

# The 4x4 Corner

4X4S CAMPING & ADVENTURE

ISSUE 02



**MASSIVE GU PATROL  
BUYING USED ARTICLE WITH  
OWNERS OPINIONS/VEHICLES!**



**MITCH'S TAILOR FISHING ON  
MORETON ISLAND TIPS & TRICKS**

PHOTO PROVIDED BY CHANTELLE

## THIS ISSUE:

- BUYING USED - NISSAN GU PATROL
- A TOUGH TRITON UTE WITH ALL THE GEAR
- CAMPING REVIEW OF KENILWORTH HOMESTEAD - QLD
- TAILOR FISHING ON MORETON ISLAND
- AND MUCH MORE!!

# A FEW WORDS FROM THE EDITOR...

Hello and welcome back to the second Issue of the magazine, A big thank you to everyone who downloaded issue 1 Of the magazine. Thanks also for all the feedback that was provided, and to everyone who has contributed to this issue. Its been lots of fun once again putting it together.

We are looking forward to continuing to grow the magazine and adapt it to suit your feedback and mould it into a magazine that as a community readers can show off their vehicles, share their knowledge and experiences with others, and everyone can learn something and have fun reading it, and hopefully at the same time it can inspire everyone to get out and experience this amazing country.

Once again if you have any suggestions or comments we would love to hear them, and if you have something 4x4, camping, or fishing related that we could include in future issues please don't hesitate to email them through and we will endeavor to fit it into future issues.

We have made the decision from now to make the magazine on a bi-monthly basis with the hope for it to eventually be a monthly issue. Keep an eye out also in the coming weeks as we will be adding a subscribe now option to the website, so you can keep up to date with everything going on at The 4x4 Corner and get the mag as soon as its issued.

Will catch you all next issue, talk soon and happy reading!!

cheers

*Daniel*



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4WD CLUB

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## YOUR 4x4's - WAYNE'S TOUGH TRITON D/CAB UTE

**Model :** Mitsubishi MN Triton D/cab ute

**Year:** 2012

**Engine:** 2.5 litre turbo Diesel

### Modification List:

2" body lift, 2" suspension lift (Dobinson coils on the front with Bilstein shocks, & standard leaf pack with extended shackles on the rear & 60 series shocks) xrox tube bar, custom made rock sliders, modified tow bar, the tub has been shortened by 220mm, snorkel, diff breathers, rear ARB air locker, 3" straight through exhaust, Roo systems awning, Roothy approved roof bag, roof platform, upgraded headlights and park lights, all interior lights have been upgraded to white LED's, blocked egr, oil can catch, tail lights have been spray painted.

### Wheels and tyres:

**Daily:** 16 x 8 Allied thunder rims, with 285/75 all terrain tyres

**Weekend/play tyres:** black 16 x 8 sunraysia rims

with 305/70 Mickey Thompson Claws.

### Future modifications:

I am in the process of making a tyre mount rear tailgate at the moment, and also have a dual battery system at home waiting to go in, looking to put a custom canopy on , with rear drawers and a fridge, custom made flares, ressy coil overs for the front, with custom diff drop.

We will have to check back in on this tough Triton in a few month's time to see where it's at!





# COUNTRY ESCAPE





## CAMPING REVIEW - KENILWORTH HOMESTEAD QLD

If your looking to escape to the country for the weekend with your family or a bunch of mates then the Kenilworth Homestead could be just the place for you. The homestead is located in Kenilworth, a small town in South East Queensland's Mary Valley.



The Homestead is a fantastic place to get away to, it is a privately run camping ground located on the banks of the Mary river. It offers a variety of camping spots, with both powered & unpowered sites. All unpowered sites are uncollated so it is a matter of first in best dressed. We would definitely recommend booking well ahead of time and being organized and arriving early on the day over the peak times of the year like Easter, Christmas, New Years, public holidays, etc as the Homestead can get quite busy around these times.

Facility wise, there are a few composting toilets located across the grounds, and the main amenities block is located up near the office has flushing toilets, & showers in it. The kids will love walking up to these as you have to pass the miniature ponies & donkey's. The office stocks the essentials you will need such as firewood and ice. The office is also the first place you should stop in at on your visit to the Homestead, to sign in and pick up your camping ticket to put on your vehicle.

It doesn't matter if you want to kick back with a few mates and have a few quiet beers around the campfire, kick a ball or play some cricket in the wide open grassy paddock, or go for a swim/kayak in the river, the Kenilworth Homestead offers all that and more! We have been camping at the Homestead several times now and it's always been so much fun, It's the sort of place that each time you visit you discover a bit more of the property.







If you are wanting to take your furry friends along your in luck, dogs are welcome. As long as they are picked up after and kept on a lead at all times. Our two dogs love exploring down near the creek.

There is no shortage of things to do in the grounds, If it's summer time it's quite easy to waste away the days swimming, or kayaking down at the waters edge. If your lucky enough to stay during Easter, Australia Day, etc there is often family fun activities organized which can be participated in. There is also a BMX track for the kids to keep them occupied, or you can venture into town and explore what Kenilworth has to offer.

Outside of school holidays the Homestead is open from 2pm on Friday and closes again on Monday at 10am. During the Queensland School holiday period however the homestead is open all week & on weekends.

If you have never been before, or have & haven't gone back in a while. Get out, get amongst it and enjoy a great weekend away camping!



**QUICK FACTS:**

**Prices:**

Adults \$15.00  
children \$8.00 (kids under 2 free)  
Family of up to 4 children \$46.00  
Powered sites \$2.00 per person extra per night.  
Dogs free

**Are fires allowed?**

yes

**Things to do**

kayaking, swimming, BMX riding

**Are pets allowed?**

Yes, Provided they remain on lead at all times,  
and picked up after

**Are generators allowed?**

Yes, between 8am -10am and 4pm - 6pm

**How do I book?**

log onto <http://kenilworthhomestead.com.au/> and  
click on the book now tab



# Kenilworth Homestead experience





# KENILWORTH



Kenilworth is a small town located in the Mary Valley. It has a population of approximately 300 people. Visitors to the town can enjoy a trip to the cheese factory located in the main area of town, there is also a museum, several cafes & little shops to look at, a petrol station to fill up the fourby at, and no shortage of tough trucks cruising through the town!!

Apart from the Homestead, Kenilworth also offers several other camping spots around the township. There are a few 4wd tracks also between Kenilworth & Imbil (near Charlie Moreland Camping area) These offer a few creek crossings & steeper climbs. It's best to play it on the safe side if there has been heavy rain and check prior before making the trek out to Kenilworth, as often when the town gets consistent rain it will flood in several areas.

Kenilworth is a great little town to visit on a day trip, or weekend away. It's located roughly an hour and 45min depending on traffic from Brisbane and offers plenty to do and see from 4x4 driving and fishing to tasting cheese at the cheese factory. They also run a show each year in September, which is well worth the look. This year it is being held on the 20th of September. We went to this last year when we were camping at the Homestead. There were plenty of farm animals, old cars on display, food and drink, and even a rodeo.





## MITCH'S TAILOR FISHING ADVENTURE ON MORETON ISLAND

Beach fishing for tailor can be one of the best forms of fishing there is. When a school of winter tailor start to feed they are ferocious, hitting baits and lures, fish after fish until the schools moves on or settles. This means that when you find a feeding school you can catch your fill of a great sport fish and take home some good eating fillets.

### Winter targets

The sandy islands of South East Queensland are the perfect locations to chase down the migrating schools of tailor. Fraser Island is a well known mecca for tailor fishing, but Moreton Island has its fair share of fish as well. Typically mature Tailor migrate from the colder waters in the south, to the warmer waters of South East Queensland and Northern New South Wales to spawn. The surf gutters and rocky points of the Moreton Islands Eastern beach are the perfect location to pick up some good sized tailor.



Mitch with a nice Green Backed Tailor



When the Tailor aren't biting there is always a few dart around



Moreton Island has year round 4wd access to the Eastern beaches and in the winter from July to September it is common to experience long bouts of clear and wind free weather. Camping is available on the Eastern Beaches of Moreton Island or more glamorous accommodation can be found at either Tangalooma or Bulwer on the western side of the island.

## Fishing gear

When fishing for tailor a lot of 'old salts' who have been fishing a long time use your typical beach fishing rig, which is an alvey reel with a heavy mono line. Believe me, this system with a decent surf sinker, steel leader and a set of gang hooks through a pilchard works.

However, if you are inclined to throw a lure you will do far better going for an egg beater type reel to ensure you get a fast retrieve on your bumper bar lure. I also prefer to use a lighter (15lb) wind resistant braid to make sure you get the maximum distance on your cast. An extra 20m can mean the difference between catching fish all afternoon or not. My



Line and lures ready for a Moreton Trip. The Blue Gillies lure right hand side worked best out of these three

My typical rig would be a 12ft surf rod with a large egg beater reel spooled with 15lb wind resistant braid leading to the rig pictured beside. Or a mono leader and a large (75g) blue/silver steel lure to mimic a pilchard or small mullet. Remember that a single heavy lure will cast far further than a sinker and bait, so if you see the school feeding out further don't be afraid to lob a steel bumper out as far as you can.

## Tips and Tricks

Three things are critical to tracking down tailor and keeping them on the bite:

### Timing

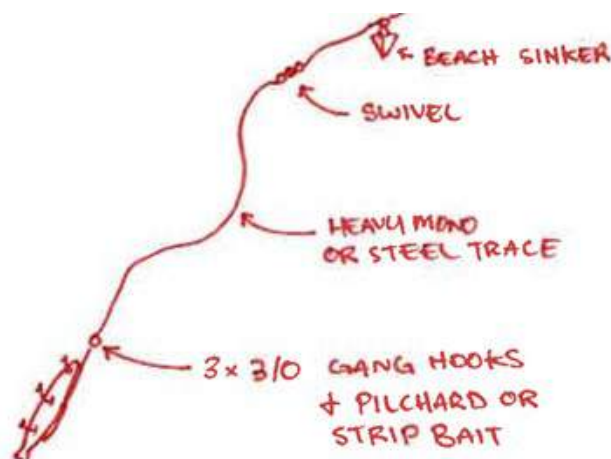
Tailor feed mostly on dawn and dusk. The tide needs to be full enough for the fish to get into the gutters.

### Picking a Gutter

Tailor need a gutter with a lot of water, typically you need to find a spot along the beach with a good entry point bringing in clean water and bait into the gutter. Tailor tend to hang towards the back (ocean side) of the gutter so ensure you can get your baits out into this zone.

### Burly

To keep the school feeding it is best to either feed them with chopped pilchards or actually fish with pilchard's as bait. When fishing with a group, using pilchards rather than lures you will keep the school fired up on the smell and left overs of the groups baits being constantly thrown in.



Typical Tailor rig set up

If you have had a fishing experience recently that you would like to share with us, shoot us an email to [the4x4corner@gmail.com](mailto:the4x4corner@gmail.com) and tell us about it.



### Eating Tailor

Tailor is delicious fresh, just make sure that if you are going to keep a fish to bleed it as soon as possible. Keeping the boys fed during a night fishing trip is as easy keeping a camp stove and filleting knife in the back of the fourby. There isn't anything better than some battered fresh fish on the beach! Some people even rate frozen tailor, I feel that it loses a bit of texture and isn't as nice. However, if the fish was bled when it was caught it is still nice to eat out of the freezer and is great in flavoured dishes like Thai fish cakes or curries etc.



A member of the WLBPCB fishing club cooking up a storm straight from the ocean.

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# BULLET PROOF BUYING



USED 4x4 REVIEW - NISSAN GU PATROL



## USED 4x4 REVIEW - NISSAN GU PATROL

The GU Patrol is well known for its bullet proof reputation. Having had the success of the GQ, Nissan launched the GU in late 1997. The GU was released initially with a few different engine options. A 2.8 litre 6 cylinder turbo diesel, or a 4.5 litre 6 cylinder petrol motor. In 1998 a non turbo naturally aspirated 4.2 litre diesel was introduced. These are pretty hard come by these days. A 4.2 litre turbo diesel option known as the TD42 soon followed.

The series 1 GU ran until 2000 where the series II was then released & the 2.8 litre diesel was replaced with the infamous 3.0litre turbo diesel option.

The GU was released in a DX, the most common ST, or the top of the range TI. Initially the GU was only available in a wagon. in 1999 the utility version was released. A 5 speed manual and a 4 speed automatic option was offered in the GU.

If your after a serious offroad vehicle the Patrol is an excellent starting point for a comp rig, serious play toy, or just a tough touring vehicle. Being made of all the good stuff GU's feature solid axles both front and rear and coil springs. The utility was available in either a coil cab or with leaf springs.

If your in the market for a GU it depends on your budget as to what you can afford. The 4.2 litre turbo diesel is definitely the pick of the engines. If you can track one down that hasn't had too hard a life offroad or with loads of klms on the clock your onto a good thing.

The 2.8litre turbo diesel Patrols are often quite affordable these days, however in comparison to other models they can be a bit underpowered in places, and can require a bit of extra revving at times. If you are going to be towing also with the 2.8 it might not be the best option for you. However we are told with a few performance upgrades such as a chip & exhaust it will make a world of difference to the overall performance. It depends on how you drive it and where mostly the vehicle is used (ie highway,around town etc) as to what fuel consumption you will get. You can expect however somewhere around the 12L/100 mark. After checking out prices of many 2.8s on carsales and gumtree can expect to pick up the mid range ST from \$9500-\$14000 with anywhere from 280,000-360,000klms on the clock. Pretty much all of the ones we found on the net for sale already had spotties, alloy bull bars, snorkels or at least a few mods already in place.



When it come to the 3.0litre patrol or zd30 as it's known. It depends a lot on who you talk to or what your experience has been as to how you will feel about them. There is certainly loads of information & discussions on forums, websites etc of people having had it happen to them or knowing someone who has had the motor blow up, you will often hear them referred to as the grenade. It is unclear as to when the issues were resolved, however most owners say the 2000-2003 models are most at risk. There is several mods that can be done to help reduce the risk of expensive repair bills and the possibility of it blowing up on you. These are referred to as the NAD mods (Nissan anti Detination). If you search the net for zd30 NAD mods plenty of information is available on these.

There is on the other hand lots of great feedback on the 3.0 litres and their performance, comfort, towing abilities, economy etc. The 3.0litres are also a 4 cylinder motor, so they will save you a bit on rego costs compared to the 4.2. It depends on if it's a manual or auto and what accessories/tyres/driving style you have but you can expect around 11-12 litres per 100. Some forums even said with careful driving they were getting in the 10s. Price wise it varies a bit depending on the klms 2000-2002 model can pick up one for \$14,000 - \$18,000 with anywhere from 170,000-300,000klms. Again so many examples already have mods and upgrades which also dictates the price to some degree.

There are plenty of 3.0litres on the used car market, so make sure you take the time to choose the best one to suit your needs. At the end of the day not all zd30s blew up many people have had a good run and swear by them, but yes there are definatley lots of examples that have ended in costly repair bills. Do your research & find out the history of the vehicle, & if it hasn't had the NAD mods fitted look at doing them for your own piece of mind.

The TD42 is no doubt one of the best motors Nissan has produced, they sound tough, are great for towing, good performance for the size and weight of the vehicle, and very reliable. However because they are so sort after they do drive a significantly dearer price tag. This is great for resale purposes not so ideal if your looking to buy one. You can expect to pay anywhere from \$23,500-\$35,000. The ones we found for \$23k + had done over 250,000klms and the \$35k bracket ones under 150,000klms or loaded with mods & extras.

Petrol GU's are also pretty popular and easy to come by. Depends who you talk to most people either love or hate a petrol engine in a 4wd. The 4.5 litre Patrols are known for being reliable, with many people swearing by them, they are fantastic for towing, and offer great performance. Don't however buy a 4.5 if you are concerned about fuel economy figures. They are thirsty vehicles with figures around the 18/19L per 100 mark. However there are many examples out there that have already been converted to LPG. Price wise you can expect to pay \$9500-\$13,000 for one with anywhere from 200,000-290,000klms on the clock. On the pages 24 & 25 we have an owners opinion from Gian on his tough 4.5 GU patrol.

## MECHANICALS:

In the effort of providing an indication of servicing and running costs of a 4.2litre GU patrol. We contacted our mechanic Ryan from Peter Atkin to get a run down on some basic costings.

Note: Prices are based on a 4.2litre Turbo Diesel Patrol, Prices given are only an indication and will most likely vary depending on the vehicle itself, your location & your mechanic's rates.

- Normal service every 10,000klms from **\$303**
- Oil changes are recommended every 5,000 klms and are from **\$158**
- Major services are every 40,000 klms and cost from **\$991**
- The 4.2litre Patrol does not have a timing chain or a timing belt, they are gear driven. The 2.8 litre has a timing belt, and the 3.0liters have a chain.



Now here's the part everyone wants to know. We contacted a few 4x4 shops & searched the web to put together an indication of what some mods for a GU might cost you.

*There are a wide variety of Accessories and modification options available for the GU patrol. prices were sourced from various suppliers. All prices Quoted were valid at 23/05/15 and may be different from state to state.*

- Iron man basic commercial steel bull bar (winch compatible) - **\$1125 (supply only) price supplied by Caloundra 4x4**
- Ironman deluxe commercial bar - **\$1295 (supply only) price supplied by Caloundra 4x4**
- *Ironman snorkel* - **\$320 (supply only) price supplied from Caloundra 4x4**
- Ironman steel side steps - **\$595 (supply only) price supplied by superior engineering**
- Rear steel bar with dual spare wheel carrier - **\$2175 (98-04) supply only, price supplied from superior engineering**
- 2" Dobinson lift kit (supply only excluding fitting) shocks & coils - **\$880**, price supplied by superior engineering
- E locker front (supply only) **\$1595.00** price supplied by superior engineering
- E locker rear (supply only) **\$1595.00** price supplied by superior engineering



Elliot from Marks 4WD was kind enough to give us a brief run down on what engine conversions are available for the GU Patrol if you are interested in going down that road.

“Both the GU and GQ Patrol are the most common vehicle that we make and sell kits for.

We do kits for the following conversions:

**Petrol:** Cast Iron Chev V8 engines, Holden EFI 5.0litre engines, LS1/LS2/LS3 engines & LSA Supercharged Engines.

**Diesel:** Chev 6.2/6.5 Litre Diesel, & Duramax 6.6 Litre Diesel.

Customers can choose depending on the conversion. If they want to run the Nissan manual or automatic transmission Or the GM/ Allison automatic transmission.

Depending on the conversion we can offer bell

housings, clutches, flywheels, transfer case adaptors, sumps, headers, oil filter relocation, alternator relocation, air conditioning relocation, wiring, fuel systems, engine or electric fans, fan shrouds & hoses, etc.



Check out more on their website [www.marks4wd.com](http://www.marks4wd.com)



**TURN OVER AS WE TALK TO 3 GU PATROL OWNERS AND FIND OUT ABOUT THEIR TRUCKS, OPINIONS ON THEM, MODIFICATIONS & MUCH MORE!!**



## OWNER'S OPINION- LEE'S GU ZD30 PATROL

### LEE'S GU PATROL SPECS

**Model:** 2001 Nissan GU Series III patrol

**Engine:** zd30 turbo diesel

**Mods done so far:** 4 inch lift, ARB bull bar, snorkel, winch, 33 x 12.5 Mickey Thompson baja mtz tyres, superior engineering drag link and tie rod, adjustable Wizard racing panhard rods, coil retainer fitted, and extended sway bar links. The zd30 is running a large weld intercooler turbo timer, boost and pyro meter. With catch can dawes valve and needle valve, 2.5 inch dump to 3 inch out exhaust.

### LEE'S THOUGHTS ON THE GU

Modifications for the GU are plentiful, they are easy to modify and with a small amount of work you can achieve a great all rounder. The td42 is the pick of the motors as the zd30s have many problems and are not as reliable as the td42. Many people do the conversion to the big 4.2, or an Ls1 or Ls2 petrol engine.

I have driven this truck up some extremely tough tracks and the driveline has stood up to all I have thrown at it, from hardcore to touring with the camper. I Love my Nissan!





## OWNER'S OPINION - CRAIG & CHANTELLE'S GU PATROL

### OUR GU PATROL SPECS

**Model:** 1999 Nissan GU patrol with a rd28t motor (6 cylinder)

**Mods done so far:** 3rds adjustable Upper control arms, 3rds extended lower control arms, superior solid Drag link and tie rod, snake racing front and rear panhards, Dobinson 4-5" heavy duty coils, extended brake lines, diff breathers, 6" amada shocks with reservoir, ARB front and rear air lockers, 4.6 diff gears, 85% reduction gears, ARB winch bar, ARB rear bar with swing away wheel carrier and jerry can, brush rails and rock sliders, Mickey Thompson baja MTZ 285/70r17 tyres, safari snorkel, 22" lightbar, roo systems roof rack, tuff dog return to centre steering dampener, pillar pod with water temp, oil pressure & boost, quick release sway bar links, 3" exhaust custom to our patrol.

**Engine mods:** rd28 DP chip, K&N air filter, Donaldson water separators/filters.

### OUR THOUGHTS ON THE GU

The patrol is a capable four wheel drive, out on the tracks it has never let us down other than minor break down issues.

Issues that we have had are replaced motor 12 months ago, welch plugs corroded out in our old motor, wiring due to the person before use, first injector (no1), when purchased gearbox was a bit rough and dropped a gear, rear diff centre lost a few teeth, also engine mounts, engine clutch fan's due a broken engine mount. Since we have owned the vehicle (3 years) we have changed the suspension several times to find what we are happy with.

We have found buying parts and modify it quite easily as I was able to change majority of the parts myself.

The patrol is extremely capable off-road at this point it is only used to go up the beach or head out to glasshouse, there is enough room for us and our dog, haven't really done over 2 nights with the patrol .





## OWNER'S OPINION – GIAN'S GU 4.5 LITRE PATROL

### GIAN'S GU PATROL SPECS

**Model:** 1999 Nissan GU patrol with a tb45 motor on LPG gas

**Mods done so far:** rhino roof racks, tigers 11 awning, 35" mud hog tyres on sunraysia rims, airflow snorkel, Ironman 12000lb winch, 6mm bash plate, HID headlights, rear extreme 4x4 steel bar, 20" LED bar, rear door table with LED strip lights, fishing rod holders mounted where the spare wheel use to be, manual genuine hubs, home made 4mm rock sliders, tow bar recovery hitch, rear storage bag on spare wheel, reinforced front spring towers so they don't keep bending when lifting the wheels up, 3" lift kit including heavy duty springs with 30mm spacers, adjustable panhard rods, 10mm radius spacer with 2 degree castor bushes, longer brake lines and sway bar links, long range sub tank, longer upper control arms (rear diff), Iridium spark plugs (these are not recommended for vehicles on LPG because they

haven't tested them. With the standard plugs I use to get 350km per 90 litre tank of gas, now I get 380 and runs very smooth, rear airbags (for towing), tough dog steering damper, new engine head, Front E-Locker with all seals replaced, new radiator.

**GIAN'S RUN DOWN ON SHOPPING LIST REQUIRED FOR MORE THEN 2"** (A body lift is not recommended for GU's as they have airbags)

- shocks & springs
- Brake lines
- Front and rear adjustable panhard rods (this brings the wheels back to centre)
- 3 degree offset castor rod bushes or preferably drop boxes
- Extended sway bar links (because your Patrol is lifted you will get a small shake at 40km/h, this is due to the drive shaft being on too much of an angle)







- You will need Gearbox spacers, start with 6mm if no good go to 12mm spacers
- As you lift your GU your rear diff will move forward so you will need to get rear diff upper control arms.

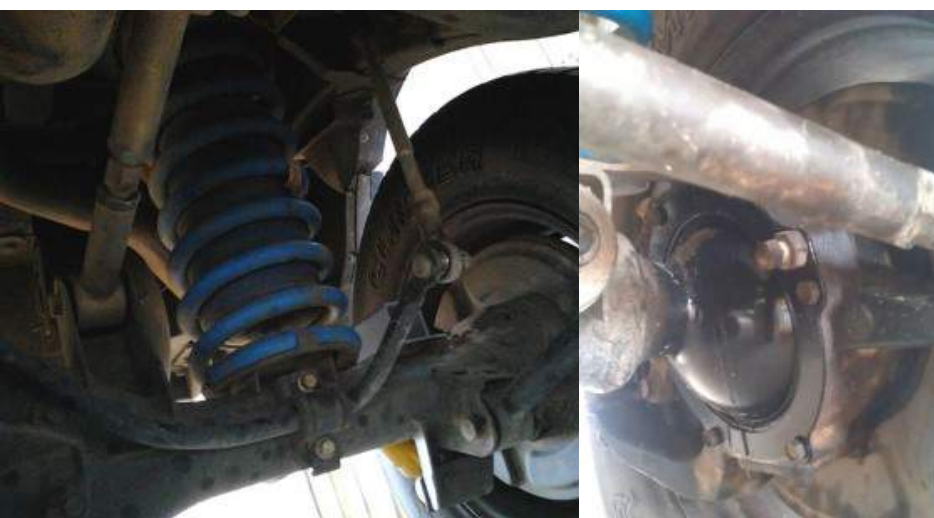
#### **GIAN'S GUIDE ON HOW TO PUT 35" TYRES ON A GU PATROL**

- Firstly you will need to move your front diff forward with a 10mm Radius Arm spacer washer. If you do not do this they will scrub on flex.
- You will need to fit the tyres on a -22 rim. This will allow the tyres to move away from the vehicle so as on full flex the tyre will not touch the vehicle.
- Now seen as the vehicle is higher, your old standard bump stops will not work and the tyres will touch the top of your wheel arch at full flex. You can get longer bump stops to counter act this or do what I did and weld a 50mm piece of metal to the bottom of the diff
- Please note also your tyres will also now stick outside of the vehicle making it illegal. You can get 10mm bigger aftermarket plastic flares to fix this.

- I recommend getting a return to centre steering damper also, not just for turning on tight spots but also to go from left to right on those muddy situations.

#### **GIAN'S GUIDE ON AUTO LOCKERS**

- Auto lockers are good, Nissan's advice is to re grease them every 5000km. Auto locking hubs are meant for wet grassy flat surfaces, If you are going to be doing hill climbs (DO LOCK THEM UP MANUALLY), auto hubs last me years until I got myself a front E Locker.
- When you have one front wheel in the air and try to get up the auto locker just brakes. The auto engage/disengage stops working. Recommend to get original GQ or GU hubs.
- The rear LSD's on the GU work really well for 33" tyres. Once you go to 35"s as they are wider the LSD stops working and you are back on 3 wheel drive (assuming you have a front locker)
- I haven't upgraded the diff ratios as I drive on the road with 31" tyres, but if you will be driving full time on 35"s you will need to change them accordingly depending on if you drive an auto or a manual GU



**At the time when I brought the GU the 4.8litre and the 4.2litre Turbo diesel were to expensive, and this was the best "bang for your buck" at the time. I tow a big caravan and the 2.8 would of struggled on the hills.**

**I have no issues with the TB45 or going off road with LPG. The only down side is the engine is bloody thirsty, I am averaging on gas 25L/100Km**



“ When I brought the truck it was pink/purple and an unfinished project, a lot of long hours where spent in the shed to get it where it is today” Driver/owner Zeke Hughes



Follow the boys progress on facebook at <https://www.facebook.com/SSFloorstruck>



THE TRUCK WHEN ZEKE BROUGHT IT





## COMP TRUCK CATCH UP - UPPA RACING GQ PATROL

**Model :** Nissan Patrol GQ safari ute

**Year:** 1989

**Engine:** TD4.2

**tyres:** 37" running external beadlocks

**Mods list:**

Custom four link rear end, adjusted shock tower mounts, 2" spring lift, 2" body lift, strengthened diff, 24 volt high mount winch.

**Driver/owner:** Zeke Hughes

**Navi:** Brayden James

**Sponsors:** SS floors, Allset springs & suspension, Show offs 4x4 club, Pozzy Print

**When is your next race?** **Zeke:** Next month we are going to be busy upgrading a few things on the truck so will probably be a bit quiet on the racing front.

**What inspired you to build a comp truck?**

**Zeke:** I have always loved 4wding, my old truck a red GU ute was getting to the point mods wise that I had to pick if I wanted an on road vehicle, or a compy. So the ute was sold and made way for the comp truck.

**Brayden:** I love 4wding and I thought it would be fun to give it a go!

**What would your advice be for anyone out there wanting to build a comp truck?**

**Zeke:** It won't happen overnight, it takes long hours in the shed, and lots of dollars and patience.

**Brayden:** Have faith in your work. Do it with someone who you trust and doesn't take offence to you yelling at them, and most importantly have fun!





## CATCH UP WITH CAMPING CARTEL

**For anyone who hasn't heard of Camping Cartel what is it?** First and foremost Camping Cartel is a clothing brand dedicated to all those who love camping, four wheel driving, and outdoor activities.

**What inspired you to start the Camping Cartel?** Since I was 19 (2008) I have been keen on starting my own clothing label, and finally took the plunge in 2012. I started a label called "troubled company" which was mainly just designs I liked, and didn't have a real audience. At the time I was into drifting and sponsored a few events, but it wasn't very well received so it left me not getting much fun out of it. I've also been into camping, trail bikes, and 4x4s since I was 18 and just enjoyed getting away with mates. After a trip to Double Island and trying to organize my next run of clothing for the troubled company it hit me like a train. I immediately got onto my designer and Camping Cartel was born.

**What products do you sell?** Currently we sell shirts, hoodies, and hats and stickers. However I am keen to have a go at anything and everything. Who knows, I would even be stoked to have my own range of tents.

**What are the plans for the future as the brand grows?** Besides pushing new designs and related items. I would love to sponsor a few events or even host something myself. I love working together with other small and local business owners. So hopefully we can build some sort of success and have a blast while doing it.

**How is the best way to order? And what is an indication of prices?** Best way to order is to jump onto [www.campingcartel.com.au](http://www.campingcartel.com.au) and browse through the store.

You can purchase through Pay pal, if you would like to use your direct debit card or pay cash if you live locally. Prices vary on certain items but we use one of the best quality shirts available to us and local screen printers. You can expect to pay \$30-40 for a shirt. Other seasonal items will vary of course.

**What is your favorite camping destination ?** A couple of years ago I camped through a few countries in Europe...but after recently returning from Fraser Island I have to say it would take the cake. In my opinion living in South East Queensland would have to be one of the best places in Australia if not the world (I haven't seen it all yet haha) but with Moreton, Bribie, Stradbroke,



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CATCH UP WITH CAMPING CARTEL



and Fraser Islands, all with in a few hours drive. Also Manar park, Cruiser park, Glasshouse Mountains, etc, not too far away I think it's the perfect place to be, and to grow as a brand.

**What vehicles do you drive?** We are a diverse bunch we drive patrols, cruisers, hiluxs, navaras, prados, sierra/jimnys. Pretty much anything, We don't discriminate, as long as it has a few mods we appreciate it!

**With so many options in the camping market these days ie. Rooftop tents, swags, normal tent, caravans, camper trailers, etc, what is your choice to get away in?** Depending on what and who is coming along, we mostly just take a few swags. We operate on the KISS principle. With that though being said I'm sure once I had a camper trailer I wouldn't look back.

**What does a typical camping trip with the Camping Cartel crew entail?** We definately enjoy ourselves. Generally we are just out to have as much fun as possible. We enjoy a few drinks, and as you can tell by some of our pics - most of us train "calisthenics or bars/functional body weight training". So we tend to muck around on anything you can jump on or swing off. You can check out more by following our camping cartel crew member Lach on Instagram @raisingthebarcalisthenics or Raising the bar calisthenics training on facebook.

Be sure to check us out on Instagram @camping cartel like us on facebook "camping cartel" or check out the website [www.campingcartel.com.au](http://www.campingcartel.com.au)

Thanks, and se you on the trails!





YOUR 4x4's—EMILY'S SUZUKI VITARA SWB





## YOUR 4x4's - EMILY'S 1993 SWB VITARA JX

18 months ago I brought my 1993 SWB JX Suzuki Vitara. It was relatively stock and run down. Firstly I went the Pedders 2" suspension lift and 2" body lift. I then chucked on some 30 inch Maxxis Bighorns on 15x7 black sunraisers. I spent the next few months building bar work, mounting my roof racks and basket and installing my snorkel.

Next I turned to the inside of my zook. When I brought it the interior (roof lining, all side plastics and flooring) was all torn out and what was left was painted white. I searched around wreckers and managed to get the whole updated interior from the next model up. I installed that and resprayed the remaining interior. I designed and built a roof console, with a built in GME TX3200 UHF, external speaker and led interior lights. I brought and mounted a 10" sony tablet on my dash, which I run my maps off when touring.

I removed one of my rear seats to make room from my 35litre CFX WAECO Fridge/freezer and installed some extra Narva cigarette sockets to run my extra accessories. I upgraded all my accessory switches to Narva rockers switches and brought myself a stanley 3 draw toolbox chest which mounts in the rear and I store my recovery gear in it.





Next I did an engine swap to a freshly rebuilt G16A motor and installed power steering from the next model up. Then I went on to installed a wide range of led lights. 42" front light bar, 30" rear lightbar, 2x 9" side roof lightbars, 2x 6" corner roof lightbars, 2x led spot lights.

Then I made up some roof mounts for my tredz and High lift jack and a rear tyre mount for a 20 litre jerry can. Just recently I installed a custom made long range fuel tank and purchased a winch, which is yet to be installed. The next things on my list is a dual battery setup, locker, rear single draw setup and a centre console.

The reason I brought the zook was because i knew a few people that had stock ones that went pretty well offroad and figured if I did one up it will go even better. I had never really seen any in Tassie that had been modified and I think that's what I love the most about it. It's very original and very capable.

One of my favourite places to go in the zook would be the Bellingham dunes in Tassie, my car being rather light makes it a breeze to cruise around the dunes. But nothing really beats heading bush and playing in the mud, makes it even better at this time of the year when it's snowing on the tracks.





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## YOUR 4x4'S - TOYOTA 90 SERIES PRADO

After our used 4x4 review we ran in issue 1 on the 90 series Toyota Prado Thomas sent us some pictures and information to run on his 90 series.

**Model:** Toyota Prado 90 Series

**Year:** 1996

**Engine:** 3.4 Litre V6

**Current Modifications:** Snorkel, tow bar, dual batteries, ARB winch bar, ARB air compressor under the bonnet, & ARB rear air locker

**Future Modifications:** Front locker, Rear drawers, rear bar, stereo upgrade.

**Where is your favorite place to use it?:** Mostly beach driving (I haven't owned it long enough to hit the mud)

Thomas Also happens to be the president of the Outback families 4wd club. Turn over to the next page as we catch up & find out a bit more about the club



If you have a 4x4 you want featured in upcoming issues of the magazine feel free to send us some photos, and information on it to [the4x4corner@gmail.com](mailto:the4x4corner@gmail.com)



## CLUB CATCH UP - OUTBACK FAMILIES 4WD CLUB

### 1. What is Outback Families 4WD club all about?

Outback Families is a 4WD club directed at families with children. Our aim is to reintroduce the younger generations into the wonderful and fulfilling world outside, away from all the technology and distractions that seem to over run our lives these days. Whilst at the same time bringing with it a sense of community and well being as well as teaching them the values of the Australian bush, environmental conservation & sustainability, safety and maintenance.

### 2. Where is the club based?

We are based in Perth, Western Australia with members that stretch from south of the river all the way north to Moore River and beyond.

### 3. What was the inspiration for the club? And how did it come to start?

Back in October 2014, I had a thought come to me....why am I seeing a lack of family orientated 4WD groups? Having recently become a dad for the first time in April 2014, I didn't want this to effect my love for the bush and 4wding, and I wanted to be able to pass my love of the outdoors onto my son.

Growing up my old man used to take myself and my brother out camping all the time. Whether it was out bush or to a caravan park it didn't matter, we still loved it. Now days all I seem to see is kids wanting the latest electronic gizmo and I reminisced about my younger days where we couldn't wait to get home and play outside. The street lights were our curfew. With this in mind we decided to set up something a little more family friendly.





#### 4. What can I expect as a member of the club?

At present, we are only a group on facebook, but we are currently working through the process of becoming a registered association. What you can expect is a family orientated group of keen 4wders with a passion for getting off the beaten track (with the kids in tow) while also teaching them along the way about sustainable 4wding. We as 4wders already have a bad name due to a few bad apples. So we believe if we can educate our kids in other ways, it may help to promote the hobby of 4wding as something the whole family can enjoy.

#### 5. What sort of trips/outings do you go on?

Due to everyone working, trips have been somewhat limited in recent months. To start with we held a meet and greet social last year in the picturesque Yanchep National Park. Although no 4wding was done, it was a good opportunity to meet the crew and get some ideas on day trips and where we should take the club. A month or so later we did an arvo run from Two rocks to Woodridge. Mainly traversing sand and dunes. We finished up at Moore river where the kids all then had a swim. We are aiming to make our trips as accessible as possible and for as many different vehicle types, and extent of driving skills.

#### 5. What vehicles do members have?

We have a range of vehicles in the club from both mild to wild and everything in between. We have got people with V8's, V6's, diesel, petrols, lifted and locked, to standard height and bog stock.



**Outback Families  
4wd Club**





A basic 4wd will see you through most parts and if an upcoming trip requires any further modifications, members are advised prior to the trip. One upcoming trip we have (although it would have happened by the time this is published) id definitely recommend a snorkel as we traverse through water and crossings. All of this is taken into account when planning upcoming day trips.

As yet, we haven't had an overnighiter. I myself am still acquiring enough camping gear to comfortably camp with a pregnant fiancé and a one year old son. Some people are well kitted out, others not so much. We are looking into doing a scout run up to Stockyard Gully in the coming weeks in order to gather a bit more information on doing it. We like to be armed with as much knowledge as possible before embarking on such trips. Our members are here to offer encouragement, coaching and advice to each and every one. We understand that not every vehicle can complete the same trip for various reasons. However, more often than not you will be surprised at how far even a factory standard 4x4 can go.

### **6. What is it that you love about going camping with your family, and what are your tips to families reading this who are looking to get out and experience camping & 4wding but are maybe on a tight budget or don't know the first step?**

The peace and tranquillity of being out bush and off the beaten track with your loved ones is one of the best things you can ever do. It's not an overly expensive exercise, just a bit of grub, some fuel and you're set to go. Having quite young children can present some challenges though. You need sterilized bottles, somewhere out of the elements for them to sleep, and the gear you carry for an under 1 year old is crazy. This is where it's good to own a camper trailer or use a caravan park as a home base and head out during the day but still have somewhere to come back to once the days through.







You can get away with a decent tent, cooker and an esky. Some like the more glamorous camping (we'll call this 'glamping') and have all the bells and whistles including the kitchen sink, whereas others are quite comfortable with a basic more simple setup. Sleeping in the car is a great idea as well.

I think being well planned is key to getting out there. Pull out your camping gear in the backyard with the kids and get them used to setting up, even letting them sleep in the tent in the backyard is a great way to introduce them. I sure did it as a kid.

#### **7. How does anyone reading find out more information or follow your travels?**

You can find us on Facebook under "Outback Families 4WD Club" or on the web at <http://outbackfamilies4wd.wix.com/outback-families-4wd> or simply just google "Outback Families 4wd Club.wix."

#### **8. Lastly is anyone welcome to come along to get a taste of what being a member is like?**

Most definitely. We do ask that you own a 4x4 and have kids/nieces/nephews/siblings and be at least 18 years of age and hold a valid Australian license. We are all different people of different ages and backgrounds but we welcome anyone who wants to

come and find out what it's about. In the coming months we will also be holding social events to get to know each other a bit more so people are more than welcome to join in on these types of events as well.

*A big thanks to the members of the Outback Families 4wd club for taking the time to talk to us and share with us some photos. From their recent trip This is something I am also passionate about. Becoming a dad myself in October I am hoping my future son will enjoy camping and outdoors as much as I do. I Can't wait to share father/son bonding time also building up his first four wheel drive & teaching him the ropes with camping.*



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- IF YOU HAVE A 4X4 YOU WOULD LIKE FEATURED IN FUTURE MAGAZINE'S, SEND US A BIT OF INFORMATION ON IT & A FEW PHOTOS
- IF YOU RUN A COMP TRUCK AND WOULD LIKE TO BE FEATURED IN THE MAGAZINE, SEND US SOME DETAILS & PHOTOS
- ANY FEEDBACK ON ARTICLES YOU WOULD LIKE TO SEE IN FUTURE ISSUES, OR COMMENTS ON ISSUE 1

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