

Volume 32 Number 4  
AUGUST 2010

# PATROLLING



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.

**B**rad 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)



AMERICA'S MOST TRUSTED 4x4 TIRE  
www.coopertires.com.au

## Nissan Patrol Club of South Australia Inc Established 1979



### ADDRESSES

#### CLUB

**Nissan Patrol Club of South Australia Inc**  
PO Box 153  
KILKENNY SA 5009

#### MAGAZINE

**Don Grigg**  
12 Cheringar Blvd  
DERNANCOURT SA 5075

Phone: 8266 3664  
Email: dggrigg@bigpond.com

#### WEB ADDRESS

www.nissanpatrolclubsa.org  
Email: webmaster@nissanpatrolclubsa.org

President:	
Colin Goodrich	8261 8081
Vice President:	
Marina Langer	8381 5415
Secretary:	
Helen Richards	8374 0678
Treasurer:	
Tricia Goodrich	8261 8081
Minute Secretary:	
Christine Robinson	8248 1186
Trips Officer:	
Pat Trowbridge	8341 7075
Public Relations Officer:	
Janice Lamkin	8339 3073
Editor:	
Don Grigg	8266 3664
Membership Officer:	
Marg Cunningham	7423 6414
Librarians:	
Heather Woods & Doug Smith	8268 4625
Property Officer:	
Brian Robinson	8248 1186
Past President	
Brian Cook	8258 1250
Committee Members:	
Jeffrey Schapel	8271 7756
Jim Byfield	8264 5648
Craig Wood (Web master)	8387 8108
SAAFWDC Delegates:	
Brian Cook	8258 1250
Kevin Osborn	8337 6410
Driver Training Unit Delegates:	
Dave Richards	8374 0678
Aboriginal Liaison Unit Delegate:	
Allan Langer	8381 5415
Fund Raiser	
Gayle Johnson	83875927
Driver Trainer/Assessor:	
Dave Richards	8374 0678
Auditor:	
Kevin Osborn	8337 6410

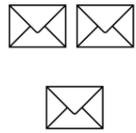
Magazine Sub-Committee:

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



We have heard in the past that "It's Time" and more latterly that we are "Moving Forward" or that we will "Stand up for Real Action". However, that is all old hat and we NPC members have some thing far better in "More Fun More Safely".

At the July Committee meeting we discussed the future of the Club using President Colin's article in the February *Patrolling* as the basis. The unanimous outcome was to carry on the Club in a "business as usual" manner, enhanced with a better story of what we do well. Our inspirational author, Pat Trowbridge, has initiated a few paragraphs about what we do, with the headline "More Fun More Safely" for the benefit of potential members.

The full text of Pat's work is on our web home page at [www.nissanpatrolclubsa.org](http://www.nissanpatrolclubsa.org).

When you do go to our web site you will notice that it is up to date and looks good. We thank Jeff Shapel and Craig Wood for their hard work in getting it back on line and ironing out the problems which they had.

We have our annual photo competition coming up at our November General Meeting. In the recent past, our entries have been few and we need more. I therefore urge any one who has taken a photo on a club trip over the past year to put in an entry. See conditions for entry on P22.

All the best,  
Don.

## 30 YEARS AGO

Patrolling Volume 2  
August 1980

\* Recently members and friends spent an enjoyable and rewarding night as guests of Datsun  
Distribution and Des Evans viewing the M.Q and eating and drinking a liittle. Thanks Des  
for a good night.

Muesli (Great for camping. Helps nature keep you regular)

- |                              |                          |
|------------------------------|--------------------------|
| 500gms Rolled Oats           | 90gms Dried Apricots     |
| 315gms Bran Buds             | 250gms sultanas/ Raisins |
| 500gms Wheatgerm             | 125gms Chopped Nuts.     |
| 250gms Raw Sugar             |                          |
| 1 Cup Dried Skim milk Powder |                          |

### 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 AUGUST ISSUE 23 JULY 2010**

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 designed by Marie Schultz, Advertising Graphic Designer.

# COMING EVENTS

Dates	Trip	Leader	Confirmation Date
21-22 August	Peake Sand-driving Training	Dave Richards & Craig Wood	14 August
12 September	Salisbury Wetlands inspection & lunch	Heather Woods	5 September
2-4 October	Long Weekend in Whyalla (see advert P21 of April <i>Patrolling</i> )	David & Helen Richards	25 September
7 October	General Meeting - Entries for photo competition close - see P22	Trudy Elze	
16-17 October	Coorong Crossings and Beach clean up	David & Helen Richards	9 October
22 October	Theatre night "Hello Dolly" at 8:00pm Arts Theatre 53 Angas St Adelaide	Jeff Shapel	Closed
4 November	General meeting - Photo competition		
19 -21 November	Kingston on Murray weekend - see P9	Pat & Des Trowbridge	12 November
28 November	NPC Christmas Picnic @ Hazelwood Park		
2 December	AGM - Cheese and wine tasting		
19 December 2010	Breakfast in the Park @ Hazelwood Park		
21-25 April 2011	Ngarkat Border Track for Easter	David & Helen Richards	14 April 2011

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.

# Marg's Membership Matters

This month's committee member's profile is from Marina Langer. Thank you Marina and I am sure we will enjoy learning a little more about life in 'your shoes'

It is encouraging to see our membership increasing and again, welcome to:

**Ken & Skip Hillyard**

**Ian & Karen Steed**

**Michael Stacey & Lyn Woodlands**

It is hard to believe that we are half way through another year already. I will be putting a reminder in from time to time about the facility to make payments via the internet, directly into the Nissan Patrol Club of S.A's bank account.

The details are below –

Bank S.A.

BSB: 105-042

Bank Account: 181 313 840

**Reference: Surname & or member number**

The reference is important to the Treasurer so that appropriate allocation of money can be made.

I still have the following membership renewals set aside:-

**Jeff McFarlane, Josef Bajsz, Jeff Lowrey, Gill Polomka, and Peter Stewart.**

On the back page - last section, requires 'cross out' the statement regarding insurance that does not apply.

If you are unable to come to the meetings, please call me on 0400 440 530 after 6pm and I will go through it over the phone.

Don't forget, if you have any suggestions for this page – call me.

Till next time,

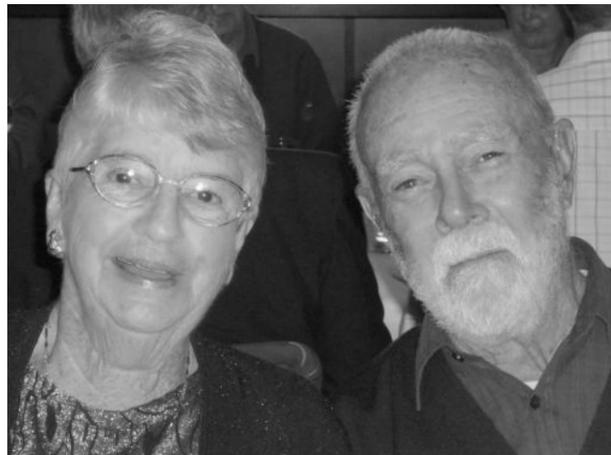
Marg Cunningham

Membership Officer

[mcham1@bigpond.com](mailto:mcham1@bigpond.com)

## 60th Wedding Anniversary

Congratulations to **Roz and Frank Foster NPC 279** on their 60th wedding anniversary which they celebrated in July.



# Member Profile



I joined the Nissan Patrol Club in 1990 with my husband Allan and our children Alexander and Michelle. We had just bought our first 4wd a Nissan Patrol and wanted to join a club. The information we received about the club, compared to others, looked very professional and organised. We went to a meeting and became members. I had gone camping with the family before but only in caravan parks. So I was a bit worried about going bush camping. But it was unnecessary to worry, because no matter where we go on trips or what we do with the club I feel safe. Everybody helps each other.

My longest and best trip so far was the Victorian High Country in 1991/1992. Even though the children were small and we had to take everything for that time, it was a good 4wd experience.

A few years ago I was elected to the Committee and enjoy being part of it. Everyone is dedicated and is able to have an input in the decision-making.

We are on our third 4wd and have upgraded from tent to camper trailer but still enjoy the trips we go on. I like to drive on tracks even if they are a bit challenging and Allan complains that I scratch the car.

Looking forward to many years of 4wheel driving and maybe longer trips.

Marina Langer

Vice President Nissan Patrol Club

NPC 243



## Helen's 50th's

The girl with the sparkle celebrates more than once.

## Trip to Venus Bay

17 April to 1 May 2010

### Trip Leaders Roz and Frank Foster

Our group of 16 people arrived at Venus Bay at various times. Most of us made the trip a journey of one and a half days staying overnight in roadside stops or Caravan Parks.

As well we joined Roz and Franks family, Karen and Ian Steed and their extended family and this was a group of 12.

**The weather:** perfect with a little bit of drizzle on one day only.

Sunrises most mornings were stunning and on one day we had to wait for the sea fog to lift before venturing onto the water in boats or onto the Jetty.

**Fishing:** the main reason for us being there was not quite up to expectations but involved a lot of fun with usual tales of the biggest catch – does anyone remember that Bob 1 caught the biggest squid that anyone had seen?

Our main aim at fishing was for King George Whiting and on this trip we returned many of our catch to the water immediately because they were undersize. Other species caught included: Tommies, Mullet, Salmon, Trevally, Squid and Snook.

Our trips to Mt. Camel and Back Beach for surf fishing were reasonably successful catching Mullet and Salmon. The reward of fish makes the walk back up to the vehicles on the cliff top worthwhile.

Jetty fishing was very successful for Pat and Des and they hired a boat on occasions but they won and caught the most fish of all. I call them wizards when it comes to fishing.

**Four Wheel Driving:** A group of seven vehicles visited the coastal tracks, which included wash-a-ways, stones and sand dunes. Some of us went down onto a beach for surf fishing while three of the vehicles wanted more sand driving and they were away for quite a while. We won't mention names but they had been stuck and were digging and towing and ended up with fairly low tyre pressures.

**Social:** Most evenings we gathered before dinner for "happy hour". On two occasions we had happy hour followed by dinner in the Camp Kitchen, and on two occasions we visited the Port Kenny Hotel for Dinner.

Our first dinner at Port Kenny was a highlight. There was a major blackout on Eyre Peninsula when something "blew up" at Whyalla. We thought our booking may be cancelled and when Roz phoned the Hotel to enquire they said they could still take us. We were greeted by candlelight on the dining tables and on the bar. The cash register was not working nor was the tap for beer. This was all overcome by writing lists of purchases and serving bottled beer. The kitchen was mainly on gas and the cook worked wearing a headlight similar to the headlights some of us use camping; the cook's efforts



Bob Lamkin with largest squid caught

were brilliant. The power was supposed to return at 8.30pm and a few seconds before that we started a count down and bingo the lights came on and the pokies were available.

Thanks to Frank and Roz for the organization of this trip, which was enjoyed by all – and thank you all for your company – and the mice plague hardly affected us!

Janice Lamkin NPC84

## KINGSTON ON MURRAY TRIP PROPOSAL WEEKEND 19<sup>th</sup>-21<sup>st</sup> NOV 2010

I have arranged a weekend (or more, if you wish) at Kingston on Murray, which is 207 km NE of Adelaide for November 20<sup>th</sup> and 21<sup>st</sup> 2010, taking your caravans and, perhaps, canoes. The weekend itinerary is as follows:

**FRIDAY 19<sup>TH</sup>** – Arrive at the caravan park and settle in. Communal BBQ? The cost of two nights in a powered site for 2 people is \$45.

**SATURDAY 20<sup>TH</sup>** – 10 am at Banrock Station for their Presentation "The Banrock Story", morning tea of wattle seed scones with quandong jam and cream with self-serve tea & coffee, followed by a wander along the boardwalk.

12.30pm - lunch (as per the accompanying menu) and wine tasting is available. The *wine tastings* are free or you can purchase wine by the glass or by the bottle. The entire Banrock Experience costs \$27 per head.

6 pm – We all depart for the Cobby Club at Cobdogla for dinner. See the copy of their menu. By presenting your caravan park receipt you will receive a 20% discount on the meal, too.

**SUNDAY 21<sup>ST</sup>** – 7.30 am or 11 am the Luna Eco Cruises depart, maximum of 10 people per cruise, light refreshments will be served. The cruise takes 3 hours. Those not cruising can visit the Napper Ruins, paddle their own canoes or go yabbing, fishing or bird watching. Cruises cost \$25 per person.

Then, when have all finished cruising, we go to the Cobdogla Irrigation & Steam Museum where, for \$8 per head we get a personally escorted inspection of the museum and a ride on their steam train.

When we have all had enough, we will go home.

**TOTAL COSTS FOR CAMPING, CRUISE, BANROCK STATION AND MUSEUM VISIT IS \$165 PER COUPLE, PLUS DINNER AT THE COBBY CLUB.** I have booked 10 powered sites at the caravan park and hope to fill them.

Pat Trowbridge NPC 219

# Slot Car Night

On the 8<sup>th</sup> May 2010 we went to John Smedley's house to race on his slot car track, which he has built. There were nine Nissan Club members along with some Jeep Club members. We started the night off with practice; getting to know the tracks. Then we started the racing. We raced two races each in each heat and we changed over cars around every four races so that we had fresh cars.

The racing went on for most of the night. We raced on two different tracks with different cars some of which were V8 super cars and others GT cars. It was a very eventful and fun night with intense racing the whole time.

In the end the Jeep Club won the team racing trophy and it then came down to the person with the most points trophy. There were three people with the same number of points, two Jeep Club members and Jackson, Craig's son from the Nissan Patrol Club. The two members from the Jeep Club raced each other in a series of heats in which they swapped lanes and cars. Jackson then raced against the Jeep Club winner. It was an intense race but Jackson came through with a victory winning by four corners.

It was a great night and every one enjoyed it and can't wait to go back there for another night of racing.

*Jackson Wood NPC 382  
Pictures by Helen Richards*



Race Manager John and his manager Sue



Jeep Club team



NPC team



Jeff (N) versus Jo (J)



Marina and Dave - concentration

Jackson Wood - winner of the individual final is congratulated by his proud father Craig

# MID YEAR DINNER

What could be more pleasant on a beautiful cloudless crisp winter day than to join 44 of your friends and take a leisurely dinner cruise down the Port River on the Dolphin Explorer. This is how this year's mid year dinner was celebrated – great idea and thanks to the person who came up with the suggestion.



Everyone assembled on the wharf by 11am in readiness for the departure time of 11.30. It was surprising to see just how many passengers were waiting to alight, but even more surprising was that once they had all dispersed to the various deck levels the boat did not seem to be overcrowded. The Nissan Club was allocated 5 tables on the lower deck and lunch orders were being taken before pulling away from the wharf. The menu was quite extensive and from



ASC. For many other members there were memories recalled of their younger days when they either fished, boated or swam in the river, and others shared locations of where they now fish.



All too soon we were moving under the two new bridges over the river and the vessel was being manoeuvred to moor at the wharf. Interestingly, when we departed from Port Adelaide the gang plank was at a slight angle, however, on our return the gang plank was at such a steep upward angle which some passengers were finding difficult to negotiate the Captain decided we should all disembark from a higher deck – tidal movement.



what I noted the fish and schnitzels were most popular. Of course the desserts were delicious. The water was a striking blue colour and very calm which highlighted and reflected the colours of the wharfs, other boats and buildings. The Explorer gave a continuous commentary pointing out the history, descriptions of current facilities and of course alerting passengers to the various sightings of dolphins frolicking in the water. Many species of birds were seen. For Don, there must have been a pang of familiarity as we glided past the

Many thanks to Tricia for handling the financial side of this outing and to Helen for all of the organisation.

A GREAT SUNDAY.

Jeanene Schapel NPC 31  
Pictures Helen and Kathy



## Peake Sand Driving Trip 21<sup>st</sup> May 2010

We left Friday night in a convoy for our adventure to Peake. We arrived at the Peake sand driving facility at approximately 10.00pm, and set up our caravans and tent. We then went over to the community shed as there was a bonfire going to warm us all up as it was very cold. Whilst there, we had a few sherbets purely for medicinal purposes of course.

During the night for those who were not asleep they may have heard a comment coming from Ken's tent – with Skip stating 'I want to go home', as their blanket had fallen off.

Saturday morning we had a bit of a wait for the guys from the Otway Ranges 4WD club, so we were given some valuable instruction by David Richards on all aspects of snatch strapping and bag jacks, as safety is paramount. It was not long before the snatch strap lesson came in handy, pulling a few of us out.



The group - includes Otway members Ian, John and Wayne - counting tall heads from left - one , three and six respectively

Once everyone was there we left the camping area at 11am and started off in our two groups. David leading out our group of beginners and Craig had the seasoned drivers. We had a few challenges on some of the sand hills, as they were quite steep and soft.

As mentioned there were a couple of chances for snatch strapping as a few of us got bogged.

One incident which was quite funny was Ken arriving back at camp to find pink paint spilled all through his tool box and on the tailgate, needless to say he wasn't happy - thanks to David Foster's WD40 and its thousand uses – it saved the day.

After lunch we headed off again for another go at what we had previously done that morning. With a few of us beginners realising how tough sand driving can be, the goals we set for ourselves to master we finally achieved.

Around 4pm we had to head back to camp, happy hour was calling. Many a tale of the days driving was told, bragging rights for some and stretching the truth for others.

Sunday morning we assembled again and said goodbye to the Otway Ranges 4WD club members, who had to head home. As the numbers had decreased we formed one group and headed out for some more fun in the sand. It didn't take too long before; not one but two vehicles were well and truly bogged. It took about an hour to get them out leaving Mark, Ken and I with some time to go off and explore the dunes.

With all our challenges the rule was that nothing of course had technically been achieved until Helen had captured it on her camera, with many of these challenges achieved much fun was had by all.

We would like to thank David and Craig for sharing their knowledge and experience with us and helping us with their clear and precise instructions, which were helpful to all.

It is a trip which is well worth taking for someone who has not done this type of driving before and even for those who have.

Ian Steed NPC 385



Pictures by Helen Richards

Top left: Dave and Helen get great view of a red bonnet  
Top right: Ken and Skip - that front left wheel is chucking up sand; means burial to side steps!  
Bottom left: Greg Foreman bogged! Bottom right: Ian and Karen - up and going!

# Willangi Bush Escape Paradise Weekend 12-14th June 2010

We started early Friday morning for our trip to Willangi for an eventful long weekend trip to see the country around Peterborough and learn about the history of the area especially the steam train era.

We drove to the property owners' house of Neil and Antoinette in Peterborough, paid our fees and then drove to our campsite with Jeff and Jeanene who arrived at the same time. We set up camp in a nice bush setting in a valley with a never-ending view to the north.

A campfire was started next to the "Windsor" caravan in which Helen and Dave slept. Plenty of firewood was provided by the owners, which came in handy for the next few nights to cook meals and stay warm on the really cold nights (-3 degrees). Friday night was bit unpleasant due the rain and drizzle, so we had an early finish to a nice warm bed.



Next we went on a self guided tour on the 4wd tracks to view the countryside which was coloured in the various greens of the vegetation interspersed with the reds of the soil across the rolling hills and shallow valleys, which Helen captured many times on her camera and created some stunning photos.

*(Continued on page 15)*



*(Continued from page 16)*

We saw a slate quarry, stopped on hill tops for the views had lunch in a valley surrounded by high hills which I took advantage of by driving up to the top and launching the radio controlled glider for a leisurely flight across the valley and utilising the wind hitting the hillside.

Chris and Gayle had a tyre destroyed coming up the hill so the spare was replaced in a jiffy by plenty of helpers.

In the afternoon we returned to

camp and prepared for the evening visit to Steam Train tour of railway yards in Peterborough

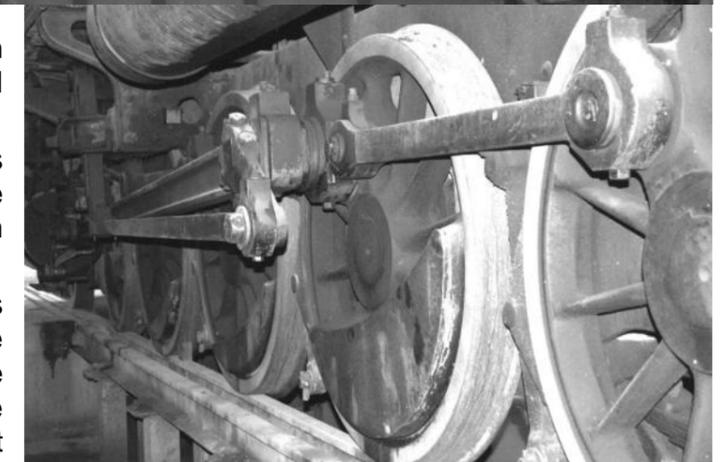
Our guide took us through machine shops, steam locos, carriages describing the hustle, bustle, and life of the people in this unique era.

Diana and I had a special interest in Peterborough because this was where our fathers first arrived from war-torn Germany to work in the railway yards.

After the tour we had a meal at a hotel and then off to the Sound and Light Show of the past history of railways in Peterborough and surrounding areas. It is a show well worth experiencing.

Returning back to camp, the fire was stocked up for some warmth and some nice hot gluhwein (mulled wine) to warm the insides.

On Sunday Neil and Antoinette took us to another part of their property on the other side of a wide valley to some steeper hills and 4wd driving. Again we had fine sunny weather with a slight breeze.



*(Continued on page 18)*

(Continued from page 17)

The driving was relatively easy on medium tracks (rocky in some places) so some ladies took to the steering wheel (Marina, Tricia and Jeanene) and going by the beaming faces were pleased with the outcome.



Tricia takes the wheel

Marina has the honour of putting the first nice scratches/gouges in the new car. Whew, glad it wasn't me. We had lunch next to a dry dam with a large tree growing next to it with an open view to the south. The land was nice and green with a blue sky interspersed with white puffy clouds. Great for thermals!

So out came the glider and up, up and away. To my astonishment, two wedge tail eagles inspected the glider coming very close and then they flew away only to come back later to inspect again, however I had to break away

because one of them was getting too close and a foam glider is no contest for talons and a hooked beak. Next flight was under a cloud to gain some thermal lift which got the heart racing again because it started to disappear at a great rate up into the cloud, so I had to dive the glider down and in doing so, the canopy blew off. After I had landed a search party was organised and Chris had the "eagle" eye to find it.

Arriving that evening at camp for the last night Neil, Antoinette, Phil and Belinda were invited for the evening meal and gluhwein around the campfire. A laptop was brought out and we had a picture show of the last days events thanks to Helen's photography.

The members who were on this great weekend were:

Helen and Dave (Trip leader), Allan and Marina, Doug and Heather, Jeff and Jeanene, Tim and Diana, Craig, Chris and Gayle, Colin and Tricia



Allan and eagle attacker



Bathing Beauty

Allan Langer NPC 243  
Pictures Helen Richards



Top left clockwise: Antoinette, Neil,  
Phil and Belinda

## Towing of Vehicle and Caravan after Breakdown/Accident Incident

**When the wheels fall down the cracks between Roadside Assistance and Insurance, you may spend a long time on your mobile phone sorting it out.**

As most of our club is aware one of our members had a wheel come off their caravan while travelling on the Adelaide to Melbourne road on Easter Friday 2010.



The wheel - she is broke!

Our member who had top Roadside Assist with the RAA assumed like many of us did that the vehicle and or caravan would be towed to the nearest place of repair or safe haven. This is not always the case and it is up to the RAA to decide if the incident is classed as *breakdown* or *accident*.

Our member was informed that the incident was classed as an *accident* and not a mechanical breakdown and therefore they would need to pay for the tow upfront and contact their insurance to recover cost.

The only way you would be completely covered by the RAA is if you had both RAA Roadside Assist and your Car and Caravan covered by RAA Insurance. In this way whether the RAA classes the incident as *accident* or *breakdown* you will be assured of getting your vehicles towed without having pay upfront towing costs and then trying to recover them from your Insurance company.

I am no Insurance expert by any means but I have contacted the RAA to find out what is and is not covered and the above was the response I received.

I personally have RAA cover on my car and caravan so no matter what happens I know I will be towed without having to pay any upfront tow costs, which could be very expensive in a remote area.

The only restrictions would be if you were somewhere unsafe for the recovery vehicle to go, Gibb River Road (wet season) for example.

Keep in mind with RAA Premium, there is a 400 Kilometre round trip limit for free towing and then you will have to pay the rest of the tow cost. Check out your RAA policies depending on what level you have.

Craig NPC382

## NGARKAT CONSERVATION PARK - INTERCLUB WORKING BEE

All work at the annual Ngarkat Working Bee, held from April 16th-18th, was concentrated on the Border Track. Once again there was an excellent outcome with an amazing amount of work completed.

Five teams, each tasked with a specific type of activity, were formed from the 39 participants and 25 vehicles. Eight clubs and one non-member took part.

Workers didn't have far to go to start work. At the start of the track, repairs had to be made to the fence adjacent to the gate. During the annual fire danger season closure, a group of vehicles had broken through the post and rail fence ignoring the track closure signs and the closed boom gate.

Along the length of the one way section of the Border Track, timber post and twin cable fences were installed at various places to close unnecessary alternative tracks. New polypipe fences were erected to block off undesignated camping areas. In one instance a fence was installed to narrow the track, allowing future revegetation of the enclosed area. On the two southern most dunes of the one-way section, some of the alternative tracks were closed with concrete post and twin wire cable fencing.

South of the junction with the Centre Track, on the two way section of the Border Track, additional keep left signs were put in place where twin tracks existed over the crest of dunes.

At the start of the Border Track and at several locations on the track fence posts were painted to blend with the surrounding bush.

Just to prove that all is not work, on the Sunday Bob Bolto (Mitsubishi Club) led a trip for interested parties into the Big Desert State Forest. For some this was a chance for their canvas to dry after overnight rain.

Statistics may provide a tangible measure of the continuing success of these iconic Working Bees on this iconic track in Ngarkat. They don't however give measure to the massive effort of planning and performing the work by a dedicated, homogenous group under the leadership of Sue Linnell



Working Bee stalwarts Malcolm, Kevin, and Brenton (Riverland 4WD Club) and Bruce & Kay (Toyota 4WD Club) formed the Team C-Rubble Party with 3 vehicles and 3 trailers which had to be towed laden over dunes and along the sandy track.

Working on the northern quarter of the track, they spread 13 tonnes of rubble on a small swale and on the north slope of two dunes.

Particularly gratifying was to have the availability of Graham Stoeckel's (Riverland 4WD Club) small front-end loader to assist in the heavy loading work. Graham was a non-starter as he had injured his hand, but Malcolm Wiesman delegated for Graham and brought the tractor down.

## Crimp and Save - Steel Cablers



Along the length of the one way section of the Border Track previous closures were extended where vehicles had been driving around the end of the fences. They were also made more substantial with 10mm steel cable replacing the existing polypipe.

The only problem was how to "tie-off" the cables at the end of a section, as the cable could be undone with a spanner if a wire cable "grip" was used. Ideally it needed "crimped sleeves" but this would require a prohibitively expensive 100 tonne press.

A "Bloke and his Shed" (Darryl Golding - Mitsubishi Club) came to the rescue in the form of a home-made "ball-joint puller" adapted to become a "sleeve crimper". The crimped joint is not designed for high stress but is more than sufficient to do the job in this application.

Text Contributions: Sue Linnell (Border Track Committee); Darryl Golding (Mitsubishi Club); Brenton Schrapel (Riverland Club)  
 Photos: courtesy Brenton Schrapel (Riverland Club); Bruce Mitchell (Subaru Club)  
 Edited: by 4WD Adventurers Club of SA Inc- Direct all correspondence to Editor FWDSA email:- saafwdc@saafwdc.asn.au

4WD Matters July 2010 - 06/07/2010 : 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.

## Caravanner's Prayer

When we pack up in the morning may the annex be quite dry  
 May the pegs be easily removed and no leaves stick to the fly  
 Let the stabilisers wind up without that horrid squeak  
 And loose items give no trouble when to stow them we seek  
 May I back up with the ball lined up precisely with its mate  
 And remember to remove the jockey wheel before it's too late  
 May I drive away real smoothly the day's journey to begin  
 And not to have to turn back with the key I should have handed in  
 Let the road be sealed and free of works of the detour kind  
 May the rain refrain from falling and the wind blow from behind  
 Don't let flies come in their millions when we make our morning stop  
 Let the thermos not be empty cause I didn't screw on the top

May the road signs not confuse us as we go upon our way  
 And let no sheep or kangaroos into the roadway stray  
 Let us reach the Caravan Park well before the night  
 And dear God let there be a suitable powered site

May the site be large and roomy, preferably drive through  
 Or please let there be somebody there to tell me what to do  
 Don't let me try for hours to back that wretched van in place  
 Watched by other campers with a smile upon their face

Or if you want to punish me for some forgotten sin  
 Don't let it be by leaving me with my wife to guide me in  
 And there is another thing I do of you beseech  
 When the van's in place please let the power cord reach

They say you are a God of love and if that indeed is true  
 Please ensure I get a site not too far from the loo  
 I'll have to go at night and desperate I will be  
 Don't let me get to the loo to find I have no key

I pray that all the campers round about our site  
 Are friendly and considerate especially at night  
 Keeping their dogs and generators quiet  
 So the night life can be heard at our site

And when at last I go to bed and gently close the door  
 Oh dear Lord let me be the only one to snore

Courtesy Coromal Caravan Club Inc. [www.coromalcaravanclub.org.au](http://www.coromalcaravanclub.org.au)

## NOA awards June July August

- Tricia for her efforts to foolproof the laptop and data projector.
- Antoinette and Neil Sleep from Willangi for being wonderful hosts.
- Chris Johnson for finding Allan's model aircraft canopy at Willangi.
- Craig Wood and Jeff Shapel for their effort in getting the web page up and running.

# Annual Club Photo Competition Rules

1. There are four classes in to which photos may be entered, namely, 1) Open, 2) People, 3) Nature and 4) Sunrise/sunsets.
2. Each member may enter one photo per class.
3. All photos must be in 6" X 4" print format.
4. Photos should be sourced from an NPC activity which occurred in the previous 12 -15 months and have not been previously entered in an NPC competition.
5. Write your name, and class number on the back of each print entered.
6. Give your entry to Trudy Elze at or before the October General meeting after which entries will be not accepted for this year.
7. Judging will be carried out by a secret ballot. All persons present at the November 2010 General Meeting may vote.
8. Prizes will be awarded.



## TRADING PAGE

### FOR SALE

#### 30th ANNIVERSARY MUGS

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

#### MARG'S MERCHANDISE FOR SALE

Large circle Nissan Patrol Club stickers \$2.20  
 Medium circle Nissan Patrol Club cloth badges \$3.00  
 Medium circle, plastic coated Nissan Patrol Club stickers \$1.20  
 Nissan Patrol Club Key Rings \$5.00

**NAVMAN S50 in car GPS navigation system.** Includes Australian and North American Maps (\$180 map cost). Sell for \$75. Phone Don 8266 3664



**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.



# ELECTRIC BUG

www.electricbug.com.au PH: (08) 8346 9234

- UHF Radio
- Outback Radio
- GPS & Car Navigation
- Mobile Car Kit
- Warranty Repair Centre
- Onsite Installation
- Hire / Rental
- Financial/Lease Plan



# RADIO & GPS

4WD, TRUCK AND TRAVELLER SPECIALISTS

# iphone car kit

## installation specialist

\$610 supply & installed  
 Nissan Club Members

get **\$150\*** off.

- avoid police fine
- nationwide support
- business on the road
- charging phone cradle
- clarity in voice and sound



# ELECTRIC BUG

(08) 8346 9234

\* discount is only valid if claimed at time of booking. T&C apply.





[www.nissan.com.au](http://www.nissan.com.au)