

MARCH 1987



FREE

WHEELING



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<p>ASSOCIATION DELEGATES Ricky Rycken 798 8506</p>	<p>Peter Pink 763 7434</p>	<p>Tom Brachna 799 1998</p>

TRIP CLASSIFICATIONS:

'A' Grade: Extensive use of 4 WD. Tracks may be difficult to negotiate chains should be carried along with towing slings and anchor points, good winter tread pattern tyres are a must. Trip leader has the right to refuse a vehicle if above points are not met. Types of conditions likely to be met include: steep climbs and descents on all surfaces - rocky, muddy, mud & snow, deep river crossing and overgrown tracks,
Max. 6 Vehicles

'B' Grade: Virtually same conditions as 'A' Grade but track condition is more favourable. Good tyres are a must as well as necessary recovery gear,
Max. 10 Vehicles

'C' Grade: Very limited use of 4 wd. These trips include car rallies ect. Type of tyres does not matter and recovery gear still essential,
No Max. Vehicles.

In all above cases Vehicles should be in sound mechanical condition and carry the basic spare part requirement as listed in previous Newsletters.

The Committee would like to express the fact that if in the opinion of the trip leader a vehicle is not suitable for a trip, then that vehicle may be refused permission to partake.

Newsletter items to Mark Templeton by General Meetings at the latest.

MEETINGS LAST TUESDAY OF THE
MONTH AT THE DANDENONG LIBRARY

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PRESIDENTS' REPORT

MARCH 1987

Don Montague should be banned from future raffles, no-one has that much luck. Last month Don won the Jerry Can in the raffle, and suggestions were put forward for the A.G.M. raffle, so we will let you know next meeting what the prices will be.

Don't forget the bowling night at the Dandenong Bowl on March 26th at 7.30 pm. We want a good turn-up so don't be bashful, I'm hopeless too.

March has been a busy month for trips with something on every week-end. You can't complain about a lack of trips, but we still need more later in the year so have a go.

We managed to procure some old magazines, thanks to Vin Handley so later we can bring you a little nostalgia in the magazine, with stories of that by-gone era when dash boards were made of steel, to match the seats and everybody had 16" wheels on live axles with leaf springs. Sounds like four wheel driving, doesn't it??

Thanks to Peter Rowe for showing his slides of the Canning Stock Route at the last meeting. Any further contribution, towards entertainment at the meetings would be appreciated, not to mention magazine articles once again, there should be plenty of trip reports after this month.

Oh well, see you at the meeting.

Dave Heard

CHRISTMAS TRIP 1986^{*}
EAST OF OMEO

Roll Call Brian & Kathy Tuck, Lindsay and Chris
Keith & Shaun Brown
Peter Handley, Lee and Christopher
Ron Cam and Stephen
Gus & Carol Pearl

We met at the Hallam Hotel on Boxing Day, and also meeting up with Tom Brachna, Peter Pink and John Smith. They were going to come with us but decided it was too far for a three day trip, so they travelled with us but headed off towards Hayfield.

We stopped for lunch by the Tambo River at Bruthen. We headed off from Omeo towards Benambra and on to Limestone Creek Road we had a little trouble finding the limestone track, we arrived at the Poplaers about 5 pm, set up camp, and spent a couple of lazy days. We went to explore some caves. Peter got bitten by something and wasn't too good for the rest of the day.

Peter decided to head home on Monday, but the rest of us voted to go to Cowombat flat. We arrived early afternoon after having lunch at the Limestone Hut. We checked out the wreckage of the crashed plane and set up camp beside the Pilot Creek.

The weather was very fine and hot. Ron and Keith had to leave on Wednesday morning, Gus and myself were going to stay but Tuesday night I was not too good so we decided to make tracks for home. In the morning Gus and Carol were going to stay in the area, but Wednesday morning Aidan was sick so they decided to head for home as well.

I arrived home about 6.30 pm and had a great time. Thanks for your company, to all those who came along.

BRIAN TUCK

SUNDAY - APRIL 12TH

- FAIRY PARK AT ANAKIE -
- ANAKIE WINERY -
- ANAKIE GORGE -

A GREAT DAY FOR THE KIDS + FAMILY.

B.Y.O. B.B.Q. LUNCH AT THE PARK

Meet at the Laverton Service Station - on left side of Geelong Hwy. between 9-9:30 AM.

Approximate family entry fee of \$10-00 - but we hope to get a group discount.

ALL WELCOME

LONG WEEKEND 24th JANUARY 1987

Roll call;

Tom, Dustin and Spike Brachna	Twin Cab 1 switch
Peter and Debbie Pink	Twin Cab 2 switches
Peter and Clany Rowe	Low Oil SWB
Keith, Sean and Specks Brownie	LWB Ute

Departed Coldstream at 7.15 am and straight over the Black Spur and into Marysville. Short stop through to Cambarville RCA camp and picnic spot then along the Cambarville road down Vans road to Stockmans Reward. Full of Falcans and Kingswoods moved on to the Cambarville logging road where we stopped for a short while to celebrate Rowie's Birthday.

Found our way up Cornight road with a "U" turn and back down the hill for lunch then up to Mt Matlock some of us were game to climb the firetower. Which was quite worth it as it was a clean day and not 37 deg as forecast. Down the main road through Matlock (NO POLICE) towards Woods Point turned down Tinger Spur Track and found a fork in the track. The trip leader said we will turn left so down we went about 1½km to find a dead end and very little space to turn and quite steep Tom got to use his "Switch" when he let out some air from his tyres. Approx 30 deg rough climb but all made it. Back to the main Tinger Spur Track down to Woods Point Pub where we further Inturned Rowie's Birthday. After checking a spot Rowie found down toward Comet Flat for the night.

Sunday we moved out and up Old Coach Road bit rough but ok and down Webber Spur Track which has changed scince last trip down to the Goulburn River it now is all Switch Backs at the river side there was a dredgers camp but no one home. The Goulburn River up the hill then turned right down to Burnt Camp where you drive with one wheel in the Creek and end up with both rear wheels in the creek after a couple of go's we got out and returned to Goulburn River and decided to have lunch and fish and stop the night.

We had one toyota wagon try to come through with a girl friend, who must have lost their way. Tried twice to drive out other side and gave up, not long after a SWB Nissan arrived. Then about 6 to 8 various vehicles came through from the other side, Toyota! Jackaroo! etc...., more moved up the hill and the last truck 2 weeks old 4 Runner took the wrong lane and ended base over Apex in the river, at the same time 4 bii4es arrived. Soon as we realized what had happened our crew was in the water with the bike also after dropping bikes in the middle of the track. After a few minutes the 4 runner was back on its feet, all the people in were OK, we had to call the rest of the crew on the CB as they did not wait (How easy that can happen) we made them a cup of tea and pulled out the injectors and pumped out the oil from the cylinder and started it and sent them on their way. 1 only fast front four runner with 1200km on the clock for sale???

CONT. . . . LONG WEEK-END

Mother was driving under the influence of farther after the excess. Shaun and Peter Pink went fishing and came back with 3 fish and the Nissan driver decided to camp up the hill before coming down about 9.30 wanting to know how dangerous it was to drive out as there were being attacked by bullants, then all 3 slept in the SWB Nissan on a 25% slope!!!!

Monday we moved out up Champion Spurr which is a good tract with views and climbs out onto Standen Creek Road, then down Abbot Creek track which was rocky rugged and rutted and 30% down OK along the side the creek in the back bernies and up Abbot Link track. Thats where Rowie had fun. Again rough rutted and 30% in the direction of up Peter managed to jump up a step and yes STALLED. He could not get traction. So we pulled out winch, but with the angle and oil in , 1 pint engine would start and run for about 8 to 10 seconds because no oil pressure engine stops. After almost flatering his battery and 1/2 to 3/4 hours he made it to the top. Peter Pink was next with both switches working no problems then myself with a bit of scratching and a few revs up the top OK. Then Tommy with his 1 switch, OK while we were waiting a HJ 60 Buget rent a truck came up behind us 1 vehicle only on their own (how foolish). We waited for him to get up the top okay after a chat we realized there would be no counter attack at the wood point pub, we moved down Johnston Hill Track to Comet Flat and had late lunch through to woods point up Tinger Spur Track (no dead end this time) down the main Warburton road turned down Nine Mile road and home through Noojee. Quite a pretty trip down this road and then we joined the main steam of traffic to home

We all had a very good week end and saw what can happen if not careful while in the bush and thanks to Rowie for working out where to go and the others for the good company.

Keith Brown

TECHNICALLY SPEAKING



TYRE CHANGING

Reproduced from "Driveline", Geelong Four Wheel Drive Club, February, 1986.

Tyre changing and puncture repairs are quite within the capabilities of the average 4WD vehicle owner provided a few basic pieces of equipment are available. Even though you may be accustomed to getting your tyre work done by the local service station or tyre store, the time may come when you are FORCED to do your own repair. The ALTERNATIVE may be a long wait.

Regardless of the type of 4WD vehicle you own, certain basic equipment will need to be carried if you are going to be able to do tyre repairs in the bush.

1. Means of removing and refitting vehicle road wheel - normally a jack and wheelbrace is supplied with the vehicle for this purpose. A second jack and jacking plate could be very useful.
2. Means of inflating tyres - hand pump, foot pump, spark plug pump or electric pump. The small electric compressor seems to be the best with the "Webster" brand being one of the best and most common.
3. Means of checking tyre pressures - pencil or dial tyre gauge. Remember it is important to inflate tyres as per manufacturer's specifications for the service involved. Remember also that tyre pressures are normally measured and quoted with the tyre COLD.

The foregoing three items in fact should always be carried even though you may not be fully set up for actual tyre repairs in the bush. To carry out these repairs you will also need the items listed below.

4. Means of 'breaking tyre beads' - the heavy equipment used for breaking tyre beads at service stations and tyre outlets whilst effective is hardly suitable for carting around the countryside. A small "L" shaped 'tyre lever' such as the "Meko TL55" can be used or a pair of 'bead breaking irons' can be employed. Alternatively other "bush mechanic" type methods such as driving over the tyre next to the rim can be employed.
5. Tyre levers - if you intend changing tyres yourself you will need two tyre levers, these should be of good quality such as "Dowlat" brand. A length of 20" (50cm) is the minimum useful length.
6. Rubber mallet - medium size, useful during the tyre changing operation.
7. Tube patches - there is a multitude of choices here. Tube patches fall into two categories: (a) cold vulcanising, and (b) the older type hot vulcanising.

(Reprinted from LROCV)

ONE METHOD OF FITTING WHEEL CHAINS

Reproduced from "Driveline", Geelong FWDC, February 1986

Join the chain gang

Fit chains at bays where you see the 'Fit Chains Here' sign.

If you don't, you may find yourself in trouble. Chains are hard to fit on slopes, and you will obstruct other vehicles and snow clearing equipment. And at some resorts, you can be fined by the Committees of Management for not fitting your chains.

If it has not been necessary to fit chains on travelling to the resort, it is advisable to fit chains upon arrival in preparation for the return

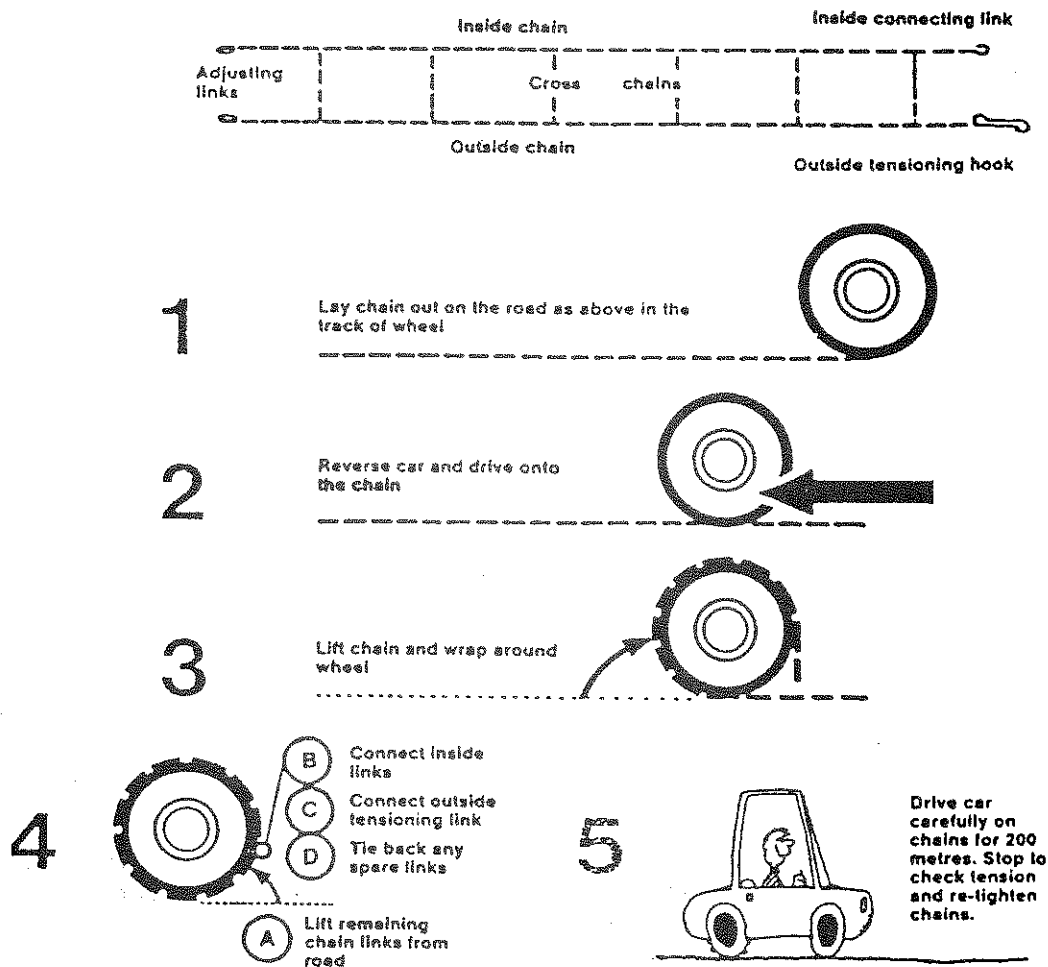
trip. It is quite difficult to fit chains to cars once covered by snow.

Special care is needed if you have radial tyres.

If you are fitting chains to radial tyres, the following advice is recommended:

- Change the position of the chain on the tyre about every 14 kilometres;
- Tyre pressure should be increased by 25 kPa (4 p.s.i.)
- Do not drive faster than 40 km/h.

Fitting snow chains



TECH TALK - HOW TO BLEED A DIESEL

*Courtesy of Southern Trails, Southern Tablelands 4WD Club Inc.
Issue 104, March 1986*

Most people who are unfamiliar with diesel motors are scared stiff of running out of fuel, and the thought of having to bleed the system. However, this is a very simple task especially if the engine is stopped the moment one realises the motor is low on fuel.

Most diesels are fitted with a mechanical lift pump or primary pump with an external means of operation. This is usually located on the side of the injector pump on inline pumps or fitted into the fuel system on distributor type pumps.

The function is the same on both systems. The more common being a simple plunger pump which is first unscrewed to release the plunger, and then moved up and down to expel the air from the pick-up line through the primary pump, and filtered to the injector pump where the air is released through a bleed screw. Pump until solid fuel is flowing from bleeder valve. Close off valve and lock down plunger. Most motors will now start. If however, the injector pipes have been removed it will be necessary to expel the air from these. This cannot be done with the lift pump. First loosen all pipes at the injectors about half a turn and then wind motor over several times with starter motor until diesel fuel is evident in leaking at loosened pipe ends. Lock off all injector pipes and the motor should start. When motor is running undo each pipe separately and then retighten to ensure all air has been expelled.

GREASING YOUR VEHICLE

Reproduced from Toyota Hilux 4WD Club of Vic., June 1986.

Greasing a vehicle presents the owner with a great opportunity to inspect the vehicle underneath - you know, the bits you don't see when it gets the weekly, monthly or yearly wash. First off, check tie rod ends, uni joints, ball joints (where applicable), slip joints on tailshafts, bronze type spring shackle bushes (older type vehicles), exhaust system damage or leaks, brake lines, mounting bolts and general underbody condition. While doing this, find out where the grease nipples are! You would be surprised where they like to hide and the amount that are missed. Check the workshop manual; some have a list of greasing points on your vehicle, if not, check with the relevant service department or else keep looking! Remove caked on mud and excess grease. If there are no nipples or plugs then the uni joint or tie rod is in all probability a sealed unit and not serviceable.

Thirdly, a lot of late model vehicles have units with small bolts or "plugs" fitted in place of grease nipples. They are fitted to units that may be prone to damage during normal service. Where possible, remove the plug, fit a nipple of the correct type, grease the joint and replace the plug.

Now we come to the gun itself. Is it the right one for the job? This isn't as silly as it sounds! Make sure of the following:

1. It can supply enough pressure to do the job without (a) giving you a double hernia or (b) giving you the impression that the job has been done properly when it may not have.
2. The nipple attachment fits the size on your vehicle.
3. The nipple attachment can be changed for one that does fit.
4. It will take standard type cartridges (if a cartridge type).
5. It will allow you to reach hard to get at places (flexible neck types are definitely a preference here).
6. It is easily refilled.

To expand on No. 1, many new or close tolerance joints, or joints normally under load with the vehicle at rest require a surprising amount of pressure to get the grease into them at all. Bronze Bush type spring shackles and load bearing type ball joints are typical whereas they have the weight of the vehicle on them most of the time. Even good quality, high pressure guns may have trouble with these, the use of the appropriate lever to move the joints whilst they are being serviced will normally ensure proper penetration of the unit.

O.K., now you are ready to grease your pride and joy, with loaded gun in hand, you approach the intended victim and proceed to make the vital connection. Wrong! Clean the nipple first. You don't eat rocks for breakfast (some would have us believe otherwise!), neither do they. Dirt in a nit is the quickest way to destroy the mating surfaces within, so wipe the nipple first to prevent a force-fed diet of dirt.

Right, O.K., now you are ready to do the dirty deed. After all this trouble and time, you are finally ready - or are you? Just stop and think for a moment. What are you putting into this multi-purpose extravaganza called 4x4? Grease? "Yeah dummy, grease!" you say. What kind of grease? There are dozens of types around and not everyone is right for the job.

1. Always use types specified by the manufacturer.
2. Never use disc brake or E.P. type grease unless specified. This type of grease requires high temperatures to remain fluid during operation and will tend to be forced out of the mating surfaces in the unit and tend to 'harden' around it. Remember that grease is constantly being circulated through the joint and needs to be fluid to do so. Many people use it under the misconception that being able to cope with extreme pressure (E.P.) their units will last longer. Be warned.
3. Some areas require the use of Molybdenum Di-Sulphide type grease such as ball housings on Landcruiser front-ends. Once again, make sure the right stuff goes in the right place - mistakes can prove very costly.

With the connection now made (it's okay to put the connector on now) you begin pumping away madly. Wrong again! On most late model vehicles the tie rod and ball joints have little 'teats' molded into the rubber boot that protects the unit. On these you can pump away madly until clean grease emits from them but on earlier types, especially those of western origin, there are no 'teats' and care should be taken not to over-inflate the unit to the stage where it looks like a weather-balloon. All this will do is blow the boot from its sealing edge and allow the grease to be forced out, allowing dirt and water in at a later date. The boot, where possible, should be reasonably firm yet uniform all around. If the wrinkles don't come out, don't worry, as long as the boot feels firm to the touch. If grease appears through cracks or tears in the boot replace the boot if possible or else grease more often until free play becomes excessive (which usually doesn't take that long).

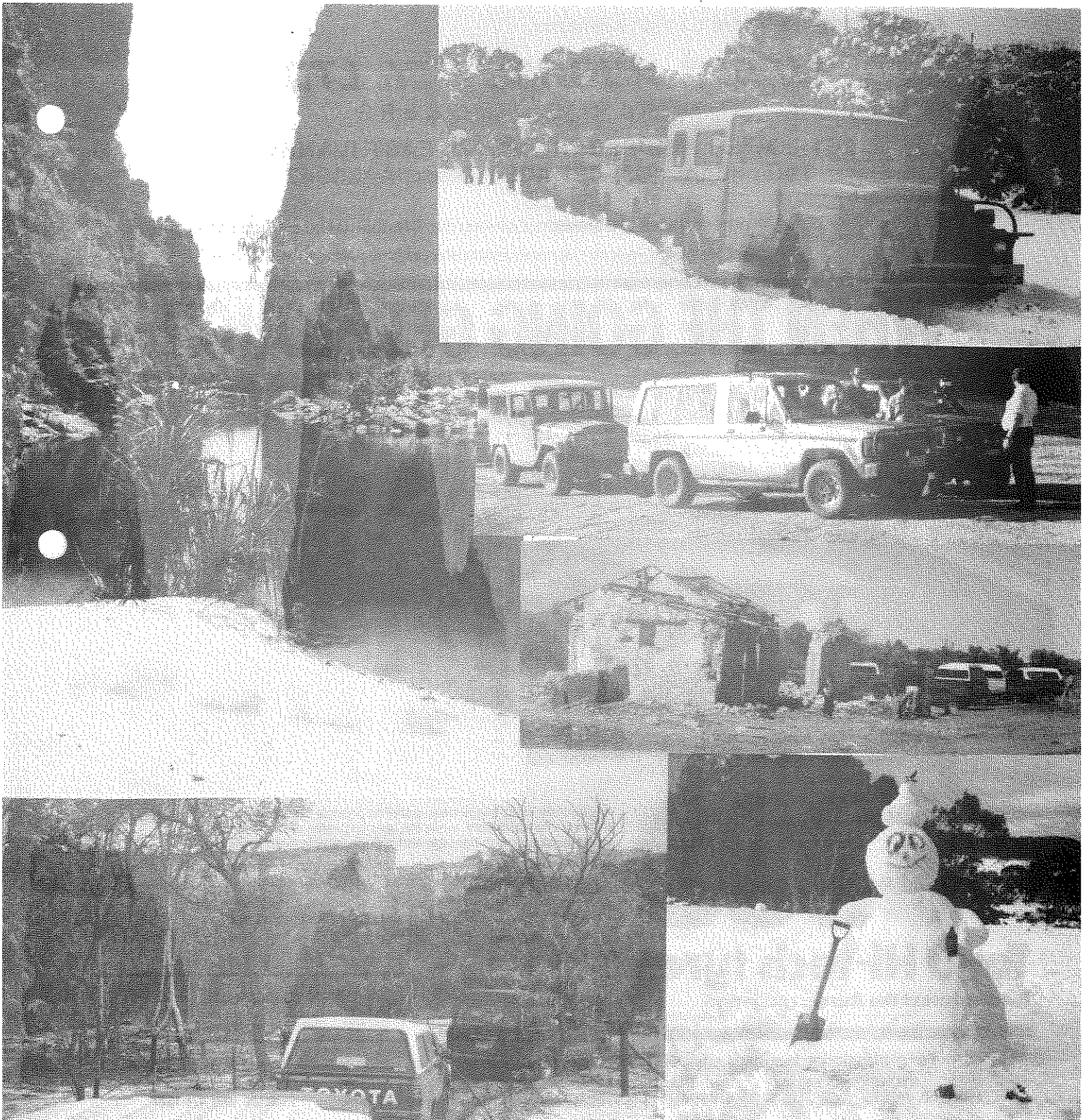
With Uni joints, be careful not to put too much grease in. In other words, if grease blows out between the cup and the cross, the little seal fitted may have been blown out with it. Due to the normal action of the tailshaft, centrifugal force will throw the grease out, rapidly drying out the unit and creating premature wear. If you are having trouble with grease appearing at one or more cuts but not the lot, rotate the tailshaft slightly and try again. If no luck persists, short of replacing the joint, apply as much as possible and keep an eye on freeplay, replace the unit as soon as any appears.

There is a difference between grease blowing out from inner seal types and oozing from outer seal types. Outer seal types have a relatively large seal around the inner end of the cup in plain view. Inner types are not clearly visible and are very sensitive to over-greasing. As soon as the "snap, crackle" of escaping air (if any) stops, so do you. It is very difficult to describe the method, but hopefully the mud is a little clearer.

with latex plastic joints on the rear shafts, make sure you check for play before greasing. When greasing, keep pumping until fresh grease appears at the exits. If the boot is torn or damaged in any way, replace it A.S.A.P. Failure of this joint can result in the tailshaft "digging in" to the road surface and jack-knifing the vehicle which can prove fatal.

Finally, take care when removing the gun connection so as not to break the top of the nipple away. Any nipple that spits grease out after removing the gun should be replaced immediately as the chances are it won't hold grease during service intervals.

I hope that this advice will help to keep your vehicle in good condition and save you a lot of expensive trouble in the future.



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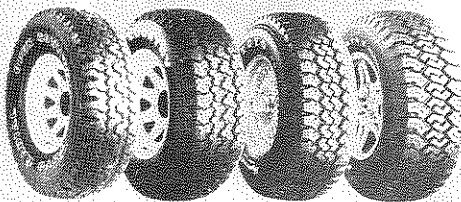


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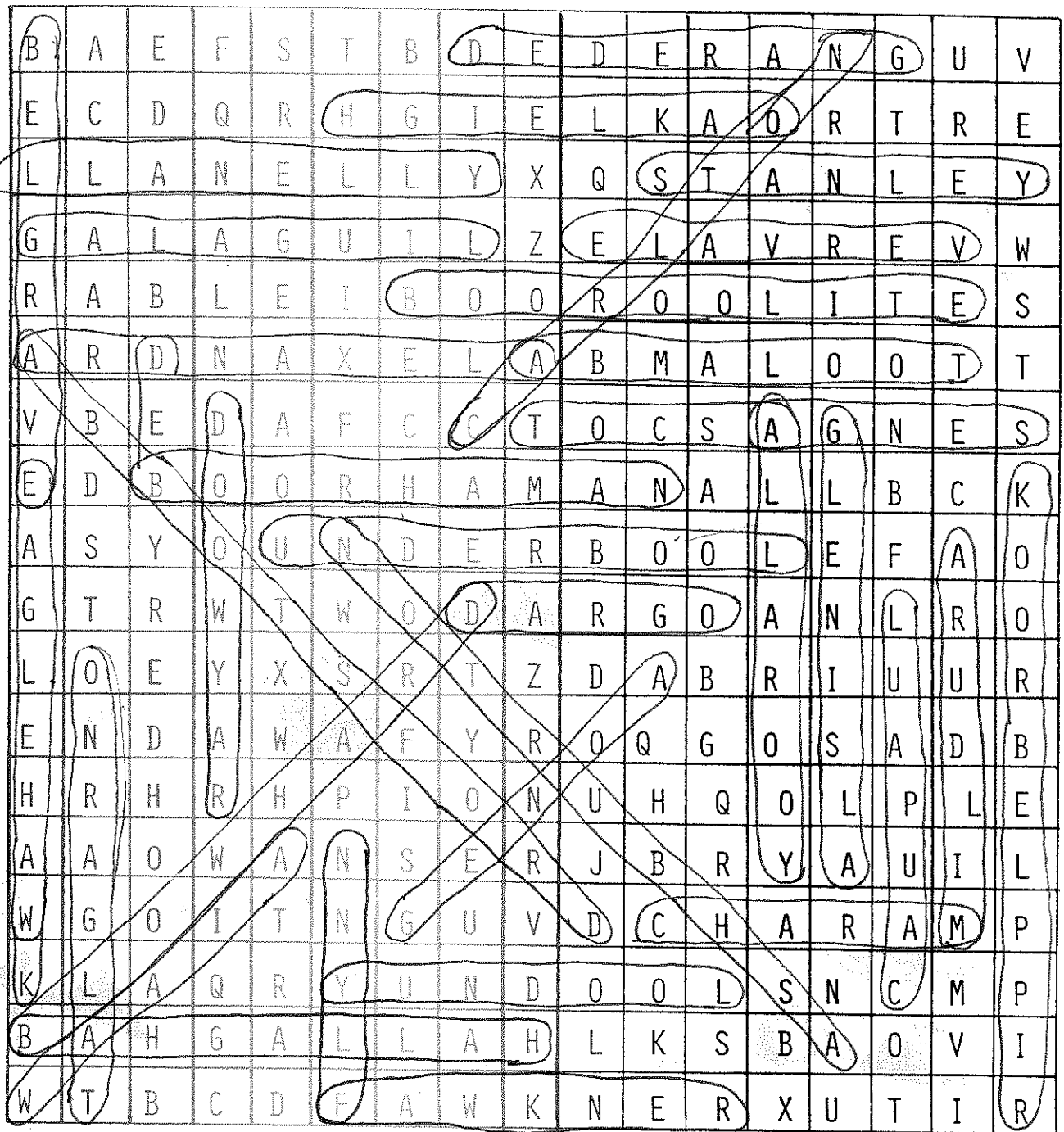
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TRIP DATA.

DESTINATION :	
TRIP LEADER :	PHONE NUMBER :
DEPARTURE DATE :	DEPARTURE TIME:
DEPARTURE POINT:	
FUEL REQUIRED :	
LAST FUEL AVAILABLE:	
MAPS REQUIRED :	
GRADE :	DURATION :
A B C	
BASE CAMP :	NATIONAL PARKS :
YES NO	YES NO
ROUTE VIA :	
ACTIVITIES :	
SPECIAL CONDITIONS :	

PLEASE RETURN TO COMMITTEE 4 WEEKS PRIOR TO TRIP (TO ALLOW PUBLICATION)

FIND THE SUBURBS



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GENOA /
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STANLEY /
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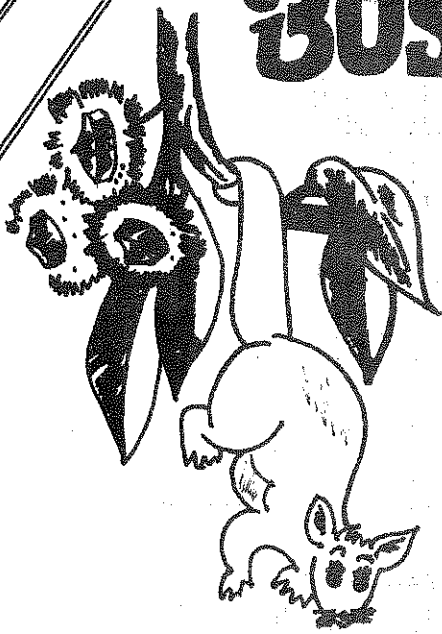
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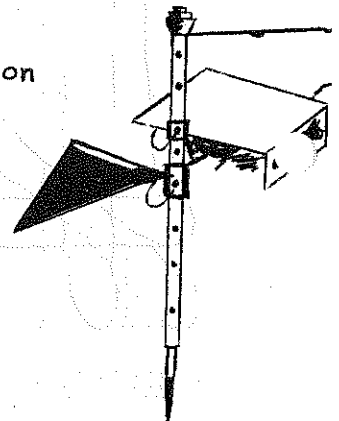
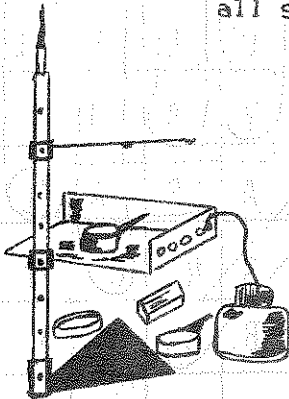
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