On Patrol

2nd Wednesday of each month at the Veteran Car Club, 134 Queens Road, Five Dock.

Club mail can be sent to PO Box 249 FIVE DOCK NSW 2046.

The views expressed in this magazine are not necessarily those of the Nissan Patrol Four Wheel Drive Club of NSW & ACT Inc. The club and its officers do not expect nor invite any person to act or rely on any statement, opinion or advice.

The Nissan Patrol 4WD Club website www.nissanpatrolclub.org includes a “members only” area with access to details of upcoming trips and other news/information meant for members only.

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Hi everyone,

I’m back! Thank you to those that have put their faith in me to guide the Club for the next 12 months. I would firstly like to thank the outgoing committee and in particular, those people who have stepped down for their hard work. Ken I & Bruce R in their roles as president and vice president respectively, Gillian P (secretary), Steven R (Membership Secretary), Glen S (Trips) Stephen (Harry) B (Social Convenor) and Tania S and Sue R (Editors).

Next, I would like to introduce the new committee to the membership. I am pleased that there are some new faces stepping up to take a role, as well as a few returning members.

**President** Rollanda R (me)

**Vice President** Wendy Y-D (don’t forget the Y!) joins the committee after completing her MBA and serving on the board of her local community bank.

**Secretary** Tania S – a former Secretary and Communications Officer. Welcome back. Thanks to Steve H for temporarily filling in (more about him a little further down).

**Treasurer** Chris B – we would be lost without him

**Membership Secretary** Steve H, has been a member of the club for a number of years and comes with lots of experience serving on the committees of other community groups.

**Training Officer** Chris C we all know him.

**Land Manager** Richard S, who returns to the committee after a few years ‘walkabout’

**Trips** Mark C returns as well. He has previously served as trip organiser and vice president.

**Communications Officer** This position is also vacant, which is unfortunate as we need someone desperately to fill it to continue the good work of Tania and Sue.

**Social Convenor** Mark (“Swanny”) S has stepped across from a stint as Land Manager to take on the role of tea bloke.
To contact them please use the club email addresses which can be found on the website. A list of their phone numbers will also be put on the web site in the members zone.

Since the AGM the new committee has held its first meeting at the end of March. It was a very productive meeting where members outgoing and incoming discussed a range of ideas and projects going forward.

The vexed issue of the Club’s Constitution was first up. It needs to be reviewed to bring it up to date with changes in the relevant legislation, and I am happy to say that a working group has been formed to conduct that review, with a view to presenting proposed changes at the September general meeting for approval. Ken I has done a lot of work in this area and that will be a starting point for the review. The Review Group is open to any interested members, so if you would like to join us, please see me at the end of the April general meeting.

Over the last few years membership has fallen, this means that events like the Son of Trials cannot go ahead. So it will be a focus to get back to basics and get more trips onto the calendar (particularly day and weekend trips) so that there are more chances to go out and play and socialise on the weekend. Richard and Swanny are also planning an exciting club event down on our land, so stay tuned!

A strategy day has been planned for 25 June at a venue to be confirmed. We will be talking about ways to make the club bigger and better, so all ideas are welcome. If you would like to come, please see me at the April meeting, or drop me an email with your suggestions and ideas.

Communication lines are also being looked at as some of my research since the AGM revealed that the web site is not really being used. It is a great communication tool as is Facebook. However, the number of times the magazine and minutes have been read or downloaded is very disappointing. The committee, webmaster and I would love to see more traffic on it. While on this subject, over the last few weeks, there has been some inappropriate comments posted on both the web site and the club’s Facebook page. It was deleted from the FB page and an internet protocol was posted. The original post was uploaded again, and it was again deleted and now moderators need to approve posts. We are all, sensible, intelligent people so it is sad that we cannot post independently to the FB page. Unless you want to be forced to listen to Steve’s 7-part documentary about how Landcruisers (particularly Clarence) outperform Patrols, please make sure that your posts are neither misleading nor disrespectful to other members.

There are other ideas and projects being worked on, and these will come to light very soon. Meanwhile, our next General Meeting will have a guest speaker and we are aiming for more of them over the next year.

Cheers,

Rollanda R
NISSAN PATROL FOUR WHEEL DRIVE CLUB
OF NSW & ACT INC.

COMMITTEE MEMBERS & OFFICE BEARERS: 2017-2018

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<td>Wendy</td>
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The Committee will be ably supported by a willing band of Assistants during the year.

From the Communications Officer / Editor

Hi Everyone,
I have, over the years, enjoyed putting the magazine together for all to enjoy. Tania also did a great job for her time as Editor.
It is time for someone within the club to have a go at being the Communications Officer. The following is the list of Roles and Responsibilities for the position,

- Compiles and produces the magazine and newsletter.
- Has some literacy and artistic ability in the production and layout of the magazine.
- Is aware of what is going on in the Club and wider community and be able to motivate people to contribute.
- Possesses ability to type.
- Has access to facilities to produce the magazine.
- Co-ordinates with the assistant editor for the printing and distribution of newsletters and magazines
- Co-ordinates with publicity officer regarding advertisements to appear in club publications
- Co-ordinates with Webmaster for information to be posted onto the internet

It is not an onerous job to undertake and with more trips planned and so more trip reports available, the magazine is easier to publish.
Have a go – that is exactly how Tania and I started.
Cheers, Susan R
Easter at the land.

Easter at the land saw a few early arrivals who got stuck into cleaning up the shed.

The wood shelves were re-stocked with a few trailer loads of wood cut, split and stacked.

The inside fire place didn't get a run, with the bottom fire pit being flashed up for Saturday night’s dinner.

A couple of pork and lamb roasts with veggies and enough for left overs the next day.

Tony, our on the spot surveyor, checked our boundaries, and the new land manager has a few extra square yards to mow.

Easter bunny turned up and left chokkie eggs everywhere.

About twenty people visited the land over the weekend at different stages.

A great weekend, great food, friends and chocolate.

Scott and Wendy.
On Sunday, Tania and I visited Lydia at her home.

Whilst not as mobile as she used to be, she is recovering well from her stroke.

An electric wheelchair/scooter might be on the cards soon, subject to a few other things.

Lydia loves having visitors call in for a chat and a catch up. Feel free to give her a call or pop in for a visit, except for Fridays when she has prior commitments.

Her family is hoping to organise a trip to the club land for her sometime soon and club members will be more than welcome to come along, say hello and catch up for a chat.

For any newer members who may not have had the chance to meet Lydia, at 91 years of age she is one of our longest standing club members, with countless numbers of club trips under her belt and a vast array of knowledge from many years of travelling this wonderful country.

And for those who know her well, we wish her many more joyful years of blissful gazing up into the bright starry night skies - as is one of her favourite pleasures of camping.

Chris C
Training Coordinator.
Victorian High Country
Saturday 3\textsuperscript{rd} February to Saturday 10\textsuperscript{th} February 2018

\textbf{Trip Leader}: Mark C (Patrol)

\textbf{Attendees}:
- Mark C \hspace{1cm} Patrol
- Marcel C \hspace{1cm} Patrol
- Karen F \hspace{1cm} Prado
- Dave & Tommy K \hspace{1cm} Navara
- Peter P \hspace{1cm} Patrol
- Dave P & Mark D \hspace{1cm} Pathfinder
- Ben P \hspace{1cm} Patrol

\textbf{Saturday - The Start}

Our meet point was at the Heiner’s Bakery in Myrtleford 1pm on Saturday. This gave enough time for a straight run from Sydney in the morning or a leisurely start for those who drove up the day before. I was determined not to be last again so headed up on Friday and camped near Albury, very pleased with myself and looking forward to being early for once. Saturday morning came and my auxiliary battery had decided to drop a cell. Running around Albury trying to get a replacement under warranty took a couple of hours and, lo and behold, I was last to arrive. Fail. Luckily nobody was in a rush so I had time to have a quick pie which was really good and I'm glad I didn't miss out!

We rolled out of town and headed south along the Buffalo River Road, skirting Mt Buffalo NP, through Dandongadale before turning off the bitumen and onto the dirt of Lake Cobbler Track. We stopped to air down before making the first of many ascents. After clearing a tree on the track, we wound our way up to Lake Cobbler Hut which was to be camp for the night.

Mark C had declared his desire to end every day in the water with a beer so Dave P, Tommy and I joined him in Lake Cobbler without sufficient consideration for the water temperature. It was cold but like real men (with no sense) we stayed in to finish our beers before making a dash for some warm clothes.

We settled in for the night, cooking dinner before a yarn around the campfire.
A relaxed start to the day should have had us on the road for 0930. Much to Mark C’s bemusement, at 0930 he got his map out, at which point several people decided they needed to use the facilities, thus delaying departure until nearly 10 o’clock!

We continued along the Lake Cobbler Track before turning off to descend The Staircase, a steep descent with lots of switchbacks which lead us down to Kings Hut where we stopped for morno’s and a look around.

We drove along the King Basin Rd before crossing the creek to stop at Pineapple Flat for lunch. Not a pineapple in sight. Carrying on we climbed up the Burnt Top Track to the ridgeline with some great views back over Mt Cobbler with its lumpy rounded peak. Further along the track we got to the Razorback which, as the name implies, is a ridge with steep drops on both sides along. It offered some spectacular views.

Heading along the Stockyard and Long Spur Tracks, a call came over the radio: “we’ve lost a wheel.” In the middle of the convoy, Dave P’s Pathfinder had come to a halt with the rear passenger wheel having come off the studs. The car was still balanced on the wheel with the wheel arch resting on top of the tyre! We all got out to help and jacked up the rear of the car from the tow bar and from under the axle. The hub had fallen off as well and sections of the drum brake pads were missing. Luckily most of the wheel nuts had been caught in the hub cover and with a bit of forcing and threading, we managed to get the wheel back on with 5 of the 6 nuts in place. Dave had rotated a newer tyre on in preparation for the trip although I’m sure that had nothing to do with it!!

Content to carry on gingerly to camp, Dave and Mark pushed on in the Pathy but after a couple of stops to check, it seemed that the brakes were dragging and it was all a bit too hot in the hub area. The decision was made to get some more permanent repairs done and we escorted them to the bitumen at nearby Lake William Hovell so they could head into town for repairs.

After saying our goodbyes we had a quick drive on the way to camp as it had been a long day and we had to make a pre-arranged camp as Karen was due to join us that evening. Murphy’s law struck and just 6km short of camp we had another tree down and set to work with the chainsaws.
Camp was made at Buttercup Creek and Mark C was the only one to take the plunge in the Creek, everyone else thinking better of it! With our eyes peeled for a missing Dachshund from a nearby home, we settled in for dinner and another camp fire. Karen turned up around 9pm having made the drive from Thredbo after work.

**Monday - Day of Huts**

Leaving camp on another blue skied day, we headed for the first of the days huts, Tomahawk Hut. We headed up the No3 road to reach the summit of the imaginatively named No3 Mountain! At 1560m we had a look at No3 refuge hut then followed the track to visit in short order, Razorback and King Saddle Huts before stopping at Telephone Box Junction for a quick stretch of the legs. Unable to find the phone box, we headed to Howqua Gap Hut where we stopped for lunch. Karen and I sat next to each other at the picnic bench with Peter opposite. Peter got up to go to the car only for Karen and I to go flying backwards as the table wasn't anchored down! It must have been a sight and we were in stitches.

Following the Howqua Track, we made our way to Mt Stirling and stopped at the saddle between the false and actual summits. Going for a grade W, we all climbed to the summit which was the highest point of the week at 1720m. Admiring the views of Mount Buller resort across the valley and the panoramic views of this part of the high country was pretty amazing. Not content with the summit we all descended before climbing the false summit for good measure.

Back in the vehicles, we made a steep descent on a rocky washed out track and one of Karen's side steps had a disagreement with a large rock. It came off worse but nothing a bit of bashing with a hammer won't sort out,

We arrived at Craig’s Hut, famed for its use in “The Man From Snowy River”. Used only for the outside shots, the inside filming being done in a studio, it burnt down in 2008 and was rebuilt with just a change to the roof materials to reduce future fire risk. A good-looking hut with a picturesque setting.

Our final stop before camp was the Bindaree Falls. A pretty fall with a footpath and viewing platform behind the water at the base, made for some nice photos.

Ten minutes down the track and we found ourselves at Bindaree Hut where camp was set. Dave P & Mark D rejoined us and told the story of their repairs which involved the NRMA, more sheared studs and the chasing of spare parts. We were back our full complement of vehicles and the fire was lit once more.
On Patrol

Tuesday - The Bluff

Before leaving camp, we had a quick look at Bindaree hut. Obviously designed for hobbits, it didn’t take too long! We gathered outside for a group photo with the usual franticness of a camera timer shot.

We headed out on the 16 Mile track, stopping at Pikes Hut for a look at the ruined tin hut. Dave P and Mark D had identified the source of a knock that had been annoying them so we took the opportunity for morning tea. One of the chassis cross member bolts had threaded allowing the cross member to twist and knock on the chassis when bouncing down the road. A replacement bolt was found and fingers were crossed that it solved the problem.

Continuing from the flat, the 16 Mile track was probably the steepest we had all week. We heard a group of 7 cars at the top and called them on the radio suggesting they might wait for us to get up as there were very few passing spots for one, let alone two convoys of seven. We got to the top and thanked them for waiting. A little further on and we were at Bluff Hut which was my favourite of the week. I liked the large benches which would also double as sleeping platforms along with the narrow bench at the side of the fire to help keep warm on those really cold nights. Even the kitchen was well placed in a corner next to the fire to allow easy access for the camp oven.

Next up we drove along Bluff Track, stopping to look back at the bluff. We wound our way through the arched over trees on the way to Lovick’s Hut and the King Billy Tree, also seen in “The Man From Snowy River”. As we got to the peak of King Billy 1, we double back onto Brocks Road to begin the long winding descent into the valley below the peaks we had just visited.

Pulling into the largest of the Jamieson River campsites, it was still a bit of a squeeze but we all managed to grab a spot. The river was just through a few trees and it gave us one of the best swimming holes of the week at just the right depth and size for all of us to have a swim.

Wednesday - The Police

A short drive from camp and we were at the Jamieson Hut where we had a chat with a family who were camping in the hut and we think had been there a couple of weeks! They had an interesting 6WD Pinzgauer truck which is an Austrian troop carrier. They showed us some video they’d taken of a pair of
dingos who had come through the camp just before we arrived and though they might have had some pups nearby.

The Pathfinder was playing up again and the knocking noise now seemed to be coming from one of the front suspension turrets and, worried that something terminal might happen, Dave P and Mark D decided they were going to call it quits and head home. We said our goodbyes and they took a route to the nearby bitumen.

The rest of us headed up the Low Saddle and Mt Sunday Roads, enjoying the views as we wound our way along to Wrens Flat for lunch. Easier said than done as we had a little explore trying to find the flat!

Whilst we were there a forestry worker pulled in and a few of us had a look at his Mercedes truck and the solid looking barwork it had all round.

After lunch we headed into Jamieson on 40km of well graded road. We spent an hour or so looking around and having a coffee or an ice cream. I got told off by the local Highway Police as I had parked under some trees by the toilets but was facing the wrong way. With my tail between my legs I headed to the store where I found out they were searching for someone specific in the local area.

Heading back to the base of the hills, we made camp at Granny Flat which is a lovely open grassy site next the river which we had a dip in - the water was almost warm! We had a good happy hour followed by another chat around the fire after dinner.

**Thursday - Missing?**

Backtracking on yesterday afternoons route, we ended up at Wren Flat again for morno’s. When we were there yesterday there were a couple of tents setup with clothes drying on a line and camping gear around. Today it still looked exactly the same, as if nobody had been back overnight. It all looked a bit strange. Some of the group were concerned enough to put a call in to the police but they weren't at all interested. It remains a mystery and for all we know, there are still two tents set up there!

We had a quick explore of a few of the local tracks and went in search of Silverwater Hut. The track to the hut was getting pretty overgrown and had a few boggy puddles and was getting worse. Mark C made the decision to turn around so we all did 3/4/5/6 point turns. We got ourselves back to Wren Flat before heading across the creek and up the Mitchell Track to Mitchells Flat. There was no sign of the old homestead but Mark lead us down a footpath to a mini gorge which was worthy of a photo or two.

Heading back up on the Mitchell Track and onto the Howqua Hills Track, we came to Fry’s Hut. Reported to be one of the best huts in the region, it was a fine example of post and slat construction. It was such a shame though that there was so much graffit on this and many of the other huts. We had an encounter with a few King Parrots which turned out to be just the beginning of hours of fun.
We headed a little further down the track to set camp at Sheepyard Flat. Although quite a busy site we found a large area to setup next to another great swimming hole where we all had another dip. Happy hour came and with it came the King Parrots. What started with offering them a few crackers eventually became a food fest! Once they were comfortable with us they were eating from our hands and landing on arms, shoulders, heads and on the tents and cars. We were all entertained for several hours before dinner and the obligatory fire.

**Friday - Beginning of the end**

A relaxed day and a second night at Sheepyard Flat was planned. We had a leisurely start to the day and Karen left us as she had to be back at work in the afternoon. Peter also left us as he wanted to see the Mount Buller Resort and explore a few different areas on his way home.

I too left a day earlier than planned as I had been suffering with bronchitis all week and wanted to get back to the doctors.

Mark C, Marcel and Dave & Tommy were planning a walk to a local hut and a leisurely day exploring, staying at Sheepyard and taking the next day or two to work their various ways home.

The week was a nice introduction to the High Country for me and I’d like to thank Mark C for organising. A good time was had by all!

Ben
Our Land - Dry and wet within a week.

Sunday 21st February – Driver Training Refresher Course.

This was our chance to do our refresher course, after a day in Goulburn, Bruce and I travelled to the land on Sunday morning. Leaving Goulburn in Sunshine, we soon were surrounded by the white out of fog. This stayed with us for quite a while, until we drove over a small hill and were once again in the brilliant sunshine. The land was dry and dusty, the leaves crunched loudly beneath our boots and tyres, the dust flew everywhere as the attendees were practising their snatch recoveries.

Bushfire near Tarago
The following weekend was a Land Working Bee. Apparently, Saturday was a pleasant day on the land, but the rain came on Saturday night, not just “normal” rain but intense torrential rain. Our intrepid working bee people made their way out and provided these photos of Bell’s Bridge and the dam.

Access to the Land was closed for a few Bell’s Bridge
weeks to avoid damage to the local roads.
We are very grateful for this decision, as minimal damage occurred.
the uses for each.

A study in turfer set-up for young and old. Eager eyes watching proceedings.

I have been promised a lesson on how a winch works by this very attentive 7 year old new member.
The old adage:
The best way to start a conversation is to open the bonnet of your vehicle.

Eager eyes watching proceedings.
The Royal Flying Doctor Outback Car Trek is starting on Saturday June 2nd from Tamworth and Chris B is off to become a driver for a Support Vehicle for the 5,000+ kms trek (and home again).

Chris reports “Hopefully, I will be on this trek again but am not 100% sure on what I'll will be doing. It is quite possible that I will be taking my own Ford Ranger and will have a co-pilot going with me!”

There is a lot of information on the Trek Website (www.outbackcartrek.com.au/) and Chris has been able to get authority for us to publish some of it.

2018 will be the 29th Anniversary of the Outback Car Trek raising funds for the Royal Flying Doctor Service. The event traditionally finishes on the NSW June long weekend each year, with the exception of every 5 years, when we run a 10 to 12 day event.

The Trek has raised in excess of $26 million for the RFDS to date.

The Outback Car Trek has succeeded over the past 28 years due to the focus on four key elements:
• Having Fun: and
• Seeing parts of Australia that most people only dream about visiting: and
• Contributing socially and financially to the towns we visit: and
• Raising money for the Royal Flying Doctor Service.

The cars on the trek must be pre 1982.

The Support team carries spares, mechanics, etc to keep these cars on the road for the trek.

The 29th Outback Car Trek will be conducted over 7 days and the 2018 Trek start town will be TAMWORTH, leaving early Sunday morning June 3rd. AIRLIE BEACH is the finish town, and we will arrive there on Saturday 9th June 2018.

The 2018 Outback Car Trek will travel approximately 3,500 kilometres from Tamworth in NSW to Airlie Beach on the tropical far north coast of Queensland.

Along the way we will travel through some of the most sparsely populated and remote country that NSW and Queensland has to offer, along lots of little used side roads and tracks that not many people choose to travel.

The overnight towns:

• Saturday 2nd June - Tamworth, NSW
• Sunday 3rd June - Inverell, NSW
• Monday 4th June - Meandarra, Qld
• Tuesday 5th June - Taroom, Qld
• Wednesday 6th June - Emerald, Qld
A Reminder: Anyone who wishes to do the Recovery and Equipment part of Driver Training is most welcome to join any driver training Sunday. You do not need to book-in, may be a courtesy call would be a good idea.

Our driver trainers are looking forward to all our club members attending and revising the safety and recovery techniques that make our 4WDriving a safer and more enjoyable activity for all.

Working bees sound like they would be a lot of hard work. BUT, our club working bees are a lot of fun, friendship, good food and a little work.

At the land, there is the opportunity to help establish new driver training tracks, assist with the shed, tank and toilet / shower facilities, and enjoy the campfire and Saturday night tea at “The Dog”.

Please consider helping out at our land and contact the organiser to enable them to organise work activities and catering.
Booking on a trip.

PROCEDURE FOR BOOKING ON A TRIP

You are required to book in on any Club trip you wish to attend by contacting the Trip Leader. Introduce yourself and discuss with them your vehicle capabilities and level of driving skills.

Leave a contact number.

You must reconfirm your participation in the trip a few days before departure.

If you must cancel, contact the trip leader at the earliest possible time, so reserves can take your place and no one is waiting for you where mobile phones don’t work.

TRIP CLASSIFICATION

A  This class of trip is considered to be extremely difficult. Participants will have to be experienced at travelling over difficult terrain. Winching and/or towing will almost definitely be required. Participants will be required to bring along a certain amount of recovery equipment. The trip leader will have the right to reject a request from someone who is considered under-experienced.

B  This type of trip is considered a moderate to difficult trip. Some winching and/or towing will almost certainly be required. Under extreme weather conditions this trip could develop into a Class “A” trip.

C  This classification is considered a moderate trip. Various sections of this trip will require cautious driving in order to negotiate it, but in most circumstances, winching should not be necessary. Under extreme weather conditions this trip could develop into a Class “B” trip.

D  This trip is considered a relatively easy trip. It is unlikely that any winching and/or towing will be required.

E  This trip is considered very easy with little or no four-wheel driving involved. This type of trip will usually consist of either an easy-to-get-to base camp or a series of scenic tours.
TRIP LEADERS and NEW TRIPS

4WD trips are the heart of our Club and we need more trips and more Trip Leaders.

If you've found a special place with great tracks, views, natural features, walks or a terrific camping spot then why not share it with like minded friends from the Nissan Patrol 4WD Club who enjoy getting out into the bush as much as you do.

There are so many great 4WD destinations close to Sydney and even more just a short distance away, if more time is available.

Alternatively, you could organise a non-4WD event such as a winery tour, river cruise, scenic walks around Sydney or to places of historic interest.

Trips can be for a day, weekend or even longer.

If you would like to lead a trip please contact the Trip Organiser or any committee member.

Don't just leave it to a few to run all the trips for the Club. If each club member ran just one short trip per year, the calendar would be full. Put something back into the Club by running a trip!

Cheers

Mark C
Trip Coordinator
Nissan Patrol 4WD Club of NSW & ACT Inc
The Nissan Patrol 4WD Club was established in 1976 by a group of four-wheel drive enthusiasts from other clubs, interested in pursuing common interests and activities in 4WD’ing, and aiming also to give the Nissan Patrol its own identity. Not withstanding the club’s name, the Club welcomes all types of four-wheel drives capable of completing our driver training course.

The club atmosphere has always been and is to have fun and develop long lasting friendship from a wide variety of people from all over Sydney and the countryside.

The club holds regular driver training days for all members, trips from one day to several weeks’ duration (such as outback trips) and a variety of social activities.

The Club owns a 94 hectare block of land near Goulburn which is used for driver training and social functions and is available for free camping by members at any time.

Club trips are graded depending on the degree of difficulty to cater for all levels of four-wheel driving. On trips, the traditional “happy hour” and the camp-fire provide a wonderful setting for swapping yarns, having a quiet drink and building solid friendships.

We are strongly committed to ‘Access for All’ (except rat bags) in our National Parks and State Forests, protecting the environment through responsible four-wheel driving and helping to ‘Clean-Up Australia’ by cleaning up our bushland.

Since 1980 the Club has hosted varying types of events for the general public to enjoy in their 4WD’s.

In past years there has been the annual Nissan Trials – which saw inter-club challenges testing the driving skills of both individuals and teams until 2007.

In line with community demand, the Club ran the Son of Trails and the Son of Trials Plus at River Island during the first weekend in February and November.

These events offered standard road registered vehicles, with Learner drivers through to experienced 4WD’ers, the chance to participate in a number of challenging courses to fine tune their skills.
CONVOY PROCEDURE

For the benefit of new members and as a reminder to old members, convoy procedure on any NISSAN CLUB outing is as follows:

- The trip leader will ensure that the group on the outing is self-sufficient and should only call on outside bodies for assistance with recovery as a last resort.
- No driver will drive in a manner - or at a speed - that could endanger himself or any other person or vehicle.
- In hazardous areas it is the responsibility of the following driver to ensure that the previous vehicle has passed through the hazard before proceeding.
- It is the responsibility of all drivers to maintain (visual) contact with the following vehicle, especially at intersections.
- Persons leaving the convoy must notify the Trip Leader and, if possible, give details of their intentions.
- On trips including two or more vehicles, each vehicle will remain in a designated position in the convoy and not overtake the vehicle in front unless the driver of that vehicle slows down and signals the overtaking vehicle to pass.
- It is the responsibility of the Trip Leader to ensure that all drivers of all vehicles in the convoy are aware of any deviations in the route.
- No driver will park or drive in the reverse direction to the hazard of other vehicles.
- If a driver is trying to contact the rest of the group he will turn on his headlights. This is the signal for the rest of the drivers to stop.
- All gates must be left in the manner in which they are found. The second vehicle in the convoy must pull over and wait for all vehicles to pass and then rejoin the convoy after ensuring that the gate is left as it was found.
- When any form of recovery is in progress all those not directly involved in the rescue operations must keep well clear and at a safe distance. Parents are particularly asked to keep their children at a safe distance.

The use of radio transmitters does not replace convoy procedure.

The trip leader will remind all drivers that convoy procedure should be followed before moving off.
## UHF CB Radio Channel Allocation

<table>
<thead>
<tr>
<th>Used For</th>
<th>Channels</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Calling (Established by law)</td>
<td>11</td>
<td>To call or locate another station. Parties then switch to a conversation channel.</td>
</tr>
<tr>
<td>Conversations</td>
<td>9</td>
<td>Used for conversation between stations.</td>
</tr>
<tr>
<td></td>
<td>12-17</td>
<td></td>
</tr>
<tr>
<td></td>
<td>19-21</td>
<td></td>
</tr>
<tr>
<td></td>
<td>24-30</td>
<td></td>
</tr>
<tr>
<td></td>
<td>39</td>
<td></td>
</tr>
<tr>
<td>Highway Communication</td>
<td>40</td>
<td>Mainly used by truck drivers and other highway users.</td>
</tr>
<tr>
<td>Caravaners, Campers</td>
<td>18</td>
<td>Holiday Maker’s communication channel. (eg when in convoy)</td>
</tr>
<tr>
<td>4WDrivers</td>
<td>10</td>
<td>Used by 4WD enthusiasts, clubs, convoys and in national parks.</td>
</tr>
<tr>
<td>Emergency Calling (Established by law)</td>
<td>5</td>
<td>Can be used by anyone in an emergency situation only.</td>
</tr>
<tr>
<td>Repeaters</td>
<td>1-8</td>
<td>In duplex mode repeaters need two channels to work. Receives on channels 1-8.</td>
</tr>
<tr>
<td></td>
<td>31-38</td>
<td>Transmits on channels 31-38 automatically. When within range of a repeater, it will increase the communication difference. Operation in simplex mode on these channels is not permitted when in range of a repeater.</td>
</tr>
<tr>
<td>Data Transmissions (Established by law)</td>
<td>22, 23</td>
<td>No voice transmissions allowed on these two channels.</td>
</tr>
</tbody>
</table>

If you have any Trip Reports, For Sale, Giving Away, Wanted, or other information for the April 2018 Magazine, please forward these to the editor by 26th June, 2018

### Current Advertising Charges

<table>
<thead>
<tr>
<th>Advertising Type</th>
<th>Price</th>
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<tbody>
<tr>
<td>Full Page Outside Back Cover</td>
<td>$425.00 pa</td>
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<tr>
<td>Half Page Outside Back Cover</td>
<td>$225.00 pa</td>
</tr>
<tr>
<td>Full Page Inside Back Cover</td>
<td>$400.00 pa</td>
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<tr>
<td>Full Page Inside Front Cover</td>
<td>$400.00 pa</td>
</tr>
<tr>
<td>Full Page Other</td>
<td>$370.00 pa</td>
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<tr>
<td>Half Page Other</td>
<td>$185.00 pa</td>
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<tr>
<td>Business Card Advertisement</td>
<td>$50.00 pa</td>
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