

PATROLLING



*Volume 43 Number 2
April 2021*



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The Nissan Patrol Club of South Australia was founded in 1979, to provide a meeting place for individuals and families with an interest in four wheel driving and associated activities. From the beginning we have promoted safe and environmentally responsible, four-wheel driving as a way to enjoy our great country.

The club welcomes all makes of vehicles, and has drivers with all skill levels. For the novice there is a wealth of experience to draw upon. Some members have had formal training, many more have had years of experience.

We run many trips each year, offering members a chance to learn new skills or practise old ones. We also have events that range from the extreme to the sedate, with a social program throughout the year.

We participate in a volunteer program of environmental care work in one of our national parks, allowing us to give something back to the bush we enjoy so much.

Club Meetings are held at Challa Gardens Primary School, Humphries Terrace (off Torrens Road), Kilkenny, on the first Thursday of every month except January. They commence at 7:30pm.

The Nissan Patrol Club is a member of Four Wheel Drive SA Inc, which is a member of Four Wheel Drive Australia Pty Ltd.

UHF 21 is the official club radio channel

We're on the road to normal

We don't want to jinx anything, of course, but it really does look like finally things may be taking a turn towards the normal – and just in time for the winter season and all those lovely campfires that we were deprived of last year thanks to the wretched COVID bug.

As this issue of *Patrolling* goes to the printer, one group of members is preparing for our first mission beyond South Australian borders for more than a year with a return to the Otways, teaming up with the Otway 4x4 Club again.

Just to remind ourselves that the trip was far from certain, a rival party led by Paul Ware will be spending Easter near Port Lincoln. That trip was devised when it was far from clear we would be able to get into Victoria let alone be allowed to return. But now the signs are good and fingers crossed they stay that way.

We have some terrific other trips coming up that you can review on pages 8-10, mostly old favourites although one or two new destinations, notably Loella Springs in the Northern Territory. Those of you on the list will have received some advanced notices from Helen Richards about Dorado Downs, Peake and Morgan. So if you missed them get Helen to update you.

And if you have ideas for any other trips, long or short, that you would like to organise or suggest for others to do so, please let Paul, or anyone on the committee, know. When you do, bear in mind this year we want to encourage new members and our trips, and the friendship they provide, are key benefits of belonging to the club.

Speaking of recruitment drives, we are once again taking a stall at Adelaide 4WD and Adventure Show which runs 23-25 October at the Wayville showgrounds again after being cancelled due to COVID last year. You can find out more information about

it through this link <https://adelaide.4wdshow.com.au/>

We've had success in attracting members at the show in the past – in fact it's where I first discovered the club – so it's worth the effort.

But we do need help to keep the booth manned and womanned! If you can spare some time, do please let the committee know.

Now with this, my second *Patrolling* magazine, I am keen to get some feedback – and some contributions. If you have been on a trip, or have any photographs to share of scenes round our wonderful state and country please send them to me at editor@nissanpatrolclubsa.org

This issue we have a return of Tech Talk (see page 18), which I have written but with the technical knowledge supplied by Peter Stewart. I'm selecting topics that interest me, but if there is something special you would like us to take a deeper look at let me know.

Until next time, keep on Patrolling!



Bill Condie NPC 423

Confessions of a Webmaster

How we opened a new window to the world

As the current webmaster for the Nissan Patrol Club of SA, when I had the idea of converting the current website which I had built using Microsoft FrontPage to a more modern platform using Wordpress. I thought, "It can't be that hard, after all I did build the old site, didn't I?"

With that thought in mind, and the blessing of the committee, I set to the task. I had a backup, so I contacted the website hosting company and told them what I had in mind.

"No problem," they said. "Good," I said, "what do I have to do." "Leave it to us, we will set you up a hosted site, and all you have to do is add the content." "Yep, I could do that no worries!"

Now Wordpress is a powerful website builder, and much of its functionality comes from so called plugins, so if you want to do something there is a plugin that you can use... more than 54,000 I found out.

And so I sat down at the computer to create a wonderful website for the club.

After about six weeks of joyful typing, copy and pasting, and other technological ministrations, the website was up-to-date, with a couple of new functions that I could not do with FrontPage, and I have been told it's easier to navigate than the old site. "Phew, thank goodness"

If you have not looked at the club's website lately, have a look at <https://www.nissanpatrolclubsa.org> and see what you think.

If in the future I mention that I could upgrade the website to some other platform, then I might be looking for a new wife, so if I do say that in the future feel free to clip my ear and say "forget it, someone else can do that!"

Rod Kitto NPC 388

Look back on Willow Springs

Pat Trowbridge spoke at the March General Meeting to give an account of our club's longstanding relationship with Willow Springs Station in the Flinders Ranges.

We bought our first 4WD in 1989 and joined the club soon afterwards.

Not long after we found out about Willow Springs from a friend at work, Tess Burgess, who paved the way for us to visit and drive along the station's tracks.

Willow Springs is one of the Flinders Ranges sheep stations and covers 70,000 acres – around 28,000 hectares. It's roughly rectangular in shape and there are two mountain ranges that run through it, called Loves Range and The Bunkers.

On the June long weekend in 1992 we ran our first trip to Willow Springs and met Brendan and Carmel Reynolds and kids. Our memories are of cold, cold nights.

At the time the bottom was falling out of the wool market and station owners were looking towards tourism dollars as an alternative in a model pioneered by the likes of Reg Spriggs from Arkaroola.

Old man Reynolds was so sure, though. He was opposed to getting 4WD clubs on to his property, but when he handed over the running of Willow Springs to Brendan all that changed.

Brendan graded a track over the Bunkers Block after running along the valley and contacted us to test it out, and, along with Roger and Aileen Foreman, we did so and reported excellent views and good driving.

The track was formally named SkyTrek and tours advertised in early 1993.

In June that year we returned to help restore historic Moxan's Hut – the original not the hut with the same name used today for accommodation on the property – which had been vacant since 1960.

Moxan was the station's vermin exterminator and a recluse. Providing his rations (bags of flour, sugar, tea, etc) was a time consuming business because he would run away to hide and need to be found each time.



Pat Trowbridge was a one of the first to drive Skytrek and helped to restore Moxan's Hut the first time.



Plaques commemorating the club's two restoration efforts still hang today in Moxan's Hut

We tidied up around the area. A plaque was installed and the Skytrek brochure was altered to acknowledge our club's involvement. In October 1993 we revisited the station to complete the work on Moxan's Hut. It was one of regular trips from then until 1996 we made to Willow Springs to drive Skytrek and to mark out the Winintinnie Gorge walking track.

In Easter 1996 Brendan got in touch to get us to come back and to create better access to Skull Rock, building steps and creating a pathway through the rockpile. Skull Rock is near one of the barytes mines on the station. Barytes is the most common mineral barium and is used as a weighting agent in the drilling mud for oil and gas wells as well as for barium meals for special X-Ray examinations, for ceramic glazes and surface coatings.

On that same trip Ainslie Brittain arranged and ran Music Under The Stars, to which the Reynolds were invited.

In 2001 the Yellow Footed rock wallaby preservation association acquired the Bunkers Block, effectively closing down the highest sections of Skytrek, including Mt. Caernarvon. Brendan leased some of the track back but by 2012 this was no longer financially possible and Skytrek was re-routed to flatter ground. In 2015 Brendan once again contacted our club and an Easter trip was arranged with AJ leading to again repair Moxam's Hut's back wall.

These days Brendan's daughter, Michelle Reynolds is the owner of Skytrek Willow Springs and the chairperson of the Flinders Ranges Tourism Operators Association.

Very recently Phil Stanley and Lisa were there and were approached once again to assist with repairs to another hut.

The station is well worth visiting still for the beautiful scenery and lovely campgrounds, worth going.

The yellow footed rock wallaby preservation association has assisted in preserving the ecology, proven by the fact that echidnas can now sometimes be seen there. Because of our long association with Willow Springs, we also provide willing assistance when called upon.

There are also some great sights in the surrounding area. Just

before the Willow Springs gateway, 20 kms north of Wilpena Pound, is Stokes Hill lookout and atop the lookout is a relief map on a plinth which was made by Colin Goodrich and family in 1990. It shows direction and distance from such features as Wilpena Pound, Chambers Gorge and lakes Torrens and Frome, all of which can be seen with the naked eye.

Pat Trowbridge NPC 219

The Nissan Outstanding Achiever (NOA) Award



The club acknowledged Jeff Schapel's great patience with digitising the Club's old VHS tapes with a NOA Award at Februray's general meeting.



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Off to the Otways again

On the eve of another Easter trip to the Otway Ranges is a good opportunity to look back on our long relationship with the Otway 4x4 Club. The Nissan Patrol Club of SA first made contact in 2008.

Dave and I had decided to run a trip to the Otway Ranges. On our way home from our club meeting, we both realised we had no knowledge of this area at all in fact Victoria we knew little about. We decided to check out 4x4 clubs on the net.

I found the Otways 4x4 Club and sent an email (you could honestly say a distress call) HELP. Explaining we required a guide or some assistance in suitable tracks with some element of fun over in their playground. A few weeks passed and no answer. Hmm... I was getting a little nervous. But I came home late one night, and an email had arrived from Wayne Lucas. "Yes, we can help you!"

Our first trip over to Lavers Hill and surrounds was a great success. Wayne, Sheryl, Aaron and all the members made us feel so welcome and camaraderie between the two clubs was now well established.

Since that day 10 years ago, we have had the pleasure of visiting lots of beautiful forests, rugged coastlands, beaches, waterfalls, mountains, parks, magnificent views, food trails, wineries, breweries.



Mud is par for the course in the Otways.

We have been blessed with country hospitality at its best and for this we are incredibly grateful. New friendships have been formed, both inside and outside of the club. We have also reciprocated by having you over to South Australia for a trip to the Northern Flinders Ranges.

In 2018, in recognition of our 10th Anniversary we presented the Otway 4x4 Club with their Honorary Membership of the Nissan Patrol Club SA Inc. Today we continue our valued relationship with your club and we will report at the May meeting on this year's trip to the tracks of the Otway Ranges.

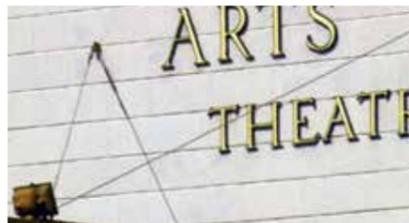
Helen Richards, NPC 364

Future Trips & Events

7 May Theatre Night

Social

Contact: Jeff Schapel



Legally Blonde at the Arts Theatre, Angas Street. It will start at 8pm, God and Covid-willing. The sale of tickets is now closed.

21-23 May Deep Creek

Volunteer conservation working bee

Contact: Wayne Dunn



The first of two annual working bees ridding this beautiful park of noxious weeds.

8-30 May Lorella Springs

4WDiving, Camping, Touring

Contact: Paul Ware



A serious long trip to this glorious one-million-acre untouched remote Northern Territory coastal wilderness sanctuary. Visit the website <https://www.lorellasprings.com.au/>.

14-16 May Dorado Downs

4WDiving

Contact: Dave & Helen Richards

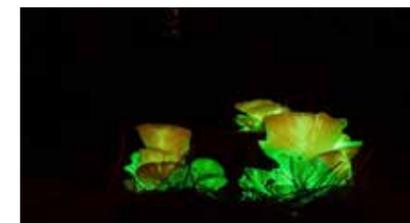


Tackle the sand and dunes closer to home.

12-14 June Ghost Mushrooms Glencoe

Social, Touring, Travel

Contact: Paul Ware



See the amazing luminous mushrooms which grow in OneFortyOne pine forest during May and June each year..

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**18-20 June
Peake**

4WDDriving, Camping

Contact: Dave & Helen Richards



Back on the sand. We are sharing this weekend with the Mitsubishi Club. Members are asked to let the Trip Leaders know the day and time of their arrival. The cost is \$40 for the weekend. Could everyone bring some firewood.

**27 June
Mid-Year Lunch**

Social

Contact: Helen Richards



The venue has been confirmed. It's the Williamstown Hotel.

**15-17 October
Deep Creek**

Volunteer conservation working bee

Contact: Wayne Dunn



Back to Deep Creek for more eradication of weeds - and some convivial fireside get-togethers.

**5-7 November
Morgan**

4WDDriving, social

Contact: Dave & Helen Richards



Test the skills, drive the tracks, catch up with your friends on the Murray. Site bookings can be made now at the Morgan Caravan Park - phone 8540 2207. Quote the reservation under Helen Richards (Nissan Patrol Club). Some people missed out last year as sites fill up very fast!

**19 December
Breakfast in the Park**

Social

Contact: Helen Richards



Where did that year go?

Old Timers social picnic in Strathalbyn



The gang in Strathalbyn to see collectible vehicles include an impeccable Indian motorcycle and an FC Holden

On a perfect 24-degree day 25 Nissan Patrol Club members travelled to Strathalbyn to visit and view the Classic and Collectable Cars and Gilberts Motor Museum. We met at the carpark in Colman Terrace at 10.30am where Colin gave us a short talk on Strathalbyn being a "Mecca" for Motor Enthusiasts."

All the COVID-19 paperwork for both businesses was finalised. We all then took a short walk to Collectable Classics to view their range of Vintage, Veteran, Classic and Collectable cars. Graham Simpson kindly gave us some background information of the business. Graham then took a group photo of the club members.



The business was first established in 1989 by Michael Finnis. It then became Adelaide's leading seller of all types of sports, classic and unique vintage cars. The owner Ben Finnis who is the third in his generation to be involved in the car industry and has over 20 years of experience and a lifetime of passion for cars. He now looks after the business.

Brands like MG, Austin Healey, Morris, Holden, Ford, Triumph, Chrysler, and Jaguar. Even vehicles that had racing history. We walked around the displays and I even had the privilege to sit in a 1961 Pink Cadillac Sixty-Two Coupe. I absolutely loved it.

We made our way towards town for lunch. Some opting for a picnic lunch or the bakery, while some of us headed for the Victoria Hotel for a great pub lunch. We were not disappointed. Food & service was excellent and enjoyed the company of fellow members.

After lunch we headed back to the car park for our next walk to visit Gilbert's Motor Museum. A fantastic collection of about 45 cars including South Australian motor sport history. Also motorbikes and iconic Indian motor bike. There was so much to see, and the displays were well presented. The volunteers under the Strathalbyn Tourism Museum have come together to create a fantastic museum. The unique exhibits which are combined with a lot of memories. A stop at the British Confectionery Store for some sweets and further on to see the Kenny Blake Sculpture. An intriguing piece which is made entirely from scrap automotive tools. Kenny was a Strathalbyn icon.

He started motorcycle racing his 1964 Triumph in 1966, and went on to win 11 national championships and compete at the Isle of Man. During his last race before retirement at the Isle of Man in 1981, his bike aquaplaned, and he slid and hit a concrete post and was killed instantly. The monument was created in his memory. We then purchased some coffees and milkshakes we headed back to Colman Park for afternoon tea. We sat round the shelter having a great conversation to finish off the day's activities.

By 4pm it was time to head home. Thank you Colin and Tricia for a wonderful day out. A good time had by all.

Helen Richards, NPC 364

Soaking up the scenery at the 'dry' lake Speed Week

Every March one corner of the remote outback Lake Gairdner 440 kilometres northwest of Adelaide becomes home for a week to hundreds of people, a rag tag collection drawn together by a common love of speed and salt.

The Annual Speed Week is organised by Dry Lakes Racers Australia and 31 times over the past 32 years (COVID cancelled 2020) riders and drivers come to push themselves and their vehicles to speeds over 300 mph (Speed Week always uses the old currency – but that's up to 600km/h) on the seemingly endless salt flats.

“One of only a few places in the world where you can go flat out on a salt lake for 12 miles,” as the DRLA says of our own answer to America’s famous Bonneville salt flats.

Most years see a big contingent of American entrants with their huge set-ups like mobile villages. But this year, thanks to COVID was an all-Aussie affair.

It was also hit by unusual weather on Wednesday morning when it unexpectedly bucketed down 30 mm of rain, turning the dry lake into a real lake and ending the year’s event two days early.

While that was a disappointment to the speed addicts it did make for some amazing and rare sights in a region that is lucky to see 200 mm of rain in a year as a rule.



Bill Condie, NPC 423

The Patrol, ready for her close-up



A Lakester going nowhere fast thanks to the rain.

CREDIT: Emily Gray



Lake Gairdner. Above is how it looks as a dry salt lake, below as an actual lake after 20mm of rain.



A wild and wonderful collection of vehicles drawn together by what entrants describe as 'salt fever'.



Exploring the Mid-North

On Saturday 20 February 2021 we headed out of Adelaide to enjoy a week away with friends. We stopped for lunch in Tarlee before continuing on to Saddleworth where we pulled into the Recreation Grounds and Caravan Park. The charge here is \$10 per night for an unpowered site beside the large green oval. The locked shower and toilet here are very clean and new.

It was a warm afternoon so we took our chairs over to the oval boundary fence and sat in the shade of the trees to watch the local cricket teams enjoying a game. At about 3pm just on change over of batting teams the clouds gathered and a thunderstorm rolled over the ground. Everyone, players, umpires and spectators ran to shelter from the rain and lightning! The storm passed and the rain eased but unfortunately the match was abandoned. An hour later the sky was blue again and a cool breeze rolled in.

Next day we packed up and headed in to explore the town. Saddleworth was quiet but we strolled around the historic buildings along the Heritage Walking Trail. The street names included Bridle, Stirrup and Whip certainly keeping up the horse theme!

We then drove to the historic town of Mintaro where we enjoyed a coffee at the Magpie Stump Hotel. From Mintaro we continued onto Farrell Flat to look at the new silo art completed in November 2020. This is a magnificent artwork by Jarrod Soden & Matthew Knights of Perplswet Designs and depicts the last train to pass through this small historic township.

These silos are painted to draw tourists into the small country communities so after a short walk we decided we would support the hotel and have our lunch here. Following lunch we drove to Booborowie to stay the night.

This is another small country town 30 km from Burra that also has a wonderful recreation area with an oval, bowling greens and swimming pool with fantastic amenities built using proceeds from an insurance claim after a storm destroyed the original amenities a few years ago. The charge here is \$15 per night for lovely hot showers and a non powered spot alongside the green oval. It is a very quiet and relaxing spot.

We woke on Monday morning to a dark sky but by the time we packed up it had cleared to a beautiful day. We called into the local store to pay the camping fees and chat with Monique the proprietor. Our next stop was Burra where we bought some fuel and a small amount of fruit and vegetable before enjoying a coffee at "Miss Polly's Café". Rodney also decided to try a real Miners Pasty (meat one end and apple the other). He was impressed! It was a glorious afternoon so we took a walk along a section of the Heysen trail. This section runs alongside the Burra Creek through the centre of town. Our next stop was Morgan where we booked into the caravan park for a 5-night "travel auction" stay.

Tuesday morning we walked along the banks of the river Murray and inspected the progress of the restoration works of the PS Canally. This historic side wheel paddle steamer was originally built in Koondrook near Echuca in 1907. She was fitted with a steam locomotive engine in 1912 and was then used to carry

wool and also dried fruits along the Murrumbidgee and Murray Rivers. In the 1920s she was used as a work boat in the construction of the lock/weir system on the Murray River.

During the afternoon we took a drive to Cadell on the bend of the river, where we looked at the caravan park, wetlands and also the Graeme Claxton Reserve Park and garden. This grassed area adjacent to the ferry allows camping at \$10 per night.

On Wednesday morning we were chatting with the neighbours who had pulled up in a motor home and parked back to back with our friends. It was discovered they were relations of theirs! This couple had moved to Darwin 40 years ago and had not kept close contact with the family so of course the rest of the day was spent catching up on old times! Another member of the family drove up from Gawler for the afternoon to join in the reminiscing. What an amazing coincidence!

On Friday we decided to take a road trip of 250 km! From Morgan we took the ferry and headed to Waikerie stopping along the way at a farm gate to buy a 1kg bag of freshly dried apricots. In Waikerie we stopped to look at the silo art and also to shop at the Nippy's factory outlet. We were surprised at their new products that include – iced coffee and ginger beer! We bought some of both and thoroughly enjoyed them. A couple of km from Waikerie we took the road to Holder Bend Reserve which is another lovely river front free camping spot. We continued onto Banrock Station where we stopped for a very nice lunch. While we ate we watched the kangaroos hopping along the fences surrounding the vista of glorious green vines. Our next stops were Kingston on Murray and Moorook which offers beautifully grassed camping spots for \$12 per night along Yatco Lagoon. Following Moorook we continued along the Monash road and across the Lyrup ferry to SS Ellen Park where you can camp for \$5 per night.

On our return trip to Morgan we stopped at the Overland Corner Hotel for a drink and a look at the camping areas along the river flats there. This historic hotel built in 1859 is owned by the National Trust and has recently undergone restoration works by the new managers. It was only re-opened for business a week before our visit.

We returned to Adelaide via Eudunda where we stopped and walked down the main street. The Centenary and Memorial Gardens on the edge of town have been planted on land originally leased from the SA Railways but later purchased by the Council in 1987. In these gardens is a sculpture that commemorates author Colin Thiele who was born in Eudunda. Colin lived from 1920-2006 and wrote the iconic story *Storm Boy*. While enjoying a coffee at the bakery and talking to the locals we were told an art work is to be commenced on the Eudunda silo in April 2021. A local Adelaide artist, Sam Brooks, has been chosen to paint the silo but his winning design is still under wraps!

We arrived home after an enjoyable and refreshing week in the small mid-northern communities of our state.

Aileen & Rod Kitto, NPC 388



Silo art at Farrell Flat 20 kilometres east of Clare on the former Peterborough railway line

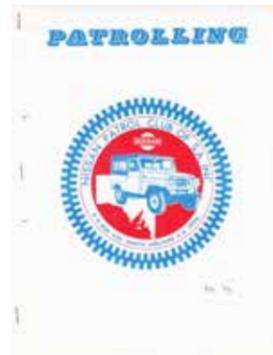
Remember life before GPS?



The Gunbarrel Highway, made straight by design by Len Beadell, a club speaker in 1986

CREDIT: Janelle Lugge/Shutterstock

PATROLLING February 1986



37 years ago the Club had 60 members. The annual water weekend we now hold at Murbko Lagoon was held at Hogwash Sandbar on the Murray. Canoe races were all the go and the Club hired canoes for the weekend. And the Christmas Picnic was held at the Belair National Park. And guess who was the President that year. Clue: A current member.

Trips for 1984 included the Murray Mouth, a map reading exercise, Innaminka and Cooper Creek, Dargo in the Victorian High Country, Andamooka and the Northern Flinders, Birdsville via the Strezlecki, Fraser Island, Gammon Ranges, Big Desert Victoria, a mystery day trip and a mystery night trip, Hogwash Sandbar, the Grampians, Alice Springs via the old Ghan line, Lake Eyre and Cooper Creek, and North Western Australia. Wow that was a busy year for trips!

And we had some very interesting guest speakers including Terry Schwaner, the then Curator of Reptiles at the South Australian Museum. He not only talked about tiger snakes, he brought along some samples! Another great speaker that year was Len Beadell of "Too Long in the Bush" fame.

The late Len Beadell is considered as the last of the great Australian explorers. He surveyed the Woomera Rocket Range, the Woomera township, Emu Field and Maralinga. He and his construction party surveyed and built the Gunbarrel Highway. There is now a monument to Len on a hill called Mount Beadell on the Highway.

One interesting trip advertised in the December *Patrolling* was titled "Against Boring Christmas Dinners". "If you don't want another boring Christmas dinner with the in-laws, then join us on a fun-packed trip to the remote alpine areas of Victoria and NSW." Signed Roger and Tony.

It is interesting to note that map reading was all the go in 1984. Everyone carried topographical maps, mainly 250,000 series. Now that we have GPS and digital maps, can anyone still read a paper map? And as for radio communication, 27MHz CBs were compulsory. It was interesting when your car-to-car communication was interrupted by Indonesian fishermen off the north coast of Australia. Recovery straps were still in the future. 100 feet of 20mm synthetic rope sufficed. I know of one vehicle that required three of these ropes (300 feet) to recover it from a boggy track on the Cooper.

Club Historian

Club merchandise available to purchase

Nissan Patrol Club sticker: Large Circle \$2.20

Nissan Patrol Club cloth badges: \$6.00

Nissan Patrol Club key rings: \$5.00

Water Bottles: Light stainless steel, \$8.00 each or 2 for \$15.00

Contact Aileen Kitto



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www.facebook.com/nissanpatrolclubs

Photos, video, details of upcoming trips and guest speakers

I'm afraid it's the clutch...



CREDIT: baranq/Shutterstock

Of all the words you might hear your mechanic say, “I’ve got to replace the clutch,” are likely to be among the most expensive. It’s bad enough in a regular car but clutch replacements in a big 4x4 can be a very time-consuming and expensive exercise indeed.

One reason is labour. It can take almost a whole day to replace the clutch in a Nissan Patrol and that’s before you even talk about the cost of the parts themselves. Clutch kits listed on Patrol Apart’s website, for example, start just south of \$800 and go up to nearly \$1,200 and that’s the good news. Specialist heavy duty clutch assemblies can cost \$3,000 or more.

4x4 clutches are built tough. They need to be, to cope with the beating they get off-road, or hauling big loads. But fitting them is a surprisingly delicate operation – balance is everything. If you don’t get it dead straight, changing gears will be a struggle and the life of this expensive bit of kit is going to be shortened. Unless you are very confident of your skills in the workshop, this is not a job to be done at home.

So, all that means you should take care of the clutch you have. Treat it with the respect it – and your wallet – deserve.

What does that mean? First off make sure you have the right clutch for your vehicle and the way you use it. Your 4x4 will have shipped from the factory with a good clutch for most purposes. Like most factory 4x4 equipment it will suit daily driving, some towing and off-road work. It will probably be a dual-mass fly-wheel clutch system and that is fine for most purposes, especially

if you are looking for a quieter ride and smoother gear changes. Manufacturers fit dual mass flywheel systems for the reason that it makes it easier to drive, reduces engine noise and makes the clutch pedal lighter.

But if you habitually haul heavier loads, or take on big rock steps and gnarly mountain goat tracks off road you might need more clamping power to deal with the greater forces and may be better off with a more rugged upgrade. Even if you have just upgraded your vehicle with bigger tyres, and an increased GVM to carry heavier loads, or chipped and tuned your vehicle to add torque the original clutch may start to slip and total failure will not be far behind.

Some companies may suggest a single mass fly wheel as a cheaper option but you should beware of this. They maybe cheaper but can cause unexpected problems. Dual mass flywheels are designed to absorb vibration from the clutch. Without it, vibration is transferred to the gearbox and can reduce its life.

But the golden rule for extending the life of your clutch is to treat the system with respect, don’t slam gears, change them gently, and don’t ride the clutch, particularly not in the first 1,000 km or so as the clutch is bedding itself in and never when putting the clutch under pressure while covering rough terrain or towing heavy trailers.

Bill Condie NPC 423
with assistance from **Peter Stewart NPC 318**



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When in Rome...or Burra

A friend from Rome introduced me to this dish one evening when a hungry hoard of people landed unexpectedly on my doorstep from the pub. Looking despairingly at my bare pantry, Jonathan came to the rescue.

Lemon pasta, I later discovered, is a classic staple of Roman cooking. But with the South Australian Mediterranean climate, and our wealth of citrus, it could be made for here. And, despite its simplicity, the dish never fails to surprise and excite everyone who tastes it. You can look clever while being really lazy – what's not to like.

As easy to pull off on a camp stove as in a kitchen, I offer the recipe in Jonathan's words as passed on to me.

Fry the zest of 1-and-a-half lemons in a pan with a thin layer of olive oil. Just before the zest becomes brown, add finely chopped garlic.

When it all becomes almost brown, add the juice of two lemons and stir. Then add a cup of broth (chicken) and some white wine, plus black pepper, chili, pinch of curry, turmeric, and such garden herbs as very finely chopped (or dried) oregano, thyme and rosemary.

I add a splash of soy sauce instead of salt.

Reduce for a while. Add a few strands of saffron, which makes all the difference. Add cooking cream to thicken, about 150/200 ml.

Keep on the slow cook. Like a smooth soup, not too thick. Add white wine if you need to make more runny.



When the pasta is cooked – linguine or thin fettucine are best – drain and cover in the dish with a good layer of finely grated parmesan cheese.

Make sure the pasta is *al dente*, not soft. This is extremely important as the hot pasta is going to suck up the lemony sauce like crazy and if it starts soft it will become unpleasantly spongy.

Pour the hot sauce over pasta and parmesan and mix well. Ideally, it should be fairly sloppy, because after a minute or two when you serve, mix again and the pasta will have absorbed the extra liquid.

Bill Condie, NPC 423.

Waste not, want not with these fishcakes

Sometimes, lucky times, when you catch a lot of fish, like on Fraser Island when the Tailor are really running, you have so many trimmings left behind after cleaning and filleting that they can add up to almost a meal themselves. It seems wrong to leave a lot of good fish on the cleaning table. These fish cakes are the answer. It's a bit fiddly to get rid of the bones, but worth it, I promise. They are easy too, even if you decide to make them with fresh fish and not just trimmings.

INGREDIENTS

- 500g fish scraps and trimmings
- 3 tbsp chopped spring onions
- 1 tsp garlic powder
- 1 tsp paprika
- 1/2 cup celery leaves (finely chopped)
- 2-3 tbsp breadcrumbs
- 1 egg
- 1 tsp lemon zest
- 1/2 tsp ginger powder
- pinch of nutmeg
- 1 tbsp Dijon mustard
- 1/2 tsp of sea salt
- Plenty of freshly cracked pepper

Put the fish trimmings in a Dutch oven and sprinkle with salt and pepper. Leave by the fire for 30 minutes or so until fish is cooked (it can be under-cooked). Remove from oven and when cool enough to handle, remove the meat from the bones.

Mix the fish with all the other ingredients with chopped scallions, garlic powder, paprika, chopped celery leaves, breadcrumbs, egg, lemon zest, ginger powder, a pinch of nutmeg, Dijon, salt and black pepper.

Put the mixture on ice or in the fridge until you are ready to fry it.

Mould into patties and cook in a hot frying pan until golden brown on both sides (be careful with them they fall apart easily).

When golden brown on both sides, remove from heat and serve with your favorite sauce.



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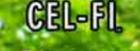
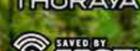



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