

# Jeep Club



**of N.S.W.**

**NEWSLETTER**  
**SEPTEMBER 2007**

# **JEEP CLUB OF NSW INC.**

**PO Box 234 Lidcombe 2141**

## **COMMITTEE 2007/2008**

**President :-** Ken Bruderlin 9926 6585 (W)

**Vice President :-** Larry Stewart 0417 024 487 (W BH)

**Secretary :-** Michael McFadyen 0407 276556

**Treasurer :-** Liz Wyatt 9607 8988 (H)

**Trip Co-ordinator :-** Ray Wyatt 9607 8988 (H)

**Sgt at Arms :-** Heinz Bendinger 9726 7060 (H)

**Newsletter Editor :-** Brett Galway 0409 159 831 (M)

**Public Officer :-** John Glassford 0425 220065

**Monthly meetings are held on the second Tuesday  
of each month (except January) at 8.00pm**

**Yennora Public School, Orchardleigh St,  
Yennora.**

**Visitors are always welcome. Enter the School through the gate in Orchardleigh St. Drive around to  
the rear of the school buildings.**

The ramblings contained in this newsletter are not necessarily factual and are the opinion of the writer only and do not necessarily represent the  
view of the club as a whole.

# COMING EVENTS



*Please let the trip leader know of your attendance at least the Wednesday night prior to a trip.*

September 28 <sup>th</sup> & 29 <sup>th</sup>	<b>DENILQUIN UTE MUSTER</b> A must for those with big yoots.	Warren
October 6 <sup>th</sup> to 13 <sup>th</sup>	<b>MORETON ISLAND</b> See trip update article elsewhere in this n'letter.	Larry
October 16 <sup>th</sup>	<b>General Meeting @ Yennora.</b>	
October 27 <sup>th</sup> & 28 <sup>th</sup>	<b>CLASSIC NOT PLASTIC.</b> A Jeep only event for Jeeps manufactured pre-Chrysler. Venue is Booral. Contact is Dave Irwin 0401 890 129	
November 3 <sup>rd</sup> & 4 <sup>th</sup>	<b>WOMBAYAN CAVES AREA</b> Ray is taking the Friday off.	Ray
November 13 <sup>th</sup>	<b>General Meeting @ Yennora.</b>	
November 23 <sup>rd</sup> to 25 <sup>th</sup>	<b>COORABAKH N.P.</b> See separate article	Larry
December 11 <sup>th</sup>	<b>General Meeting @ Yennora.</b>	
December 8 <sup>th</sup>	<b>CLUB CHRISTMAS PARTY</b> Date set. Details to be finalised	
JAN 25 <sup>th</sup> to 28 <sup>th</sup> '08	<b>NORTH COAST</b> 4 day trip around some interesting tracks. Take Friday off work due to distance.	Lindsay & Warren
MARCH 21 <sup>st</sup> to 24 <sup>th</sup> EASTER '08	<b>CAMP COFFS</b> Annual Jeep Only event Hosted by Jeep Action Magazine.	
JULY '08	<b>JEEP CLUB OF N.S.W. Annual General Meeting.</b> Corrected Date as advised by Public Officer to comply with Regulations.	
JUNE 30 <sup>th</sup> '08	<b>CAPE YORK</b> Lindsay is planning a trip to the top.	
SEPTEMBER/OCTOBER LONG WEEKEND 2008	<b>NATIONAL JEEP JAMBOREE.</b> A Jeep only event. Venue is HARVEY, WESTERN AUSTRALIA	
OCTOBER '08	<b>MUNGO N.P. &amp; CORNER COUNTRY</b>	Keith

**SEZ TH' PREZ**



Hi all

The next general meeting has been postponed one week after, due to the Moreton Island trip and the resulting lack of likely attendees. IE the 16<sup>th</sup> October.

The Sunny corner trip had another great turnout with 5 vehicles, 4 NSWJC and Alex from the Cherokee club. Due to the John G's work commitments, the trip report will be in the next newsletter.

It's great to see the trips are having such a high participation rate (sorry, Breast Screen talk) and it would be good to see it continue.

The website is slowly coming along and we appreciate the efforts John and his brother have made. Mike has offered to assist in continuing to set up the front end and show some others how to maintain it. We are aiming for a low maintenance approach, that does not impede on other internet activities, so any volunteers be sure to let Mike or myself know.

The sun is shining, the Freddie's are cold and the V8's are on, I'm getting away from the 'puter

Ken

**'07/'08 FINANCIAL MEMBER\$ ROLL**



LARRY & PENNY STEWART  
 BRETT GALWAY  
 PETER JACKSON  
 BARBARA EPPLE  
 WARREN & CHERYL LEWIS  
 MICHAEL & KELLY McFADYEN  
 KEN BRUDERLIN

RAY & LIZ WYATT  
 HEINZ BENDINGER  
 KEITH SMITH  
 BOB MURPHY  
 JOHN GLASSFORD  
 LINDSAY SQUIRES

**RAFFLE PRIZES DONATED SO FAR THIS YEAR :-**

KEITH ..... DIGITAL TYRE GAUGE  
 HEINZ ..... HANDI LIGHT  
 LARRY ..... FIRST AID KIT  
 LINDSAY..... STAUN TYRE DEFLATORS

## THE NEW ED'S EDITORIAL



Howdy from new ED'S edition 3. Assistant Ed Larry Stewart is still fully employed but I'm getting there.

Had a headlight not working. Took a look. Dropped light on ground. Smashed to bits. Lens only, separate globe. Wreckers \$20, Repco (new) \$31, Nissan \$125. Say no more.

At one stage of the newsletter we had a list of videos that members could borrow. Due to lack of interest it no longer exists. Well, there is now a lot more DVD's available for members thanks to every edition of Aust. 4WD Monthly. Some of these cover places like Tassie, Fraser Is, Moreton Is, Vic high country, Bundaberg and 1770 region. Also Vehicle comparisons, Bush challenge 1&2, Custom Trucks, driving tips for all terrains and much much more. So the library still exists, it's now a lot bigger.

Brettly.

## FROM THE TREASURY



**NOTICE :- 07/08 MEMBERSHIP FEES ARE NOW DUE.**

\$35.00 Annual Club Membership Subscriptions for 2007/2008 are now due. This is a reminder to keep financial. If your subscription's not paid by the end of September '07 it will result in your membership lapsing.

***WHY NOT MAKE LIFE SIMPLER AND PAY YOUR FEES BY DIRECT DEBIT?***

The Club's banking details are :-

St George Bank,  
Jeep Club of N.S.W. Inc,  
BSB 112-879,  
a/c 127403464.

Remember to reference your name with your payment.

## FROM THE NEWS DESK



Here we have Matt Rasdall hard at work. Bugger, some people get all the good jobs. Ed.

Rumor has it that Larry could soon become a Nissan driver. Watch this space. Ed.

Due to many members being away on Moreton Is. the October General Meeting has been put back 1 week to the 16<sup>th</sup>. As a result of the later meeting, and the fact that I'm on hols for 2 weeks, the OCT Newsletter will be late.

We had a couple of guests on the Watagans Trip. Tony Edwards comes from Aberglassyn, near Maitland. He drives a unique little army Jeep powered by a 350 ci Chev V8. It certainly created some interest even from the non-Jeep fraternity. You might remember a photo in a previous newsletter of a Jeep climbing a tree. Viv and Nifty turned up on Sunday. It was good to see them. Too bad they had to depart so early.

Keith is convalescing following a hip operation on 21<sup>st</sup> August. Best wishes for a speedy and successful recovery Keith. We're looking forward to your company on Moreton Island.

The Jeep only "Classic Not Plastic" is on again in October. Talk has it that Larry is revitalized and plans to attend in the old Cherokee. Question is, will he get home?

Matt Rasdall has bought himself a 60 Series 'Cruiser as a bush machine. Reckons it's cheaper than repairing the 100 Series, and it keeps the better-looking half off his back, to.

The latest edition of Jeep Action Australia Magazine profiled a Jeep owner with more Jeeps than Warren. This guy has thirty seven. I bet that turned Warren green with envy!

Greg Embrey reports that all is OK with the Patrol after having to pull out of the Watagans trip. It appears the troublesome light signaled filter problems. A change of all filters fixed the problem. Apparently the computer shut down power to the motor to protect it from damage when the filters fail.

## MORETON ISLAND TRIP UPDATE

Over the past few newsletters I've attempted to cover everything you need to know. But here's some more .....

Remember, the tides pay a big part in travel arrangements on the island. Brett has taken the role of Tidemiester, and has declared that the best day for our planned circumnavigation is Tuesday. This is the best tidal opportunity and also, the retail facilities at Bulwer are closed on Tuesdays.

Brett and I are planning to order local Oysters in shell, and Ocean Prawns. Yummy! Yummy! Orders have to be in prior to going over. So, if you're into seafood and want to participate in the gourmet delights get onto Brettly (by e-mail or phone, not literally) to place you an order. In fact, why don't you contact him now, instead of putting it off.



Remember, the Ferry is scheduled to leave at 8.00am on Saturday 6<sup>th</sup> October. It is best that you're there about 45 minutes prior to scheduled departure for final arrangements. I will have your ferry tickets with me (and I'll be there if I don't get lost! There, I've said it, not anybody else!) We will still have to acquire our National Park vehicle permits. I've left this until the last minute because I'm still working on the deal to reduce the cost. It's possible we it might workout we all pay about \$25/vehicle instead of \$34.40. The savings will buy a few ales for the trip across.

Speaking of which, before you get on the lager on the barge let your tyres down. Drop the pressures to about 15psi, and engage your FWH's & 4WD if you've got 'em. Then you'll be sweet to drive off at the other end.

And remember ..... you need to bring bed linen. A supply of dunny paper won't go astray either.

Well, there's not much more I can say, except "have a safe trip up from 'Sidney' and I'll see you at Scarborough about 7.15am on Saturday".

## **COORABAKH NP TRIP INFO 23<sup>rd</sup> -25<sup>th</sup> November**

This trip will take us to an area we haven't seen before as a club. It's located north of Taree, west of Coopernook.

It has been listed in the "Coming Events" in the Newsletter for several months as a three-day trip due to the distance from Sydney. However, if you can't make the Friday it will be possible for you to meet up Saturday because we will be establishing a base camp.

The area provides light to moderate 4WDing over forest roads, and plenty of scenic sites to visit, a short rainforest walk, and a walk around an old tramway from the timber cutting days to keep us occupied.

The base camp has toilets and plenty of play area for kids.

The trip itinerary has not yet been finalised but it should go something like this :-

- Friday :- meet at Coopernook, light 4wd'ing over forest roads, visiting sites of interest, establish base camp.
- Saturday :- light 4wd'ing over forest roads visiting sites of interest,
- Sunday :- head across to the coast, some moderate 4Wd'ing and visit a couple of coastal lookouts. Route home will be via the coast roads to Coopernook.

These plans are not yet set in concrete and are subject to change depending on weather conditions, the feedback I get from you, and what I find on future recce's to the area. But you will be kept up to date in coming newsletters. So stay tuned.

It might provide a good opportunity to catch up with the members located on the North Coast, if it's convenient for them.

LARRY S.

## **JEEP CLUB OF N.S.W. MINUTES OF GENERAL MEETING**

1. Meeting opened at 8:01 pm.
2. Present:  
Heinz Bendinger, Larry Stewart, Michael McFadyen, Ken Bruderlin, Ray Wyatt, Liz Wyatt, Gregory Ember, Peter Jackson and Keith Smith
3. Apologies:  
Bob Murphy, John Glassford, Kelly McFadyen and Warren Lewis
4. Visitors:  
Nil

5. Previous Month's Minutes were read.  
 Moved: Larry Stewart  
 Seconded: Keith Smith
6. Business Arising from Minutes:  
 Nil
7. Secretary's Report:  
 Correspondence In:
  - Nil (forgot to go to post office)
 Correspondence Out:  
 Nil.  
 Moved: Nil  
 Seconded: Nil
8. Treasurer's Report: as at 1 August 2007
 

Opening Balance:	\$932.01
Income:	\$385.00
Expenditure:	543.00
Closing Balance:	\$774.01

 Moved: Larry Stewart  
 Seconded: Heinz Bendinger
9. Trip Committee Report:  
 Discussions about trips
  - 21 – 22 July – Yalwal was successful, six cars but some parts of track very bad
  - 18 – 19 August – Watagans
  - 7 – 9 September – Sunny Corner
    - 7-13 Oct 2007 – Moreton Island
    - 3 -4 November Wombeyan Caves
    - 23 – 25 November Coorabakh NP near Taree
    - 8 December Christmas Party – probably at Watagans
    - 26 December to 1 January – Michael and Kelly are going to Victoria High Country if interested
  - 24 – 27 January -
  - Cape York in July 2008 – Lindsay organizing
10. Association:  
 Nil
11. Sergeant at Arms:  
 Michael and Ray fined for being towed at Yalwal. Brett will receive a boofhead fine for stopping at a shop that was not yet opened making others late for Yalwal meeting. Heinz was fined for trying to get the money out of the boofhead box by shaking when all he had to do was slide open the bottom.
12. General Business:  
 Nil
13. Raffle won by Keith.
14. Meeting closed at 8:30 PM

## TRIP REPORT

## WATAGAN'S AUG 18 & 19

The trip was shaping up to be bigger than "Ben Hur", judging by the amount of interest shown, and I had a feeling it was going to be a fine weekend. I just didn't know how many fines. I had received expressions from members and guests coming from all over ..... Dungog, the Hunter Valley and Krumbach up north, and as far south as Campbelltown. To accommodate the spread the meeting place was settled as Wollombi Tavern.

When Angus and I arrived just after 8.00am Matt Rasdall and family, Tony Edwards, and Greg Embry were already at the spot. Ray turned soon after but we had to wait a while for Warren who hasn't yet sorted travelling time and petrol stations from his new residence. I was expecting Viv and Nifty but Warren brought the news that they'd be with us on Sunday.

So we headed off for the forest. Except I couldn't find the forest! I lead the convoy into the outskirts of Cessnock before the heckling started over the radio. U-turn and back we went to the correct route. I'm sure the Sarge will find out.



As we passed thru the gateway to the Watagans we came across a soak caused by the recent deluges. At one stage we had three vehicles stuck at the same time. A bit of winching, a broken snatch strap and a lot of revving had us through and on the way up the hill.

My plan was to attack-a-track from the bottom. But arriving at the intersection found a "Road Closed" sign. After a "pow-wow" over morning tea it was agreed that we would try to go in from the top. Except, I couldn't find the top of the track. This was

giving me the irits, and the guys were giving me well-deserved encouragement as well. Can you believe it, me getting lost in my back yard? At least the Sarge will earn his stripes next meeting.

Anyway, we found the correct trailhead, and after a rewarding drive wound our way to our prearranged lunch spot to meet up with Kenny and Lindsay. Both had Saturday morning commitments and couldn't make the morning meeting. Ken had brought a mate, Russel with him for the experience, and Lindsay was accompanied by his fiancée Jackie.

After lunch we tackled a few more gnarly tracks, checked out a broken engine mount on Matt's vehicle and gathered firewood. It was getting late when we turned the trucks towards the campsite.

Family commitments had restricted Matt to Saturday only, so after a social chat'n-drink he headed off. The rest of us settled in for the usual tall story sessions around the fire. And you know what else? I found I had brought the wrong bloody tent/poles combination! No cosy sleeping arrangements for this black duck.



Tony had work commitments and, try as he did to get out of them, had to depart in the wee hours of Sunday morning. He was a quiet as possible but the sweet burble of the Chev still penetrated the sleep.

While breakfast was being prepared Cliff rolled up in his Jeep, splendid with modified front guards, a new soft top and wide wheels. Not long after, Viv and Nifty rolled the Renegade into camp. I think it was about this time that we learned that someone had done something yucky in his swag during the night. Boy, is the Sarge going to be working next meeting!

Almost immediately upon setting off we learned Greg had lights glowing on his dash when lights shouldn't be showing on the dash. A few bush diagnostics were carried out but the light refused to play the game. Rather than take any risks he opted to pull out and head for home. We gave directions on the easiest route to the F3, and headed off. It's often hard to make a call in situations like this. Do you stay and risk failure in some difficult spot, or do you try to limp home?

There's argument for both sides. Damn these new electronic vehicles. At least with the oldies there was scope for bush mechanics.



We headed for the track we know as "The Combie Track" and tackled it in the reverse direction to the last couple of trips just to be different. Coming out the other side Kenny did a big launch which saw the Nissan with all four wheels off the deck. Is flying without a licence a case for the Sarge, to? I knew what was planned for the afternoon so we had an early lunch at the finish of the track.

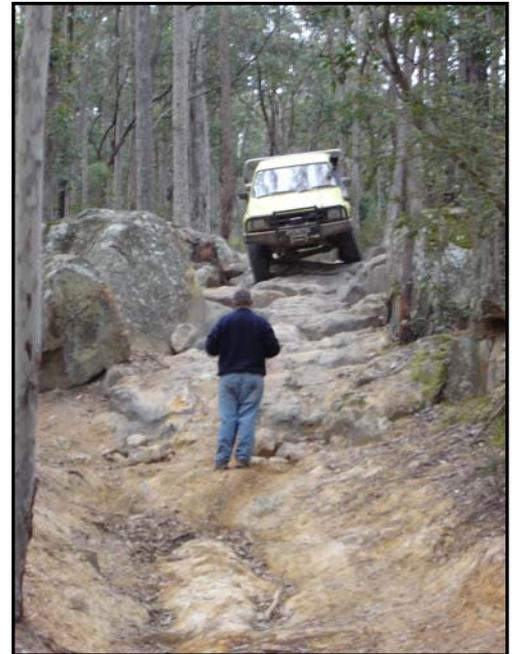
Viv and Nifty pulled the plug after lunch as they had work to do at home in preparation for Contractors arriving on Monday morning to start excavation for Viv's new Jeep Shed. So after our goodbyes the rest headed up another track, which soon turned gnarly. Three of us silly buggers drove it whilst the others decided retreat was the better

option. We agreed to meet up under the power lines. If I could find them!

To everybody's amazement I found the turnoff, and we headed to the power lines. But along the way I directed Angus to take a left fork. I didn't remember this fork, but as it was well-worn we kept going. "I don't recall these rock ledges on the way to the power lines" I said to Gus. "But keep going anyway". You can guess the rest! Where's the Sarge?

We eventually met up about half passed three. It started to drizzle. A couple of diehards said they were going to play some more. I said I'd had enough and opted for goodbyes.

Everybody agreed that we'd found a new track that we'd have come back and tackle in the other direction. At last something positive had come from the weekend for me.



LITTLE BOY LOST

## JEEP WRANGLER JK SPEAK

The JK Wrangler is available in both 2 door and four door variants. The four door is referred to as the "Unlimited".

The release of the JK in Australia has seen the introduction of the "Rubicon" model. Whilst Rubicon was available in the superseded TJ Wrangler models in The States it was never available in Australian spec'd TJ's.



The Rubicon is available in both 2 door and 4 door variants, but only (at this stage) with the 3.8 litre V6 petrol motor. Both auto and manual transmissions are available.

Rubicon differs from the standard Wrangler specs by :-

- Factory fitted front and rear electronic diff locks
- Factory fitted electrically operated sway bar disconnects
- Heavy duty Dana 44 front differential, as opposed to Dana 30 in the standard
- 4.0:1 low range, as opposed to 2.72:1 in the standard
- 4.1:1 diff ratios, as opposed to 3.21:1 in the standard petrol model
- Factory fitted 255/75 R17 Goodyear Wrangler All terrain Tyres, as opposed to 245/75 R16 on the standard
- Factory fitted painted steel rock rail side steps
- Unique seat fabrics