

The 4x4 Corner Magazine

All things 4x4s, Camping, fishing & Adventure



RUN DOWN ON WINTER RAMBLE 2015

WINTER RAMBLE 2015 - FIND OUT ALL ABOUT IT

SUZUKI SIERRA USED 4x4 REVIEW

1770 READERS CAMPING REVIEW

VW AMAROK WITH ALL THE GOODIES

ROOF TOP TENT RUN DOWN

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SUZUKI SIERRA USED 4x4 REVIEW



STEEP POINT TRIP REPORT WITH DUSTY TALES



WE FIND OUT ALL ABOUT THIS TOUGH GU AND 80 SERIES

EDITORIAL:

G'day and welcome to another issue of the 4x4 corner emag! Big thanks to everyone who downloaded issue 3, hope you all enjoyed reading it!

Issue 4 is jam packed with more 4x4, camping, & fishing goodness. Big thanks to Aaron also who will be joining us on a more regular basis to share his adventures and give out some fishing advice also! Check out this issue as we introduce him & his set up. We also now have a subscribe option for the magazine. If you click on the "sign up" button on our facebook page you will be directed to the subscription form, otherwise it can be found on the front page of the website by clicking the subscribe button.

In between now and next issue of the magazine lots of exciting things are happening. We are heading up north on a trip pre the birth of my first child in October. I have a few things to work on to get Hilux there and back, so will be flat out on that over the next few weeks! But I am looking forward to the time off, and will be sure to keep everyone updated on our travels through Facebook and Instagram!

As always pass on the word about the emag to your family & friends. The more exposure we can get the more the magazine will start to evolve! Please send us an email if you're interested in being involved in any way, more than happy to feature your vehicles, show off your camping photos, fishing photos, camp recipes. Pretty much anything and everything 4x4-camping-fishing related. There are a few big things in the pipeline for coming issues so keep an eye on the Facebook page as the weeks progress for more info.

Huge thanks again to all who made issue 4 a reality and contributed, helped with advice, etc & of course to you top people for downloading it!

Talk soon,

Daniel Fossey



Life has been flat out lately and with my wife being quite pregnant now the opportunity to get away as much as I like has been a bit limited. Last weekend I packed the ute up early and headed off into the hinterland and found a nice quiet spot and cooked us some pancakes and tried our luck fishing. It's things like that which are the best thing in life sometimes, and as a bonus it doesn't cost anything besides the pancake ingredients and a little bit of gas haha.

CONTENTS:



A BIG THANKS TO ALL THE CONTRIBUTORS WHO MADE ISSUE 4 POSSIBLE!

IF YOU WOULD LIKE TO BE A PART OF THE NEXT MAGAZINE, FEEL FREE TO CONTACT US WITH SOME DETAILS OF YOUR VEHICLE, CAMPING TRIP, FISHING ADVENTURE, CLUB MEETUP OR DETAILS, ETC. FEEL FREE TO EITHER SEND US A PM ON FACEBOOK OR EMAIL US AT the4x4corner@gmail.com



DUSTY TALES FROM THE WEST - WITH STEVE & TRACY - STEEP POINT

WORDS AND PHOTOS BY STEVE Mc LAUGHLAN

The North West coast of Western Australia is well known for its sheer beauty and remoteness. One of the most popular destinations on any travellers list, is Steep Point, Western most point of Mainland Australia.

For the fisherman out there it is reputed to be one of our planets finest land-based game fishing locations.

In 1697 the Dutch seafarer William de Vlamingh named the most westerly point of the Australian mainland "Steyle Hock", or Steep Point in English, when he anchored off the limestone cliffs near the southern tip of Dirk Hartog Island.

After travelling the 9 hours from Perth we arrived in Denham, set up in a caravan park and walked down to the local pub for dinner and a beer. How could we not have a beer and a meal in the most Western Pub in Australia, OK we had two beers, true story.

Our plan had been to spend the first night in a caravan park and fill our water tanks. Water is not readily available for this purpose and I suggest if you use water tanks, bring your water in with you.

Steep Point is 220km from Denham or a 440km round trip, we refuelled and left town fairly early. The Journey to Steep Point begins at the turnoff of Useless Loop Rd, (This road is used to service the Useless Loop mine site) off Shark Bay Rd, 88km south of Denham. The first 41km is sealed, followed by 114km of a formed but unsealed corrugated road. We traversed this road at a constant 80km/hr with the new suspension soaking up the corrugations nicely, we had to stop at one point to tighten the UHF aerial as it was vibrating loose. The final 30km of the trip is over very soft sand.

The Useless Loop salt mine produces the purest grade of salt in the world, processed by natural means, using only the wind and the heat of the sun. The mine and town site is not open to tourists, and entry permits are required from the site's mine manager. The on-site facilities include an elementary school and a junior high school for employees' children.

The greater area surrounding Steep Point, has been purchased by the state government for conservation purposes and will soon become a national park. A sign marks the edge of this area and it is here, at Cloughs Bar, you are requested to lower your tyre pressure to 20 psi before attempting this last stretch.





Failure to do so will mean getting bogged and incurring a costly recovery operation.

The road was heavily corrugated, which made the drive slow going, at this point the light bar vibrated enough to lose one of the mounting screws and required a MacGyver fix it job. Tracy put up a video of these corrugations on our Dusty Tales page and I suggest you have a quick look. It shouldn't be too hard to find it. But once we got to the sand dunes, the real fun began. The track mainly required high-range gears but there was one soft section in particular that as we were descending, I noticed a spot where someone had been bogged. This played on my mind for the rest of the trip as to whether we could get past it on the way out and this hill may require low range for some vehicles.

It took us about 3 hours in total to get to the Ranger hut, just short of Sheltered Bay and paid our entrance fees. Camping is allowed at Sheltered Bay and it is less than 5 km away from Steep Point and only 3 km from the ranger's residence. This area is Sheltered from the wind at most times and is the reason why it's called Sheltered Bay. This is also the departure point for the ferry to Dirk Hartog Island. Interestingly only 8 vehicles are allowed on the Island at any one time.

From here it is an easy drive to the Zudynorf Cliffs that begin at Kalbarri to the South and end at Steep Point. The cliffs are predominantly limestone and are up to 170m above the ocean which make for some of the most awesome scenery you will ever lay your eyes on. We were planning on driving down the cliffs to Thunder Bay but were advised at the Ranger Hut not to. The recent cyclone had blown out all the sand on the track leaving exposed limestone which would have destroyed our tyres. Check the local conditions at the Ranger Hut.

Steep Point is marked by a solitary sign, with Dirk Hartog Island clearly seen. Photos taken it was time to head back, the sandy hill bugging me. The corrugations were starting to take their toll, the dirty gear bag was dragging behind me, stopping we noticed the rear pole light had been doing a

pirouette and the curly cord was trying to strangle it. Sorted we headed back toward the sand dunes and the dreaded bog hole. High range or Low range, hit it hard or take it easy? By the time I realised that I was on that particular hill it was too late, I was in high range taking it easy, nothing to do except to keep going. I underestimated the Patrol and the tyres, these General Grabber tyres deflate well at 18-20 psi giving a large footprint and the low down torque of the diesel made this a lot easier than I could have ever thought.

Finally back at Cloughs Bar we re-inflated the tyres for the run back on the lesser corrugations and took the opportunity to give the Patrol a good check over. The rooftop had become loose and the constant up and downs of the sand dunes had moved it forward 300mm, the UHF aerial was now swinging side to side like a drunk sailor. (I apologise if any sailors are reading this, but you understand what I mean) All sorted we headed back out to the Overlander Roadhouse to refuel, fix the light and do a Roo Run to Kalbarri.



This trip requires GOOD suspension and ground clearance, I am sure the road must have periods when it is in better condition than when we did it. Tyre deflation is a must, so lower them down to 18-20psi. If you are well prepared and keen, you must do this trip, but bear in mind that the nearest recovery vehicle has to come from Denham.

We loved the challenge and will wear this badge with honour "We did it"

Did I mention the Flies? That's another story.

Entry fees

An entry fee applies for all vehicles entering the Edel Land/Steep Point area. When camping, entry fees are only payable on the first day.

- \$12 per car (up to 12 legally seated people)

The Department of Parks and Wildlife's Holiday, Annual Local Park, Annual All Park and Goldstar passes cover entry into Steep Point. They are available at Department of Parks and Wildlife offices .

In addition to the entry fee, campers must pay a fee for each night of their stay. You must first obtain a permit before arrival and pay fees in advance (download the permit request form at right which contains all information on how to pay). Camping fees are:

- **\$7.50 per adult**

- **\$5.50 for concession* cardholders**

- \$2.20 for school aged children 6-15 years**

If you are planning an overnight stay you will need to book ahead and obtain a camping permit.

There is basic telephone coverage on the higher peaks in the area.

Steep Point Ranger Radio channels: UHF 16

You can follow Steve and Tracy's Dusty Tales from the west on Facebook also by searching "Dusty Tales"





CAMPING OPTIONS - ALL THINGS ROOF TOP TENTS

WORDS AND PHOTOS BY DANIEL FOSSEY

In the hope of providing readers with information on various products available for camping, we will be looking at roof top tents, camper trailers, & swags over the next 3 issues to give an idea of different brands on the market, their prices, & a few reviews on how they go in the real world.

This issue we look at roof top tents. Roof top tents are becoming more and more common these days, they are easy to set up, quite affordable, and don't require registration etc. Depending on the vehicle they can be put on roof racks, a custom tray set up, or even a trailer. There are a few different options. The hard case capsule type (bottom right picture), or the canvas fold out option with annexe that can be zipped onto it (picture to the side). The hard case type are a pretty compact unit in comparison to fold out type. The ladder is off to the side. The negative to this is you are fully exposed to the elements. The fold out type has a roofed bit which comes over the ladder providing cover from elements (as can be seen from above picture). If the annexe is then zipped onto it the ladder is essentially fully enclosed.

Having run a roof top tent on my Hilux for the past year. For myself and my wife it has been ample space. We were quite surprised I must say when we first purchased it, at just how much space they have. We started with it initially on the roof racks. Though they were a heavy duty set of racks, they were just a standard roof rack system, so the tent did however have a tendency to feel a bit unstable at times. The tent has since been moved to back over the tray on a aluminium frame and folds out over the back.

The obvious down fall of a roof top tent is if you want to go for a fourby, or a drive somewhere you can't set up the tent until your all done, or else you have to put up and down the tent each time. This has proven difficult on more then one occasion. I would have loved a canopy system that is able to be wound on and off, and is able to be fully independent to the vehicle. Funds have not allowed this unfortunately but in an ideal world think that would be the way to go.



CANVAS FOLD OUT ROOF TOP



HARD CASE ROOF TOP

However in saying that now we have used it several times we have got the pack up/down process to a pretty good time, and can do it in around 5min. I would suggest getting the annexe option. This provides an excellent spot for storage, and can act as a changing area also, and would also be big enough for a bed for the kids.

A huge positive for me of the roof top is when your staying somewhere on the beach or in the country with a great view, due to the elevated position it makes for an awesome way to wake up in the morning! It Never gets old watching the sun rise. All your pillows, blankets, etc can also be folded up with tent and left inside freeing up bit more space in vehicle, and allowing it to be as simple as folding it open and your bed is set up ready to go.

Advantages:

- Can take off when not using and store in the Garage/shed
- Surprisingly quite roomy
- easy to put up/down
- Elevated position provides great views & peace of mind of being away from snakes, & wild animals.

Disadvantages:

- Extra fuel usage from being on roof
- not being able to drive anywhere once set up camp
- standard mattress can be quite uncomfortable
- Fair bit extra height is added to vehicle when tent is packed up so might not fit in places you once did

What will a roof top tent Cost me?

-**Adventure Kings Roof top tent & annexe** - Available from the 4wd Supacentre (320-340Gsm Rip stop Canvas) At the time of writing this it was priced at \$895.00

- **Ironman Roof top (tent only)** - Available at various 4x4 shops that stock the Ironman Products. At the time of writing this the ironman site had them priced at \$1240.00 with the annexe at an additional \$310.00

- **ARB Simpson 3 Roof top tent** - Available at ARB stores, priced at \$1549 (tent only)

- **Darche Hi view 2 roof top with annexe** - Available online at Roo systems, at the time of writing this it was available for \$1599

- **Roo Systems premium roof top tent** - Available online at Roo systems, at the time of writing this it was available for \$895

- **Craig car hardcase roof top** - We found one on ebay, at the time of writing this it was available for \$1400

If you keep an eye on facebook buy/swap/sell sites, ebay, and gumtree from time to time you can also pick up second hand roof tops for great prices. Obviously any second hand roof tops check out to ensure condition wise they are ok, and operate as they should.









MATTHEW'S OPINION - ON HIS XTM ROOF TOP

WORDS AND PHOTOS BY MATTHEW KINSELA

What brand is your roof top?

It's an XTM branded one available from BCF

How have you found it so far? & hows the comfort, space, etc

It's great, very water and dust proof, easy to set up and quite comfortable

What made you go with hard case one?

A few mates have the ARB style and they take too long to set up for me, and quite large/heavy. when I go away I like to cook dinner then maybe go for a night run or something so I just leave it packed up until it's time to go to sleep the wind it up.

I know my one the mattress that came with it isn't too flash, have you done any improvements like new mattress, lighting etc?

It has an LED light built into the roof and the mattress has been fine for me

How have you found the fact of having to put it up and down every time you need to move the vehicle?

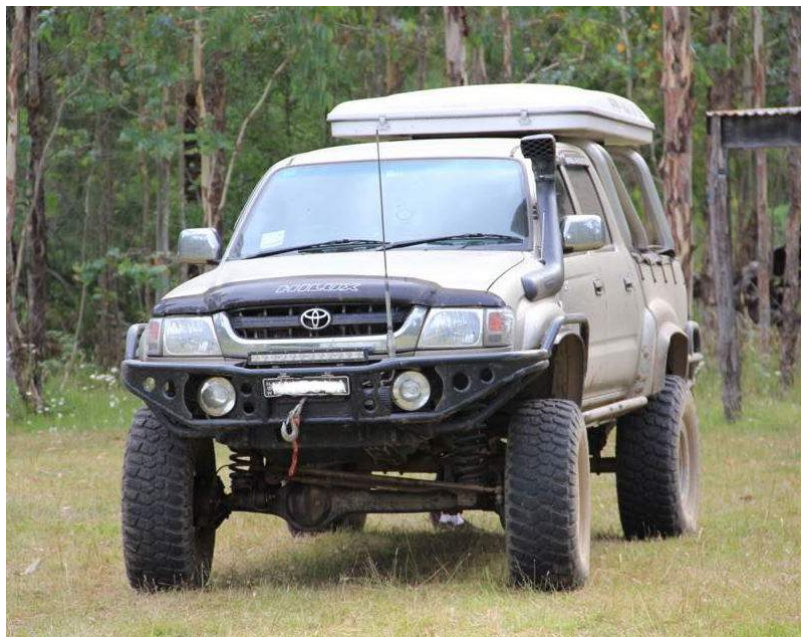
It's only up while I'm asleep. As soon as I get up I wind it down. If I want to move the car no problems

Who uses the tent? (ie just yourself, yourself and your partner, etc)

Me and my girlfriend use it, plenty of room for two

Lastly what made you go with the roof top over say a swag, camper trailer etc?

I have a swag I use when I go away by myself with the boys, the roof top tent if for when I take my girlfriend rather than have a massive double swag that doesn't fit anywhere and it gives her somewhere to get changed, also have a hard floor camper trailer which is definately better for base camping but a hassle to tow etc





CLINTON'S OPINION - ON HIS ROOF TOP

WORDS AND PHOTOS BY CLINTON McPHERSON

Where did you get your rooftop?

I got the roof top off ebay, for around \$699

What's your thoughts on it so far?

It's taken a bit of fine tuning but I'm loving it, it's so good for those weekend getaways!

How have you found the fact of having to put it up and down every time you need to move the vehicle?

The rooftop packup to go fishing down the beach or to go get firewood is a right pain but it only takes about ten minutes setup or pack down

How have you set up the roof top on your hilux?

The roof top is above the tray and opens over the back. I have fully enclosed the tray now with canvas sides.



HAMISH'S KINGS ROOF TOP

WORDS AND PHOTOS BY HAMISH HULL



I have the Kings Roof top tent on my Hilux, It has been mounted above the tray and opens over the back. It has heaps of room, and I have been impressed with it for the price that I paid for it! I leave the tent on most main of the time so it's all set up ready to get away.
Hamish Hull



READERS CAMPING REVIEW - 1770 CAMPGROUNDS QLD

WORDS AND PHOTOS BY AMY FOSSEY

My Sister Amy jumped at the chance to share her experience of the 1770 campgrounds with everyone after her & her partner Anthony's recent trip up there. If you haven't ever been up that way, sit back and enjoy!....

1770 is a relaxed and picturesque seaside village located on Australia's east coast, halfway between Gladstone and Bundaberg. The camping ground is located in a secluded bay inside Round Hill Headland. It's the perfect getaway for everyone, there's lots of fun activities you can do....from relaxing on the beach, swimming, beach/deep sea fishing, four wheel driving or you can also do a tour (being one of the closest points to the outer Great Barrier Reef) they depart to lady Musgrave and Middle islands.

The 1770 campgrounds is a large area, with 100 camping spots available, all of which can be powered if you choose. If you wish to have a fire, ensure you specify, as these are only permitted in the beachfront positions and there are 27 of these available. Although a little more expensive, I would definitely recommend on getting yourself a beachfront spot, there is nothing better than having a campfire at night (particularly if you are like us and like to do a campoven meal) and the views and the afternoon sunsets are absolutely breathtaking.

It's a busy and popular spot, so booking in advance is definitely required, please note that during school holidays there is a minimum stay of 1 week. We went in mid July outside of holiday times and it was running at full capacity the 3 days that we were there. The site has toilets and hot showers, a camp kitchen including sinks to wash up and basic appliances and bbqs, and there is a laundry. There is also a kiosk with basic groceries and a restaurant for if you wish to have a break from cooking.



There are also some great walking tracks accessible from the beach which we explored, I highly recommend getting active and enjoying these, the scenery and views is well worth it. 1770 is an area rich in history, being the second landing site of James Cook in May 1770. There is a monument that you can visit that was dedicated to him in the area he landed.

Overall if you haven't been to 1770, you should check out this wonderful spot. It's family friendly and it has something for everyone. Friendly people and you can't help but come away feeling relaxed and refreshed. So although it's a bit of a drive, around 5 ½ hours from the Sunshine Coast it's a beautiful location and well worth the trip.

QUICK FACTS:

Address: Captain Cook Drive, seventeen seventy QLD

Phone: (07) 4974 9286

Prices:

Offpeak- unpowered.... \$35p/night

powered..... \$39 p/night

Beachfront.....\$44 p/night

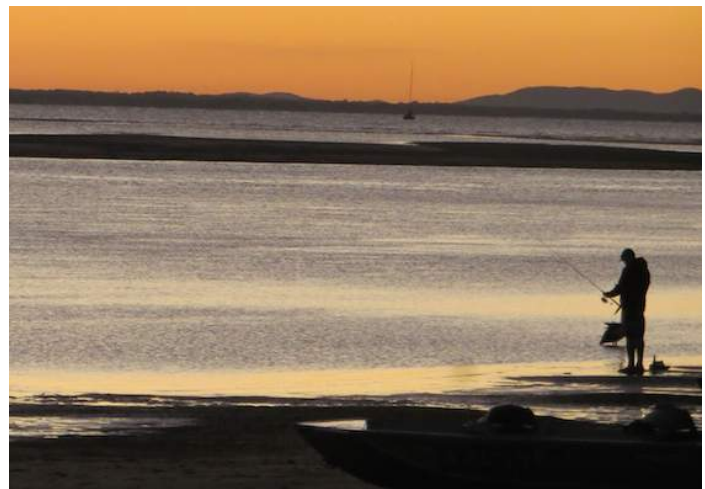
peak - unpowered....\$41 p/night

Powered.....\$45 p/night

Beachfront....\$49 p/night

Email: camping1770@tpg.com.au

Please Note: Information provided is valid at time of writing this article, campgrounds have not been contacted to provide feedback for this article. Information is based on readers feedback.



TROOPCARRIERS OF AUSTRALIA & TROOPY ADVENTURES WINTER RAMBLE 2015



"After the response we had from our big used 4x4 feature in Issue 3 on the Toyota Landcruiser Troopcarrier, We couldn't not come back and talk to Troopy adventures and Troopcarrier's of Australia, & some attendees to find out all the details and get some photos from what was possibly the biggest gathering known to man and woman of Troopys"





TROOPY ADVENTURES - WINTER RAMBLE 2015

WORDS AND PHOTOS BY DAN SMITH OF TROOPY ADVENTURES

We enjoyed their article so much in the last Issue we decided to ask Dan from Troopy adventures back to give us a run down on the Winter Ramble that recently took Place!

What is the winter ramble? And Where was it held?

The Winter Ramble is an annual gathering organised by Cal and I at Troopy Adventures and the guys over at Troopcarriers of Australia Facebook group. It gives us a chance to put faces to names from our online chatter, check out each other's rigs and have a beer and a yarn together. It was held over 3 days at the Coorongooba campground in the Wollemi National Park. Just near Glen Davis NSW.

Sure would been in the thick of the winter temperatures. How cold did it get down to there?

Luckily we had prepared for the worst and ordered 4 tonnes of firewood from a local bloke. At 6am on the Saturday morning the thermometer was reading -7°C and similar on the Sunday. With the "Arctic Vortex" in full swing, there were some logistical headaches for our southern brothers. With all west bound routes out of Sydney closed due to snow and ice, they had delays. But in real troopy style, they locked in low 4 and found alternate routes.

How many times has the event been held?

This is the second official Winter Ramble. Last years event was held near the Barrington tops. We also have a summer time event which is held coastal for obvious reasons.

How many troopies came along? Did you get a few people travel from different states etc?

Over the entire weekend we had 75 Troopies on site. Four of which were 40 series. With a few other guys who bravely attended in lesser vehicles. We had guys from as far as Airlie Beach in the north, some great blokes from Adelaide and Melbourne plus a lone western legend from Perth. Valiant efforts.

Looked like a fun event, for anyone who missed it what were some highlights?

Firstly, the location was epic. In the eastern end of the Capertee Valley surrounded by 300m escarpments on all sides. The sunsets on those rock faces were breathtaking. We also held an awards ceremony. Voting forms were handed out with

categories such as, oldest, most modified, crowd favourite etc. There was also the Troopy Legend award.. A man of the match style award. All winners we awarded "Troopies".

Guess planning has started already for 2016 winter ramble?

Yes it has. Our goal for next year is to hit triple figures for our troopy count. We have been discussing a more central location to make it easier for troopy legends who aren't based on the east coast. But first we have to find a new location for our summer event that can cater for our growing numbers.





TROOPCARRIERS OF AUSTRALIA (TOA) - WINTER RAMBLE 2015

WORDS AND PHOTOS BY MAIN MAN RYAN PRYOR

Those of you who read issue 3 of the magazine will no doubt remember Ryan Pryor and his tough troopy he calls the Green Machine. Ryan was also the event organiser along with Troopy adventures. He gives us his perspective on the event!

There is no doubt that the Toyota Troopcarrier is an icon of the Australian bush. From the 40 series through to the new 78 series, the Troopcarrier has been a workhorse in Australia for around 40 years.

Facebook group Troopcarriers of Australia are every bit as passionate about Troopies as you can imagine. With some 2000 members across Australia and the world we thought it was about time we got together in one location to celebrate this iconic four wheel drive. We set our sights upon a hidden camp ground in the northern end of the Blue Mountains, with attendees traveling as far as 1600km from South Australia in a 1981 HJ47 to attend the event for the weekend. In total, 75 Troopies made it to the event with roughly 120 people in attendance.

Over the weekend we held a competition with awards for the furthest travelled to the event, the oldest, most modified, least modified, best accessories, toughest, most unique and crowd favourite. With prize donations from Oz Adventure 4x4 and Decal Design Online we raised \$1080.00 for charity





WINTER RAMBLE 2015 ATTENDEE

WORDS AND PHOTOS BY DAVID VANDERHORST

I can safely say the ramble was as big of an event for me as it was for any other legend. I was one of the closer ones, only having to travel from sydney. I managed to arrange a convoy with some other sydney based people. Totaling 6.

Once we made it to camp the beers came out and we joined in on the festivities. I had already met quite a few others on other troopy weekends. So it was great to see old faces and see new ones. Everyone i met was an absolute legend with a great attitude.

Now i had a bit of an agenda whilst there. I have begun the manufacture of custom 4wd parts (mainly for landcruisers) including stainless snorkels, rear bars and radiator guards. So I made a run of radiator guards with the TOA logo in them for people to purchase. The response was great! it was mighty humbling to find so many people knew of me and my work from being on Facebook. It was a pleasure to talk shop over a few beers and see what people thought of what i did. Also it was great to meet other troopy owners to see what they had done to their trucks. I managed to sneak away with a small group on saturday and do the Baal Bone Gap track up to an incredible lookout. Unfortunately we missed out on the awards. But we had a ripper of a day nonetheless.

Catching up with people like Dan, Cal and Ryan was great. Those three gents among a few others are a real driving force behind the Troopy movement and these huge weekends. Without them none of this would have been possible.

Its almost a week after the ramble and im still thinking about it! I met alot of awesome people and made many new mates! I'll never forget it!!





WINTER RAMBLE 2015 ATTENDEE

WORDS AND PHOTOS BY TOM GURNFACE

I postponed my Australia trip that I'm on now to go to it after having a great time at the Christmas crusade.. I Met heaps of the boys there and met even more at this one.. Great bunch of blokes (and girls) and consider them as good friends now.. I only travelled from Sydney so only down the road..my troopy was the only orange one there.. Old rfs truck .. Camped with a mate I met at the last one Benny and the other guys around us were awesome too.We will be doing more trips together soon.. I Took about 6 cars on a 4wd track out near Lithgow and that's where all the photos came from.. Everyone had a great time and it was awesome to show everyone my favourite track and secret cliff





WINTER RAMBLE 2015 ATTENDEE

WORDS AND PHOTOS BY TAYLOR GEE

I had a great time at this years Winter ramble.... besides getting a blow out on the way only 15 km from camp (see the picture below).

However we got it all sorted and apart from that there was no other damage so I can't really complain. I had a 700 km round trip travelling from Newcastle NSW to get there.

The temperature got down to about -8 at 6:30/7am. I had ice on my swag and that was with it being under the awning. Any cans of beer which weren't in the fridge froze haha

It was a top weekend. I can't wait for the next one!!!





PHOTO BY RYAN TOWNSON



USED 4x4 REVIEW - THE SUZUKI SIERRA

WORDS BY DANIEL FOSSEY

Suzuki sierras...chances are you have come across one of these little beasts on the tracks or you may have even owned one yourself over the years, or have mates who may have owned one. They are the pint size 4x4 that packs all the punches! It's not as easy however these days to find a sierra if your in the market for one. I remember 5 or 6 years ago now when I owned a few Suzuki's myself these little rigs were everywhere, now days looking on the net at examples for sale it's not as easy to pick one up.

The Suzuki Sierra SJ series was released in 1981-1987. The SJ was available initially with a 1.0litre petrol motor. The SJ's released from 1984 on were available with a 1.3litre petrol motor. The early SJ's were a leaf sprung construction. Sierra's worked on the principal of being a very lightweight and quite a simple vehicle.

In 1996 what was known as the SJ80 was released. It had a few changes to it cosmetically, also the leaf springs were ditched and replaced with coil suspension. However it still kept the same basic construction and look as the previous models.

As would be expected from such a small motor if you talk to anyone who has driven one of these fourbys a common comment is that they are rather underpowered, particularly the 1.0litre model. There are however a few options to help get your sierra moving along a bit quicker. A common and reasonably straight forward engine conversion is the 1.6litre vitara motor, which was available in either carby or EFI. Having owned two carby 1.6 vitaras can understand how it would benieft from extra power. Makes the power to weight ratio quite good. If your not looking to do an engine conversion a exhaust, extractors, and mods to your carby can also help get a few more ponies.



The 1.3 litre Sierra was available in the following options. A G13A, G13B or G13BA. The G13A was a single overhead cam (SOHC) 1324cc motor, G13B was a double overhead cam (DOHC) 1298cc motor, and the G13BA was a 1298cc 8v (SOHC).

Sierras were available in a few different options....a 2 door soft top, hardtop (or tin top), long wheel base (LWB) or short wheel base (SWB), and in a utility format also known as the stockman. They are a perfect as a first fourby or first car. However If your expecting a vehicle with all the mod cons like electric windows, airbags, air cond etc, then the sierra is probably not the vehicle for you. The sierra was never released with those options, they left it up to the vitara of the same age to provide the more optioned/comfortable and powerful smaller 4wd version.

In 1998 the Sierra was replaced with what was known as the Sierra Jimny. We won't be going into any details on the Jimny in this issue however as we will leave that for future issues.

You can expect to pay around \$4500-\$7000 for a 97 coil sprung sierra with anywhere from 190,000-300,000km on the clock. Like we always say the prices do vary based on the vehicle. Being an older vehicle now a lot of sierras you will find will already be modified in some way, be that a lift,tyres,etc or even an engine conversion already in place. You can pick up the leaf spring model for around \$3500-\$6500 again depending on the condition and extras

Don't ever make the mistake to judge the sierra based on it's size, they are a highly capable vehicle even in stock form. Throw some muddys on it and a lift and its unstoppable!!!



OWN A 80 SERIES CRUISER?...NEXT ISSUE'S USED 4x4 REVIEW IS ON THE MIGHTY 80 SERIES. WE WILL BE LOOKING FOR OWNERS OPINIONS!



RYAN'S SIERRA LWB UTE - OWNERS OPINION

WORDS AND PHOTOS BY RYAN TOWNSON

Model: 1987 Suzuki Sierra LWB ute

Engine: 1.3litre G13b EFI DOHC

Mods:

- 2" leafs all round with rear springs up front
- 2" body lift
- 2" shackles
- 2" virtual lift
- 3/4 elliptical rear with shock hoops all round
- Front and rear ARB air lockers
- 35" Maxxis Creepy's on KPD Beadlocks
- 6:5-1 Rock Hopper gearing with HD transfer case mounts and arms running the WT (wide track) diffs on the NT (narrow track) chassis
- All barwork built by BMK customs and all stainless steel 316

Have you had any issues with the zook?:

Havent really had any issues with the car besides the usual break here break there.

What made you get a sierra?:

it all started in 2010 when the brother bought me one for my birthday as I was learning to drive etc and ever since then they have grown on me.

offroad capability?:

The zuki is built for crawling and goes further than your average Patrol and Landcruiser running 37s and there 9" of unwanted lift they use. So far shes gone up some places , where i've doubted myself it couldnt go haha.

How are they to modify/find parts for:

Finding parts for zuks is easy and there alot of forums on FB that people are willing to tell you different sites to buy parts and also ideas how to build the car.





JAKE'S SIERRA SOFT TOP - OWNERS OPINION

WORDS AND PHOTOS BY JAKEOB PARKINSON

Model: 1985 Suzuki Sierra SWB Soft top

Engine: 1.3litre G13a

Mods:

- 50mm lifted springs (EFS)
- 50mm Extended shackles
- 50mm body lift
- 31 x 10.5 Silverstone Mud terrains
- BA XT Ford Falcon Seats
- complete cage
- LED tail lights moved to tailgate
- Custom tube front bar
- 2000kg winch
- 32/36 Webber carburetor
- Redback extractors
- 2" custom exhaust
- Pale eucalypt custom paint job

What made you get a sierra?:

Well I'm only new to the 4x4 scene, and my brother and a couple of his mates had one they used to bash about in the bush and it was actually the car I learnt to drive in, loved it that much I wanted my own, so I did and I absolutely love it, extremely capable and awesome fun.

Have you had any issues with the zook?:

Only real issue I've had with it was collapsed wheel bearing due to lack of maintenance from the previous owner but other than that, nothing really.

How do you find camping trips in the sierra?:

Camping trips can get uncomfortable as to lack of space, but once at the bush you have enough fun to make up for it!

What is the one must have mod on any Sierra?:

Must have mod apart from a decent set of tyres would have to be engine conversion as the lack of power.





how do you find the webber? and is it a worthwhile mod on the sierra's?:

Awesome mate! And out of ten I'd probably rate it a 6.5-7 simple to fit and reasonably priced too. I did have a few problems with my carby at first like dying on hills etc, but couple hours worth of tuning and it's perfect





SHAWN'S SIERRA SOFT TOP - OWNERS OPINION

WORDS AND PHOTOS BY SHAWN GARRAWAY

Model: 1996 Suzuki SJ70 Sierra

Engine: G13BA

Mods:

- 6.5:1 transfer reduction gears
- slutty snatch transfer cradle
- braced front and rear diff housings
- front centre upgrade to 26 spline with 26 spline chromo CV's
- ARB air lockers front and rear
- ARB compressor with inflation kit
- 31x10.5 Silverstone extremes
- Extended shackles
- 2" spring lift with modified EFS leaf pack rear and Modified Old man Emu front leaf pack with RUF conversion
- Safari snorkel
- extractors
- 2" exhaust
- custom alloy bar
- modified spare wheel carrier
- extended diff breathers
- UHF
- Pioneer sound system

Trailer set up:

- 6x4 box trailer with sierra stud pattern axle
- steel rack with ARB roof top tent and awning

What made you get a sierra?:

The sierra / trailer belonged to my brother. After he passed away I decided to make the zook the way he always wanted it.

Have you had any issues with the zook?:

I have found that nearly all 'off the shelf' springs and shocks / suspension kits perform poorly for their intended use. I have had a few dramas with the rear diff pinion and crushing the collapsible spacer. Put this issue down to snatching out heavy rigs (cruisers/patrols) and has no longer been an issue since stopping this.





how easy have you found the Sierra to modify?:

Great for basic modifications. They are a great first rig for kids to learn the ropes.

What model would you recommend?:

definitely the leaf spring model, As there is a greater availability of parts and generally they can take a little more punishment than a coily.

How do you find camping trips in it, and how do you make the most space of it?:

Love camping in it, great fun. The trailer makes for heaps of room and comfortable camping. Allows trailer to be unhitched once setup and go and have some fun on more challenging tracks without a rig loaded up full of gear. Long distance trips can definitely be a little uncomfortable and slow as Highway speed is around 85-90km/h



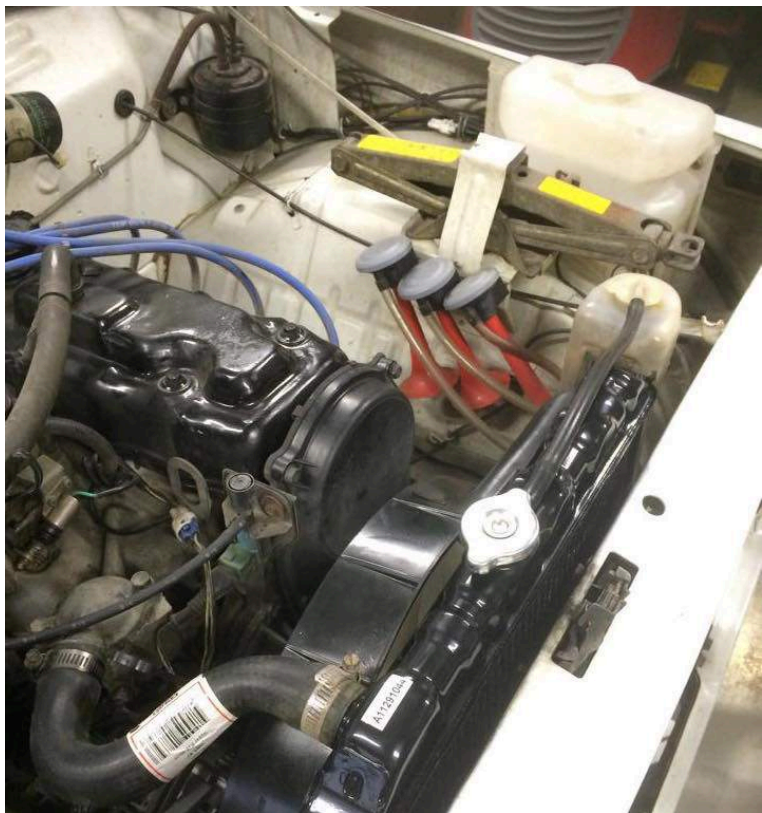


DYLAN'S SIERRA TIN TOP - OWNERS OPINION

WORDS AND PHOTOS BY DYLAN OLIVE

It's a 1992 SJ70 Suzuki Sierra tin top running a 1.3L engine but looking to do a 2.8L diesel conversion, mods I've installed a new stereo, UHF, diff breathers, jack mount, roof bars, extractors, made a drop down table for camping in the rear door, 2.5" exhaust, new door skins, just fitted a new radiator, vac gauge and heaps more mods coming it's way. It's a great little first car, cheap on fuel. Perfect for camping and 4wding haven't been stuck yet and I've been everywhere the big boys have been and more. The roof bars help out a lot for space taking my swag and a few larger items.







AARON'S ADVENTURES

WORDS AND PHOTOS BY AARON BROWN

Hi to all reading and welcome to this issue of the 4x4 corner.

I would like to take this issue to introduce myself as a new contributor to the magazine, so let's not waste time and get straight into it.

Aaron Brown is my name and I'm from the Sunshine Coast in Queensland. The opportunity arose for me to add my own article to this already expanding e-mag and I grabbed it with both hands and hope I can keep you folk reading interested and entertained for many more issues. This month will merely be an introduction of myself and what I'm all about.

4wding, fishing, camping, traveling, hunting and everyday driving is why I own my 4wd. The joys I get out of being completely self-sufficient in my travels are second to none. Whether it be travelling to Cape York or just a casual weekender to Double Island Point or Glasshouse Mountains or our up and coming Australia trip, the modifications and maintenance to our Hilux have to be top quality but yet affordable and that is what I hope to share with you.

Like many people I can't afford to go and buy a brand new 4wd and then shell out a tonne of money to modify it. So when it came to choosing a vehicle the decision was easy for me. I chose the best I could afford and then started slowly modifying it. Our Hilux isn't anything too special, from the outside it has all the usual mods you would expect: a decent 2" lift kit (Old Man Emu), a steel bull bar, underbody protection, a set of spotties and a light bar.

Where I feel my car stands out from the crowd is how comfortable we have built it to camp and travel out of. When we camp we use our rooftop camper



which has been one of our more proven purchases by far. Tackling a Cape trip and numerous other trips in rain, wind and very cold temps the rooftop has kept us comfy. A custom canopy with 12v set up, and dog cage lets us take our mate Gus wherever animals are permitted.

A decent 12v supply is kept in charge by our dual battery set up and 150w solar panel just to make sure the beer is cold and everything is charged as needed.

Now I casually enjoy throwing a worm in the water like most people. Towing around my little 3.7m tinny with 15hp motor gets me in the water where I love to be. I added a bigger wheel setup to the trailer just to make towing easier on the road and up the beach. Yes - yes it does make it harder to launch the boat in some places although it feels much safer now as the wheel tracks between car and trailer are the same.

Over the next few Issues I'll go deeper into fishing tips, techniques and gear that I use and hopefully it can give you some confidence and know how to enable you to step outside of your comfort zone with targeting certain species.

I do hope that in the future I can bring you an article where you are interested enough to look at your own weekends and think "I think I'll go camping!" it is a cheap way to shut off from all the traffic and hustle of life and just relax with loved ones.

Thanks for reading and for any questions or feedback please don't hesitate to get in contact with the magazine by sending an email to the4x4corner@gmail.com or through Facebook and Instagram.

Cheers Folks,
Aaron





YOUR 4x4's - JON'S VW AMAROK

WORDS AND PHOTOS BY JON RILEY

Model:

2011 VW Amarok

Transmission: Manual

Engine: 2.0 litre twin turbo Diesel

Current Mods:

Rear diff locks as standard on this model, ARB Deluxe bull bar, Warn 9500lb winch, GME UHF, IPF Spotlights, canopy, heavy duty suspension lift, XROX sliders ready to go on, Rhino bars with rod holders, dual battery set up, Safari snorkel, ARB diff breathers, Waeco CFX65 fridge, Foxwing awning.

The photos are all taken at the powline track in Newnes, We are off to Fraser in September!

Jon Runs the instagram & facebook page Aussie Bush Camping. There is a great range of camping and 4x4 pics and camping info on this page and well worth a look! Have fun on the upcoming Fraser trip mate, & feel free to send us some pics!





MATT BLACK 80 SERIES & RED DRAGON GU PATROL

Landcruiser and a Patrol, two vehicles which were made to be enemy's, however these two vehicles are nothing but mates, just like their owners Luke and Jesse. Some of you may be familiar with these two tough 4x4's, Jaclyn or @MissJ85 as she is known on Instagram does a top job of capturing these two trucks in action offroad. There is also a Youtube channel where you can see more action <https://youtube.com/channel/UCwyQID8PDbwNjZTdWJ5Mc-w>





LUKE'S MATT BLACK 80 SERIES

WORDS BY LUKE PHOTOS BY JACLYN MANN

Model:

Toyota Landcruiser 80 Series

Year:

1994

Engine:

4.5 litre petrol

Tyres/Rims: 35" mud hogs, on Mickey Thompson classic lock 2 rims

Suspension:

5" Armada extreme super flex

Modification so far:

- front and rear ARB air lockers
- 2.5" lukey exhaust system
- Front and rear diff ratios to 4.56
- custom bull bar and rear bar
- Custom interior
- UHF
- Sound system
- Outback drawer system
- Xeon warn winch
- roof rack
- custom rock sliders
- 2 x 54" light bars
- ARB intensity spot lights
- Custom matt black paint job

Mods planned for the near future:

LS2 heart transplant

Did you build the 80 up yourself or buy it with the mods already in place?:

Built it myself. I was in coolum industrial estate and saw it out the front of a mechanics sitting in his yard. He said I could have it for \$3500 if I took it then and there. It Hadn't been started for over 6 months and kicked over first time.

What made you get into 4wding?:

My dad used to always do it when I was a kid so it has always been in my blood. I much prefer to be offroad than onroad.

What do you consider must have mods on any fourbys?:

Tyres, lift and winch and if possible a front locker.

Favourite camping spot?:

Fraser Island, or Amamoor



What's your camping setup (ie rooftop, camper trailer, etc) ? :

Oztent RV4

We are all about trying encourage people to get outdoors and explore, what would your advice be to anyone looking to buy their first fourby and get into 4wding?

Buy a live axle 4wd. Learn to pick your line. Slow and steady wins the race.

Sure you would have lots of story's, if you could pick one whats your most memorable moment from 4wding over the years?

I rolled my Hilux at Landcruiser Mountain Park. I had a buckled rim after one of the comps that day. I lost control on the way back to camp. It rolled 3 times and my sister went out the windscreen.

Whats your preference, bush or beach driving?:

Bush driving

recoveries & keeping things as safe as possible is always important. What recovery gear do you always carry?

2 snatch straps, tree trunk protector, winch block, D shackles, and my winch on the front





JESSE'S GU PATROL

WORDS BY JESSE PHOTOS BY JACLYN MANN

Model:

Nissan Patrol GU

Year:

1998

Engine:

4.5 litre petrol

Tyres/Rims:

35" Maxtrek mud terrain tyres, on Dynamic rims

Suspension:

3" Dobinson flexy coils, with 6" shocks

Modification so far:

- tyres
- lift
- custom front and rear bar
- Custom sliders
- Stainless steel exhaust
- Shimmed rear LSD
- Mechanical front locker
- lightbar
- spotlights
- UHF
- Ironman 65L fridge
- roof rack and side awning (not on the car at the moment)

Mods planned for the near future:

Superflex arms, warn winch, 4/6 diff ratios but smaller housing, turbo the 4.5 litre until it pops, then put in a LS2

Did you build the GU up yourself or buy it with the mods already in place?:

I built the car myself. I purchased it for \$5000 from a guy that came into my work.

What made you get into 4wding?:

A lot of the people I grew up with had 4wds and I liked the idea of being able to go anywhere.

What do you consider must have mods on any fourbys?

At least a 3" lift, tyres, a front locker if you can and a UHF.



Favourite camping spot?:

Palm Creek, Cape York

We are all about trying encourage people to get outdoors and explore, what would your advice be to anyone looking to buy their first fourby and get into 4wding?

Buy a solid axle 4x4, possibly something fuel injected, I would strongly recommend a vehicle with parts readily available.

What's your camping setup (ie rooftop, camper trailer, etc?) :

Gazebo and a swag

Sure you would have lots of story's, if you could pick one whats your most memorable moment from 4wding over the years?

My 4 week trip to Cape York

Whats your preference, bush or beach driving?:

Bush driving

recoveries & keeping things as safe as possible is always important. What recovery gear do you always carry?

Whatever Luke's got.....2 snatch straps and a couple of D shackles

A huge thanks to Luke, Jesse, and Jaclyn for taking the time to be a part of the magazine. We know there are many people who will have seen these two vehicles on Instagram and have always wanted to know some more details on these two tough as 4x4s.



We couldn't not ask one more question to you both. In most cases Patrols & Landcruisers are enemies. After wheeling both through some tough terrains which performs better?

There's definite banter between the 2 boys over who has the more capable 4wd..... But at the end of the day even though it is always behind the Patrol, the 80 Series is the more capable 4wd.



YOUR FISHING PICS

WORDS & PHOTOS BY DYLAN MIFSID

If you have caught a Fish recently that you want to boast about to everyone. Feel free to send us in a picture and a few details of where you caught it, what it was, what bait you were using, & any other relevant info to the4x4corner@gmail.com

Dylan from the Sunshine Coast in Queensland shows us the 75cm Flathead that he recently caught at the cod hole in the Maroochy River. Dylan said it weighed in at 3.4kg and was caught using 10 pound braid and a piece of mullet... Top work mate!



LOOK!!! NEW CLASSIFIEDS SECTION

We are looking for any interest in a classifieds section in the magazine we are looking to introduce in the coming issues. It will be open to 4x4s for sale, camping equipment, 4x4 accessories etc. A minimal charge will be asked for and in return items will go in the emag, and on the website. All money raised will go towards running costs of the emag (ie website running costs, advertising, etc)



LAKE MOGERAH QLD - CAMPING REVIEW

WORDS AND PHOTOS BY HARLEY BAKER

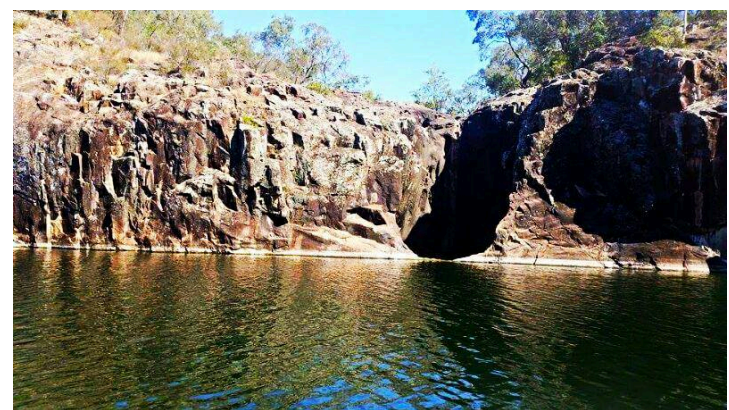
Harley is back this issue with another top camping spot for everyone to check out!

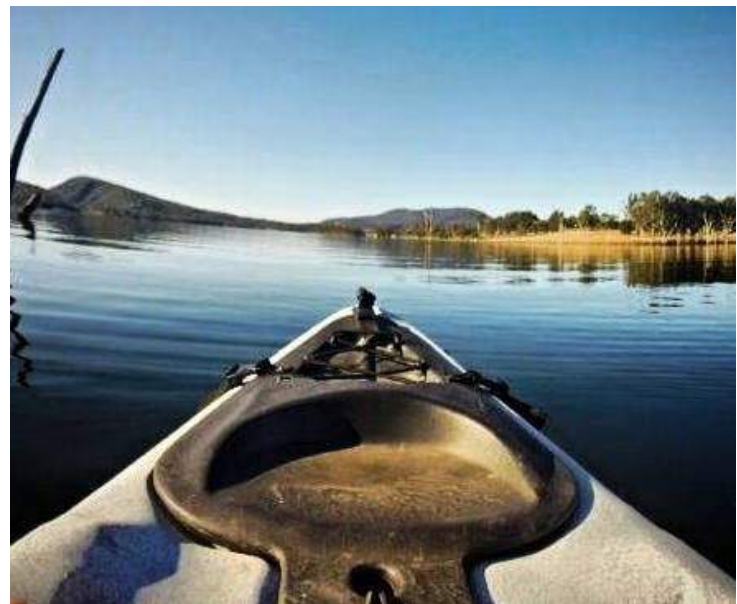
"Lake Moogerah is a great dam if your looking to ski or fish or even just relax for a few days. It's located 15mins south of Aratula which is about a hour and 45 minute drive from Brisbane. Permits are not required for boating. A SIPS permit is required for fishing at Lake Moogerah though, I just jumped onto Google and bought mine for \$8 for the week. The dam is stocked with bass, yellowbelly, and cod. There is no doubt plenty of others, however these are the targeted species when fishing in the lake. The Lake Moogerah caravan park lets you camp right on the waters edge which makes the views in the afternoons great when the sun sets!

For the unpowered tent sites it is \$25 per night, the office sells lures to suit the fish you are looking for and also has live worms and shrimp. They also do a boat hire - \$60 for 4 hours or \$100 for the day.

The bass are healthy and strong. If your using bait just have a small sinker on and let it sit on the bottom as they seem to sit down really deep. If you're using a lure maybe a heavy vibe or soft plastic and jig off the bottom, if no luck there head over to some thick structure and cast a spinnerbait around.

If you're lucky enough you may get some Rainbow Lorikeet's visit your camp, they're very friendly and are more then happy to land on you."







YOUR 4x4's - LIEF'S GQ PATROL

WORDS AND PHOTOS BY LIEF JAIDEN McCARTHY

Model:

1992 Nissan GQ Patrol TI

Engine: TB 4.2 Litre

Suspension: 4" ironman lift with fully adjustable arms front and rear (No sway bars)

Current Mods:

- Custom tube front bar
- Maxxis Bighorn tyres
- 3" exhaust
- Upgraded fuel pump
- Bigger injectors
- 4" custom snorkel

Future Mods:

- Turbo
- Roof basket with side awning
- Big light bar on the roof
- Rear quarter chop and custom rear bar
- 35 Inch tyres

What made you go with the GQ?:

I have always liked the GQ's they look tough, and are easy to modify

Would you like to thank anyone for helping the GQ get to where it is today?:

Shout out to Ben at On track 4x4 in Rocky, he is a top bloke and is only guy take it to and get my parts from

Lief is heading out to Dallistonvale 4x4 park soon, look forward to seeing the pics, & enjoy your weekend!





INSTAGRAM PICS @THE4x4CORNEREMAG

WE HAVE BEEN IMPRESSED WITH ALL THE PICS WE HAVE BEEN GETTING TAGGED IN TO SHARE ON OUR INSTAGRAM PAGE THE LAST FEW WEEKS, IT'S BEEN GREAT SEEING EVERYONE'S 4x4s, AND ADVENTURES. WE ARE LOOKING TO IN THE NEXT ISSUE INCORPORATE A SECTION CALLED "YOUR 4x4 INSTA PICS" WE WILL TAKE SOME OF THE PICTURES SHARED TO OUR PAGE AND PUT THEM IN A SECTION OF THE EMAG.....SO KEEP THEM COMING!!!



Our Apologies to anyone who is reading the emag looking for the article from Cam from All Aussie off roaders. Timing wise it didn't work out this issue. However Cam has promised to make an extra good article next issue (No pressure mate..Haha). We look forward to getting Cam involved, he has a lot of experience and stories from travelling around various areas of the country, and a vast amount of knowledge in products, 4x4s, fishing, and a spirit for adventure!!!

**THANK YOU FOR READING!.....CATCH YOU IN ISSUE 4
ANY ENQUIRES FEEL FREE TO SEND US AN EMAIL
the4x4corner@gmail.com**

Steve and Tracy - From Dusty tales from the west

Matthew Kinsela - Roof top article

Clinton McPherson - Roof top article

Hamish Hull - Roof top article

Amy Fossey - 1770 camping

Dan Smith - Troopy Adventures

Ryan Pryor - Troopcarriers of Australia

David Vanderhorst - Winter Ramble article

Tom Gurnface - Winter Ramble article

Taylor Gee - Winter Ramble article

Ryan Townson - Suzuki Sierra Article

Jakeob Parkinson - Suzuki Sierra Article

Shawn Garraway - Suzuki Sierra Article

Dylan Olive - Suzuki Sierra Article

Aaron Brown - Aaron's Adventures

Jesse, Luke, & Jaclyn Mann - Tough GU & 80 Series

Dylan Mifsid - Your fishing pics

Harley Baker - Camping report

Lief - Your 4x4s Nissan GQ Patrol

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