



Official Journal of the

ALL WHEEL DRIVE CLUB

Of Sydney



Simpson Desert



Driver Training



Abercrombie trip



December 2009



The Diesel Experts

Berrima Diesel Service

Working exclusively on diesels since 1956

4WD Dyno, Turbocharging,
Injector & Pump Repair and
Servicing, Pre-trip Inspection.
Problem diesels our speciality!
Same day service.
Only 1 hr from Sydney
Only 2 hrs from Canberra



Excessive smoking? Surging or lack of power? Poor fuel economy?
We Have The Answers!

Trouble shooting for all diesel vehicles.

When you think diesel...Think Berrima Diesel!
By Appointment Only!

Call to book in: 02 4877 1256

email: info@berrimadiesel.com Still the Original, Still the Best' www.thedieselexperts.com

THE EXPERTS IN GPS



Topographic maps for
Garmin GPS units!



GPS Units & Accessories, Software,
Electronic Maps, Training & Advice

GARMIN

MAGELLAN

GME

GPSOZ

24/14 Polo Avenue, Mona Vale

Ph: 02 9999 2313 sales@gpsoz.com.au

www.gpsoz.com.au



All Wheel Drive Club of Sydney

ABN 45 4585 086 298

Postal Address: P O Box 82 Roseville NSW 2069

Email Address: committee@awdc.com.au

Web Site: www.awdc.com.au

Management Committee

President
president@awdc.com.au

Chris Wren
0419 202 400 9967 3902

Vice President
vicepresident@awdc.com.au

Aaron Mitchell
0405 808 738 9905 4764

Secretary
secretary@awdc.com.au

Bob Humphrey
0418 967 963

Treasurer
treasurer@awdc.com.au

Sue Dutfield
0409 045 368 9999 3699

Trip Co-ordinator
trips@awdc.com.au

Bruce Mann
0418 288 991 9888 6951

Editor
editor@awdc.com.au

Lee Bradstreet
0414 555 544 9999 3552

Membership Registrar
membership@awdc.com.au

Gordon Halnan
0404 771 965 9401 0987

Training Officer
drivertraining@awdc.com.au

Phil Reid
0412 553 403 9949 7216

Administration

Club Meetings:

Are held at 8pm on the second Wednesday of every month at the Cove Sports Club, Eastern Valley Way, Castle Cove.

A counter meal is available from 7pm.

Visitors are most welcome

Committee Meetings:

Are generally held on the fourth Wednesday of every month commencing at 8pm.

Should Club members wish to attend please contact the President or Secretary to confirm the date and venue.

Annual General Meeting:

Is held in conjunction with the October Club general meeting

General Committee

Assistant Trip Co-ordinator
trips@awdc.com.au

Lori Morgan
0417 208 947 9888 6951

Assistant Editor
editor@awdc.com.au

Adrienne Vukovic
0411 103 662 9958 7844

Assistant Training Officer
Drivertraining@awdc.com.au

Jose Muino
0414 285 080 9808 3392

DVD Librarian
librarian@awdc.com.au

Chris Walker
0407 314 543 9972 0702

NSW-ACT 4WD Assn Rep
association@awdc.com.au

Brian Sommerville
0408 281 734 9999 4313

Purchasing Officer
shop@awdc.com.au

Steve Gillespie
0403 889 466 9451 5261

Quartermaster
quartermaster@awdc.com.au

Steve Rhall
0422 581 304 9451 5548

Raffle Officer
raffle@awdc.com.au

Brad Paull
0418 251 553 9975 2525

Sergeant-at-Arms
sergeant@awdc.com.au

Brad Paull
0418 251 553 9975 2525

Webmaster
webmaster@awdc.com.au

Richard Destefanis
0402 126 153 9402 1466

Membership Financial Year:

The membership financial year is from 1 July to 30 June.

Affiliations

The Club is an affiliated member of the NSW-ACT 4WD Association Inc and through that organisation has an active relationship with the NSW National Parks & Wildlife Service.

Nominated Charity FY 2010

All funds raised by the Sergeant-at-Arms for misdemeanours, real or imagined, will be donated to the Royal Flying Doctor Service (NSW Division).

Life Members:

- Kevin Couter
- Steve Hedges
- Brian Mitchell
- Steve Dalli
- Neil Follett



PRESIDENT'S REPORT

Hi everyone

Have you taken an opportunity to get your wheels dirty?

There's been a couple of trips on since last month and I'm looking forward to the trip reports and associated fines. Congrats to Mark K for leading his first trip with the club around Yengo and Wollemi, notching up enough kilometres to test the fortitude of those without long range tanks.

To get the "4WD equipping season" off to a good start the Club Xmas Party beside the Shoalhaven River was a great hit. Congratulations to Bob, Sue, Bruce and partners in organising and coordinating the weekend. Rumour has it that it's the largest Xmas party for over 12 years with the number of adults plus kids reaching well over 60. This is what club social events are made of – lots of members – lots of camaraderie – lots of food and drink and plenty of time to check out the varying camping and vehicle set-ups. The kids had a ball, many had their bikes and thoroughly exhausted both themselves and those chasing them, and we only saw them when it was time for food, drink and another swim in the creek. Don't you just love the honesty of kids....."I can't go swimming 'cos my Dad said he doesn't have the energy today". That port bottle has a lot to answer for! - he got his swim.

The heat of Saturday tested all fridges to the max.....and the batteries, with a few stationary re-charges needed around the campsite. Ah yes - I have to replace my cut out switch on the fridge 'cos it cut out too late....."4WD equipping season" might bring a better way to sort out the standard twin battery set up – I think an isolator should fit in a stocking shouldn't it?

Thanks to all the members who made the effort to dust off the camping gear and the trailers and throw in the kids, just for one night. Big effort = Big event.

My congratulations to Brian and Kirsten for winning this year's Club Trophy, worthy winners and he assures me his reversing camera was not working properly anyway.....

The Club C'tee has agreed to a small C'tee working group on the implementation of the Soft Off-Roader policy but don't hold your breathe over the Xmas holiday season.

November's meeting was well attended and had a slightly different style to it, with more visuals and more on trips. If you haven't been along to a meeting for a while we'd love to see you back again.

Some top trips lined up early in the New Year – so come on, book in and get your wheels dirty.

This month's guest speaker will be talking about spare parts.

Just remember to be extra good to those important ones around you and make sure you leave your 4WD wish list in view, now let me see what's on my list.....

Wishing you all a Happy and Safe 4WDing Xmas

Chris





Editors page



Hello every one,

Another year rapidly approaches the end and each year seems to go by faster.

The Christmas party was a great success, wonderful venue, lots of kids, lots of food, even a river to cool of in. Look forward to the trip report in next months magazine.

The trip calendar is looking a bit more populated; the committee is working on ways to get more trips on the board so I believe that next year will be good.

I went to the last driver training, it was great to see the participants confidence level increase with over the weekend with each new challenge. There was one very interesting truck there, a 1967 Unimog, stock standard from the Swiss Army auctions. It had only done 23000 Klm and had all the original equipment including left hand drive.

It made all the challenges look easy with about 550 mm of clearance below the diffs and 800 below the chassis!

I hope you all have a great Christmas and new year.

Lee Bradstreet



**Next magazine closing date :
31st December 2009**

This Month

Presidents Report	4
Editors Report	5
Association report	7
Swagman Points	8
Links page	9
Puzzle page	10
Trip calendar	12
Trophy results	14
Trip report, Driver Training	16
Trip report, Abercrombie	20
Tech Torque	22
Shop	24
November minutes	25
Treasurers report	31
End shot	35

**Cover photos this month were supplied by:
Bruce Mann, Gavin van der Wagen,
Brian Mitchell & Rod Blackwell**

Guest speaker this month is Graham Harrison who is talking about spare parts.

Trip reports articles and photos can be sent to me by email: editor@awdc.com.au
Post : PO box 15 Newport Beach 2106
Or in person at the meetings

This magazine is printed solely for the benefit of our members and any article appearing may be wholly or partially fictitious. Therefore, nothing printed herein should be construed as a true interpretation of the club, it's members or their activities.

Please support our club sponsors, give them a chance to quote the best price. Where discount is available it will be offered on production of your membership card.



Mitchell Bros.

Motorsport



Brakes, Clutch, Gearbox,
Steering, Suspension,
Modifications, Diffs &
Warranty Servicing of new Vehicles

** 10% Discount to AWDC members **

14 Roger Street, Brookvale NSW 2100
Telephone: (02) 9905 4764 Facsimile (02) 9905 4765
Mobile: 0405 808 738

Email: tech@mitchellbros.com.au

Website: www.mitchellbros.com.au



mitchell bros
4x4 & more



All Wheel Drive Club of Sydney



Four Wheel Drive NSW & ACT, INC

GPO Box 1371, Parramatta, NSW, 2124
Phone: 1800 646 630, Fax: 1800 650 664
info@4wdnsw-act.asn.au

The events of the last month have such that time has been at a premium.

- ❖ The first & most important issue was, as Greg reported in the last report, he did not stand for re-election at the AGM and this role has not been filled at the election of officers, so will now be open for appointment by the Executive as a casual position. Our thanks to Greg for his commitment & drive to strengthen our Associations image.
- ❖ During November the final selection of a paid employee was completed and I am pleased to announce the appointment of Michelle Sayahan as our Business Development Manager. Michelle comes with extensive experience in working at a senior level with a range of external organisations, including government departments and statutory authorities. Her experience in managing digital, broadcast and new media projects ensures an understanding how to exploit these new mediums to reach an audience. Her sound understanding of social media as well is of particular importance to Associations such as our own.
- ❖ The issue of a revised VSI50 document continues, as negotiations progress with the RTA and revised submissions at a national level VSB 14 (National Code of Practice) is still under review with strong submissions from the 4WD Council. There is still a number of issues to resolve that will be in the best interest of our members.
- ❖ The initial steps in reorganisation of the member training facilities has commenced with the establishment of the METC (Member Training & Education Committee), which is the co-ordinating committee to facilitate new course access to clubs as well as extend the established activities of the DTU, by the election of Ben Sweetnam to the Executive, who will lead the new committee. To strengthen this initiative we have been offered the full support of our related organisation Four Wheel Drive Victoria, who have developed & are running a number of training courses for clubs, their members as well as commercial organisations & the general public. We wish Ben well on his endeavours in this regard.
- ❖ As regard to our endeavours to establish a 4WD & Camping Expo in Sydney, our initial evaluation has been delayed with the resignation of our co-ordinator but we have been fortunate in securing the services of Greg Ebeling to finalise this investigation and we expect a preliminary report within the next few weeks. It should be noted that our ACT clubs expressed concern on the effects of this proposed event on the Bi-annual 4WD Show at Queanbeyan run by three ACT clubs, and the Executive made a commitment to consider this issue in their planning.
- ❖ There are currently 4 positions on the executive Committee which need to be filled by the committee. These are the President, an additional Vice President, plus 2 Executive members. Interest has been expressed by a number of persons, with one formal application, but additional submissions would be welcomed.

Roger Sheath – Vice President
30 November 2009.



Swagman Points

The club awards points for participating on club events with the winners being announced at the annual general meeting and prizes awarded.

- First prize \$250 to spend at any club sponsor
- Second prize \$150 to spend at any club sponsor
- Third prize \$100 to spend at any club sponsor

SWAGMAN POINTS

Trips	Pts	Magazine reports & articles	Pts
Lead a 2 day trip or longer	50	Trip Reports- Verbal & Written	25
Lead a 1 day trip	40	Trip reports with photos or presentation- (either Verbal or written)	30
Attend a 2 day trip or longer	20	Published magazine articles (non reports)	20
Attend a 1 day trip	10	Published magazine articles with photos	25
Compete in a competition for the AWDC (Any length of time)	20	Published magazine photos- photos only	10
		Assisting the Editor	5
Late for a trip	-10	No report given within 60 days of trip	-40
Not confirming a trip	-15		
Failing to attend without notice	-25	Introduce new member to club	50

Rules of the Swagman Points

Swagman points Start & finish on the 30th September each year.

There must be a min number of 3 vehicles, including trip leader, on a trip before points can be issued.

Trip leader can't receive points for a trip report.

Trip must be open to all members. (no points for a committee trip)

Committee members filling their roles cannot receive points.

10 points per article that your photos are used (not 10 points per photo).

Max of 20 points per magazine for articles used or 30 points with photos.

4WD Events.

Must be representing the AWDC. Competitors & support crew can only receive points.

Max points per member will be 20 points. NO points for spectators unless it is gazetted a AWDC trip. Max 10 points (regardless of the length of the event).

All reports for the current year swagman points must be printed in the magazine already or verbally done before the 30th September.



Web Links



AWDC Web page:	http://www.awdc.com.au/
4WD NSW—ACT Association:	http://www.4wdnsw-act.asn.au
Australian National 4WD council:	http://www.anfwdc.asn.au/
National Parks:	http://www.environment.nsw.gov.au/nationalparks/
Forests NSW:	http://www.dpi.nsw.gov.au/forests
Weather forecast:	http://www.bom.gov.au/index.shtml
VKS 737 Radio network:	http://www.vks737.on.net/
Explore OZ:	http://www.exploroz.com/Default.aspx
Australian 4WD Action:	http://www.4wdaction.com.au/
4WD Monthly:	http://www.4wdmonthly.com.au/
Repairs & modifications:	DIY Toyota
Outer Limits 4X4:	http://www.outerlimits4x4.com/
4WD Online:	http://www.4wdonline.com/4WD.html
Tuff Truck:	http://www.tufftruck.com.au/
4WD Movies:	http://www.4x4movies.com/

Send me your favourite links to put in the next magazine.

Send them to: editor@awdc.com.au



Puzzle Page

QUIZ

1. Who was the first car driver to exceed 200 mph?
2. What is the first of Keplers,s three laws of planetary motion?
3. What did Savonnerie produce?
4. The Madeira islands belong to which country?
5. Who was the god of earthquakes in Greek mythology?
6. The Natural & the Assistant are the first of which famous writer?
7. Who was the founder of the British documentary film movement?
8. Where was the earliest form of golf played?
9. Who was the first king of Korea?
10. Which advanced computer program mimics the knowledge and reasoning of an authority in a particular discipline?

Sudoku

4			6					2
		8				9		
1				4	3			8
				8			2	
	2		7	3	1		5	
	5			9				
9			8	1				5
		5				6		
3					5			4

Last months answers

1. X-Ray
2. Andorra
3. Cuba
4. Fruit
5. Knight
6. Pan-
7. Roberts
8. Rhubarb
9. Pubelo
10. Stout

Jokes

What's the difference between chopped beef and pea soup?
Everyone can chop beef, but not everyone can pea soup!

Two snowmen are standing in a field. One says to the other : "Funny, I smell carrots too".

What do you get when you cross an elephant and a rhino?
el-if-i-no



Driver Training

All new members **MUST** complete our Club's 4WD Theory and Practical Training to satisfy Club Bylaws and Insurance Policy. 4WD Training consists of a theory night and practical weekend in the bush. It will be held approximately every **6-8 weeks** or as required. Theory must be completed before practical. If you have dual membership, then your partner must do their practical training on another weekend **or in another vehicle**.

There will **usually** be a maximum of eight and a minimum of four vehicles at each practical training session. The theory will **usually** be held on a Tuesday night, shortly before the practical weekend. Four Wheel Driving is a family past time, so bring your partner to the theory night (but no children please). All are welcome on the practical weekend.

PLEASE NOTE: Both theory and practical 4WD training **MUST** be completed **BEFORE** you can take part in any 4WD activity, such as trips, Trophies, etc. For the practical weekend, each vehicle should have a snatch strap, rated shackle, (both available from our sponsors) **Your vehicle must have front and rear suitably rated tow/recovery points**, jack, wheel brace and a full tank of fuel. All vehicles must be roadworthy, in good mechanical condition and the driver must hold a **current driver's license valid in Australia**.

Communication between vehicles during the weekend is via UHF Radio. A car mounted radio is preferable but a hand held radio would be adequate for short range communication during the weekend.

TRIP DETAILS

Driver Training – Theory Night

Please contact the Driver Training Officer to confirm your attendance at least **7 days** prior to the theory night. This starts at 7.00 pm sharp! and finishes around 11.00 pm. Please try to arrive by 6.45 pm and bring a pen and pad for notes.

Driver Training – Practical Weekend

Members will be introduced to practical four wheel driving, including convoy procedure, safety, recovery, hill climbs, side slopes, mud, sand and river crossings, rock steps and protection of the environment, under the guidance of the 4WD Training Officer and his assistant. On the Saturday night we will camp in the bush and you will be introduced to the social graces of four wheel driving.

Note:

Although the Training Officer will provide guidance throughout the weekend, it is up to the participant to accept responsibility for their vehicle and its' occupants as there will be some B grade rock steps, steep and rutted hills, and the possibility of a deep mud hole and deep river crossing.

NB - If in doubt about front and rear recovery points please call in to check with one of the club sponsors; before undertaking driver training.

This years Dates:

2nd, 6th & 7th February, 2010.
30th March, 3rd & 4th April, 2010.
18th, 22nd & 23rd May, 2010.
27th, 31st July & 1st August, 2010.
14th, 18th & 19th September, 2010.
As always these are dependent on numbers.

Any questions; contact Phil Reid at drivertraining@awdc.com.au or 0412 553 403



TRIP CALENDAR

Bendethra Valley & surrounds

Start Date Saturday, 12 December 2009 **Finish Date** Sunday, 13 December 2009
Grade C & E
Max Vehicles 7
Trip Leader Stuart Millburn
Description The plan is meet early Saturday morning at Braidwood (probably wise to stay in Braidwood overnight) and then on to Bendethra which is situated in the Deua National Park inland from Moruya.

Goodmans Ford

Start Date Saturday, 12 December 2009 **Finish Date** Sunday, 13 December 2009
Grade D
Max Vehicles 10
Trip Leader Mike Bell **Trip Leaders Number:** 0427 022 705
Description Standing Camp by the river, pets allowed. Fees applied

BBQ @ Bunnings Belrose

Start Date Sunday, 13 December 2009 **Finish Date** Sunday, 13 December 2009
Grade F
Max Vehicles
Trip Leader Bob Humphrey
Description This is a Fund Raising event for the club, at Bunnings Hardware store, Belrose. We would like your help at some stage during the day. If you can spare 1hour or more, all would be greatly appreciated. When you book on the trip notice, please place the time you can start & the amount of time you can spare, so we can roster people during the day.

The Royal Family

Start Date Saturday, 9 January 2010 **Finish Date** Sunday, 10 January 2010
Grade D
Max Vehicles 10
Trip Leader Mike Bell **Trip Leaders Number:** 0427 022 705
Description Family activity treasure hunt style

Victorian High Country

Start Date Saturday, 23 January 2010 **Finish Date** Tuesday, 26 January 2010
Grade C & E
Max Vehicles 7



All Wheel Drive Club of Sydney

Trip Leader Stuart Millburn
Description Plan is to explore Deddick Trail and I am endeavouring to stay on a private property which has a camp kitchen etc (cost maybe \$20 per night). The area has some great tracks which are steep and challenging.

Mcalister & Caledonian

Start Date Monday, 1 February 2010 **Finish Date** Sunday, 7 February 2010
Grade E
Max Vehicles 10
Trip Leader Mike Bell **Trip Leaders Number:**
Description Touring in the Victorian mountains

Gourmet Weekend

Start Date Saturday, 27 February 2010 **Finish Date** Sunday, 28 February 2010
Grade F (Fun)
Max Vehicles
Trip Leader Sue Dutfield
Description Did you see the photos? Did you hear the stories? You didn't? Well make sure you are part of it this time. The theme this year will be children's stories. You need to get a group of 6-8 people (3 – 4 couples) together, or we will put you in a group, and plan a gourmet meal around your theme. The meal can be fairly normal and you can dress to your theme or you can combine both. For the meal, the groups will be sitting in the same area under tarps – so don't forget to dress up your table and tarp space to match your theme. We will be at Newnes again and people will be there from Friday afternoon. If you need some help, or don't quite know how to go about it all, please give me a ring (Sue Dutfield) on 9999 3699 or 0409 045 368. We would hate you to miss out on a great night. The emphasis of the weekend is FUN

Driver Training ,November 2009.

This session was held on a fire bans and forest closures. Starting at the quarry the area was eerily quiet ,with no other vehicles or bikes around so we rang the Rural Fire Service to check on any closures. All was open at this stage ,so we continued on towards Bungleboori , but caught up a with Forests NSW ranger ; the directions were to leave the Newnes area as they had now closed it to the public.

Plan B was then put into action-after consulting with the Lithgow police re the state of Lidsdale state forest (open) we headed down there to complete the training.

A good campsite was located; one with flowing water which allowed a cooling dip at the end of a hot day.

With a watchful eye on the weather and updates on the am radio we pushed through the sessions to vacate the forest area by 2 pm when the winds were forecast to be at their peak.

Still we managed to check out the ski jump before leaving the forest about 2.30pm.

One vehicle on the session performed extremely well –helped by portal axles and 42 inch tyres! It literally ate the ski jump-took almost anything in its stride.

I will leave the details to the trip reports.

The following completed the driver training.

Michael Cesco.

Gavin van der Wagen.

Mark Zvolanek.

Stephen Croker.

Phil Reid.



TROPHY STAGE WINNERS

EQUIPMENT CHECK 2 Teams equal 1st Place

Streets Ahead Driver – Lee Bradstreet Navigator - Holly Bradstreet
Potential Divorcees Driver – Brian Sommerville Navigator – Kirsten Sommerville

SPARE TYRE PRESSURE

Wrench & Sons Driver – Chris Wren Navigator – Matt Wren

QUESTIONNAIRES

The Cox Plate Driver – Steve Cox Navigator – Katie Jennings

PHOTOS

The Shwartz Factor Michael Dezwart Navigator- Mark Wolff

THE DAMPER

The Dark Side Richard Milton Navigator- Nick Milton

NAVIGATION

All competitors received maximum points

MAP & JIGSAW

Potential Divorcees Driver – Brian Sommerville Navigator – Kirsten Sommerville

MONSTER CRUSHER 5 Teams received maximum Points

Dark Side Driver – Richard Milton Navigator – Nick Milton
Wrench & Sons Driver – Chris Wren Navigator – Matt Wren
The Cox Plate Driver – Steve Cox Navigator – Katie Jennings
Streets Ahead Driver – Lee Bradstreet Navigator – Holly Bradstreet
The Schwartz Factor Driver – Michael De Zwart Navigator – Mark Wolf

SWINGING SHACKLE Driver – James VanTuinen Navigator – Priska Petrin

REVERSE INTO GARAGE 2 Teams Equal 1st Place

Potential Divorcees Driver – Brian Sommerville Navigator – Kirsten Sommerville
Little Red Driver – Gordon Halnan Navigator – David Westrope

GOLF BALL

Dark Side Driver – Richard Milton Navigator Nick Milton

CLOSEST TO STICK Driver – Michael DeZwart Navigator – Mark Wolf

RADIO MADNESS 2 Teams Equal 1st Place

Dark Side Driver – Richard Milton Navigator – Nick Milton
Potential Divorcees Driver – Brian Sommerville Navigator – Kirsten Sommerville



All Wheel Drive Club of Sydney

The Overall Points-

Driver	Navigator	Team Name	Points
Brian Sommerville	Kirsten Sommerville	Potential Divorcees	488
Michael DeZwart	Mark Wolff	The Shwartz Factor	487
Richard Milton	Nick Milton	Dark Side	481
Gordon Halnan	David Westrope	Little Red	439
Chris Wren	Matt Wren	Wrench & Sons	432
Steve Cox	Katy Jennings	The Cox Plate	432
Simmon Hunter	Penny Hunter	The Hunters & Collectors	420
Brad Paull	Deb Paull	3 Screaming Kids	392
Lee Bradstreet	Holly Bradstreet	Streets Ahead	348
James Van-Tuinen	Priska Van-Tuinen	Top Gear	327
Jason King	Ann King	The King Crew	DNF 85

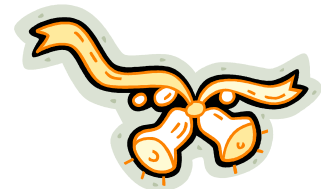
I'd finally like to thank all those who competed, the weather was not that great & to all the helpers who helped out, we could not do it without your help.
Thanks again, see you all at next years Trophy.

Bruce Mann & Team Trophy.



Congratulations

Ben and Kate Mitchell
On their marriage.
(and their 4X4 wedding cake)





Driver training

21/22 November 2009

On this trip there were 4 club members attending driver training.

Namely:	Mark Zvolanek	Nissan Patrol 3.0 Litre Turbo Diesel Manual
	Michael Cesco	Unimog Manual
	Stephen Crocker	JEEP Wrangler Sport Auto
	Gavin van der Wagen	Mitsubishi Pajero 3.5 Litre Auto

Looking after us was:

Phil Reid, Training Officer	Toyota Landcruiser
Jose Muino, Assistant Training Officer	Hummer H3
Lee Bradstreet, Editor	Nissan Patrol

The weekend commenced with an early morning rise as we were scheduled to meet at the Zig Zag Railway just outside Lithgow, ready to commence our driver training at 8:30am sharp we were instructed by Phil at the Theory Night the previous Tuesday. Not there by then and “we’ll leave without you”!!!! But no sight of the Unimog!!!! Well we had to wait for the Mog, who was to have the last laugh at the end of the weekend’s proceedings!!!!

Finally, the Mog pitched up and the weekend got underway. Michael therefore was “delegated” the task of delivering the verbal trip report, at the next club meeting in December 2009. I had already volunteered to deliver the written trip report prior to becoming aware of the rule that last to arrive does the report!!!! Anyhow, at least I got to choose!!

Just a short drive into the forest, from Zig Zag Railway, was our first stop, and taste, of the Driver training program. Phil outlined the rules for the weekend, including convoy procedure, how to check and prepare the vehicle for each trip (plus what



spares to take). We learnt about vehicle entry and exit degrees, and vehicle mid-point; all important when traversing humps and troughs! Then at last we commenced the practical, with some stall/recovery attempts. By this point our heads were numb from all the theory, which was excellently crammed into us by Phil, with support from Jose, the previous Tuesday night. The weather warnings for the weekend were for Extreme Fire warnings, both days of the weekend, with high winds. Not sure if the “Catastrophic” rating had reached that far inland!!! After our first training session, we headed off into the forest and not long after we came into contact with the Ranger, who advised us to avoid that part of the forest as they were an-



All Wheel Drive Club of Sydney

anticipating the likelihood of fire danger in that area down to Rylstone. So Phil decided to amend the planned schedule and head off for the normally day 2 territory around the Rydal area.

First up was the Quarry, with some interesting sections. After walking the various sections up and down, the drives commenced. We classified the side sections as “easier” and the middle run the more difficult. Mark, Stephen and Gavin started with the “right-most” easier sections and then progressed to the most difficult route, as the confidence grew. Of course the UniMog just went “straight-up-the-guts” at the first attempt and made it so ho-hum. If the look on Michael’s face was anything to judge by. He was thinking when will the “tough” sections be attempted.



Next was a lovely drive along the Cox river, upstream, and some river crossings and running up river. We did a number of dirt trails, and one particularly rocky uphill climb, where the Pajero tried to do an impersonation of a bucking bronco. Probably caused by a bit of “over confidence”!!!! Never-the-less the excellent training process of Phil’s was bearing fruit as with each new challenge all trainee’s grew in confidence and respect for the conditions

and learnt more at each attempt about the capability of our vehicle and ourselves; which was an important part of the training program. Phil’s guidance and expert instruction gave us the confidence and trust in that whatever he called upon us to attempt, we knew that he believed that we were “probably” capable of achieving!

We then travelled up to the higher ground up to near Mount Walker, before descending back to the Cox’s River to set up camp for the evening and night. The site that Phil had in mind turned out to be perfect, as it was in the shade and close enough to the river sounds that ultimately put us the sleep that night! But



not before our pre-trip “homework” was marked and discussed. There was no escape from that!! I think that we had most of the correct answers and some good discussion ensued. Then we sat around the “imaginary” camp fire, as a total fire ban was on due to the warm and windy weather conditions.

After a sound night’s sleep, we woke up to the bird and river sounds, had breakfast, packed up





All Wheel Drive Club of Sydney



camp and commenced day 2 training with some instruction and then practice at snatch recovery. So we all had our lovely clean snatch straps “christened”!! Then we set off for the more challenging roads and climbs. Every now and then Phil would spot a “real” challenging climb, and he would say that was best left for another day. Knowing full well that he wished that he was attempting such terrain at that very moment, but he had these

“novices” to look after and get through “unscathed”!! One such terrain was the steepest point to the top of Mount Walker.

One notable hill was our most daunting attempt, successful at that, from near the power lines all the way

down to the bottom and then back. As per each attempt, we were instructed to walk it up and down in order to get a “real feel” for the piece of dirt and work out in our own minds how we would tackle it and what driving lines we would take. Same as the “catch cry” for the rivers, if you can’t walk it, then don’t drive it. Simple as that!!! Anyhow Phil and I had bad knees, and after “traversing” about half the way down we managed to convince each other that we shouldn’t risk any further damage, so therefore decided to end the walk stage there and then as it was quite dusty and slippery underfoot. Phil said that I could follow him, but fortunately I was able to make it without any instruction over the UHF!! All weekend Phil was



commenting about the value and benefits of being the trip leader, as out front all the dust is behind. Anyhow on the trip up this testing incline, Phil positioned himself about half way up the incline, around possibly the most difficult stage of the hill climb. On my way up it was all going according to plan. Just before I had reached where Phil had positioned himself I had to cross left to right on the road to avoid a tricky part and bumpy section, only to start losing traction. Where upon I decided to apply more “juice” to the wheels in order to make sure that I didn’t get stuck there. All of a sudden, I couldn’t have planned it any better or worse, as I achieved some significant “wheel spin”, and at that point sand, dirt and pebbles came flying out from under the wheels, and all that I could see in my side mirror was Phil being covered in all the debris from head to toe!! And that was no exaggeration!!! The next he emerged dusting all the sand off himself, with me thinking “Oh no” what have I gotten myself into now. (Actually what I thought at the time was unprintable in a family magazine report!!!) Fortunately Phil wasn’t too phased by it (perhaps something similar had happened before on previous training trips?), and didn’t seem to let this affect my capability grading for the weekends effort.

The Final run of the day was what they call the “ski run”. Most of us looked at the ascent with some trepidation, thinking “I don’t want to wreck my vehicle on the last attempt of the day”. Michael had a smile on his face from ear to ear!! You could just hear him thinking that “finally we have come to the part



All Wheel Drive Club of Sydney



where “the Mog” will possibly be challenged. At that point Mark also declared that he was going up the ski-run. But only as a passenger in the Mog, and he would take the video camera to record the attempt. Fair enough I thought. Looking on from the outside, the Mog didn’t miss a beat and just, what seemed effortlessly, strolled up the ski run as though it was a Sunday drive. Actually it was on the Sunday, so perhaps that was the explanation. Looking at Mark’s video, several days later, it did seem to be much bumpier from the inside of the Mog. Then again the Mog was built for action and definitely not for comfort!!!! Next Lee had an attempt in his Nissan. He had an excellent attempt, and only failed at the last hurdle. Had he had Mud-

dies on, he would definitely have been successful. Next the Hummer and Jose made a gallant attempt or three, but had to cry off in the end. As case of “no way Jose”!! So it was the ponderously slow, but mightily effective UniMog that was the only conqueror of this difficult “ski run” section. As they say, “when the going gets tough, the slow get going”. A bit like the tortoise and the hare story we were read to as kids!!! Next we got to have lunch at The Pines.

Then after lunch Phil would “review” our weekend efforts and break the good or bad news to us in regard to our driver competency!!!!

After much trepidation, there was great relief and smiles all round when Phil announced that all attendees on driver training had successfully made the grade and were confirmed competent. He certainly kept us on tenterhooks!!!! It was only at that stage that I stopped worrying about the fact that I had covered Phil in dirt some 4 hours or so earlier. The passage of time must have lessened the impact and effect.

It was a thoroughly enjoyable weekend, we all got to make new friends, and would like to thank Phil and Jose for their expert intuition and ability to teach us “safety” first, and how to conduct ourselves on a 4x4 trip. We are now looking forward to joining other trips at the AWD Club. There is already talk of getting “The Mog” onto a trip and more difficult terrain. And I can just hear Phil saying, “I’ll show the Mog something that will stretch the capability. Just remember to give the Mog time to get to the ronde view!!!

Gavin van der Wagen



ABERCROMBIE NATIONAL PARK

31st Oct – 1 NOV 2009

TRIPSTERS

Lee Bradstreet	PATROL (Trip Leader)
Stuart Millburn	PATROL
Mark Kortink and his daughter Emily	PAJERO
Steve Rhall	80 SERIES
Steve Cox & Katy Jennings	NISSAN Navara
Rod and Carol Blackwell	PRADO (Trip reporter)

Meeting time was 9:30am at Oberon on a wetish and cool morning.

Carol and I arrived spot on nine but we were still second last to arrive.

By 9:15 all were present and accounted for so Lee led the convoy off early.

The Abercrombie trip last year saw us heading out on Kanangra Walls road then down to Dingo Dell, this year Lee wanted to try something different so we headed out in the Bathurst direction on the Oberon Rd, turned left onto Arkstone Rd then turned left again at Emdem Vale which brought us into the Western Side of the Abercrombie River National Park, well we hadn't gone very far down a muddy pine plantation Rd when I saw Steve Cox's car start sliding sideways, the red dirt road after some rain had transformed into that red greasy stuff that had the adhesive properties of 20w/50 engine oil, my car without warning also started sliding sideways due to the road camber and it is fitted with mud tires, we all immediately stopped to air down and it was interesting to see that my MTZ's were totally clogged with this yukky mud. We continued on, zigzagging through pine plantations until we stopped for morning tea at a place called the The Sink, interesting name, prominently displayed at this location was an old yellow cast iron sink elevated on meter high legs, I suppose to add weight to the official name.



From the Sink camp ground we continued on in a southerly direction over some great tracks till we reached our lunch spot at "The Beach" camp ground, aptly named for it's abundance of river sand. By now it was getting very hot and finding a shady spot to sit and have lunch was a priority as well as dabbling your feet in the Abercrombie River to cool off. Perhaps the heat was starting to get to Stuart, as his hat had moved from his head and found its way onto the front of Mark's car, this was luckily spotted as we drove away from our lunch stop.

We continued on and enjoyed the spectacular scenery sur-

rounding us traveling through this great National Park, finally reaching base camp for the night at "Silent Creek". Having camped at this location a couple of times before I figured the name came from the fact that



All Wheel Drive Club of Sydney

there was never any water flowing in the creek, well this time water was plentiful and deep enough that Carol and I enjoyed a dip to freshen up.

Camp was established and a glorious afternoon enjoyed by all, Stuart and Mark wanted to do some more driving/exploring so took off to have some more fun, returning to camp a few hours later.



Sunday morning was glorious, the sky was cloudless and a fabulous blue.

Hauled out of camp at 9am continued to follow Lee, enjoying the tracks we were traveling on, eventually pulling over to the side of the road to enjoy morning tea.

We then headed in the direction of Dingo Dell, crossed the Kowmung river and stopped for lunch, again it was quite hot and the river was just the spot to have it, curious the way Stuart parked his Patrol with the front wheels immersed in the water.

Heading back up to Kanangra Walls Road, Lee found a great little side track that ran through the scrub, which made an interesting deviation to the normal route.

Airing up we all said our goodbyes and returned home.

Big thanks to Lee for running a great trip and thanks to all who came on the weekend as the company as well as the driving was just terrific.





Are 4WD's Safer?

Nearly all 4WD owners will cite safety as one of their reasons for buying a 4WD. Because they are usually bigger than most cars, they are perceived by the general public as being safer. But is this true?

If you look at the Crash Barrier Tests statistics from the NRMA you will find that 4WDs in general rate poorly compared to cars. Based on the Crash Barrier Test results, it would be safer to buy a Holden Commodore than a Holden Jackaroo.

However what these statistics don't tell you is that the Commodore has been shown to be safer when crashed into a solid block of concrete head on at 50 odd kilometres an hour. The Commodore, with its crumple zones and other safety features, will deform in a controlled manner. The Jackaroo will also deform but, with its greater weight, the vehicle has to absorb significantly more energy, as the concrete block will not budge.

If you know you are going to be crashing into concrete blocks then buy the Commodore every time as it's definitely safer.

In the real world, you are statistically more likely to be involved in a partial offset head-on collision. What partial offset means is the two vehicles hitting nearly head-on, generally on the drivers side for both vehicles.

Now if you had to choose between the Commodore and the Jackaroo (both airbag equipped for the sake of this argument) which vehicle would you rather be in? I personally would choose the Jackaroo as it's significantly heavier and higher than the Commodore and would tend to push the Commodore back the way it came from.

To take this argument one step further, swap the Jackaroo for a large truck. Which vehicle would you rather be in now when hitting the Commodore? I bet everyone would choose the truck over the Commodore.

The main reason for this is that the truck is

bigger, which leads to the obvious conclusion that big is better as far as safety goes! Right, well not quite.

To add some facts to this argument, the Monash University's Accident Research Centre has analysed 431,000 real life crashes that occurred in 1997. They have



compiled a rating that corresponds to the percentage chance of receiving a serious injury if involved in a crash.

The Jackaroo rated at 1.10 while the VR/VS model Commodore rated at 1.83. This demonstrates that in a real life situation, the Jackaroo is safer.

In fact all late model heavyweight 4WD's rate better (1.48 average) than a VR/VS model Commodore.

However, if you look at the statistics for lightweight 4WD's and older 4WD's then the tables begin to turn. They start to average from 2.21 to 3.43. What this indicates is that the lighter the 4WD the higher the injury chance and the older the 4WD the higher the injury chance.

Both these indications make common sense, as late model 4WD designs incorporate more safety features and the lighter weight of the small 4WD's go against them in a real life crash.

In my hypothetical head-on crash, I would



All Wheel Drive Club of Sydney

just about always rather be in the heavier (if all other factors are even i.e. both airbag-equipped etc). But if I was in a rollover with no other vehicle involved then I would rather be in the lighter Commodore, and the last vehicle I would want to be in would be a fully loaded truck.

What I'm getting at is that no one type of vehicle is safer than another in all situations.

Another very important aspect of safety that is often overlooked is avoiding the accident in the first place.

4WDs do not handle as well or stop as quickly as the average car, but they do generally have better vision due to their raised seating position.

In many situations a car may be able to avoid an accident due to its superior turning and stopping ability. If you try and turn sharply while braking heavily in a 4WD you are likely to roll over and hit what you were trying to avoid. A passenger car can turn more sharply than a 4WD before rolling over as it has a lower centre of gravity.

Some people may try and argue that a 4WD handles just as well as a car, but if this is true why don't you see 4WDs racing on road circuits? They do race you say, vehicles like the Nissan GTR, Audi Quattro and Laser TX3 4WD. These vehicles are normal road-going cars with 4WD added for extra traction. They are not designed to go off road like your average Jackaroo, Landcruiser or Patrol and so do not have a high centre of gravity or long travel suspension.

In most situations, your typical car will out handle your typical 4WD and so may avoid an accident or reduce the severity of impact. But a 4WD may see a potential accident situation earlier due to its higher seating.

However given the average persons driving ability, how much of a difference will it make either way? At best it may minimise any damage to your vehicle, but will it make the difference between life and death? The short and long of it all is "I don't know".



If all this has you more confused about the safety aspect of 4WDs, then don't fret. It's my intent to dispel the myth that 4WDs are safer in all conditions. Although the average person perceives a 4WD to be safer in all circumstances, they are not.

But where does this leave you and your

4WD as far as safety is concerned. It is my opinion (not proven fact) that in most circumstances you are better off in a large late model 4WD for city driving. When in the country I believe you are actually safer in a conventional vehicle for high speed country driving.

However in specific circumstances you would be better off in the other type of vehicle, but without the benefit of foresight you have to make a choice of vehicle. Unfortunately in this case you cannot have your cake and eat it to.



CLUB SHOP



ALL AVAILABLE FROM THE PURCHASING OFFICER:

Steve Gillespie
shop@awdc.com.au

0403 889 466 9451 5261

Club Shop Prices

SUPPORT YOUR CLUB.

HAVE YOU GOT A CAP, SHIRT, OR CLUB STICKER?

IF NOT.. WHY NOT?

LETS GET OUR CLUB NAME OUT THERE!

CLOTHING

CAPS,BEANI ES,BUCKET HATS.

\$10.00

T SHIRTS,L/S SHIRTS,VESTS

\$30.00

OIL SKIN RAIN COATS

\$90.00

MISCELLANIOUS

CLUB STICKER

\$2.50



Due to a technical fault (probably something to do with Bill Gates), the meeting minutes got lost in cyberspace.

They will be emailed out separately.



All Wheel Drive Club of Sydney

Profit & Loss [Last Year Analysis]

July 2009 through
November 2009

	This Year	Last Year	\$ Difference	% Difference
Income				
Membership				
Single Renewal	\$5,100.00	\$5,720.00	(\$620.00)	-10.80%
Dual Renewal	\$4,681.40	\$4,520.00	\$161.40	3.60%
Single New	\$737.00	\$430.00	\$307.00	71.40%
Dual New	\$1,920.00	\$1,200.00	\$720.00	60.00%
Advertising				
Silver Advertising	\$2,200.00	(\$600.00)	\$2,800.00	466.70%
Bronze Advertising	\$0.00	(\$275.00)	\$275.00	100.00%
Quarter Page Advertising	\$360.00	\$0.00	\$360.00	NA
Business Card Advertising	\$0.00	(\$195.00)	\$195.00	100.00%
Sales	\$1,035.00	\$162.50	\$872.50	536.90%
Raffles	\$322.50	\$460.30	(\$137.80)	-29.90%
Donations	\$248.65	\$175.75	\$72.90	41.50%
Interest Received	\$1.06	\$282.08	(\$281.02)	-99.60%
Total Income	\$16,605.61	\$11,880.63	\$4,724.98	39.80%
Cost of Sales				
Cost of Sales	\$810.00	\$100.00	\$710.00	710.00%
Total Cost of Sales	\$810.00	\$100.00	\$710.00	710.00%
Gross Profit	\$15,795.61	\$11,780.63	\$4,014.98	34.10%
Expenses				
AGM Catering	\$0.00	\$300.00	(\$300.00)	-100.00%
Association Fees	\$1,999.50	\$2,211.00	(\$211.50)	-9.60%
Bank Fees	\$4.20	\$4.20	\$0.00	0.00%
Club Activities	(\$104.05)	\$1,896.53	(\$2,000.58)	-105.50%
Credit Card Fees	\$417.52	\$436.00	(\$18.48)	-4.20%
Driver Training Expenses	\$745.05	\$493.33	\$251.72	51.00%
Filing Fees	\$47.00	\$45.00	\$2.00	4.40%
Internet	\$0.00	\$330.00	(\$330.00)	-100.00%
Magazine Expenses				
Magazine Printing	\$657.64	\$2,337.01	(\$1,679.37)	-71.90%
Magazine Postage	\$121.28	\$632.62	(\$511.34)	-80.80%
Magazine Other	\$0.00	\$99.00	(\$99.00)	-100.00%
Postage & Stationary	\$50.00	\$24.30	\$25.70	105.80%
Raffle - AGM	\$1,205.88	\$740.00	\$465.88	63.00%
Rent - Meeting	\$150.00	\$0.00	\$150.00	NA
Trailer, Tools & Equipment	\$0.00	\$418.80	(\$418.80)	-100.00%
Total Expenses	\$5,294.02	\$9,967.79	(\$4,673.77)	-46.90%
Operating Profit	\$10,501.59	\$1,812.84	\$8,688.75	479.30%
Other Income				
Other Expenses				
Net Profit / (Loss)	\$10,501.59	\$1,812.84	\$8,688.75	479.30%



All Wheel Drive Club of Sydney

ALL WHEEL DRIVE CLUB

OF SYDNEY INCORPORATED
PO BOX 82, ROSEVILLE NSW 2069

MEMBERSHIP FORM 2009 / 2010

Application Type

Member No _____

Membership **Application** [] or Membership **Renewal** [] **Single** Membership [] **Dual** Membership []
(Tick one box) (Tick one box)

Do you want your membership details withheld from any third party? _____ (yes or no, default response is YES)

First Member

Title: ___ Given Name: _____ Family Name: _____

Address: _____ Suburb: _____ State: _____ Postcode: _____

Phone (H): _____ (B): _____ (Mob): _____ Email: _____

Occupation: _____ Drivers License No: _____ Current First Aid: Yes/No

Second Member

Title: ___ Given Name: _____ Family Name: _____

Address: _____ Suburb: _____ State: _____ Postcode: _____

Phone (H): _____ (B): _____ (Mob): _____ Email: _____

Occupation: _____ Drivers License No: _____ Current First Aid: Yes/No

Vehicle Details

Vehicle Make: _____ Model: _____ Vehicle Colour _____

Registration No: _____ Radios: UHF (Yes/No); HF (Yes/No)

Rated Recovery Points: _____ Front: Yes/No Rear: Yes/No

New Members

Where did you hear about the AWDC _____

If it was from a member, what is the member's name? _____

Payment Options Cash Cheque Credit Card \$100 Single Renewal \$120 Dual Renewal \$240

Single New Membership \$280 Dual New Membership

If paying by Credit Card, fill out the following: (a 3% surcharge will apply)

Card Number ____ / ____ / ____ / ____ Card Type: Visa Mastercard

Name on Card _____ Expiry Date: _____

Signature _____ Date _____

Office Use Only Date Received: _____ Total Amount: _____ Receipt No: _____

Cash Credit Card Cheque Cheque No: _____

Membership Approved Receipt and Membership Card issued Database updated

Authorised: _____



All Wheel Drive Club of Sydney

Business card bulletin board

MATTHEW MORGAN COMPUTER SERVICES

New Computers and Notebooks
Computer & Notebook Installations
Computer & Notebook Repairs/Upgrades
Setup & Configure ADSL Internet & Wireless networks
Anti-Virus Sales and Installations
Virus, Adware and Spyware Removal

Matthew Morgan
Phone: 0431 820 726
Fax: (02) 9888 1210
E-mail: mjmcomputerservices@swiftdsl.com.au
Web: www.mjmcomputerservices.webs.com



MJM Computer Services

All North Shore Stove Repairs

HOT WATER SYSTEMS



LOG THE JOB

www.stoverepairs.com.au

0418 251 553

WEI WARRINGAH ELECTRICAL Industries

SINCE 1978 Lic 105029C

BEACHSIDE & BOOMERANG AIRPORT SHUTTLES

Neutral Bay ↔ Manly ↔ Palm Beach And All Areas In Between



Bookings essential: **9982 2757**
9907 0150

After Hours Mobile 0404 650 651

Airport Transfers & Group Bookings Email: info@beachsideshuttle.com
Available for Tours & Charters Web: www.beachsideshuttle.com

We start early AM and finish late PM 7 days a week.

VOYAGER COACHES PTY LTD

PHONE: (02) 9939 1386 FAX: (02) 9972 0623
FREECALL: 1800-COACHES

PO Box 707 Brookvale NSW 2100
Email: info@voyagercoaches.com Web: www.voyagercoaches.com

Available for Tour & Charters

Growth Corp International Pty Ltd

Property Detailing Specialists

(m): 0412 562 526

(e): cameron@growthcorp.com.au

(web): growthcorp.com.au

- Landscaping
- Paving
- Pre-Sale Preparation
- Painting
- Handyman
- Graffiti Removal
- High Pressure Washing
- Soft Washing of Surfaces

TRADES PROJECT MANAGEMENT

Unit 2, 4 Cunningham St
Moorebank NSW 2170
hire@brettproducts.com.au



Ross Penman
Hire Director



E H Brett & Sons Pty Ltd
ABN 34 000 180 003
Mobile: 0408 465 547
Phone: 02 9601 1800
Fax: 02 9601 2110

Satellite Systems

Handheld to Broadband

RENT or BUY

1800 045 801

www.marlec.com.au






The end shot



Oops!!!

Lack of forward vision?

Traction^{FOUR}**4**
THE COMPLETE 4WD CENTRE

ARB

NORTHSIDE

4X4 ACCESSORIES

Sydney's Largest and Best Known 4WD Centre

T4 - The Best Quality 4WD Accessories

T4 - Specialists in 4WD Preparation

T4 - Warranty Book Servicing



**WHEN EXPERIENCE COUNTS
OVER 75,000 CUSTOMERS
CAN'T BE WRONG**

For many years people have entrusted their 4WD Preparation and Maintenance to Traction 4 and ARB Northside. Our Team of genuine 4WD enthusiasts have the knowledge and experience to assist with all of your 4WD requirements. So, for the very best quality 4WD accessories and servicing, or simply sound advice, contact ARB Northside / Traction 4. The Complete 4WD Centre.

3 McLachlan Avenue Artarmon NSW 2064 • email: sales@T4ARB.com • Ph 02 9438 4484