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WARNING: Using a Snatch Strap on any Tow Ball can KILL PEOPLE

ISSUE 2 - MANY MOONS ON

EXPERT ADVICE
Ask Matt why
diesels smoke?



MEMBERS RIDES
Check out a
unique ride next
issue

TIPS AND TECH
Find your basic circuit
reference diagrams
inside

Members Meet ups
THIS ISSUE
The Simpson Desert



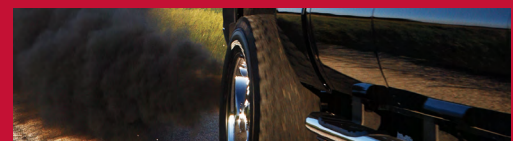
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grown and more



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for the most committed



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Redback Bags help you leave only wheel tracks behind

Since 2010

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MESSAGE FROM AB



It's hard to believe it's only been two months since issue one of the **NISSANPATROL.COM.AU** magazine, it feels like years!

What isn't hard to believe is the ever growing forum we have created and the continuous mate ship it brings from not only in Australia but all parts of the Nissan Patrol world. With almost 30,000 real members and over 600,000 posts the growth and success of the forum in only five years is outstanding!

We've seen a lot of members come and go in this short period of time and I'm still proud to see a lot of the original members active on the forum since its infancy back in May 2010.

The highlight for me since our last edition would have to be the Meet up in the Middle (Simpson Desert trip) back in June 2014. What a cracker of a trip, we all met at Dalhousie Springs for a couple of days R&R and then through the desert with a great bunch of members headed for the Birdsville pub. I encourage all members to jump on board our forum meet ups wherever you are! It's a great way to meet new friends and see this beautiful country of ours!

A special thanks to Nic (rustynail) for his help in bringing this magazine back to life and for everyone's ongoing support in the forum and members sponsorship. Also, a special thanks to the forum Sponsors, without your support we simply do not exist so thanks again!

So grab a drink, sit back, relax and see what's been happening on the forum since the last issue, we hope you like it!

FORUM SPONSORS

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Northern 4x4
Parts and Accessories



HARDCASE4X4





Members Map

as of July 2015

Forum Statistics

Total Members 28274
Total Members with more than 25 posts 1514
Busiest thread **the night shift** 29941

Top Posters



growler2058 25,207 **threedogs** 23,655 **AB** 23,178, **Clunk** 22,429

“2014 The Meetup in the Middle”

The Simpson Desert

See the Simpson desert as reported by Snicko



BIG RED

I think I can! I think I can! I think I can! Damn it I Must! Do! It!.... Do It!!
Damn it! NEVER DID IT! Bahahahahahahaha Next Time you'll get it AB :-)



“Packed up and we rounded up the possie and all reversed our cars in front of the iconic Birdsville Pub! Awesome site. I think we all puffed out our chests in pride”

FRIDAY 27 JUNE 2014

We left Home at 5:30pm on Friday night and Ended up staying at a parking bay Pt Augusta side of Quorn and as it was late we just opened up the tent and fell asleep excited for what lay ahead. The first photo of many taken through the window with the goal post!

SATURDAY 28

Up early next morning and we hit the road at 110km and didn't stop. Missed out on our Coffee at Hawker, Bugger! We got to Leigh Creek and saw the Guys in the car park. They had just got there! (Apparently they stopped at Hawker and Parachilna along the way) We hit the road and Daren kept a quick pace and we were soon at Maree and then on to William Creek where we found Stropp waiting for us. We camped at Algebuckina Bridge where Winnie and AB dried out their soaked tents. It was very windy so perfect for the soggy tents. After dinner the boys went to

scout for wood for the campfire and the wind died out for a perfect night. We all enjoyed the fire and got to know each other better.

SUNDAY 29

Up next day early. Headed on to Oondatta to fuel up. The Oodnadatta track was a bit rough. Checked out Dalhousie Springs Homestead. The ruins are being restored up to roof line it's good to see our history being preserved. Got to Dalhousie Springs camp ground about 12:30 for Lunch. Roofy and Jane, Katwoman, Steve and Emily were already there. AB, Winnie, Stropp and us went to Mt Dare for fuel (at \$2.45L by the way.) The road was the worst I have ever been on. Back at Delhousie Springs we hit the Hot Springs. Was absolutely awesome! Had dinner and we all sat round for Forum bonding and drinking! Rossco and Nicole turned up at around 9:00pm and now we were complete.



The first photo of many taken through the window with the goal post!

MONDAY 30

Monday was a relaxing day. We all sorted out our cars by opening the bonnets and leaning on each others bull bars looking at the engine... Standard! I jointed in and well it was soon apparent that I did not have a 4.2 and was reminded constantly! We all swam in the which was such a treat. After lunch we went down to have a swim and found AB, Stropp, Rossco and Nicole, Darren and Zac, and Winnie were in the Springs having a few brusokies so we got in and joined them. It was such a relaxing time then they ran out of beer. We all finally got out and had dinner then sat around bonding again telling stories and having a few drinks. As tomorrow was THE DAY we were all in bed by 8:30 excited.



Stopped.....not sure why? Maybe Darren was lost?



TUESDAY 1 JULY 2014
THE SIMPSON DESERT

The roads were pretty bad, they only got worse and Stropp lost his second winch shackle. The convoy stopped many times for different reasons and we all checked our vehicles. The children played hacky sack with a milk carton while we stopped for Lunch. We did the usual vehicle check and I found our HF radio whip was missing! After lunch left the rig road onto the WAA road and the sand hills became real. We then continued to enjoy the drive. The terrain was constancy changing. 3:15 we stopped to set up camp. Happy hour! Some had dinner and others watched their dinner cook. Winnie, AB and Darren's dinner took 6 hours to rotisserie!! Was very entertaining watching it cook and Rossco kept saying the batteries were going to run out at any minuite and Winnie did not have any more!!

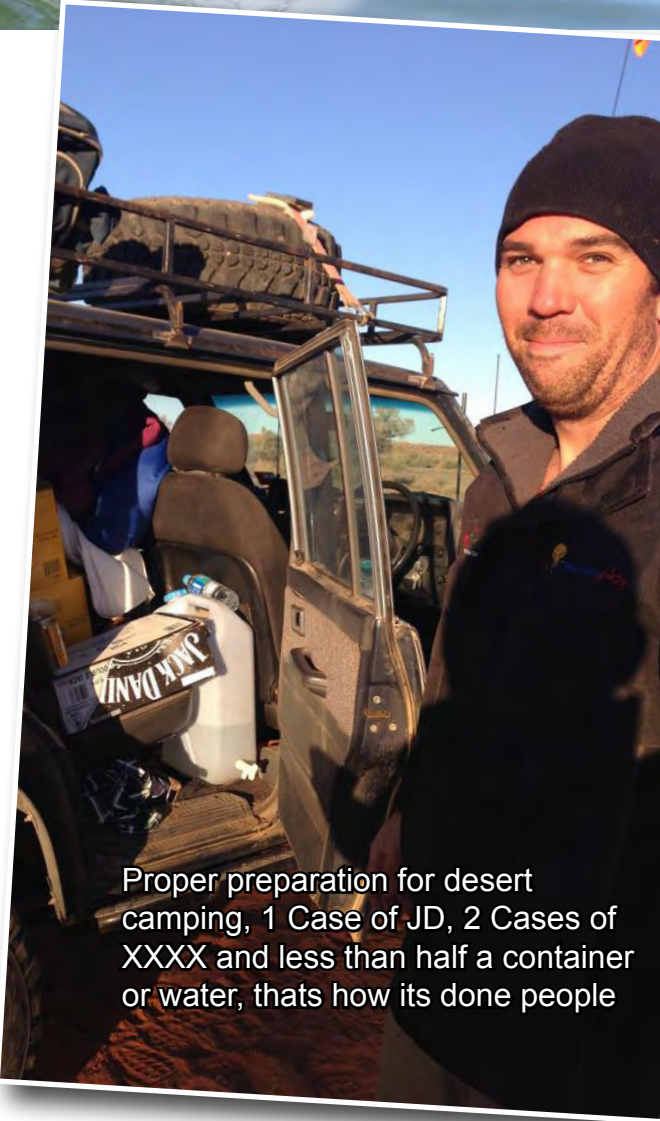
WEDNESDAY 2

Everyone was up and ready to go by 8:00 The terrain was so different to what I expected which was great as it mixed up the experience. Went to the Lone Gum. A poor tree all alone out in the Desert and not a friend in sight!! Pretty remarkable really that it has survived. The roads

were different again as a grader had been out fixing up an airstrip. The roads were wide and not too bad. Our sand flag thread stripped! Had to do a few minor adjustments like put it on the roof! Camped at the corner and was a good spot.

THURSDAY 3

Every one slept in and was a bit slow getting going. We left at 8:45am and didn't get very far down the road when Rossco reported that his brakes had given out. On opening the bonnet it was evident that we had a problem as there was brake fluid everywhere. Some bush mechanics and shared spares gave us another temp fix. Off we went. Poeppel Corner was next and we had Lunch there. Was such a buzz to be able to be in three states at the same time! Back on the road and Darren our fearless leader had a moment and nearly got lost. We were now into the soft sand so more tyre adjustment was needed. Set up camp as we had ran out of day. Had a few vehicle injuries to attend to then had dinner and sat around telling stories. It was really good to see that everyone was getting on so well and helping each other out.



Proper preparation for desert camping, 1 Case of JD, 2 Cases of XXXX and less than half a container or water, thats how its done people

MEMBERS MEETUP

FRIDAY 4 - BIG RED

You have to be there to understand the feeling you get when you see this sand hill, Adrenalin, nervousness, Excitement, anticipation, fear, overwhelmed, happy, disappointment, ecstatic, the list goes on. Some of these feelings go through you at some stage. This sand hill sucks you in and if it wants to it spits you out again. We all lined up: Darren, Steve, Winnie, AB, Rossco, Snicko, Roofy, Kat, Stropp, Nev (in Snickos car). Each vehicle had three strikes then out. In the first round Rossco and Stropp got over. In the second round Darren and Winnie made it over, poor AB was so close but no cigar, Roofy gave it a really good go and Steve gave it a really good shot as well. Stropp had forgotten to put his go pro on so he did it again. Snicko gave it a red hot go but couldn't make it the whole way. Big Red was just not playing the game for some of us and we couldn't quite make it. We could have persevered but it's a long way home if something goes wrong. Big Red, we will be back, it's a promise!

Everyone did get up one way or another and we had a group pic taken on the top.

On to Birdsville we went. Had lunch at the bakery and everyone tried a camel pie. Booked into the Caravan Park and some did repairs. The plan was to meet at the Pub for dinner at 6pm but some got there early and enjoyed the liquid amber!



Big Red “You have to be there to understand the feeling you get when you see this sand hill”



SATURDAY 5

We slept in to 7am as we were not leaving until after Lunch. Went to the Bakery for Breakfast. Both AB and Winnie had the bolts on their sub tanks come loose so we dealt with that. Beautiful. Just love the Desert Sturt Pea. Found one growing in the garden outside the Bakery. Darren, AB, Winnie, Stropp and us left at 1:30 to go to Haddens corner. The roads were not too bad (compared to what we had been on) and got there about 4:30.pm.

SUNDAY 6

Was woken by the call of a Dingo. Winnie was lucky enough to see it. There were plenty of prints of Camels as well. AB and Darren had a bet on and AB lost so he had to cook waffles for breakfast. I think Darren got ripped off as he got everything ready and AB just put the waffle in the fire. Left 9:00am and drove to the Dig Tree where we had lunch then on to Innamincka. We also went into the Museum and checked out the History of the area. After that we headed along the Old Strzelecki Track to Cameron's Corner. The track was a lot of woopise doooos up and over. We got into Cameron's Corner on dark. After discussion (I wanted a shower) we decided to camp there.



“It was really good to see that everyone was getting on so well and helping each other out.”



MONDAY 7

Got up (was very cold) had breakfast. Darren gave us a demonstration on how to plug a tyre as Stropp had got a puncture coming back from Mt Dare and he went from two spares to one now to none! Then it was time to say goodbye. It was a bit emotional as we had all been together for 9 days and had bonded. Darren, AB, Winnie and Stropp were on their way to Broken Hill and we went back along the Old Strzelecki Track to Farina. On top of one of the sand hills it had gotten really soft. Kat, Steve, Roofy, Rossco and Nicole were a day behind us and Kat said that when they came through there was a camper trailer totally written off on the top of this sand hill!

Thank you's:

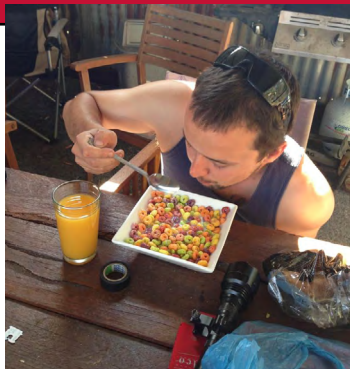
Darren, you always had the time to answer all my questions (which were many!) and explained so I could understand. I thank you for taking the time and being interested.

As for our fearless leader AB, you can tell me where to go any day and I will follow you anywhere.

Stropp, for being tailend charlie and watching our Butt! To Winnie, AB, Rossco and Nicole, Kat, Em and Steve, Roofy and Jane and Zac I thank you also for being a part of a great trip I will never forget.

A BIG THANKS MUST ALSO GO TO SNICKO FOR WRITING SUCH AN EXCELLENT TRIP REPORT!!!

EXPERT ADVICE



ASK MATT - Why Diesels Smoke

Hey all, Little Johnny was asking the other day about smoke from diesels etc. the colours and all that and what it means so I thought I would post up this link to help all those looking for a bit of info. The information below has been taken from here so have a read.

Basically, smoke from a diesel engine indicates that something is not right.

It should be taken as an indication that there is a problem existing (or developing), that will potentially shorten the engine life, or result in unnecessary costs. It should be regarded as an opportunity to take measures that will save you money in both the long term and also the short term. At the least, that smoke may be due to a simple problem, that is causing poor combustion efficiency... and costing you in excessive

fuel bills (e.g. carboned up engine from excessive idling, stop start operation or short run times). At the other end of the scale, it may be your last chance to act, before a catastrophic engine failure occurs (e.g. piston seizure, valve or turbocharger failure).

A diesel engine in good condition should produce no visible smoke from the exhaust, under most operating conditions. A short puff of smoke when an engine is accelerated under load may be acceptable, due to the lag before the turbocharger speed and air flow is able to match the volume of diesel injected into the cylinders. That would only apply to older technology diesel engines, but with modern type diesels, no smoke at all should be evident.

There are three basic types of diesel smoke, identifiable by their colour... Black, Blue and White In the outlines below we explain what causes each colour of diesel smoke and provide you with links to high quality products that will help you solve these problems.

Black smoke is the most common smoke emitted from diesel engines. It indicates poor and incomplete combustion of the diesel fuel. There are many causes, including...

- Incorrect timing
- Dirty or worn injectors
- Over-fueling
- Faulty turbocharger
- Incorrect valve clearance
- Incorrect air/fuel ratio
- Low cylinder compression
- Dirty air cleaner
- Restricted induction system
- Other engine tune factors
- Poor quality fuel
- Excessive carbon build up
- Cool operating temperatures

Obviously, worn or damaged components must be replaced, and the earlier you identify and fix the problem, the less damage will be done. Keep on top of engine tune issues, including valve adjustments, and regular servicing of air, fuel and oil filters. Do not buy fuel from suspect outlets. Dirty components, such as injectors can be easily restored to full cleanliness by using an effective and reliable fuel system cleaner. If you choose from our range of products, clean power is what you need. Cleaning of internals of engines has usually only been possible at overhaul, however, Cost Effective Maintenance provide two products to enable vehicle and equipment owners to quickly, safely and cheaply restore full cleanliness to combustion and exhaust spaces (FTC Decarbonizer) as well as piston rings, oil pumps, oil galleries, oil coolers, piston skirts, valve gear, etc (Flushing Oil Concentrate).

Black smoke is high in carbon or soot, which is an undesirable product of diesel combustion. Now, the combustion of diesel is a complicated process of breaking down the various hydrocarbon fuel molecules into progressively smaller and smaller molecules, by burning in the presence of oxygen. The main and ideal end products of combustion are CO₂ and H₂O (carbon dioxide, the greenhouse

gas and water). It is believed that the last step in the process is carbon monoxide (the poisonous gas) to carbon dioxide. This is also the slowest step by far, and when combustion conditions deteriorate some upstream bottle necking occurs in the chain of combustion reactions. This results (according to some authorities) in polymerization of smaller partly burnt molecules into much larger ones, which become visible as soot, or black smoke.



Blue smoke is an indication of oil being burnt. The oil can enter the combustion chamber for several reasons.

- Worn valve guides or seals
- Wear in power assemblies (ie cylinders, piston rings, ring grooves)
- Cylinder glaze
- Piston ring sticking
- Incorrect grade of oil (eg oil too thin, and migrating past the rings)
- Fuel dilution in the oil (oil thinned out with diesel)

At cold start, blue smoke is often evident, and can reflect reduced oil control, due to fouling deposits around piston rings or cylinder glaze (which is actually carbon deposited in the machined cylinder crosshatching. These tiny grooves actually hold a film of oil, which in turn completes the seal between the combustion chamber and the oil wetted crankcase). Blue smoke should not be evident at any time, but it is worth noting, that engines with good sound compression can actually burn

quite a lot of oil without evidence of blue smoke. Good compression allows oil to burn cleanly, as part of the fuel. It's not good though!

Once again, restore physical cleanliness to all components. Replace worn parts where necessary. In some situations, where the engines are pretty worn, but you just need to keep them in service, cleaning with the previously mentioned products, followed by effective additional anti-wear protection, will reduce internal stresses on all those tired components, providing extended service life. Our AW10 Antiwear

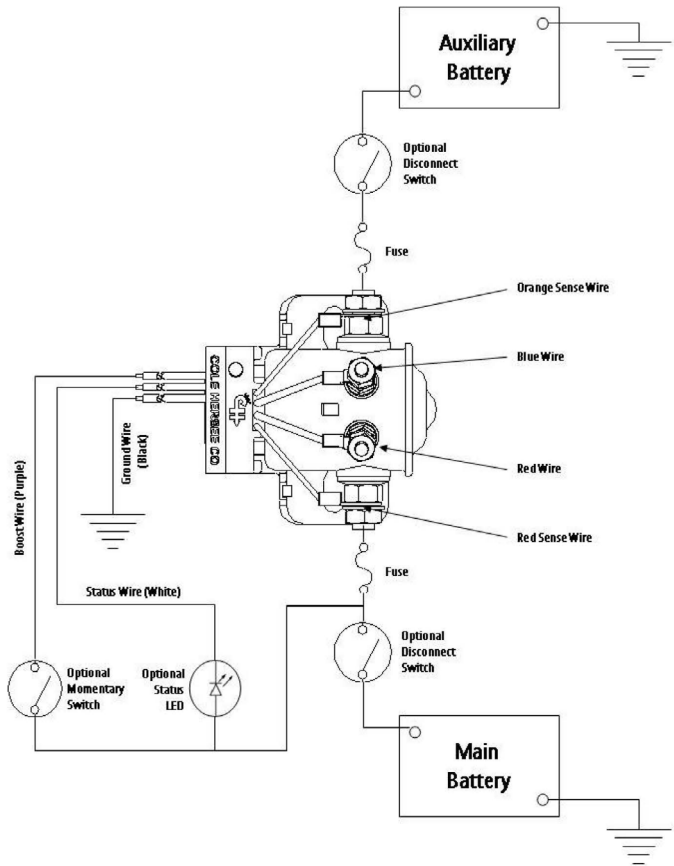
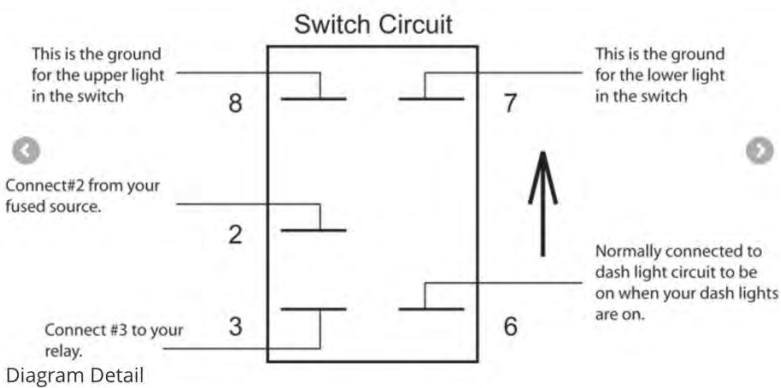
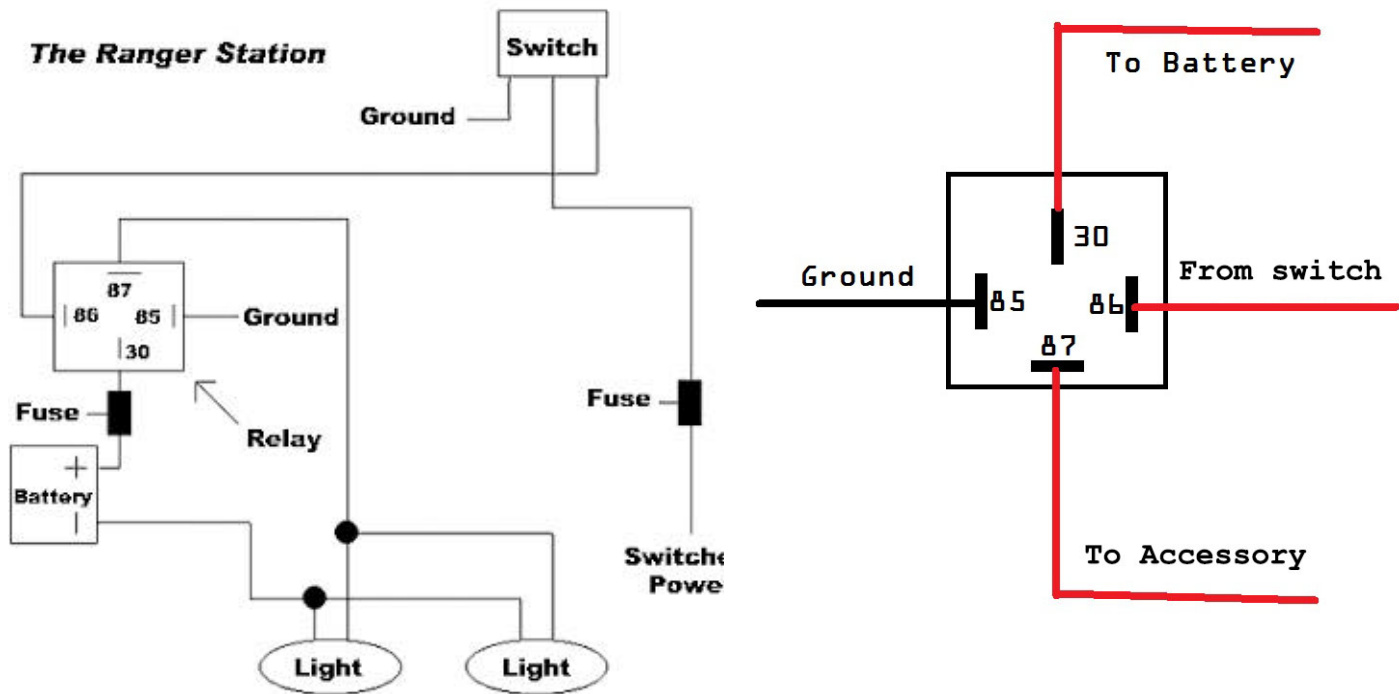
White smoke occurs when raw diesel comes through the exhaust completely intact and unburned. Some causes of this include...

- Faulty or damaged injectors
- Incorrect injection timing (could be a worn timing gear or damaged crankshaft keyway).
- Low cylinder compression (eg caused by leaking or broken valves, piston ring sticking, cylinder and/or ring wear, or cylinder glaze)

When white smoke occurs at cold start, and then disappears as the engine warms up, the most common causes are fouling deposits around piston rings and/or cylinder glazing. Use of our Flushing Oil Concentrate and FTC Decarbonizer address these respective problems.

Water entering combustion spaces will also create white smoke. Faulty head gaskets and cracked cylinder heads or blocks are a common cause of water entry, and are often to blame. Unfortunately, expensive mechanical repair is the only proper solution here.





Good to see people have a basic understanding of how railroads work....
(Let me know when you stop laughing!)



Originally Posted by **4bye4, Kingsley**

I've been in many places, but I've never been in Cahoots. Apparently, you can't go alone. You have to be in Cahoots with someone. I've also never been in Cognito. I hear no one recognizes you there. I have, however, been in Sane. They don't have an airport; you have to be driven there. I have made several trips there, thanks to my friends, family and work. I live close so it's a short drive. I would like to go to Conclusions, but you have to jump, and I'm not too much on physical activity anymore. I have also been in Doubt. That is a sad place to go, and I try not to visit there too often. I've been in Flexible, but only when it was very important to stand firm. Sometimes I'm in Capable, and I go there more often as I'm getting older. One of my favorite places to be is in Suspense! It really gets the adrenalin flowing and pumps up the old heart! At my age I need all the stimuli I can get! And, sometimes I think I am in Vincible but life shows me I am not. People keep telling me I'm in Denial but I'm positive I've never been there before! I have been in Deepshit many times; the older I get, the easier it is to get there. I actually kind of enjoy it there.

Originally Posted by **Gecko17, Perth**

I couldn't help but over-hear two guys in their mid-twenties while sitting at the bar last night. One of the guys says to his buddy: "Man you look tired." His buddy says: "Man I'm exhausted. My girlfriend and I have sex all the time. She's after me 3 and 4 times a day! just don't know what to do." A fellow about my age (45+), sitting a couple of stools down, also overheard the conversation.

He looked over at the two young men and with the wisdom of years said... "Marry her. That'll put a stop to that shit."

Should have gone to:



Originally Posted by **Punderhead, Toowoomba**

A businessman dragged himself home and barely made it to his chair before he dropped exhausted. His sympathetic wife was right there with a tall cool drink and a comforting word. "My, you look tired," she said. "You must have had a hard day today. What happened to make you so exhausted?" "It was terrible," her husband said. "The computer broke down and all of us had to do our own thinking."

Originally Posted by **Bob, On the move**

A 90-year old man said to his doctor, "I've never felt better... I have an 18-year old bride who is pregnant with my child. What do you think of that?" The doctor replied, "I have an elderly friend who is a hunter and never misses a season. One day he was in a hurry and picked up his umbrella instead of his gun by mistake. When he got to the creek, he saw a rabbit. He raised his umbrella and went "bang, bang, bang", and the rabbit fell dead. What do you think of that?" The 90-year old said, "I'd say somebody else shot the rabbit." The doctor said, "My point exactly".

