

PATROLLING



Volume 47 Number 1

February 2025



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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 interests 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.

Change is natural...but also sad

Thank you to the Members for having the confidence in me to elect me as President of the Committee To Wind-Up The Club. I will endeavour to perform my duties to the best of my capabilities.

I would like to thank all those who have volunteered to be members of the Committee To Wind-Up The Club and thank the 2024 Committee for their sterling work. We have a tough job ahead of us after 45 years of the Clubs' existence.

I would especially like to thank Carmen for taking on the role of Vice President last year. Maddie and I had two seven-week trips, which included being away for the AGM, and I understand Carmen did a sterling job in my absence.

It has not been a good start to the year with the passing of Leonie Osborn on 14 January. Leonie and Kevin joined the Club in 1982. Leonie was heavily involved with, and a well-regarded member of, The Metropolitan Musical Theatre Company of SA Inc for over 60 years. Rest in Peace.

It is with a sad heart that the Club is winding up. As with all good things, they do come to an end. Change is, unfortunately, a natural part of life. We all have our special memories of the Members and Club trips and events.

Although the Club is winding up, please keep in contact. The intention is to continue to communicate with all and hold fairly



regular meals during the years ahead. The intention is also to continue with some socialising in the form of short beaks, theatre nights, etc.

Enjoy this last issue of the *Patrolling* magazine, and continue to enjoy life, make new friends, and travel far and wide

John Day NPC 407

From the Editor's Desk

Thanks for all the best of times

It's hard to believe this is the last *Patrolling* ever. As John says in his President's Points, change is natural but it sure can be a hard to take.

It's not just our club that is changing, of course, the times are also in flux and many of our members will feel, I am sure, that they had the best of times. It is hard to disagree. The freedoms we took for granted in the past are unlikely to be available again as pressure of population, development and bossy politicians prefer us coralled by increasingly draconian rules.

This last issue has some echoes of those halcyon past days. Have a look on pages 14-16 at the major event packing was for Jeff Schapel as he prepared to set off across the Simpson Desert – the first in our club to do so and at the time, one of only a handful of people to do so. While the logistics may have improved with fancy modular packing systems, I'm sure many of us would trade that convenience for the excitement of those pioneering days.

On page 16 we also remember one of the many projects undertaken by the club – in this case renovating Moxon's hut on the Willow Springs property in the Flinders. I was there just a

few months back and the club's work is still recorded there for all visitors to see. It is good that we will be remembered even after the club is gone.

Thanks to Helen Richards too for not only recording last Christmas' Breakfast in the Park but also the collection from years past. Good times and freindship over such a long time will never be forgotten. We also reproduce a History of the Patrol (see pages 17-19) written and presented by Jeff Schapel in *Patrolling* first in 2009. It's still a good read and a valuable information sheet about the vehicle that has given us so much fun but also itself changed so much over the years.

As a relative newcomer to the club – and to South Australia – I would like to thank all our members for the warm welcome I received and for the help introducing me to the charms of this great state. It's been great fun and, while the club may be cloisng, I'm sure we will all see plenty of each other over the years to come. Good luck and safe travels.

Bill Condie NPC 423

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Photos, video, details of upcoming trips and guest speakers

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An eye on the road ahead

While there is only one Club trip officially on the books– the Douglas Scrub weekend in March, that will be going ahead as planned – the Committee has been discussing ways for Club members to stay in touch and plan get-togethers and trips away even without the Club's umbrella.

Once that has been decided Club members will be notified but in the meantime, if you have any ideas on how best we can keep in touch and continue to enjoy each other's company, or if you have any trips, outings or weekends away that you think other members may be interested in, why not get in touch with a Committee member so your ideas can be recorded.

Douglas Scrub, Girl Guides complex, 7-10 March 2025



This trip is all about socialising, having fun, no driving once at the campsite, and generally relaxing. The cost for 3 nights is \$66 per caravan.

Friday 7 March - Happy Hour and BYO dinner at the campsite. After dinner a random quiz.

Saturday 8 March - various games during the morning, followed by BYO lunch. There will be a cooking competition of entrees for dinner. Afternoon is a chance to visit local wineries, towns, etc. whilst we set up for dinner. .

Sunday 12 March - games during the morning, a visit to a local winery for lunch and wine tasting, followed by Happy Hour and BYO dinner at the campsite. After dinner we will hold another quiz.

Monday 13 March - leisurely pack up and head for home by no later than 11am.

We will be staying on powered sites at the Girl Guides complex.

There is a toilet and shower block available for our use. We have been advised by the venue that no pets are permitted. If you are intending to come please complete your details on the trip sheet and we will organise the sites with the Girl Guides Association on behalf of all.

Contact John Day



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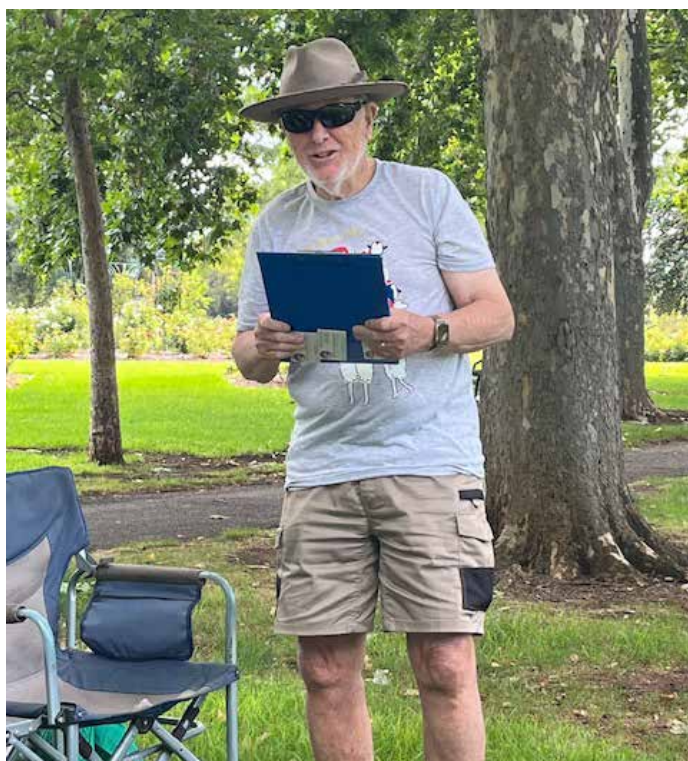


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The spirit of Christmas present

The gang gives a final festive cheer at the Club's last Breakfast in the Park



Breakfast in the Park 2024





The spirit of Christmases past

Some memories from Christmas Breakfasts in the Park from years gone by



Jingle Bells Nissan-style

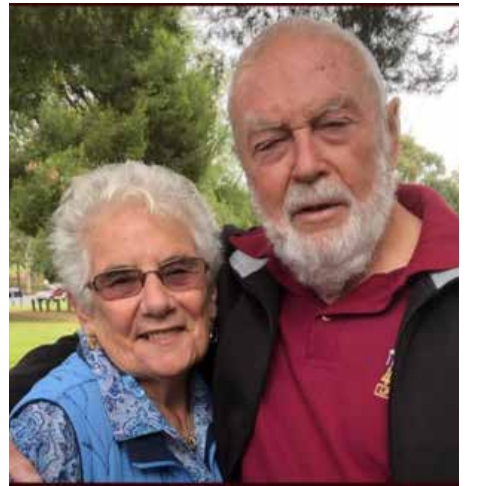
Jingle bells, jingle bells, jingle all the way,
Christmas in Australia on a scorching summer's day, Oh,
Jingle bells, jingle bells, Christmas time is beaut.
Oh what fun it is to ride in a rusty Holden ute.

1. Dashing through the bush in a rusty Holden ute.
Kicking up the dust, esky in the boot.
Kelpie by my side, singing Christmas songs,
It's summertime and I am in my singlet, shorts and thongs. Oh

2. Engine's getting hot, we dodge the kangaroo,
Swaggie climbs aboard, he is welcome too.
All the family's here, sitting by the pool,
Christmas day the Aussie way, by the barbecue. Oh

3. Come the afternoon, Grandpa has a doze,
The kids and Uncle Bruce are swimming in their clothes.
Time has come to go, we take a family snap,
And pack the car and all shoot through before the washing up.





The way we were

The loading of the Schapel G60 for a Simpson Desert crossing in May 1981, the first crossing by the NPC, required logistical skills that have been lost with modern modular systems. Start with an empty G60 with 12 jerry cans of petrol. Add water and food. Then comes cooking utensils and spares including grease. Finally camping gear and everything else including one passenger. See the next page for the finished result.





The way we were

Jeff's Tardis ready for an adventure



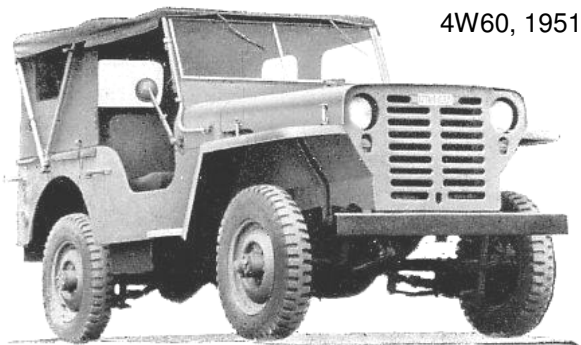
A job well done: The team take a bow after restoring Moxon's Hut on the Willow Springs property in the Flinders Ranges, home to Skytrek, which Nissan Club members also helped create



HISTORY OF THE NISSAN PATROL

The Nissan Patrol is one of the oldest and longest running productions of a 4WD vehicle found anywhere in the world. The first design came about in 1949-1950. After the war Japan was occupied and in ruin. Many roads were destroyed and the government was restructuring and in need of vehicles. The Japanese government in the late 1940's offered a contract for a Jeep type vehicle for the military, police and fire workers.

Engineers at DAT in Tokyo, now Nissan, worked to fill the need of the government. Despite Toyota winning the contract, Nissan saw the need for civilian use in Japan and around the world of a vehicle of this type. The first Patrol came off the production line in September 1951, the model being the 4W60. These early



4W60, 1951

Patrols were mainly used by police, fire and military in Japan. Yet in 1951 the first Patrols were exported outside of Japan. These were three 4W60's sent to Argentina. There were different variations of the Patrol during the 1950's including a large military truck similar to WW2 WC-series Dodges. This model was the 4W70, 4W71, 4W72, and 4W73. The 4W73 was powered by a 3956cc inline-six gasoline engine rated at 125hp (the same as the P series motor in the 60 series Patrols - *Ed*). The 4W71 was released in 1952, it was a large cargo or troop truck and rated at 2.5 ton. Its production run was short. During the 1950's, Nissan developed the Patrol further. In 1951 the engine in the 4W60



4W73, 1969

was rated at 85hp and was a 3670cc inline-six gasoline engine. By 1958 Nissan rated this engine at 105hp. In 1956 the 4W66 model of Patrol was released. The 4W66 was the Patrol version of the "troopie" or personnel carrier. The production run of the 4W66 was short and



4W66, 1956

ended in 1958. Early on there was a fire truck specific Patrol, this being the F4W60 model. It even had an optional water tanker trailer designed specifically for the F4W60. The 4W66 and F4W60 may be the rarest models of Patrol in the world today. In late 1958 the 4W60 model was changed to the 4W65 and was outfitted with fuller doors front and rear plus a more



4W65, 1959

(cont. p2)

Patrol History (Cont. from p1)
water tight canvas overall. The 1952-1957 models have a grille consisting of 2 rows of 8 horizontal slots stacked on top of each other; the 1958-1959 model had a slightly protruding grille with 2 chrome bars. The 4W60 models were sold mostly in Japan, Russia and South America.

By 1959 Nissan knew they needed a completely new design for the Patrol. Sales were up and so was demand but there was competition from LandRover, Jeep, Toyota and shortly thereafter International. In 1959 the 4W60 was redesigned and in October 1960 the new 60 series model was released. The earlier models were still only available in soft top. The very first production 60 series had half doors without roll up windows and the top portion of the door was canvas. The kick vents were also not on the trucks until mid 1961. The 60 series Patrol featured a water tight P series 125hp inline six petrol engine. Three speed transmission (no synchro on first - Ed) with high-low transfer case. It had a larger payload and cargo space plus a completely redesigned body. Nissan kept the folding windshield and removable doors for function. Also kept was the rear jump seats but their size was increased. The first models available were the L60 and plain 60 series. These were short wheel base (SWB) vehicles (2200 mm) with the "L" denoting left hand drive and the plain "60" denoting right hand drive. The 60 Patrol was first sold in



L60, 1964
Soft top

Australia in 1960. By 1962 many new models were coming into production

including the medium wheel base (MWB,

G60W, 1960
Soft top



2500 mm) or G60/LG60, the WG60 or wagon, the FG60 or fire truck, the VG60 or van, the KL60 or hard top and so forth. The MWB Patrol was in fact generally called a long wheel base (LWB). A bonus



FG60, 1979

for this LWB was the inclusion of a larger capacity rear differential and huge, immense rear axle shafts and heavier load capacity leaf springs (sometimes designated with an "H"). The smaller diff in the rear of the SWB, proved to be unreliable for full time propulsion, as it was actually the same as the front diff turned around. In 1968 the 62Z(L)G60H or pick up was released. The first truck cabs were built on the G60 or MWB frame.

The 60 series Patrol was produced from October 1960 up to June 1980 depending on your location in the world. During that 20 year run many models and model denotations came and went. Yet they all remained basically the same and all carried the P engine and standard drive train. As Nissan was sold as Datsun in the USA and some other countries, the Patrol was often sold as the Datsun Patrol. Slight changes were made to the Patrols in mid 1964, mid 1966, late 1967 (cont. p3)

Patrol History (Cont. from p2)

and also in late 1968. These being in the way of doors, engine horse power and torque increase, outside mirrors, windshield frames, interior panels and seats, map light, turn and tail lights, gauges and speedo, turn signal switch, kick vents, and steering wheel. Pre '76 model Patrols had no heater-demister and no radio either. Two windscreen wipers covered 75% of the windscreen and intermittent was not heard off. Later models got the three wipers as well as a heater-demister and an AM radio. (The G60 photo on page 19 shows 3 wipers and indents for kick vents, but no vents. It is probably a model later than 1960. Ed) Yet all the parts were interchangeable for all of the 20 year production.

The MQ Nissan Patrol (160 series, 1980 to 1983, round headlights) was released in Australia in 1981. The P series petrol engine (P40) was available in the early models. Also available were a 2.8 litre petrol engine (L28) and a 3.3 litre diesel (SD33).



A turboed 3.3 litre diesel engine (SD33T) was available in the MK model (160 series model 2, July 1983 to 1987, square headlights)).

The GQ Nissan Patrol (Y60 series) was released in Australia in 1988. It came with three diesel engine variants, the 4.2 litre normally aspirated TD42 6 cylinder diesel, the turboed TD42T, and the turboed 2.8litre 6 cylinder RD28T. The GQ also came with the 4.2 litre 6 cylinder TB42 petrol engine.



The GU Nissan Patrol (Y61 series) was first exhibited in the Frankfurt Motor Show in 1997 and released in Australia in 1998. Besides the TD42, TD42T and RD28T diesel engines, it was also available with GU LWB



the ZD30DDTi 3 litre (2953 cc) inline four cylinder, diesel engine, a DOHC, direct injected, 16 valve, turbocharged, intercooled engine. Available petrol engines were the TB45 and TB48, larger capacity variants of the TB42.

And the future?



<http://www.rmp-o.com/vehicle-info.htm>
Additional information
from Stephen Trickey,
Nissan 4WD Club of Victoria,
Nissan News June 2006 ;
Wikipedia

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