable location.

Thank you all who attended which made the weekend so enjoyable.

Brian & Judy (019)

Pictures Helen



COME TO OUR 2011 MID-YEAR LUNCH

Enjoy the food and company while watching the mighty Murray roll by!

Date: Sunday 3rd July
Time: 12.30pm
Place: 50 Randell Street Mannum

PRETORIA
HOTEL

On the River at Mannum.

Three Course Set Menu -
\$32.00 per person

ENTRÉE

Asian style chicken & corn soup

or

Thai Seafood Salad – Marinated seafood tossed through a fresh garden salad

MAIN COURSE

Lemon Pepered Grilled Butterfish, served with chips & a fresh garden salad

or

Chicken Breast pocketed with Camembert Cheese, served with an avocado béchamel sauce, accompanied with Idaho potatoes & a fresh garden salad

or

Beef Roulade topped with a red wine glaze & served with herb roast potatoes & seasonal vegetables.

DESSERT

Apple Crumble served with ice-cream or Fresh Fruit Salad (cream optional)

How to Take Better Photographs with a (Compact) Digital Camera

A précis of a presentation to the March 2011 club meeting by Daniel Pangrazio who is the President of the Adelaide Camera Club Inc, a Judge with the South Australian Photographic Federation and a Member of the Australian Photographic Society.

Image quality

Sharpness is determined by:

1. Lens design and manufacturing quality
2. Sensor pixel count and pixel size
3. Anti aliasing.
4. Camera shake.
5. Dynamic range (the range of light levels the sensor can capture).
6. Contrast or how the sensor handles pure black and pure white and all the shades of gray in between.
7. Colour accuracy.

1. The quality of the lens is everything; choose well known manufacturers, e.g. Leica, Schneider, Canon, Nikon etc
2. The sensor pixel count is important but not the whole story. A full 35mm sensor with bigger the pixels will provide better the quality than the standard 12mm sensor with the same number of pixels
3. Anti-aliasing, a complicated inbuilt function which removes signal components that have a higher frequency than is able to be properly resolved by the recording (or sampling) device, in this case, the sensor. This function can improve the sharpness and thus quality
4. Camera shake has to be minimised. Use any available prop to assist i.e. wall, post, tripod etc. If these are not available, use a good holding technique, i.e. tuck elbows into body, use viewfinder if camera has one and squeeze shutter release rather than stab at it.

Note: the longer the zoom setting of lens the greater the effect of any camera shake and thus the more imperative to use good holding techniques

Improving Techniques

Know the rules before you break them!

Rule 1. Rule of Thirds or The Golden Mean i.e. place the point of interest on one of the four points in the frame where the horizontal and vertical one third lines intersect.

Rule 2. Add foreground interest

Rule 3. Avoid distracting objects in background (esp. poles growing out of heads), bright objects etc

Rule 4. Use leading lines, roads, fence lines, trees etc.

Rule 5. Avoid positioning object of interest in the centre of image (rarely works)

Rule 6. Use negative space creatively, i.e. allow space to the side/top/bottom for object to travel into, person to look into etc

Rule 7. Keep it simple. Avoid images that are cluttered and contain no/marginal/small centre of interest.

Rule 8. Avoid putting the horizon in the middle of your image. (Remember Rule of Thirds?)

Shutter speed

Shutter speed on compact cameras is S L O W

Compact cameras are not good for action photography, so don't do it or change shooting position or upgrade to a DSLR

Image Type

Shoot at the highest resolution possible. At minimum, compact cameras will have 3 settings, JPEG Fine, JPEG Medium and JPEG Basic.

JPEG format is a "Lossy" compression format which compromises on quality to

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reduce the stored image size

Every time you open a JPEG image and carry out any/some editing and resave, file is again compressed and more detail lost.

If your camera has it, best option is: Camera RAW. Images shot using the camera RAW setting contain ALL the information the camera saw. RAW enables you to change settings such as white balance, exposure, contrast etc and retrieve details in shadows & highlights with image processing software much better than JPEG

CRITICAL - Never, ever work on your original image - Make a copy and work on that.

Flash

Red-eye is the bane of photographers - use red-eye reduction feature and increase the ambient light if possible.

Use flash in bright sunlight to lessen shadows and in back lit situations

Be aware of backgrounds especially glass and other reflective surfaces.

Don't put subjects too close to background to avoid shadows around heads.

Other Considerations

Power

Digital cameras are power hungry especially if you review each photo you take. Always have your battery charged and carry a spare if the images are important

If camera uses AA batteries, have rechargeables, your charger, AND supply of standard AA's

Storage

Memory cards are cheap – have a good supply on hand.

Download your images regularly (every day if travelling).

Format storage cards after you have confirmed they have downloaded successfully (format in camera not computer)

Backup, backup, backup - once lost, images are generally lost forever. Hard Disc Drives are very cheap (and they do fail). Backup to CD/DVD (not 20 cent specials). Store the CD's/DVD's in ideal conditions

How do you locate "that" Image? Do not dump all images in "My Pictures" in your computer. Work out a catalogue system of folders that works for you.

In case I didn't mention it before, **NEVER** work on your original image.

The Story of Megapixels

The number of pixels in your digital camera determines print size.

The more megapixels, the larger the size you can print photos

Printing at 300dpi is considered good quality, and implies that you need

- ◆ 1MP image at 1,152 x 864 for a print size of 4in x 3in
- ◆ 1.9MP image at 1,600 x 1,200 for a print size of 5in x 5in
- ◆ 3.1MP image at 2,048 x 1536 for a print size of 7in x 5in
- ◆ 3.9MP image at 2,272 x 1,712 for a print size of 8in x 6in



Marina and Dan after formally thanking Dan for his presentation

CANOE DAY AT WEST LAKES FEBRUARY 2011

(Continued from page 14)

we took note of the fact that the morning breeze dropped and the choppiness of the waters subsided, making paddling conditions better by early afternoon. But by then we had paddled enough, so we simply sat around socialising and enjoying the lovely weather until it was time to call it a day.

Everyone helped everyone pack things away as usual and started to leave and by 4:00pm Des and I were alone again, but feeling contented and well exercised. We all agreed that it had been a good day which everyone had enjoyed.

Pat Trowbridge (219)
Pictures Pat and Kathy



Lyn and Dave get inspiration from the sun before setting out. Kathy is more circumspect.

Sunday February 6th dawned clear and sunny with a promised maximum of 24 degrees, much to our relief after the recent variability of the weather. Canoeing around West Lakes is pleasant most of the time, but can be more exciting than we care for.

Don and Kathy were the first to arrive, followed by Lyn and Dave with all their canoeing equipment and clothing. Then David Foster hove into view, paddling down from the boat-ramp as Gloria brought the car back. It occurred to us that we could not leave the house unattended while we were out paddling, so we called Frank and Roz and they obligingly hurried down so we could take off, since they had planned to come for the BBQ later. They settled down to read the Sunday papers as we cast off.

We decided to paddle in an anti-clockwise direction around the island, partly because the "corner" near the Rowing Association at the end of Delfin Island is always a bit choppy and we thought it might be best attended early before we became tired. Well, in the slight breeze it was just as choppy, or maybe even more so this time. Most of us wore quite a bit of the lake in our laps before we had completed the turn, but at least the rest of the journey was calm enough and relaxing.

By the time we had returned to our house, about one and a half hours later, we found that Judy and Brian, Doug and Heather and Kate and John had also arrived and were almost as hungry as we were for the after-paddle BBQ. Using Des's brand new birthday present four-burner BBQ we cooked up an excellent meal and, using the varied shared salads, enjoyed it immensely. Once again

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Pat and Des prepare to lead the way.



Ready for the after-paddle BBQ.

808 car keys micro-camera



Allan Langer brought one of these to the February meeting and asked members to guess what it cost. The surprise answer was \$5 -00!!

However, this is price in quantities of about 10 or more from the Chinese manufacturers and then there is freight on top of that.

Allan has attached the camera to his model aircraft to get some interesting aerial video pictures. He also suggested that in an off road situation you could get some good video by

sticking one on your dash board or bull bar. There are even suggestions on the net that you can make into an underwater camera by modifying a plastic drink bottle.

The following description comes from Ozspy Security Solutions (www.ozspy.com.au) who have a similar camera for sale at about \$100. (This could be a profitable business to get into if you can sell enough!)

Mini Digital Video Recorder in a Key Ring Remote Casing

"This covert device looks like a regular remote for your car alarm but hidden inside is a tiny camera that can take video and capture pictures.

Attach it to your key ring and you'll always have a handy covert video recorder at the ready. Capture funny or amusing spontaneous events happening around you, or use it for more serious evidence gathering and covert surveillance. The key ring camera has a 4Gb SD card memory, giving you plenty of room for all the video recordings you want."

Specifications

Audio: Yes
View Angle: 50 degrees
Interface: USB 2.0
Store Memory: 4G
Video File Size: Approx 20M per minute (1.2G/h)
Recording Mode: Continuous recording
Video format: AVI
Video resolution: 640x480 pixels
Video Record Speed: 15 FPS
Picture formats: JPG

Picture resolution: 1280x1024
Battery Type: Built-in Rechargeable Lithium-ion 3.7V
Battery Capacity: 150mAh
Working Current: 100mA
Battery Support time: Approx 90min
Charging Type: USB
Charging time: 2-3 hours maximum
Operating temperature: 0 to 50c
Storage temperature: -10 to 60c

ARGADELLS ADVENTURE

11 – 14/3/2011

N.P.C. Participants: Craig Wood, Helen and Dave Richards, Dave and Lynn Alywood, Jeff and Janine Schapel, Alan and Marina Langer, Don and Kathy Grigg, Chris and Tony Moran, Rod and Aileen Kitto, Gary and Fay Laphorne, Visitors: Shane and James.

FRIDAY morning 11th March we set off to meet the group at Pt. Wakefield bakery at 10am. After having our fill of very nice coffee and various cakes 6 vehicles left the bakery at 10-40am. We were travelling behind two very long semi-trailers, carrying wind turbine blades from Pt. Wakefield to Snowtown, where they pulled off the road for a break. It was good timing as here Tony and Chris Moran joined our convoy. After a comfort stop in Crystal Brook, essential after the morning tea and coffees, we were heading to Stone Hut bakery, via Laura, for lunch. The Stone Hut bakery was a little disappointing, as the pie warmer was not well stocked with varieties. The pies were reported to be "dry" and the 2 pasties available were only just warm. Lunch done we set off for Quorn at 1-20pm.

Those who needed to, refuelled in Quorn, then we headed out the Ardenvale Road approx. 30km to the Argadells property. Arrived at Argadells camp site at 3-45p.m.. Set up camp at luxurious en-suite sites. A central block of 8 shower and toilet rooms surrounded by a very neat cleared area with young trees dotted around starting of provide shade. Camping area was fully fenced with a camp kitchen containing BBQ, sink and undercover eating area, attached to an old schoolroom type building with an inside dining table and chairs, table tennis and pool tables. In a tiny room off the outside eating area was a fridge, microwave oven, electric kettle etc. Nearby was a shaded area for tent camping and a sheltered campfire area with wood. There were also bush camping sites further out on the property.

Rod and Aileen Kitto arrived and joined the discussion group between Schapels' and Morans' caravans on the shady side of the toilet block. The Manager came around to collect our camping and track driving fees; \$25 per night for camping and \$45 for driving on the tracks all weekend. Gary and Fay Laphorne arrived and set up their nearly new "Gunya" caravan and joined the circle. As the sun sank slowly in the west it was time to make dinner. Visitors James and Shane, friends of Dave Richards arrived about 10pm that night.

SATURDAY 12 March, it was a 9-30am start from campground after the safety talk from Craig. Dave and Helen lead the group of 11 vehicles with Don and I as T.C. Drove out through Hannimans Gorge taking in the beautiful countryside tinged with green and new

growth on the trees, tiny wildflowers, yaccas and goats. Wound our way up the steep tracks to the top of Mt. Arden for morning tea and beautiful views in every direction on this fantastic day. Allan tried out his glider on the thermals, It attracted to attention of a much smaller bird (possibly a hawk) whilst performing admirably and then had a slight mishap on landing, which was later repaired with trusty glue.

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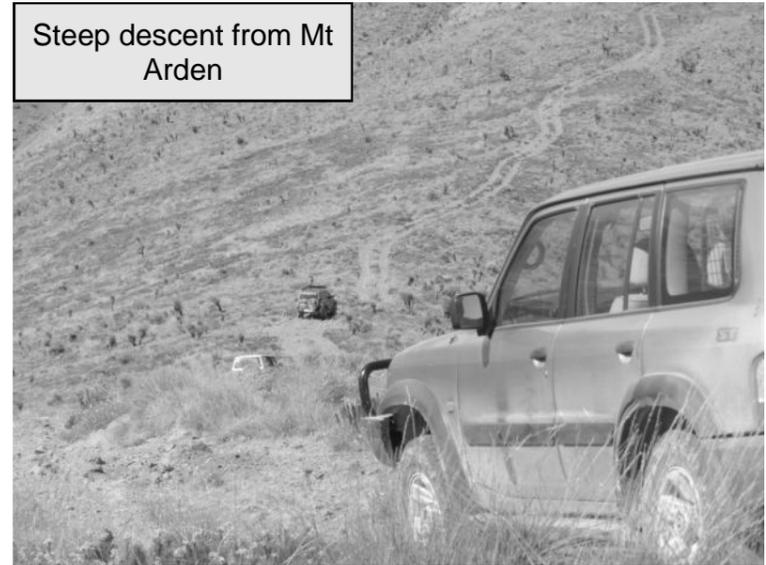


At the top of Mt Arden

(Continued from page 16)

Next a steep descent down another face of Mt. Arden. A slight geographical embarrassment caused by a sign that had been knocked over and arrow disorientated. After much discussion and map reading a course was decided on and the convoy set off. Whilst descending another long steep decline, heading to "Frank's Corner" Dave Alywood announced that he had a flat tyre. Dave was in front of T.C. and the others had all negotiated "Frank's Corner" and were ascending the next slope so Dave with Don's help set out to change the tyre. As there was no flat ground at

Steep descent from Mt Arden



all we chocked up all three other wheels with stones (no shortage there) before they could begin to jack the wheel. Then the jack ran out of travel, before the tyre came off the ground, because of the unevenness of the track so they had to dig a hole under the tyre. Not so easy in this very stony country. After a bit of sweat and no tears on this hot hillside the job was done and we were on our way. The others had found a nice patch of green grass and shade for lunch not far away and we too were soon tucking into our food.

The afternoon was a pleasant drive back along the base of some rock outcrops, back through Hannimans Gorge to the campground; a total of approx. 20kms in about 6 hours.

No time for happy hour tonight as our table had been booked at the Austral Inn Hotel in Quorn for dinner. After a very satisfying meal we all returned to Argadells to bed.

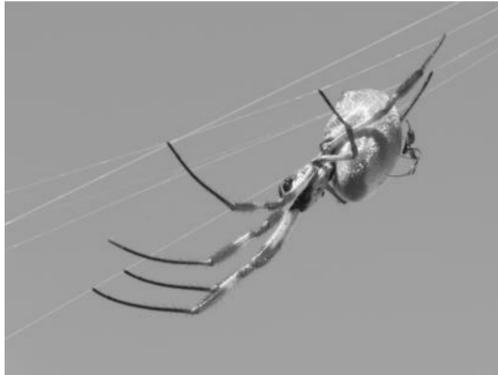
SUNDAY 13 March. After quite a bit of heavy rain during the night the Manager asked Craig to wait for his OK before setting out on a drive today. He returned later and said the tracks were drying up and so we could head out. Dave and Lynn stayed in camp having a rest day as they didn't have a spare tyre. We left camp about 11:00am with Allan and Marina as T.C. today. Passed through Hannimans Gorge then took a right turn to Cockroach Valley. This was another beautiful drive up and down long, quite steep, sloping hills with lots of yaccas. We all stopped, after a sharp right hand turn, on top of probably the highest ridge top of the day, to admire the views and see Mt. Arden in the distance. From here a long slow decent to a lunch spot near a creek with green grass and shady trees. After a relaxing lunch we drove to a vantage point to look out on Stevens Gorge. Our next stop was at Buckaringa Gorge after returning to Cockroach Valley and then following a creek bed to Buckaringa Gorge. Dave R found a fallen tree

blocking the track along the way. This was quickly dealt with using his snatch strap to tow it off backwards. At the gorge we got out to admire and photograph the sunlit rock walls and the many huge Golden Orb spiders in their webs. Then it was back to camp for happy hour. Alan and Marina stopped not far from the gorge, as Alan wanted to explore a signposted walk we had driven past. Happy hour was well underway when Alan and Marina returned with stories of seeing Yellow Footed Rock Wallabies. Another fabulous day during which we drove

(Continued on page 18)



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approx. 20kms in about 5 hours. Happy hour was interrupted by light rain twice but it didn't interrupt the fun.

MONDAY 14 March – packing up. Some of us were enticed by Alan's sighting of the Yellow Footed Rock Wallabies yesterday to drive out to Steve's walk near Buckaringa Gorge before we left for home. After saying our goodbyes to the others we set off for the walking track. We drove to the start of the walk only about 10 minutes from the campground. The walk went along a pretty creek bed into Buckaringa Gorge. We heard gunshots and saw a helicopter fly over the top of the Range near us with goat shooters, we presume, on board. Fortunately they weren't shooting on our side of the range. We climbed a gate and walked down a track right into the gorge and were soon rewarded with sightings of several Yellow Footed Rock Wallabies. One in particular, was posing for us, sitting on a rock. This sent our cameras into overdrive. Amazed at our good fortune to see them we returned to our vehicles to drive back to the campground, hitch up and head home.

The BEST Weekend, THANK YOU Craig, Helen and Dave for the organization and track leadership, and to everyone else for your great company.

*Kathy Grigg NPC (260)
Pictures Helen and Kathy*



Media Release Thursday, 24 February 2011

The Hon Catherine King MP
Federal Labor Party Member in the House of Representatives for Ballarat
Parliamentary Secretary for Infrastructure and Transport

Pedestrian Safety and Bull Bars

"Over recent weeks I have received strong feedback through the consultation process associated with the Regulation Impact Statement (RIS) proposing the adoption of an international standard on pedestrian safety," Ms King said.

"Following careful consideration of the views and concerns put by individuals and stakeholders, I have decided that the proposal is not suitable for Australian conditions and I have directed the Department to withdraw the Regulation Impact Statement," Ms King said.

"While the Government is committed to improving the safety of pedestrians, we also recognise that bull bars play a positive role in the safety of vehicle occupants.

"In no circumstances will the Government consider banning bull bars or contemplate any lessening of the protection they provide. We are committed to ensuring that people remain fully protected in animal strikes and other hazardous situations where bull bars play a key role," Ms King said.

Ms King has now asked Department to consult with interested parties on the options for improving pedestrian safety.

Adapted from *4WD Matters Info Brief 27/2/2011*

Official Information Release from Four Wheel Drive SA

February 2011
- 12/02/2011

RIP John Caldecott

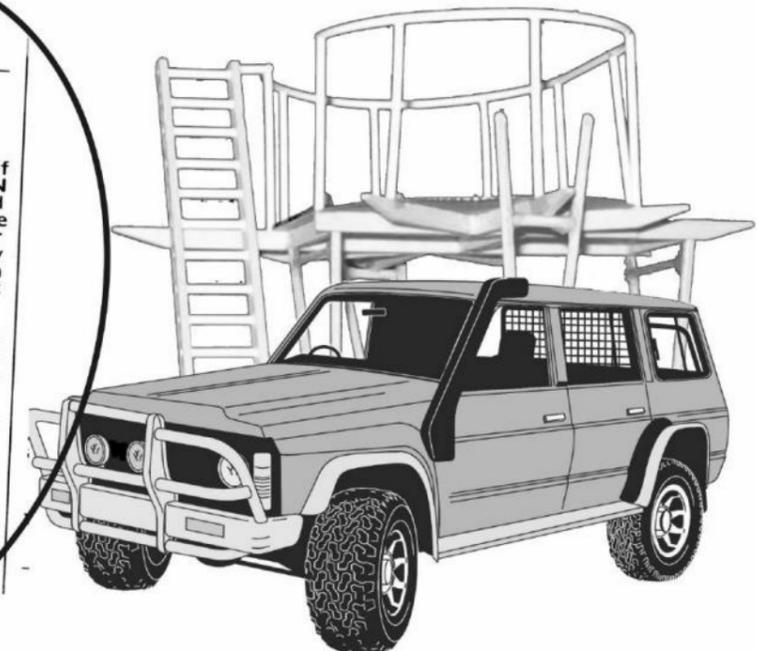
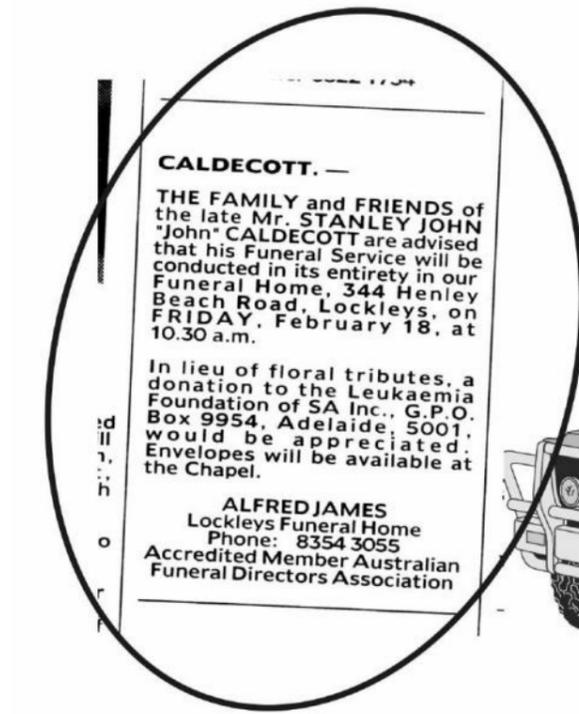
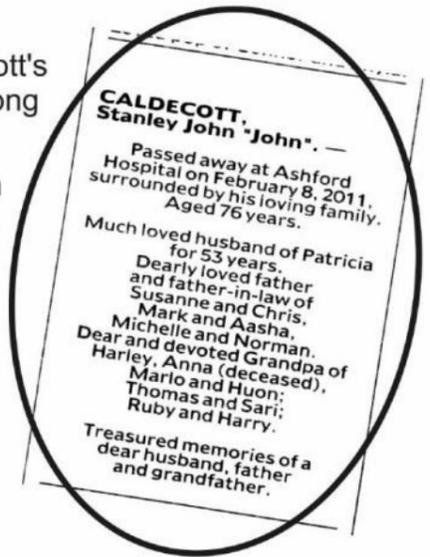
It is with regret that we advise you of John Caldecott's passing early Tuesday AM Feb 8th 2011 after a long illness.

Most of you would have heard of John as an Association stalwart and one who for many years was tireless worker in the area of Natural Resources Management for FWDSA.

FWDSA was advised by John's wife Pat who requested the news be passed on to as many of his club and Association colleagues as possible.

John was in hospital and fortunately his immediate family were able to be there having made urgent trips from their homes interstate.

President & Executive FWDSA



Detail: P.Caldecott
Edited: by 4WD Adventurers Club of SA Inc- Direct all correspondence to Editor FWDSA email:- saafwdc@saafwdc.asn.au
4WD Matters February 2011 - 12/02/2011: Disclaimer: Whilst every endeavour is made to ensure the accuracy of the material in this publication, Four Wheel Drive South Australia shall not be held responsible for any errors, omissions or inaccuracies.

ONE 4WD – ONE TRIP – THREE MOTORS

2001 Nissan Patrol, GU2, 3 litre turbo deisel, 187,000kms

Our plan was to travel via the Gulf Country to the Tip of Cape York, then down the East Coast of OZ. We left our caravan in storage north of Cairns; continued to the Tip using our tent; visited Thursday Island, and drove many 4wd tracks.

First motor

About 250km from Weipa, just short of the Archer River Road House we noticed a strong burning smell. Behind us the road disappeared in smoke. We stopped, turned the motor off; grabbed the fire extinguisher. Outside there were no flames, no smoke. Starting the motor again; it ran for about 15 seconds: then the smoke started billowing from the exhaust pipe.

Three days later our 4wd was at a recommended diesel mechanic in Cairns.

The problem – a hole burnt in piston number 3.

The repairs

- New fuel injectors
- New pistons (after market – stronger than the standard)
- New rings
- New gudgeon pins to match the different pistons
- Machined conrods to fit the new gudgeon pins
- New main bearings
- New mass air flow meter

Second Motor

The final test and tune-up was being carried out on a dynamometer, when our motor blew *again*. The repairers, (that had been praised by many people during our 4wd-less stay in Cairns), couldn't understand what happened.

The problem – a hole burnt in piston number 4.

The repairs

- New pistons & rings
- New gudgeon pins and main bearings (I think)
- One mechanic said a new head (but then went very quiet)
- New fuel injectors
- Injector pump performance checked
- New intercooler
- New mass air flow meter

The repairers kept our vehicle for a longer than normal time. They were very concerned about the recurring problem, saying "This has never happened before." We ended up, living in a caravan storage area with out power, (no caravan sites available). The repairers lent us a 4wd, and we moved to a convenient caravan park away from the beach, and nearer shops. Eventually our 4wd was ready. We left Cairns that afternoon, travelling about 180 km to Cardwell.

The next day; 500km later; **MORE TROUBLE.**

We had been travelling at 85kph towing our caravan. Our 4wd began making strange noises. It started as a quiet ticking sound. The ticking got louder and louder and changed to a clunking.

RACQ again were called. We were now marooned in Mackay.

We decided to have our 4wd and caravan transported home and organise the repairs in Adelaide.

We flew home two days later.

Third Motor

Normally I would have worked on the motor. This time we thought we may have an insurance claim against the repairers in Cairns. We started getting quotes, asking advice, and trying to understand what had happened. Some of the things we were advised to do were –

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- Sell it
- Buy another and transfer all the extras across
- Install a big Commodore V8
- Install a Nissan 4.2 litre diesel
- Install a Nissan 4.5 or 4.8 litre petrol
- Install a Detroit 6.3 litre diesel
- Put a new long motor in it
- Put a motor from the wreckers in it

What perplexed me was - no one wanted to know what had gone wrong and why! Eventually one repairer did want to know!

The problem – The turbocharger bearings and impeller had disintegrated. (You could move the remains of the impeller about 45 degrees side-ways and up and down.). This had allowed engine oil to be pumped into the motor Cylinders 3 & 4 were full of oil and the motor was locked. The mufflers were full of oil.

The repairs

- Getting the oil out of the motor and mufflers
- Checking no fragments had been sucked into the motor.
- New turbocharger
- New mass air flow meter.

Hindsight

Why didn't the repairers in Cairns find the faulty turbo? (I remember asking whether the turbo needed checking). A new long motor in Cairns from Nissans may have been the way to go; but in Archer River, Coen, and Cairns everyone said, "Stay away from Nissans in Cairns; go to Cape York Motors." Looking on the internet, there are many similar stories of pistons 3 or 4 failing. A mate from the Top End 4wd Club (who owns a Patrol) said, "That's normal!" Evidently Telstra in the Northern Territory purchased approximately 450 Nissan Patrols in 2001. They have had about 10 Patrols fail with holes in pistons; all followed by the turbo blowing.

Here is a theory –

- The turbo oil seals and bearings start to wear.
- Engine oil seeps past these oil seals and bearings.
- Some of this oil is vaporised by the turbo impeller blades
- This vaporised oil is sucked into cylinders 3 & 4.
- (These are directly opposite the intake from the intercooler)
- (Our cylinders 3 & 4 were full of oil when checked in Adelaide)
- (Only cylinders 3 & 4 seem to develop holes in pistons)
- This vaporised oil pre-ignites on the compression stroke before top dead centre.
- The continued pre-ignition stresses the top of the pistons 3 & 4.
- (All Territory Telstra Patrols, which failed, showed hairline cracks on the tops of the pistons in cylinders 3 & 4)
- (Comments on the internet indicate cylinders 3 & 4 fail)
- A hole eventual burns through the piston.
- (It was if a hot needle had been pushed from the combustion chamber in the piston, to the oil gallery on the side of the piston. - A tiny needle-like hole was left.)
- (This was similar to the Telstra Patrols.)

Engine oil now flows through the hole into the combustion chamber, burns, and smoke billows out the exhaust.

The turbocharger finally collapses.

Our 4wd was made April 2001. In late 2001 Nissan changed the type of turbocharger from water cooled, to air cooled. (This is indicated in the factory manual – no reason is given.) Reports say these later turbochargers are more reliable than the early ones.

Our Patrol is back on the road with an air cooled turbocharger. It seems to be going well. Sometimes things do go wrong! I guess that's life!

Col Price - Elmo

Reprinted with permission from the Mitsubshi 4WD Club SA Magazine "Cat Chat" January 2011

TRADING PAGE

FOR SALE BY TENDER

Members are invited to make offers for the following two items, which are surplus to the club's needs. Offers should state the dollar amount for each item and the tenderer's name and either be sent to the secretary in a sealed envelope marked "tender" or emailed to the secretary. Tenders close at the June general meeting, and a decision on acceptance will be made at the June committee meeting. No offer will necessarily be accepted.

Item 1. Generator

KAWASAKI Model KG550 4 stroke petrol Rated Output at 240V AC 50Hz - 370 VA, 60Hz - 450 VA. 12V DC - 8.5 A Includes sturdy steel carry box. Dry weight from handbook - 17.5 kg. Weight in box approx. - 28.5 kg



To inspect - contact the Property Officer Brian Robinson

Item 2 Laptop Computer

Dell - running Windows XP includes carry bag. Has been in use at club meetings until replaced in Oct 2010. Inspect at the April, May or June general meetings ask any committee member to show you.

FOR SALE

Tent - 10' X 8' External Frame - "FlexeBar 4" - "much stronger than conventional rigid framed tents"

Dimensions (L X B XH) 318 X 245 X 203cm. Walls and awning proofed cotton canvas - 360gsm; roof - 480gsm; floor sewn in polyethylene. Made in South Australia. \$120. Contact Kathy 8266 3664.

30th ANNIVERSARY MUGS

30th Anniversary coffee cups (Special Limited Edition) are available for \$6.00 each or 2 for \$11.00. See Tricia.

MEMBERSHIP MERCHANDISE FOR SALE

Nissan Patrol Club stickers: Large circle \$2.20; Medium circle \$1.20
Medium circle Nissan Patrol Club cloth badges \$3.00
Nissan Patrol Club Key Rings \$5.00

News Release 24 March 2011
Department of Environment and Natural Resources

Ngarkat Conservation Park closed
Ngarkat Conservation Park, 34km south of Pinnaroo in the Murraylands region, will be closed from 6pm Sunday, April 10th to 6am Friday, April 15th. Department of Environment and Natural Resources district ranger Donna Haslam said the closure is necessary to ensure the safety of the public during a pest control and monitoring program within the park. For more information, contact Donna Haslam on 8576 3690 or 0428 103 783.

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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