

“ NO HOLDEN BACK “

December 2016



HOLDEN

Welcome to our December 2016 Newsletter!

Hi all. Please enjoy this issue of our quarterly newsletter. Yes, it's Christmas again and how quickly the year has sped past. Most of us retirees have spent some time 'up north' enjoying the warmer weather and getting away from the wet and wild conditions that winter brought us this year. Here at home we don't seem to have had a proper spring yet!

Many of you have been away this year on club trips, on your own trips around the country and on 'once-in-a-life-time' overseas holidays. It is certainly great to hear of your many adventures. This issue brings you reports of some of these experiences as well as some technical talk.

Please come and join us at the Christmas BBQ and after that, at Beachport over the Australia Day weekend.

Thanks for reading this rather long newsletter!

Jim Wissell

President's Report by *Wendy Juleff*

It seems such a short time ago that we were having our AGM and now it's nearly time for our Christmas party, the years seem to go faster and faster or is it that we are having more holidays which give that effect. I don't think we have had a full committee at any meeting this year as so many of us go north looking for warm weather during the cold months down south. A big thank you to the committee members who have taken on extra roles while some have been away.

As the Christmas pageant is only one week away Christmas is certainly in the air. The committee is planning the Christmas party and details will go out very soon. If anyone is still in contact with any past members please ask them to come along so they can catch up with our club members at our Christmas party.

I hope everyone has filled in their questionnaire regarding the change of the club name. Once we have them all back the committee will collate them and the club can discuss it.

A big thank you to Peter Bourke's family for keeping us informed on his health issues. We all wish him the best and hope his stay in hospital is not too long.

See you at the next meeting, Wendy

2016 Committee

President: Wendy Juleff

Vice President: Steve McRae

Secretary: Alan Pickering

Treasurer: Sandy Delaine

4WD Delegate & Property Officer: Ian McColl

Committee Members: Martin Pearson, Jim

Wissell, Leanne Turnley & Peter Williams

Membership Officer: Martin Pearson

Newsletter Editor: Jim Wissell

Web Coordinator & Newsletter layout:

Helen Sosnowski

❄️ CHRISTMAS BBQ ❄️

Monday December 5, 6pm

@ the Hall



You are invited to our annual celebration. Past members are welcome as well as one or two of your friends.



RSVP required by 21 November to helen.sosnowski@gmail.com



BYO plates, cutlery, drinks and glasses.

Meat will be provided by the Club.

Also bring either a salad or a dessert to share. Please let Helen know by email which you are bringing.

Jim and Julie Deer have been valued members of our club for many years. Jim has an interest in the technical aspects of Four Wheel Driving and is a very interesting guy to talk to. He will provide us with an article each quarter. If you have a topic for Jim to research for our next issue, please contact him. The more difficult, the better!! Jim Wissell

Recovery Bridles by Jim Deer

A bridle is used to reduce the forces on a vehicle's recovery points and its body construction. Most modern vehicles do not have a chassis construction of the strength of the old style 4WD's. Without this old style strength the body may be twisted in a recovery. The principal advantage of a bridle is to 'eliminate' these twisting forces. Unfortunately the use of a bridle creates an additional force that has the potential to damage a vehicle in a different direction. An ultra short bridle can actually increase the forces above those of a standard single point recovery. Therefore we need to determine the range of appropriate bridle lengths.

In this discussion we assume the attachment points on the recovered vehicle are 1.2 metres apart. This is likely to be the maximum distance between the recovery points and if shorter the forces become proportionally smaller. (Recovery points on a Nissan Patrol are 0.8 metres apart)

If the bridle is 3.3 metres long the sideways (lateral) forces are half the total recovery (axial) force.

If the bridle is infinitely long the lateral forces could reduce to zero and the axial force could be halved. (These are the theoretical numbers but in practice this cannot be achieved)

If we would like the lateral force to be 25% of the recovery force, the bridle needs to be 4.5 metres long.

If we would like the lateral force to be 10% of the recovery force, the bridle needs to be 10 metres long. (This is verging on being excessively long for reality reasons)

Other points to be considered are given below.

- Typical recovery points are designed to have their maximum strength in the axial (lengthwise) direction. Their lateral strength could be far less. This is seriously affected by short bridles.
- Bridles work best when there is no friction at the joining point of the bridle and recovery 'cable'. This is hard to achieve. Using a shackle is NOT recommended even if it reduces the friction in this joint. Any friction will make the forces increase on one of the recovery points. Use of ultra long bridles is effectively useless because of this friction.

In summary using any reasonable length bridle will normally reduce the forces on the actual recovery points but more importantly on the vehicle's chassis/body. Bridle use is recommended by 4WD training bodies.

All of the above is general discussion only and should not be considered as definitive. It is affected by the many design factors involved in each individual vehicle and the actual implementation of the recovery process. No responsibility is taken by the author or the Holden 4WD Club for those who choose to use this information.

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Our Vice President, Steve McRae not only recruited Deb Brassington to our club, he married her as well! He is a very lucky man.

Steve and Deb attended the Whyalla October long weekend event and had a great time. Here is Deb's trip report. Jim Wissell

Slip Sliding Away – on the weekend in Whyalla *by Deb Brassington* _____

We debated whether to head north given the crazy weather SA had been experiencing. However, the weather forecast for Whyalla clinched it for us (I was prepared to go anywhere to get blue skies) and at the end of the weekend we were so glad we made the journey.

The Whyalla Four Wheel Drive club did a fabulous job in terms of organisation and planning the trips.

On the first night we warmed ourselves by a camp fire in a pit the size of half a tennis court. Pallets and huge tree roots were trucked into the area by an excavator, while we stood around warming ourselves.

On the way our trip leader took us on the old Whyalla to Port Lincoln Road. There we were able to get a sense of what stopping off for a bite to eat might have been like in 1897. This corrugated iron shed was the road house settlers used.

The fascinating part was how patrons left their mark. They wrote their names into the iron using lead. Steve even found a 'Muldoon', reflecting on his New Zealand heritage and I found someone who comes from a part of England my relatives live in, Aylesbury.



Saturday brought some blue skies... a welcome relief. Our first trip took us out to Mount Millar Wind Farm, it was the first time I had been this close to these huge structures.



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To reach one of the main tracks on this trip we went through a farm and this is when things started to slip away. Our trip leader was the first to nose dive and when Steve stopped, wary about going any further, that was when we got a 'sinking feeling'. Yes, we were down to the side steps and Steve took great pleasure in commenting on fact my side was the lowest. Hee! Hee! Not that the 20 kilogram battery had anything to do with it.



Martin also started to sink but luckily he stopped early on and was able to get himself out. As for us and the trip leader 'Farmer Jo' was called upon with his tractor to drag us out and in this case it wasn't just the weight of our cars, the force of the suction from the mud soup was huge!



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After lunch our leader suggested we attempt one small hill before we headed back (we think he was mindful that we hadn't attempted too many tracks yet). A few of our crew were more interested in heading back for the footy final however... What would half an hour matter? Famous last words... sure the track looked firm however under the crust was a quagmire about half a metre deep once again our wheels went down...down...down...down!!

Luckily Steve and I were able to get out with a snatch strap and Martin's help. However, our trip leader was a little different. After an hour and half of digging, maxtrax, carting rocks to firm up the track and guidance of when to put his foot down and when to ease off... he was free!!!

PHEW!!!!!!

This was my first experience of this kind of 'stuckness' and I was certainly nervous when we were bobbing around in the slush. However, it will certainly be a trip to talk about.

On Sunday our trip went out to Middleback, South West of Iron Baron. The steep climbs were challenging (my knuckles were an interesting shade of white) but worth the great views at the top. We had some excitement on the first track. Our convoy had to break up into two groups. In the first group (we were second) one of the drivers ended up with his two front wheels over the edge at the top. Reversing only caused him to go further forward so there would have been tense moments for him as he waited for his buddies to winch him out! It certainly made for interesting watching from below with the live commentary on the radio.

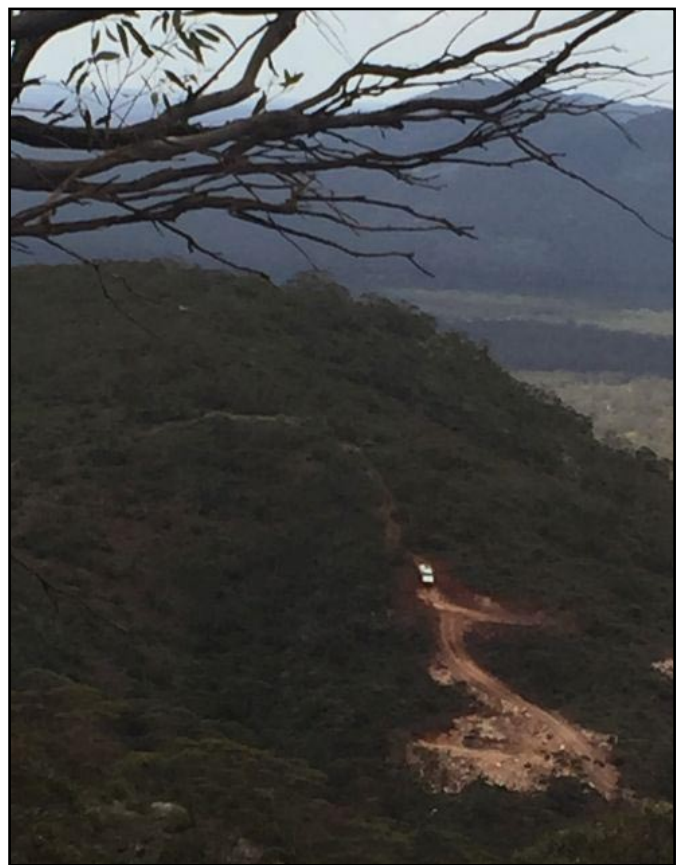
When I reflect on these challenging events over the weekend it is obvious to me how skilled the drivers are and I take my hat off to them!!! It certainly reinforces for me that I am still a novice and have a lot to learn.

Sunday night was an eventful night as our clubs 'Master Chefs', Judy, Sue and Sandy went to and created some stand out culinary delights. Congrats to Sandy and Sue who

received prizes from the judges for the upside down pineapple and cherry cake and chicken and leek pie. Of course, Judy's apple and cinnamon cake would have been up there too but there was only one dessert category!

On Monday Steve and I took a slow drive home. I lived in Pt Augusta in my early teaching career for four years so it was good to have a blast from the past visiting Point Lowly and Pt Germein on the way home.

Cheers Deb Brassington



Our Treasurer, Sandy Delaine says her husband Ian is a ‘new man’ having recently retired after a long career in the police force. They recently had an adventure vacation in Italy, France, Belgium and England bravely travelling by train. Here are their experiences in Italy. Jim Wissell

Travelling in Italy by Sandy Delaine



Manarola, Cinque Terre

Ian and I recently returned from a six week overseas trip. As with all travel there were highs and lows, great memories and memorable experiences both good and bad. Our trip was divided into two weeks in Northern Italy, then meet up with Rob and Judy Williams in Paris, spend five nights there, then move to Ypres in Belgium for six nights and cross over to England for five nights in London. From here we split again, with the Williams's heading to Newcastle and Edinburgh and Scotland and Ian and I heading to Cornwall for six nights with a further couple of nights before leaving from Heathrow. This is just about our Northern Italy leg of the trip.

We flew Qatar Airlines and thoroughly recommend them, service was great and the aircraft was brand new. We had decided to rely on local transport, mainly trains while in Italy and had been warned off hiring a car. The Italian trains were relatively reliable, clean and quite economical. Sometimes we used the standard second class but occasionally opted for 1st class, worth it each time for extra width seats, luggage close by and sometimes complimentary drink and nibbles. Our only real handicap throughout our travels was our luggage. We both had small roller style suitcases as our carry-on, I used an

80lt backpack weighing about 13kgs and Ian had a large roller style suitcase. Our previous European holiday was organised tours with a company meaning we didn't have to worry about our luggage while moving between locations, this trip was very different.

We flew into Milan and used the Hop on Hop off bus to see the sights for the two days there, in most large cities this was a great way to see the main points of interest if you don't have a lot of time. When we found something that sparked our interest we hopped off to investigate. From Milan we took the train North to Como on the southern edge of Lake Como. From here we boarded a local packed bus and took an hour to travel the windy narrow road to the town of Bellagio. This is a beautiful area of Italy perched on a point of land jutting into the Lake. There are many ferries and water taxis criss-crossing the lake carrying many tourists and locals around. It's a picturesque area with mountains rising up from the sides of the lake and many unbelievably expensive homes, villas and castles perched along the shores and up the hillsides. We discovered this part of the world is littered with steep steps and pathways and has very little in the way of taxis and public transport. We stayed at a lovely B&B at Pescallo, a lakeside village up and over the hill behind Bellagio. Suffice to say this was a beautiful part of Italy but did require an increase in our physical activity!

After three days we took a ferry across the lake and caught a train back to Milan and then onto Modena. The allure of the Ferrari brought us here and a visit to Enzo Ferrari Museum was the main attraction for us. Unfortunately our choice of hotel though a lovely hotel in itself was not ideal in its location and proximity to anything. This meant Taxis were the only option and public transport was non-existent.

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Enzo Ferrari Museum, Modena

The Enzo Ferrari Museum was well worth the visit; we spent over 3 hours there, and took lots of photos! There are two Ferrari Museums near Modena; this one is not focused on F1, Enzo Ferrari Museum. All of the Ferrari on display have been used in movies with the current exhibition honouring Ferrari's of the past as well as several interesting videos played on one large wall.

After two nights we were heading to Cinque Terre on the Liguria Coast. This day was probably the worst we experienced and I started to think that we were the Griswold's incarnate.

Our day started calmly enough, easy checkout with the obligatory City or Bed tax payment and a nice taxi drive to Modena Station. I'd thought ahead and purchased our transport ticket online, easy.

We boarded the Modena to Parma train, finally found 1st class, after walking through six carriages; you would think 1st class would be at the front of the train... no.

At Parma due to maintenance of the track we had to alight and find the bus depot. Again not as easy as the mapping software showed. We took the lift down walked under the tracks took the lift up to what we thought was ground level... no. Back in lift up one level walk out into the front of the train station. ? No bus station. Back into train station and talk to cafe worker who said no you need to

go down two levels. Did I mention that the time between train arriving and bus departing was 13 minutes? So down two levels run out through a mall corridor to the road still no bus terminal. We saw some backpackers and asked directions for the bus station, straight ahead up those stairs and there will be your bus. There were several buses all heading to Pontremoli our destination. We put our baggage in one, then the driver told us that no this bus is full, you need to wait for another. We take our luggage out along with 10 other travellers, eventually a bus arrives and the seething masses load their luggage and selves into it. Credit to our driver he kept the pedal to the metal for the hour of winding roads all the while keeping in touch we assumed with the train people. His phone was ringing constantly with ACDC as his ringtone. Eventually he put an announcement over the P.A. All is well the train has been held for us. We collectively sighed and relaxed and soon we were pulling up to the train station. We piled out dragging luggage from under the bus. Our elation was quickly stubbed out when we realised our train had gone. Our driver, bless him, tore strips off the train official. She had held the train for the first two buses but forgot the 3rd... us. We had over an hour wait for the next train to La Spezia.

With no food to eat we twiddled our thumbs until 10 minutes before train was due in, when we asked for directions for the lifts. With Ian's large suitcase, my backpack, two roller suitcases and hats cameras and bags a lift is much better than stairs. Someone pointed toward the lift and said there it is if it works.

That should have rung alarm bells. We hopped in went down one level, got out, walked under the train line and hopped into another lift to go up to the platform, train due two minutes. These lifts are unusual, you have to press and hold the button otherwise the lift stops but then you just press and hold again. But it didn't go it stopped with an alarm bell ringing and the door locked and the lift only about eight inches off the ground.

Travelling in Italy (continued)



Bellagio, Italy

As you can imagine it was cozy in a small lift even hot and anxiety levels rise when the alarm is ringing and the lift is not moving. There is an SOS button which we pressed but all that came from it was static and some indistinguishable Italian words. After I banged on the glass door a young backpacker guy, heading up the stairs to our waiting train, came back and then went for help. In the end there were 4 official people trying to get the lift to move. Finally they got the door open and helped us up the stairs with the luggage.

They had held the train for us nearly 15 minutes!

You may think well nothing else could happen... wrong. At La Spezia we transferred to our final train, dragging that god forsaken luggage down steps under the train lines and up the steps and into the Cinque Terre train. As it was only seven minute trip. I said to Ian we'll stay by the door as we were getting off soon. When we stopped the platform was on the opposite side and when we checked, the door was out of order. No worries we'll just move through the carriage and go out the next door. Ian was ahead, another passenger was between him and me. When we got to the other end there seemed to be a blockage of people. As people were starting to get on I said to Ian, you'll have to push your way through. At that moment Ian grabbed at the guy between us. He had his hand in Ian's bag

that was round his neck, just trying to pull out Ian's wallet. Words were said and I kept pushing through so we could just get off the train. We could see that the guy stopping Ian from moving forward on the train and the pick pocket were together. We stood on the platform a little stunned realising how close we had come to losing our valuables. A pretty shitty day overall.

We stayed in a small apartment in Riomaggiore one of the villages that make up the Cinque Terre. Cinque Terre was again very physically challenging for us, not that we did any of the big treks. Maybe 10 or 15 years ago but now we know our limitations or capabilities. We certainly exceeded our expectations and Cinque Terre lived up to mine. We chose to take a tourist boat between the villages stopping only at the last Monterosso al Mare. This was originally going to be our three night stop when I started planning the trip. But bad reviews about the accommodation made me change and Riomaggiore was in our price range and available. Monterosso al Mare seemed a much flatter village where Riomaggiore is anything but. Certainly from the sea it's easy to see why this area is so well known. Villages perched on mountains and cliffs, with houses clinging on. I would thoroughly recommend the boat ride as an easy and relaxing way to see the coast. There is a train that takes you between the villages and plops you inside, but after our experience the day before we thought we would give this option the flick.

Getting on and off the tourist boats is relatively easy the boat staff are doing it multiple times a day every day. When the sea has a large swell it can be quite a spectacle as the boat lurches from side to side with the gang plank swiveling, securely, as tourists make the dash for land or the deck of the boat.

The following day we chose a different perspective, a 5terre Explorer bus. This is a hop on hop off bus that started in Le Spezia but we hopped on in Riomaggiore. It only

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Bellagio, Italy

goes as far as Vernazza but that was ok by us as we had already seen Monterosso al Mare. Vernazza is relatively flat and a lovely atmosphere but with warm weather, still packed with tourists and some great little shops. In 2011 this village was inundated by a mud slide, it's amazing to see the murals depicting what happened and the recovery process. Without this information we would not have been aware, such is the success of the recovery operation. We got back on the bus after over two hours of exploring.

The bus drivers are amazing, the roads are narrow and steep and passing on-coming traffic is an art-form. You can see the logic in all the small vehicles being used in Italy and here, in particular. The next stop was Manarola another village with steep, steep streets, but an amazing marina. I think this is probably the most famous village though until I saw the marina from a path high on a hill I didn't realize this. Even though we didn't do any of the treks I think we saw a great deal of the area and certainly can tick this off our bucket list.

We arrived safely and without incident in Florence by 2nd class train. We had a lovely Hotel everything seemed calm here! It was a brisk 300m walk with luggage so hardly any stress. We were only in Florence for three nights and had booked into a Tuscan Cooking Class online in Adelaide. Although I was looking forward to it my expectations were not that high. Cook a few things, eat

them, and go back to the Hotel. Ian was grudgingly coming along. We met at the office of Walkabout Tours Florence. When we arrived the staff were giving instructions to customers who had booked Fiat 500's. I thought to myself I know where Ian would prefer to be going. Julian introduced himself as well as another tour guide Molly, she would be taking another group leaving 10 minutes after us. We were headed to a market but along the way Julian gave an informative and sometime humorous talk about the area and the buildings but with a food orientation. We came across a church which was originally a grain store and following some religious healing miracle became a place of worship. Along the way we purchased from a green grocer stall, a few items for the cooking class, tomatoes, mushrooms, zucchini flowers, a little later we bought beautiful unsalted Tuscan bread and had a tasting of focaccia. We passed Michelangelo's home and many other interesting buildings. When we arrived at the market we bought parmesan and cow's milk mozzarella balls and at the butchers stall we bought pork roast and lean beef mince. With these items in hand we moved through more narrow roads and many, many leather stalls to our awaiting mini bus. The two groups merged here and we headed off to the Tuscan farmhouse. The views were amazing, beautiful lush hillsides with olive trees, pencil pines and bay trees everywhere. Once out of the bus we headed down a winding private road down some steep steps and we were in what appeared to be a purpose built area including a kitchen, restaurant, pizza oven and outside eating area.

During the day we prepped and ate bruschetta, pizza, pasta, beef ragout sauce for the pasta, roast pork, baked potatoes, Tiramisu and Amaretto gelato. And all the while drinking Chianti, beer and water, plenty of water... the temperature today was 35 degrees!

The day had started at 10am, the cooking process started at 11.30 and we were seated late afternoon to eat our four course lunch

Travelling in Italy (continued)



Tuscany Cooking Class



Trevi Fountain, Rome

which finished around 6pm when the minibus brought us back to Florence. Along with Julian and Molly we had Isaac the amazing chef who demonstrated and gave us tips and then encouraged us as we participated in the prep of the various items. Early on we ate the bruschetta, then we watched two more guys make a pizza, and we followed making our own... it took 90 seconds to cook. This is when we drank beer! In Florence that's what you drink with pizza. Although we had spoken with the other class participants it wasn't until we were seated and eating our pasta, pork and two desserts that we could really enjoy the company of the Canadians, Americans and Australians. It was so much more than a cooking class, it was a fabulous day. The following day we walked to Piazza di Santa Maria Novella. We walked everywhere in Florence, Ponte Vecchio, Museo del Giardino di Boboli and Galleria del Costume. Next we used the fast train to Rome from Florence.

The fast train was amazing, especially first class on a reduced ticket, same price as normal second class! Seats are wider, so comfortable, better than an aircraft. Even a complimentary drink and a sweet or savory something to eat. We reached speeds up to 250km per hour with the journey taking one and a half hours. When we arrived we got our bearings in Roma Termini and opted to take a taxi rather than go via the underground and

going two stations. We knew it was a short distance but didn't want to walk the two kms with the luggage. A taxi came along fairly quickly to the taxi rank and we loaded in. 5.2 Euro later we had arrived. The driver got out, we tried the doors, both locked. We looked at each other, banged on the windows while the driver unloaded our stuff onto the road. Finally he opened Ian's door and said something about a child lock, then proceeded to ask for more money as he had got the luggage out! Ian relented with another 1euro the driver wasn't happy but we grabbed our stuff and went into the hotel They try everything! It was a very hot day in Rome, time for a gelato, famous since 1880, Palazzo del Freddo, Gelateria, Giovanni Fassi. Best priced gelato that we have come across. The serving assistant asked if I wanted cream I said no, then she offered me a tasting saying it's like soft clouds and it's their specialty. I was sold! Yes just like soft clouds.

We were only in Rome two nights so took an afternoon stroll to the Colosseum, there were so many people and it was so hot.

On our last full day in Italy we saw the famous Trevi Fountain, so did hundreds if not thousands of others but that's Rome in summer. We took another Hop on Hop off Bus and viewed the ancient structures which were amazing. The following day we headed to Paris.

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At our very successful Lameroo TriState Event, Peter Williams unveiled his Nissan Patrol with its new V8 motor and matching gearbox. There's nothing like the rumble of a V8 to us rev heads and its performance was very impressive.

Peter now has this baby up for sale. Here are the details.

Hi Holden 4WD Club Members

Just letting you know that I've decided it's time to sell my Nissan Patrol. If you or any one you know is interested, please contact me,

It's a 2006 Patrol in slate blue, with a 6.5 litre intercooled turbo diesel Chev motor fitted by Brunswick diesels in WA. Power is around 170 KW and Torque around 700 NM. It's done just over 240,000 kms and the motor has done 70,000 kms. It averages 14L/100km in normal driving, and between 16-18 L/100km towing the caravan.

The other modifications are:

- 2" lift with King Springs and Fox remote canister shocks
- auto locker in the front diff
- genuine Nissan Bull Bar with IPF spotlights and Ironman winch
- genuine Nissan snorkel
- 95L long range reserve tank to give a total fuel capacity of 160 litres
- dual battery system with 2 AGM batteries
- genuine Nissan Tow bar with Anderson plug, power to trailer and electric braking for caravans
- Clearview Towing mirrors
- full length low profile roof rack
- tinted windows and Michele's Sacs canvas seat covers (not currently fitted)
- drawer system with sliding table, fridge slide, fridge cage and cargo barrier
- VMS in dash radio with Bluetooth, Ipod and USB inputs, which provides street navigation and off road navigation (I use Ozi Explorer)
- GME UHF radio

It really is a brilliant vehicle for off road touring or towing a caravan.

It comes with plenty of spares, including the original third row seats.

I'm hoping to sell it quickly, so the asking price is only \$41,000

Peter Williams
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