



Trackin' around

November 2015



Beach fishing Breton Bay



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A word from.... The President

Hi everyone,

Last Wednesday night we had two very productive meetings an Executive meeting and Trip planning meeting. During the Executive meeting we discussed a number of issues that I want to bring to your attention namely that the club Website has been brought on line and you should have your log ins by now. We are also looking at some ideas to increase our membership through a number of initiatives over the next few months. In addition we are also looking at increasing club sponsorship. The Trip planning meeting resulted in a full calendar for the next few months but really requires more members participation. I am very aware that we all have very busy lives, full of family, work and other commitments but I want to encourage people to also consider what they can bring to the club. We all enjoy going on the day and camping trips but most are run and planned by the same small group of people who come to the trip planning meetings.

I would like to make a request to all members to who may not feel confident in running a trip to come and ask for assistance and to consider running a trip and to get involved.

Roger

A word from...
The Editor

G'day all,

First magazine since I have been editor where there isn't a single trip report, however this becomes a great chance to put in print some great technical articles that have been sent to me over the last few months.

Two great articles this month, both on "rope", winch rope that is.

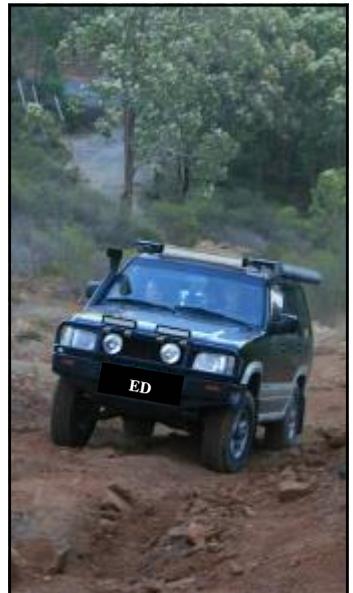
Another "new" column discussed at the last monthly meeting is Introducing New Members, and although, having been in the club a year now, Rowena has taken the lead to be first in these pages with a great story about the trio many of us already know as Justin, Rowena, and "Bess".

This months quarterly Trip Planning has added a plethora of new trips to our calendar. Plenty to do socially and with the hubs locked. From now and well into 2016.

Get involved folks it's always fun!

Keep it in low range and see you on a rutted track somewhere soon.

Sean



Winch ropes

Synthetic Rope versus Wire Rope

This is a really popular questions now days. I have previously had two hi-mount winces (Warn 8274) and two low mounts (Warn XD9000's). The hi-mounts ran wire rope and the low-mounts run with synthetic rope. Based upon my experiences I would always go with synthetic rope for a couple of reasons.

The real benefit of synthetic rope is the weight saving that you will achieve for your vehicle that probably already has a dual battery, winch bar, rock slider, lights and any other accessories that you add. This is especially important for independent suspension equipped vehicles although not so important for beam axle vehicles like Patrols and Cruisers who tend to be able to carry more weight on the front suspension. When operating a winch it is always recommended that you should use gloves even with synthetic rope which still picks up rubbish like thorns and biers but doesn't have wire splinters that can really cut your hands.

The down side to synthetic rope is that it is not as abrasive resistant; it can be easily cut by rocks and can be weakened by dirt ingress. Synthetic rope also stores moisture which can corrode your drum if you do not dry your cable if you get it wet, that includes washing it, A traditional steel cable avoids all these issues but is heavy, can be driven on, can rust if not maintained. It will also retain energy if it breaks under tension which is very dangerous to anyone standing nearby, so a cable damper is essential when operating. However wire ropes are basically trouble free. That said synthetic cable is outselling wire rope 6 to 1 currently, some of it is the pose factor "everyone likes to say they are using rope" these days, but I think it more for the enthusiasts among us.

The bottom line is you need to look after the synthetic cable if you are going to have it on your vehicle, it does take maintenance, you need to clean it, dry it, and be careful with it when you are using it around rocks. Otherwise stay with steel it is far less maintenance.

Roger



New Member Introduction

Hi, we are Justin and Rowena.

We drive a 1997 Toyota Landcruiser named "Bess". She's an old girl, but dependable. When Justin first got her eight years ago, she was "stock as a rock", right down to the old factory split rims – not a single modification had been made.

Over these years, he has added a snorkel, 2" lift, 33" tyres, a second battery system, UHF radio, roof rack, side awning, rear and side lighting, reversing camera, winch and winch bar, centre console fridge and built rear storage doors, to name the main ones. Being a bit of a backyard mechanic, Justin takes great pride in doing the work himself. The wish list for Bess in future is a V8 diesel conversion, lockers, long-range fuel tank and reservoir shocks.

Justin first became interested in 4WDing in his early twenties. Fishing was his passion, and to get to the better fishing spots you needed a 4WD. His first forby was a 1981 short wheel base Toyota Hilux. Over the years, his four wheel driving passion has begun to outweigh his passion for fishing. Although he still loves to wet a line every so often. Rowena came from New Zealand where 4WDing was the quad-bike her dad had on the farm when she was a kid, so actual beach and bush 4WDing was completely out of her sphere of experience until meeting Justin a few years ago.

Our favourite style of 4WDing is bush touring, with the tantalising prospect of a good camping spot for the night ahead. We enjoy all forms of camping from the convenience of throwing our double swag under the awning to setting up our new camper trailer for extended stays. We don't 'glamp', but Rowena does like a cup of tea from a proper teapot when we've got the pegs down. [It's always a test of Justin's packing skills, and yet he sighs with relief each time upon unpacking the ceramic billy to find it still intact. However she has compromised with a plastic wine glass!].

Our favourite thing to do at the end of a good drive – with hopefully a bog or two for fun in between – is to sit back with friends around a campfire, watching the flames while dinner and damper cook in the camp ovens.

We joined the club just over a year ago, and love the people and friendships we are developing as well as the great variety of tracks we get to do. We'll see you out on the tracks soon! Rowena.



Splicing Dyneema Rope

HOW TO SPLICE DYNEEMA WINCH ROPE

I recently noticed that the stainless steel thimble on the end of my dyneema winch rope was bent. So as luck would have it, I had a spare galv thimble lying around that would be a nice replacement. Like any job that seems difficult, all you need is a little understanding and knowledge to give it ago. So hopefully by the end of this article if you ever need to replace a thimble or put a loop into dyneema winch rope, you can.

1. The tools you will need: Fids (or a bend coat hanger), pliers, scissors, tape, whipping twine, sailmaker's needle



2. Find where the rope threads back into itself and pull it out. To make this easier, you will need to push the rope back over the existing splice.



3. Once the rope has been pulled out of itself, you will then continue to undo the plait.



Note: at this stage the rope only has been threaded through itself, so don't unpick any of the individual strands just the whole rope.



4. You then make sure that there is no damage to the rope as we don't want to have to cut it if we don't have to. Grab two of the larger fids and place the rope into the cut-out slots. Use the insulation tape to secure the rope in place.



5. Pass the short ended fid through the rope making sure that you don't open any of the strands of fibres but pass by them. This is the tricky part, to make sure that the fitted thimble is tight you will need to adjust the loop so that the opening of the loop is up onto side of the thimble. When you tighten the



“Tail” (the end with the fid attached) it pulls around tight.



6. Grab the second fid (the one at the end of the rope where it attached to the winch) and repeat the process, as in step 5. Pull tight, at this stage you shouldn't be able to move the thimble and you shouldn't be able to pull the rope out.



8. Now take the fid and open the rope, do this by holding the rope in both your hands and pushing them together. At this stage you will see the rope “open up” get the fid and push it into the rope adjacent to the last splice. Insert the fid and “inch worm” it all the way up inside the rope until you run out. Then you need to “inch worm” the outer rope back towards the splice. Poke the fid out through the rope and undo the tape allowing the inner rope to fall back into the outer rope. With your dominant hand, starting from the splice, push the outer rope away from the splice. This should make the inner rope disappear totally.



Yay you have finished a dyneema rope splice. Well done!!!



For an added protection, I added a metre of yellow outer sheath to my rope (Cheers Shane C). If you do this you will need to whip and stitch the cover in place, but that’s another story

Club Trip Rules

- Trip Leader
 - Accepts responsibility for trip organisation and navigation.
 - Nominates the Tail-End-Charlie (TEC) and Scribe to prepare trip report.
 - Advises of trip requirements (eg fuel, distance, special equipment, departure time, convoy order, stops etc).
 - Arranges carrying of special equipment (eg recovery gear, VHF radio etc).
 - Checks radio operation and communication with all on the trip.
- Tail End Charlie
- Assists the Trip Leader (TL) with the running of the convoy.
 - Advises TL when convoy is mobile, and when changes in direction have been completed or a member leaves convoy.
 - Stays with vehicle which may be delayed or leaves the convoy for a short stop. Advises TL when mobile again.

Scribe

- Prepares a trip report which gives a good overview of the details and activities that happened on the trip.
- Notes the names of all people present and records these details in the trip report.

Convoy Procedure

- TL is to call a convoy group meeting prior to start and remind members of convoy procedures.
- Observe road rules at all times.
- You're responsible for the vehicle following you when turning and changing direction.
- Vehicles leaving the convoy for any reason, wave on remainder of convoy and inform TEC of intention.
- No vehicle to pass TL unless in an emergency.
- Keep a safe distance behind the vehicle in

front at all times.

- If you get stuck, advise the vehicle behind you over the radio, or by getting out of your vehicle.
 - Lead vehicle to be equipped with pole and flag when the terrain requires it (eg in sand dunes).
 - Where suggested by the TL, nominated Track Marshals will regulate traffic (eg in difficult terrain and dangerous situations).
 - In the event of winching being necessary, the Winch Operator will automatically become a Track Marshal.
 - Vehicles carrying emergency and recovery equipment or personnel must be given clear passage and have right of way.
 - In the event of an accident or mishap on a trip, all non emergency vehicles shall clear the immediate area to provide uninterrupted access.
 - Any members or other persons not complying with instructions given by a Track Marshal or emergency personnel will be referred to the Executive Committee for disciplinary action.
 - All driver members are responsible for their passengers and any visitors that they invite on the trip.
- ## Radio Etiquette
- The radio is used for voice communication only.
 - When switching the radio on, listen for a moment before speaking, to ensure that you don't obliterate what might be an important message or irritate other users.
 - The use of obscene language is unacceptable.
 - The channels must be kept clear for emergency use, and in case of any breakdowns or other unforeseen circumstances.
 - Remember, you are not the only user.

Event Planner

If you wish to attend a trip/event you **MUST** contact the **TRIP LEADER** directly and advise them. That way they know of your intentions.

Month	Date	Destination Name	General Area	Trip Leader	Details	Trip Rating
NOV	Sat 21st	Powerlines by Night	East of Mundaring	Roger 0413 931 607	BBQ dinner prior to heading out into the night	2-4
DEC	Sat 5th	Lake Navarino/ East of Yarloop	East of Waroona	Shane 0407 448 652	Exploring the forrest trails	2-3
DEC	Sat 12th	Social BBQ	Matilda Bay	Committee	BYO dinner/bbq, chair/rug	1
DEC	27th onwards	Wellington Dam	SW of Collie	Roger 0413 931 607	Holiday Camping trip 27/12 - 03/01 southside of dam	2-4
JAN	Sat 16th	AllTracks Christmas Party	Banjup	Committee	Christmas Party for all AllTracks members and their families	1
JAN	23rd - 26th	Aust Day weekend Breton Bay	Breton Bay (south of Ledge Point)	Sean 0414 303 095	Long Weekend camping, fishing & playing in the	2-3

**YOUR CLUB NEEDS
YOU!**



**TO GET INVOLVED &
PARTICIPATE....**

generator.net

The next club **Trip Planning Meeting** is scheduled for:

November

It would be great if people could **please keep this evening free**, so they can **attend and have input** on future trips & outings.

Richard C

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