



Welcome to the



**Manning Valley
Great Lakes
4x4 Club
Incorporated**



Manning Valley - Great Lakes
4x4 Club Incorporated

P.O. Box 272
TAREE 2430



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Meetings:

Held at 7.30pm on the 2nd Tuesday of every Month. Odd months at Taree Showground Tea Rooms and even months at Forster One Mile Beach Surf Club.

Committee Members:

President:	Nick Gardner
Secretary:	Jacky McCarthy
Treasurer:	Dave Waugh
Registrar:	Barry Gazzard
Trip Co-ordinator:	John Black
Quarter Master:	Dennis Pullen
Publicity Officer:	Alan Skinner
Trip Committee:	Nick Gardner, Peter Penney, Alan Skinner Dennis Pullen, Graeme Skinner, Richard Lambert
Training Committee:	Taree - Peter Penney 65506386 Graeme Skinner 65524659 Forster - Michael Laurence 65545766

Membership:

Joining Fee: \$15.00
Membership Fee: \$60.00

Note:

Driver training is required before a new member can attend any Club Trip.
Vehicles must be equipped with tow hooks and a UHF Radio before going on a trip.

RECREATIONAL VEHICLE.

Off-roading is one of the greatest ways to enjoy this wide brown land, but getting maximum fun and minimum pain out of your 4WD vehicle takes a bit of thought and preparation. You'll hear all sorts of stories about the horrors of getting bogged miles from anywhere, but if you take it easy and learn as you go further afield, you can avoid that predicament. And it's not necessary to spend a fortune in bolt-on and recovery equipment to stay out of trouble. Learning your limits and the vehicle's limits are the first steps to having fun off-roading.



Experience is what you're after, and there are two ways of getting it.

The easiest way is to join a 4WD club where you can share the knowledge of a whole team of people, and have fun while you're doing it. Another way is to attend a reputable 4WD school. The hardest way is to head off on your own. In fact, being on your own is one sure way to get into trouble. If you're on the

road and you break down, you can always flag down a passing motorist, but if your miles down a lonely trail, there's nobody to ask for help. So, take it easy when you first head off-road. If you must go it alone, make sure that somebody knows exactly where you're going and what time you expect to be at your destination.

Generally speaking, the vehicle will be more capable than you are. Most people start to panic when their 4WD machine gets to about a 25 degree slope angle, and everyone gets a fright the first time they head down a 30 degree slope. It's only experience that makes you confident on steep grades. Unfortunately, not all experiences you'll hear about are factual. Fanatical off-roaders are a bit like fishermen, prone to exaggeration, so it's easy to get the idea that unless you're equipped for winching out of the centre of the earth, or have the rubber that can churn through bottomless mudholes, you can't be having fun. You can soon come away from a gathering of off-roaders with the view that any 4WD that isn't fully equipped with diff locks, bars front and rear, winches, fat tyres and wheels, and heaps of dents, is just not in the hunt. Sure all the proper gear has its functions, but you should decide just how far you want to go. A bogged standard Land Rover will still embarrass many a "macho" 4WDer when the going gets tough. The best way to proceed is to collect as much experience before you collect a swag of bolt-on equipment.



TECHNIQUES OF FOUR WHEEL DRIVE



There are basic differences between the family car and a 4WD vehicle. The 4WD is usually the same weight as an ordinary vehicle but has a higher centre of gravity. It usually has a shorter wheel base and larger turning circle. The tyre tread pattern is more suitable for off-road conditions rather than sealed roads. The two driving axles and transfer case allows the use of high, low ratio and 4WD. All these differences go to make up a vehicle that requires special skills in handling it.

The art of successful 4WD operations, as with other skills in life, takes a lot of practice. Skill in 4WD essentially comes with experience.

Listed under are some of the basic principles of 4WD operation:

What is 4WD:

The essence of 4WD is to get you where you want to go SAFELY and without abusing the vehicle.

The operator of a 4WD vehicle negotiating difficult terrain must constantly ask himself three questions.

- * Do I have to go there?

- * Is the vehicle capable of going there?
- * Am I capable of driving the vehicle there?

The correct answers to these questions is entirely up to the individual. However, if any one of these questions are answered incorrectly, and the operator attempts to cross the obstacle, the chances are high that he may be in trouble.

General Considerations

- * 4WD leads to increased wear and tear on the vehicle. This can be kept to a minimum by driving slowly, careful selection of routes and avoiding difficult obstacles.
- * Caution - THINK before you act.
- * The first bite of the obstacle is the best bite.
- * Physically check the terrain in front.
- * Always assess the terrain before you travel over it.
- * Correct use of the gear box

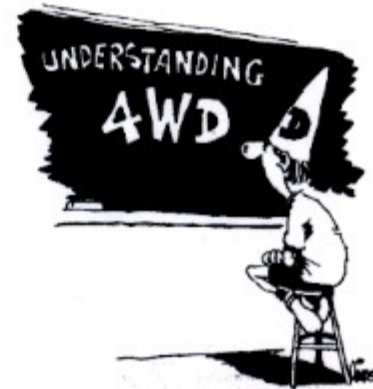


HINTS ON PREPARING TO GO OFF-ROAD.

GENERAL.

Read Owner's Manual (vehicle) thoroughly and Read other instruction manuals (e.g. for winches etc.) Observe instructions, and particularly maintenance/spares.

- Attend a 4WDDriving School.
- Join a 4WDDriving Club.
- Learn your limits.
- Know your vehicle and limits.
- Never travel alone.
- Know exactly where you are going.
- Who knows where you are.



SAFETY.

- Carry essential supplies including a Basic Medical Kit.
- Carry basic recommended spares.
- Carry toolkit and spare jack, plus Jumper Leads, Tow-Rope (Snatchum Strap preferable).

LONG TRIPS.

- Notify your destination and ETA before departing.
- Carry essential supplies, but don't overload.
- Take spare water and fuel.
- Take high-energy long-life food.
- Flying Doctor Radio for remote areas.

TYRES.

- Fit same make/tread pattern to all five wheels.
- Maintain similar tread wear.
- Inflate to same pressure.
- Always carry a tyre gauge.
- Preferably carry a tyre pump

BEFORE VENTURING OFF-ROAD.

- Almost any piece of land in NSW can be prohibited to motor vehicles.
- Beaches and bushlands adjacent to public areas are particularly contentious areas and may be Police supervised.
- Basically, drive on any land that does not have prohibiting entry, unless you are otherwise instructed by Police, Park Rangers, Forestry Workers, other representatives of bodies controlling government land, owners of private property.

HINTS ON TRAIL DRIVING.

FIRST ASK YOURSELF.

Do I have to go there?
Will the vehicle go there?
Can I drive the vehicle there?

BEFORE YOU SET OUT.

Know exactly where you're going.
Advise your destination and ETA.
Work to maps and compass.

WHEREVER YOU GO.

Care for the trail - don't bush-bash
Always close gates.
Never damage property.

WHEN DRIVING.

Use both hands on the wheel.
Keep your thumbs out of the inside rims. Backlash can strain or break them.
Keep the windows 3/4 up to protect against branches, but still maintain ventilation.

AS A GENERAL GUIDE.

Select four-wheel-drive (engage BOTH hubs) before you start. Usually select low range.
Use a moderate speed.
Don't use a bootful of throttle. Avoid wheelspin.
Use square-on approach up or down hill.
Avoid gearshifts

WHEN DESCENDING.

Stop at the top of the hill and look.
Don't go down what you can't go up.
Use square-on approach.
Select low range first gear.
Drive down hill in gear, avoid braking.
On steep hills use gentle braking to avoid runaway. Steer into directions of slide.

IF IT GOES WRONG.

When in doubt, back out.
Don't be afraid to go back.

IF YOU STALL ON A SLOPE.

Put your foot on the brake.
Engage your brain before anything else.
Assess the situation. Select reverse gear.



CONVOY PROCEDURE

1. Fuel must be filled prior to The start of the trip
2. The Trip Leader should remind all drivers before moving off that convoy procedure should be followed.
3. Each convoy shall contain a nominated Tail End Charlie.
4. When travelling on sealed roads leave at least 4 vehicle lengths between vehicles to allow traffic to overtake.
5. Always maintain position in convoy except in unavoidable circumstances.
6. At intersections ensure that the following vehicle has identified the correct route.
7. No vehicle shall leave the convoy unless first informing the Trip Leader of his intentions
8. If there is an emergency stop, Tail End Charlie will stay with the vehicle.
9. When crossing private property and crown land under lease always leave gates, sliprails and property as you found them.
10. River Crossings. At river or creek crossings wait until the vehicle ahead is through before proceeding.
11. When off road avoid travelling too close to the vehicle In front when ascending and descending steep hills *or where* ratio changing and braking is a problem
12. In the interests of conservation vehicles are to keep to made tracks whilst in bush areas.
13. If you require the vehicle in front to stop, flash your headlights on and off.
14. Riding on the outside of any vehicle is dangerous and should be avoided unless absolutely necessary.
15. The Trip Leader is to decide when the convoy is to be dispersed



WINCHES

Types of Winches

1. The P.T.O. (Power take off)
This type of winch is powered from the vehicle's transfer case, via a drive shaft to the winch's worm drive. It can only be fitted to vehicles equipped with a transfer case.

2. Electric
This type of winch consists of an electric motor (similar to a car's starter motor), a worm drive and drum. This winch can be fitted to any vehicle. The winch is powered by the vehicle's battery. It has the disadvantage of drawing enormous amounts of current from the battery when it is being operated. To enable the battery to keep its charge, always run the engine at a fast idle when operating the winch.

Some useful hints:

You should make yourself thoroughly familiar with the winch's operation before you are forced to use it to get out of trouble.

Always wear heavy gloves when handling the winch cable.

Always carry spare winch shear pins (use only genuine shear pins.)

After using the winch (in a bush situation) pull out the length of cable used and rewind it correctly onto the drum. Cable must be rewound under tension.

Never winch with less than five wraps of cable on the drum.

The winch cable should never be used for towing, even for a few metres. It could



result in damage to the cable and winch.

Always pull as straight as possible. The fairleads are designed to help with minor misalignment, but cable strength is severely reduced when forced to go around a corner.

Use the switch intermittently to take up cable slack and avoid shock loads which can momentarily far exceed the winch and cable rating.

Always stop winching when the hook is at least 2 metres from the fairlead. Use the switch intermittently to spool the remaining cable.

Keep the clutch disengaged while the winch is not in use. This can avoid possible damage if the winch is accidentally actuated.

Using electric winch

Keep the engine running in the winching vehicle, if possible, to provide charging for the electrical system. If the engine is not running and the battery discharges to the point that the winch no longer pulls, let it rest for 15 minutes or so and there should be sufficient amperage to start the engine.



TREAD LIGHTLY! ON PUBLIC AND PRIVATE LAND™

THE MESSAGE

The major point of the Tread Lightly! on Public and Private Land education program can be easily summarised:

T ravel only where you and vehicles are permitted. Never make your own track.

R espect the rights of hikers, skiers, campers and others to enjoy their activities.

E ducate yourself by obtaining travel maps and regulations from public agencies, comply with signs and barriers.

A sk owners' permission to cross private property. Avoid damage to streams, lakeshores, swamps, steep hillsides, muddy roads and tracks; keep your distance from wildlife and livestock.

D rive responsibly to protect the environment and preserve opportunities to enjoy recreation in remote areas.

What is it!!

Tread Lightly!, on Public & Private Land will use every form of education from print and video through to hands-on training to teach driving and riding techniques designed to preserve the fragile beauty of the bush. Surveys have shown that a great deal of damage to the environment is caused by a lack of training - not malicious bush bashing. Legislation can curb the excesses of the anti-social, but education is essential to eliminate the impact of off-highway transport being used by normal law-abiding citizens. Information on Tread Lightly! on Public and Private Land will reach Australians of

all ages with interests in all forms of transport.

The past 10 years has seen a dramatic increase in the number of recreation vehicles being used as normal domestic transport with occasional unsealed or unmade road use.

At the same time there has been a growing public awareness of the need for environmental protection. The time is now right for the establishment of an education program planned for immediate results and long term reinforcement.

Problem Use of off-road and other recreation vehicles on National Forests, other public lands and private wild lands is increasing rapidly. The public is welcome

to use these vehicles on public lands. However when they are driven improperly, in the wrong places, or at the wrong times, these vehicles can seriously damage vegetation, disturb wildlife, scar the landscape, create soil erosion and water pollution, or damage costly facilities. Unless people learn to use these vehicles in appropriate ways, more and more land will be closed to their use.

TARGET AUDIENCES BY PRIORITY

Off-Road Vehicle Users

(4-wheel drives, trail cycles, all terrain vehicles, and snowmobiles) Wheeled vehicle users can damage dry roads, trails and unroaded areas by driving carelessly. Damage nearly always occurs when conditions are wet. Snowmobiles and ATV users may inflict stress on wild animals that are in a weakened condition or rearing young.

Youth.

Young drivers follow the practices of their elders. As they approach the legal driving age, they receive little or no information on how to use vehicles responsibly under wild land conditions.

Advertisers.

Advertising agencies often depict users of their products that are environmentally destructive. Readers and viewers think such uses are appropriate: so, they use their vehicles as depicted in the ads.

MESSAGES

1. Visitors planning recreational vehicle travel on public lands should obtain a Travel Map from the Forest Service, or similar information from other agencies, at the offices nearest their destination. Travel Maps show areas, roads, and trails that are open to vehicle use; that have restrictions;

and that are closed. Owner's permission must be obtained before travelling on private lands.

2. With ownership of recreation vehicles comes the responsibility to use them with respect and care for the environment, for facilities, and for other visitors.

3. Roads, trails, and unroaded areas are available for proper recreational vehicle use. Abuse of land, facilities and resources results in closure.

4. Where conditions are wet, driving techniques should be changed or travel delayed. Roads, trails, and unroaded areas are easily damaged as traffic increases. Ruts scar the landscape, destroy vegetation, and start channels for erosion. Soil is washed away and streams are filled with sediment. Damage may be permanent, or costly to repair.

5. Certain roads, trails, and areas may be closed at different seasons to protect wildlife while rearing young, prevent surface damage, or protect newly planted trees or other vegetation. Roads no longer needed may be restored to their natural condition; preventing further travel. Vehicles should not be used in closed areas noted on Travel Maps or marked by signs, gates, or other barriers.

Education Can Help:

Research and experience have shown that people comply more readily with regulations if they understand the reasons for them .

