

The 4x4 Corner Magazine

All things 4x4s, Camping, fishing & Adventure



5 YEAR OLD SUMMER'S CAMPING/TROOPY RUN DOWN

DENHAM WA TRIP REPORT

80 SERIES USED 4x4 REVIEW

1770 GLAMPING TENT

FISHING TIPS

CAM FROM AUSSIE OFFROADERS

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FISHING TIPS



HILUX COMP TRUCK



80 SERIES USED 4x4 REVIEW

EDITORIAL:

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

We recently took a pre baby trip to Agnes water/1770 in Queensland, and then up to Airlie Beach. It was an amazing trip with no shortage of scenery and amazing fishing/swimming spots either, can't wait to get back there again sometime. I have covered a small chunk of the trip in this issue but will go into a bit more detail in future issues also.

My wife and I have been busy planning for the birth of our first baby, so sorry that the magazine has been a bit slower in coming out this time. Probably by the time this is ready to download we will be getting within weeks to days of his arrival. I can't wait once he is settled into a routine to take him on camping trips and explore the country side as a family. I always remember as a kid camping in our backyard & going on fishing trips and camping trips with my grandpa. It's a great way to spend some time with friends and family and enjoy the finer things in life.

This issue is once again jam packed with articles and info to help you get your 4x4, camping, fishing and adventure fix. If you are looking to buy an 80 series or own one then you will love this issue, its full of owners feedback and info on the mighty 80! We have more adventures from Steve and Tracy from Dusty Tales and our regular writer Aaron, and as promised an introduction from Cam from All aussie offroaders who we will hopefully be hearing more from in future issues, along with camping set ups, and tough as nails comp truck hilux, and much more!

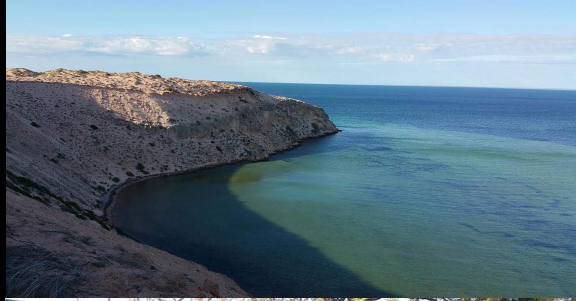
If you haven't been involved in the mag before, shoot us an email, send us some pics. We love to see everyone getting involved and getting out there and having fun no matter what make and model you drive, or how modified it is we all share the same passion and interests!

Talk soon,

Daniel Fossey
Editor & Creator



**ISSUE
SNAP SHOT**



A BIG THANKS TO ALL THE CONTRIBUTORS WHO MADE ISSUE 5 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 - DENHAM

WORDS AND PHOTOS BY STEVE Mc LAUGHLAN

Denham is 128km from the Northwest Coastal Highway via a fully sealed road approximately 840km by road from Perth. The trip up had been uneventful other than the road cover rip on the rooftop tent. When checking the gear prior to our departure I had noticed a couple of small tears in the 15 year old canvas, thinking that it may last the trip I dismissed them. How wrong can you be, now there were rips across the width of the cover! I used a small plastic tarp to hold it all together for the remainder of the trip.

Europeans visited Shark Bay as early as 1616, when Dutch merchant seaman Dirk Hartog made the first recorded European landing in Western Australia. He was followed by a succession of explorers, whose work did much to advance European understanding of Australia. But not all voyages were for scientific discovery – one navigator claimed this part of the continent for France. Had things turned out as planned Australia's colonial history would have been very different!

We arrived late afternoon and it soon became apparent that there was an invasion of flies. The recent rains from a Tropical Cyclone had made conditions ideal for them, first job in the morning was to track down some fly nets which wasn't an easy task as most retailers had run out. These nets were the first thing we put on in the morning and the last thing we took off at night. Everyone was wearing them and those without, looked out of place. This also made camping under canvas unbearable. The tourism industry is a key employer for the 600 friendly residents of this great little town and the attractions in this area was to keep us busy for the 5 days we had allowed.

The first day was spent checking out the areas of, Eagle Bluff, Fowlers Camp, Whalebone and Goulet Bluff, as there is no free camping within the Shark Bay World Heritage area these areas are "Permit camping zones".





For a \$10 administration fee you may camp here for one night. However you must have a permit BEFORE you set up camp or risk a fine of \$1000.00. Permits can be obtained from the Discovery and Visitors Centre in Denham. All sites are 2WD dirt roads and suitable for caravans. These are all nice areas but feel they may be too exposed to the wind at certain times of the year. Whilst on the subject, the Caravan options are limited to four sites, Denham Seaside Tourist Village, Blue Dolphin Caravan Park, Shark Bay Caravan Park and Monkey Mia Dolphin Resort.

Approx. 45km out of Denham is the famous Shell Beach, the cockles here have been living in the super salty water for thousands of years and as the predators cannot tolerate the salty water, the cockles die a natural death and wash up on the beach. The beach is 60 km long and the shells stretch to 10m deep forming a bright white beach against a blue ocean. At one end of the bay you will see huge heaps of what appears to be sand and machinery. The machinery is used to mine loose shells, these shells are used locally to keep the dust down on footpaths and in car parks as well as for landscaping. The poultry industry also utilizes the shells when eaten the minerals in the shells helps to produce hard egg shells. It is also used in the cement industry as a source of lime and as new shells are continually being deposited it is seen as a renewable resource. Compressed Cockle shell limestone blocks have been used to build many of Shark Bays old buildings such as the old Pearler Restaurant and St Andrew's Church in Denham. These blocks have very good insulation characteristics. I have heard these Cockles referred to as Hamelin Cockles, Shark Bay Cockles or the Cardiid Cockle.

About 90km out of Denham a Cockle Shell (coquinite) quarry can be visited at Hamelin Pool, adjacent to the historic Telegraph Station. At Hamelin Pool you can visit the stromatolites easily, where a boardwalk provides easy access to their marine environment. Shark Bay is one of only two places in the world where living marine stromatolites exist. These living fossils contain microbes similar to those found in 3.5 billion year old rocks - the earliest record of life on earth. As such, the stromatolites provide a record of local environmental changes. From here we headed back to Denham for the night. Tomorrows plan was to go out to the jewel in the crown, Francois Peron National Park.





YOUR 4x4s - COMP TRUCK LUXY

WORDS AND PHOTOS BY JIMMY PEKSEN

Model: 1999 Toyota Hilux SR5 Dual Cab

Wheels/tyres: 37" Sticky Treps, wrapped around 16" beadlocked rims

Mods:

- Truggy rear end
- 4 link set up with 16" air shocks tuned by Matt Dunk
- Nitro 4.88 centres
- Front and rear air lockers
- Front end is SASSED with lockup 4x4 kit
- Chomo CV's and axles and hubs
- Custom Hi steer setup with commodore V6 pump
- Barkwork is made from 350mpa tube internal and external
- 23 spline transfer case with crawler gears
- Manual Turbo diesel (soon to under go Automatic Transmission conversion)

How long have you owned it? & how long has the build taken?:

I've owned it for 7 years, It has changed heaps over the years. When I brought it the Lux was completely stock with a canopy etc. With great mates and heaps of beers for them we have managed to build it up to what it is today. After this next round of Werock we are going to link the front as well as a few other extra things!

What made you get into wheeling:

A best mate of mine who has since passed away got me into 4wding, since then I have been hooked!

Where do you compete and how can we follow this tough lux?:

We have started competing in the Werock Aus and having a ball. You can follow us on Facebook below <https://www.facebook.com/pages/Drunken-engineering>







SUMMERS TROOPY ADVENTURE

WORDS AND PHOTOS BY SUMMER

I would have to say we have met some great people and had the chance to talk to owners of many makes and models, but this one is one of my favourites!. Ever since the "buying used Troopy" article back in Issue 3 we have had a soft spot for them. Dan (Summers Father) mentioned at the time how much his daughter loved their troopy and going on camping/4wding adventures in it. We couldn't not get summer involved to do an article and get her perspective on what she loves about troopys and camping trips with her dad and her family! Top work Summer!

"My name is Summer and I'm 5 and I go to kindergarten. My dad has a big Troopy and it's a loud V8! He shows me how to fix things and what the intercooler does.

I like to go camping with my dad cause I get to light the fire and eat lollies and cook marshmallows on the fire. I help cook pancakes and sausages.

Sometimes he lets me drive the Troopy through the water and over the mountains. It makes my tummy feel funny when we go over bumps and when I look out the window and I can't see the ground. We share a big swag when my mum and sister aren't with us and it's warm. But Dad snores and has gas! All the stars out at night are beautiful and I've seen a shooting star!

I like the bush because I can run around and find kangaroos, bug badges and brush my teeth with my finger!





Mum says I look like a grot when I get home when I don't get a bath but I tell her I swim heaps and try not to wee on my feet.

We just went to a place with other Troopies that sounded like a dog howling (Yalwal!) and we got to go up bumpy hills and through lots of mud. I laughed lots!
Some of the people took their dogs and I liked letting them follow me around. The dogs didn't like the crackers that some people had. One ran away!

I can't wait till my mum and little sister comes camping in the desert next year but for now it's still good cause I can spend lots of time with my dad.

Summer.





TRACY'S KITCHEN - CORN FRITTERS

WORDS AND PHOTOS BY TRACY Mc LAUGHLAN

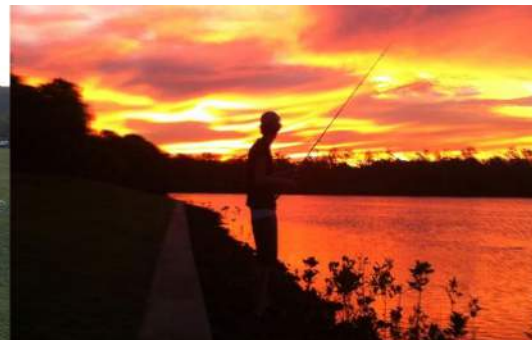
Tracy shows us how to cook up an old favourite...corn fritters! perfect option for breakfast lunch and dinner and a great quick and easy meal to feed the whole family!

Ingredients

- 1 Can Creamed Corn
- Sprinkle of Garlic flakes or Garlic salt
- ½ tsp dried Oregano
- ½ tsp ground black pepper
- Pinch of salt
- 1 egg
- ½ cup chopped spring Onion
- ½ cup chopped Capsicum or whatever suits you, e.g. ham, tomato etc.
- 2 tablespoons of plain flour

Method

1. Add all the ingredients to a bowl and mix well.
2. Add 1 tablespoon of the butter to a saucepan and heat gently until melted.
3. Spoon in the mixture into pan in pattie sized portions.
4. Cook for about three minutes, turning once until golden brown.
5. Mixture makes 8-10 fritters.



CAMPING OPTIONS - TENTS & CAMPER TRAILERS



WHILE IT WOULD BE IMPOSSIBLE TO COVER CAMPER TRAILERS AND TENTS IN ONE ARTICLE WE HAVE GOT TOGETHER A FEW OPINIONS FROM PEOPLE WITH DIFFERENT SET UPS TO HELP SHARE HOW THEY GET OFF THE BEATEN TRACK, AND GET SOME TIPS & IDEAS WHICH MAY ASSIST YOU WITH YOUR OWN SET UP.

A HUGE THANKS TO EVERYONE WHO HAS BEEN INVOLVED. IT JUST GOES TO SHOW THE VARIETY OF OPTIONS OUT THERE AND HOW IMPORTANT IT IS TO DO AS MUCH RESEARCH AS POSSIBLE TO FIND THE BEST OPTION TO SUIT YOUR NEEDS!



BEN AND ANNIE'S OPINION ON THEIR GIC CAMPER TRAILER

WORDS AND PHOTOS BY BEN AND ANNIE

We purchased a GIC Extreme Off-road camper for our honeymoon 2 years ago.

After a lot of comparing different makes I decided GIC was the best value for money camper, offering a full kitchen and sink, large toolbox, water tank, stoneguard, off-road suspension and the trailer frame was made in Australia which was a must for us, and of course what sold me was the skylights above the bed!! You can zip back the canvas and look through the clear plastic and watch the stars!!

It's an awesome entry level or first time camper and loves anything we've thrown at it, it tows really well and loves being on the beach, the off-road model is an awesome choice and will go anywhere our car can.

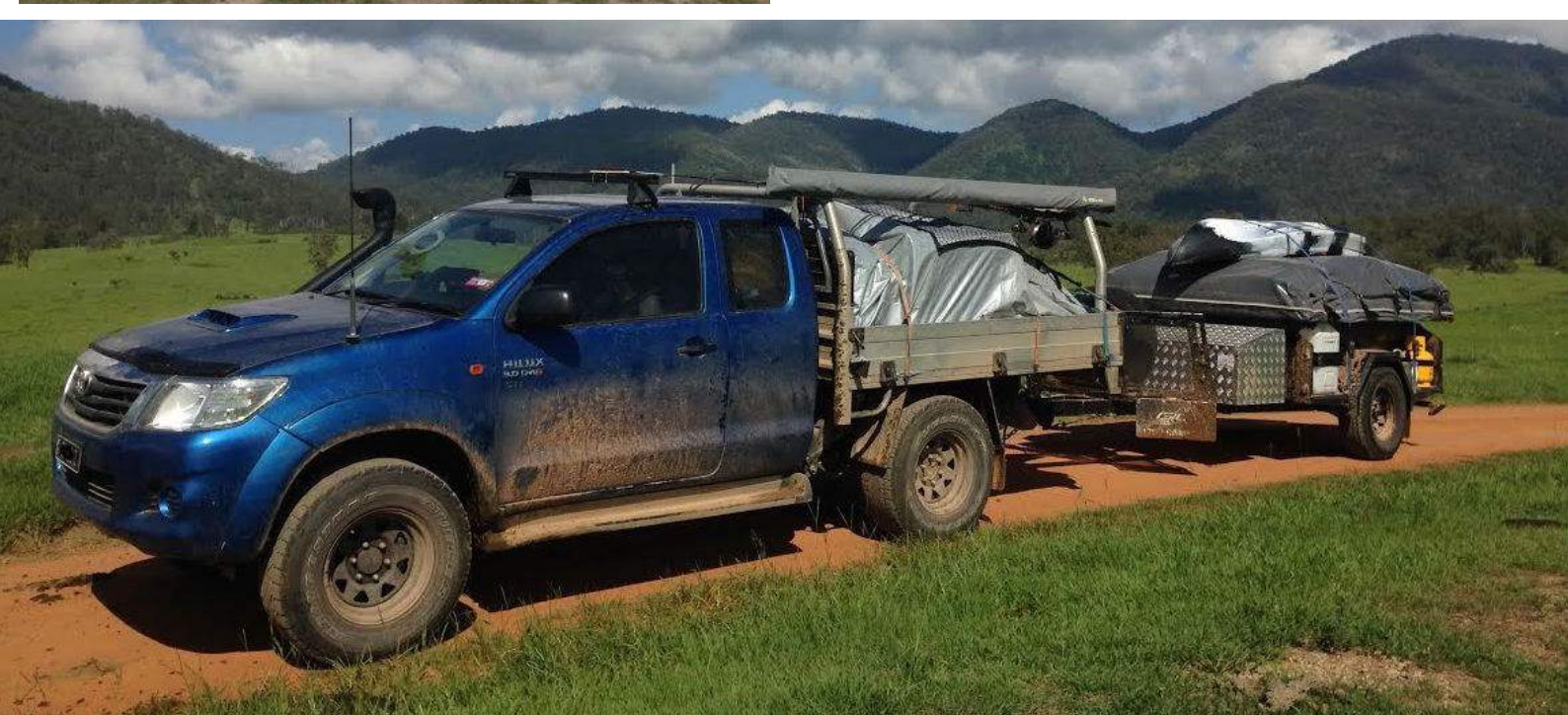
It has a 12ft tent on top which for the two of us is way too big, But we plan on holding onto it for a while and would be the perfect size for a family of 4. Setup takes the two of us about 20 minutes and pack up around the same although we always try and drag that bit on so we can stay on holidays longer!

Something we added was electronic brakes as it adds to the comfort and safety when towing and is easier on the tow vehicle, and a hand brake which makes it easier unhitching on hills and storage

Overall I would 100% recommend this trailer to any family or couple who love 4x4in and want a trailer that will go anywhere and has all the extras

More information on the GIC camper trailers can be found at <http://blackseriescampertrailers.com.au/camper-trailers.html>







TRISTAN'S OPINION ON HIS OFFROAD CAMPER TRAILER

WORDS AND PHOTOS BY TRISTAN LEWIS

Make: Cameron Camper offroad

Year: 1994

Country of origin: Australia

Despite its age this tent really is in good condition after 21 years the canvas still has no leaks, tears or other damage. It just goes to show the quality of workmanship that goes into these Cameron Campers. The previous owner had taken this thing through the desert among other huge trips and he was as surprised as me how well made this thing really is!

Thanks to its folding frame the main part of the tent can be setup in literally 5 minutes and ready to sleep in. Not like some of these new chinese makes on the market with loose poles and ropes everywhere. (oh and the headroom is insane)

The trailer has had a full axle and suspension overhaul. Upgraded axle with new leafs and airbag suspension. The issue with this is the temptation to hold more weight than this trailer is both registered to hold from factory and that it still uses old school mechanical braking systems.

The trailer also has a poly water tank up the front as well as a simple battery setup. I replaced the tyres just after I bought the trailer with some 12ply truck muddies that both look the part and are practically indestructible. The tyres that were on the trailer were original from what I could tell, which is scary and an accident waiting to happen. I also replaced the jockey wheel today as the original one broke after this last trip.

This trailer tows well and can go anywhere that I would be game to tow it. In the near future I will be replacing the draw bar as there is signs of rust and ageing. I may consider electronic brakes but I don't know if the budget will stretch that far.





I paid under \$4k for this trailer and would urge all people in the market for their first camper that don't want to spend heaps to look at older, quality, Australian made camper instead of just jumping straight into the mass produced Chinese models on the market.

If you are wanting some more information on the Cameron Camper trailer range currently available on the market. Head over and check out their website at <http://www.cameroncampers.com.au>

If your budget doesn't stretch as far as a new model, then you are in luck we did a search on gumtree by typing in Cameron Camper as a keyword and several well priced examples came up all across Australia.



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HARLEYS REVIEW ON HIS DUNE TENT

WORDS AND PHOTOS BY HARLEY BAKER

The Dune 4wd Innamincka tent has a 340g heavy duty ripstop canvas material which keeps you nice and warm and makes winter camping abit easier. The canvas has a water resistant formula to keep you dry and also a thick vinyl floor. It has mesh windows and doors and also has a room divider for some privacy. It also has internal pockets to for some extra storage. The tent sleeps 6 but personally 3-4 comfortably which makes it perfect for family camping.

Dimensions are..

360 L x 270 W x 220 H ft Packed Size,
115 x 35 x 35 ft Floor Area, 360 x 270 cm

It also comes with a 2 Year Warranty. I would recommend setting it up before you go away with it So you know how to and makes setting up camp a bit easier takes roughly 15 minutes with two people Can also buy a sunroom which I think sells for about \$300-400 the main tent itself is \$1000 but goes on sale for about \$700-800 available at Anaconda stores





THE NEW BREED OF GREY NOMADS - BY DAN FROM INTREPID TRIPPERS

WORDS AND PHOTOS BY DAN WALLACE

The new breed of grey nomads...

While camper trailers definitely have their place in the camping scene, a new breed of off-road trailers have started to become more and more popular amongst a younger demographic – the cross over camper trailer and caravan hybrid. These hybrids are designed with the off-road abilities of camper trailers but with the comfortability of a caravan and generally succeed in both aspects albeit with also making sacrifices respectively. Let's face realities; a camper trailer will go a lot more places than these new crossovers will, they are lighter, lower and can generally take a lot more punishment but there is also a lot lacking in the convenience and comfort departments. Convenience and comfort are truly important aspects when travelling, especially when you want to share these experiences with your significant other who might not be too interested in roughing it out in the bush. If you can provide a few creature comforts for the better half, your chances of getting away increase exponentially. Although I generally don't have a problem convincing my travel partner to head out bush, as I get older I personally find the above aspects more and more important when getting away.

Our decision to buy a cross-over style camper trailer was first seeded during an 8 week trip we did in 2013 travelling from our home on the Sunshine Coast through New South Wales and into Victoria. Because our traveling home was a camper trailer, albeit a very well setup and comfortable bit of accommodation, its greatest drawback was exposed greatly on this epic adventure – that being the dreaded set up or pack up procedure.





Our camper trailer was quite limited in storage facilities for clothing, food and other kitchen implements and so every time we got to camp a lot of time was dedicated to getting everything out of the car and into the tent and annex we spent an hour setting up. This was fine when we did trips and camped in locations for a week or 2 at a time but on this trip we were constantly on the move taking in new sights or going to a different spot on a whim. Overnight stays in the camper trailer were generally not even given a second thought as the effort involved in setting up meant a minimum of 2 or three nights were best. Having said all that, this trailer certainly let us get away often and in reasonable comfort for long stints.

Our style of travel and camping however didn't reflect the accommodation style offered by our camper trailer and after we thought about everything we would want in a new van like less set up fuss, no cartage of gear from the car to the van, internal toilet and shower and lots of storage but would have to have strict external size requirements to fit in the garage we thought our options would be very limited. After about 12 months of searching for something that would suit our requirements we eventually settled on a South African make of van called Echo4x4 which make something to our exact requirements albeit still with a little canvas which did have me second guessing it. After 6 months of agreeing this was our van and even visiting the workshop near Sydney and not long before we thought about dropping a deposit I did another quick internet search and found a new offering from Lifestyle Campertrailers called the Recon, ready for release in a few short months. After weeks of pouring over the images and dimensions we were now convinced we had found our new touring accommodation. After visiting the team at a caravan and camping show and intimately investigating minute details and finishes we dropped the deposit and the 4 month wait began for the build.



The van is something like a miniature caravan with its genetics deeply rooted in the camper trailer world as Lifestyle Camper trailers have been building campers for 13 years. Standing at 1.96m high it met the requirements to fit under our house with 20mm to spare and being quite compact at 5.3m long tip to tail it is equal length to the dual cab ute tow vehicle. The van has quite an aggressive stance on 16x8 Dynamic black steel rims wrapped in Achilles XMT mud terrain tyres, made interchangeable with the ute, and a sharply raked rear end which offers a very impressive departure angle. Because of its compact nature entry and exit internally require some careful initial thought or else you will certainly knock your head although once past the threshold internally the van is quite spacious, even with the internal shower console and 2 x 1200mm high cupboards for storage. The step up the full size queen innerspring bed is large but made easier by a thoughtful step that tucks away neatly and out of the way when it's not required. After an outstanding night's sleep on the comfortable innerspring mattress you can make your way to the fully set up exterior kitchen for breakfast which is accessed by lifting a large, gas strut assisted hatch. Upon opening you can access 4 large storage cupboards for pots, pans, plates, food to use on the integrated double burner gas stove top. On the opposite side of the hard wearing commercial grade bench top is the integrated sink with flick mixer with hot water on demand. Around the other side from the kitchen and accessed through an identical external hatch is a large carpeted storage area which can double as another sleeping area for kids or whomever. Under this storage section is further storage with the option of up to 3 90L water tanks, we opted for 2 so I could fit in 3 large deep cycle batteries which are maintained by a Redarc BCDC charger unit hooked up to solar on the roof, or the tow vehicle for charge. Even with all these goodies there is still ample room to load up on and store any spare parts

that might be necessary for an off-road adventure. Up front is the fridge slide where our 80L Waeco fits snugly in front of the 14L Truma hot water heater. Above this is yet more storage in the form of a tunnel boot where all manner of equipment can reside. Underneath the heavy chassis carries the low weight of the van through the Vehicle Components dual shock independent suspension. Comfort and ease of use are certainly the key points for this van with off-road-ability and ruggedness trailing very closely behind.

We have been pretty tame in our recent travels visiting the Blackall Ranges, Clarence Gorge, Upper Brisbane River and the Condamine River but the key to our travel is being self-sufficient and so adequate water, battery and gas storage were paramount. Although the unit has not been put through its paces as yet, we are in the midst of planning a 6 week trip through outback New South Wales, into the Flinders Ranges, Adelaide and around to Spencers Gulf for some truly spectacular remote camping experiences.

I don't think personally we have sacrificed comfort for places we can go as we generally wouldn't be inclined to take a camper trailer through the Old Tele' Track, nor would we take the van but we are still adventurous enough to explore the limits of the van and see what off-road exploits we can find in the utmost comfort.



FOR MORE INFO ON THE INTREPID TRIPPERS

For more info on the intrepid Trippers travels you can log onto intrepidtrippers.wordpress.com

or follow their pages on Instagram and facebook.

A big thanks to Dan for giving us some insight into their setup!





AGNES WATER BEACH CARAVAN PARK - REVIEW

WORDS AND PHOTOS BY DANIEL FOSSEY

Glamping is not normally my style of camping...however this time my wife and I came to a compromise. I wanted a camping experience however being 5 weeks away from giving birth that was the last thing on her mind. Having both always wanted to go to Agnes Water & 1770, and after seeing my sisters review in the last issue of the emag of the 1770 camp grounds we did a bit of research and found this great looking camp grounds set right on the beach in Agnes water called "Agnes water beach caravan park"

We stayed in one of their treetop glamping tents referred to as "treetop chalets" on the park map. These are not your average tents they come equipped with a kitchen area, TV, bathroom with shower & toilet, and a fantastic deck with BBQ. They offer a few different options in these tents depending on your budget & needs. There is a "honeymoon chalet". This is no joke as close to the beach as you can get tucked away on its own at beach line, up bit further from this then are a cluster of tents referred to as the "breakers chalets" these also look over the ocean, and are elevated on a timber platform. We stayed in the tents back a bit further in the treetops. Which also get glimpses of the ocean from the deck thanks to their elevated position.

It pretty much takes all the elements of camping and combines them into a more luxury experience. Canvas walls, zipped entry with fly screen, fly screen windows that canvas flaps can be Velcro up for privacy. It all feels like your inside a tent. It's always a good sign that it's a good set up when people are keen to stay in their accomodation and relax and enjoy it. We were there for a few nights and both nights several guests including us chose to throw a few snags on the bbq, and kick back with a few beers on the deck and enjoy the sunset.





The park is very clean, and tidy and set on a patrolled beach making those water activities an ease. If your looking for something different to the glamping tents the park offers both powered and unpowered sites, as well as tent sites. There is also a cafe on site which serves breakfast, lunch, and a fantastic selection of ice creams. The park is located a short distance to 1770 and local township of Agnes Water.

QUICK FACTS:

Address: Jeffery Ct, Agnes Waters QLD

Phone: (07) 4974 7279

Prices:

Breakers chalets by water

- \$170-180p/night off peak
- peak rate \$200-\$210 p/night

Treetops chalets

- \$130 p/night off peak
- \$170p/night peak rate

Powered tent sites

- \$40 p/night off peak
- \$59 p/night peak rate

Unpowered tent site

- \$30 p/night off peak
- \$35 peak rate

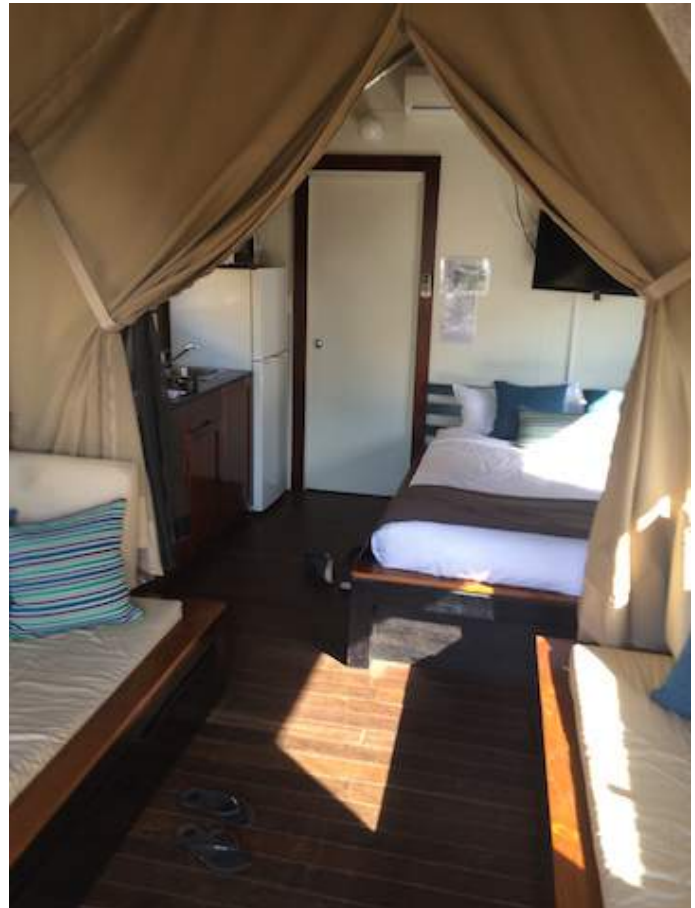
Website: www.agneswaterbeach.com.au

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.

Caryn from the Park shared a bit more about the background of the park with us.

The park is actually 40 years old and was sold to foreign investors about 9 years ago. They wanted to put up a high rise apartment block but the council said no. The park was closed for 3 years until the local owners bought it and reopened it in 2009. The town nearly closed down without the park running. We are always working on new things and the owners have recently bought all the land behind the park so we will nearly double in size very soon.

Agnes Water is a lovely little seaside town with our beautiful beach being in Australia's top one hundred beach list. Our town is the last beach to catch the Wave, for the surfies, and the first place to go to the Great Barrier, so we have the best of both worlds. Along with National parks for four wheel driving, surfing, the reef, stand up paddle boarding etc we have walks and scooteroo bikes. There is so much to do if you want to or lay on the beach and relax. All these things along with the lovely temperature is what is making this little town go ahead.

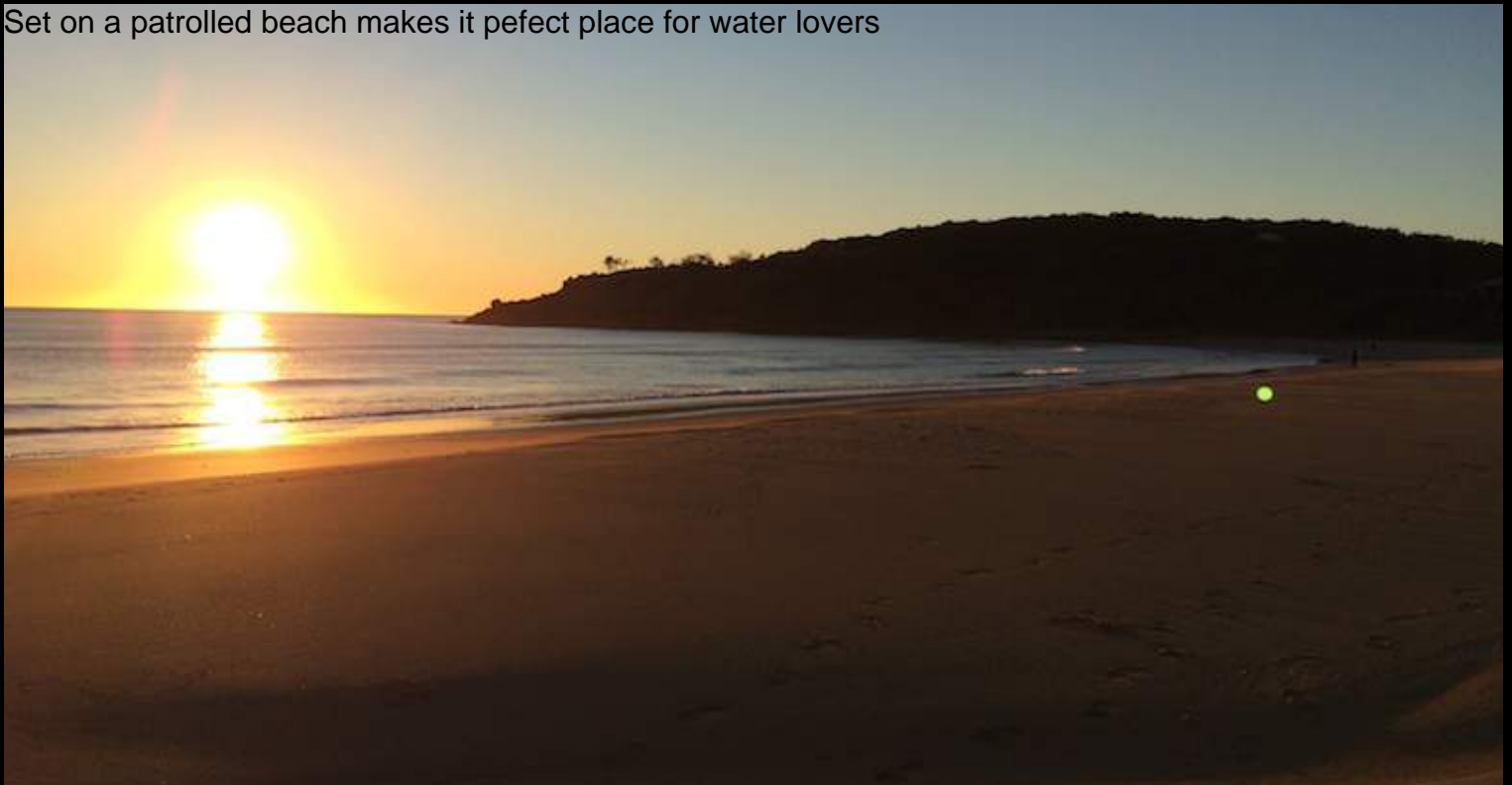




onsite cafe



Set on a patrolled beach makes it perfect place for water lovers





LARC TOURS OF 1770

WORDS AND PHOTOS BY DANIEL FOSSEY

Chances are if you have ever been to Queensland's 1770 you will have seen or know what these amazing machines are. That's right a Larc. The term "Larc" stands for Lighter, amphibious, resupply cargo. They were originally referred to as a "Barc" barge, amphibious, resupply cargo. The Barc was a creation of the US army way back in the 1950's these vehicles were capable of carrying loads of up to 60Tonne. They were later changed to being known as a Larc.

The newer larc was introduced as a lighter version capable of carrying 5 tonnes of cargo. The army still to this day has around 200 of these in active use, & around 100 of them are used in tourism like the ones at 1770.

1770 offers several trips:

The paradise tour - a full day trip which includes a picnic lunch and billy tea. You also will get to check out the bustard head lighthouse which is still in operation, and get a chance to sandboard down the dunes on middle island.

Larc + lunch tour - this includes a picnic lunch as well as a cruise off the coastline, & Eurimbula national park checking out the wildlife & beaches

Larc afternoon experience - a 1hr cruise taking you up the coastline of the Eurimbula national park.

We had the pleasure of getting a spot aboard the afternoon experience. It is a very strange feeling as it takes off onto the road for few seconds and heads off towards the water. For a vehicle with no suspension its surprisingly comfortable also.

As the tour progresses up the coastline of the national park the Larc will go in and out of the water depending on tides. They are an amazing machine driving up the beach no problems at all, they even get along at not a bad pace. A cummins motor powers these beasts.

Along the way we saw several different types of wildlife, and all points of interest and history of 1770 is explained by the tour guide. There are also great opportunities to take plenty of pictures, and if time permits they will stop and get a photo of everyone individually with the larc, so make sure you have your camera on board.





They promise on the trip that you will have a bit of a splashdown. We didn't know quite what to expect by this. Sitting at the very back I can tell you they definitely delivered a splashdown. To exit the beach you have to travel through a fair bit of water to reach the boat ramp. In order to do this the driver will go back and forth in the sand a few times sussing out a location to enter safely. The driver then gets a run up and dives into the water spraying water into the cabin (there is the option to have the plastic sides down but that would have taken away from the experience I think).

It was loads of fun not just for the kids but for the adults, and I look forward to when we go back next doing the all day cruise as I am keen to check out the lighthouse. It does depend on numbers and tides so best to check on the day in the office to see what tours will be running.

INFO AND PRICES

Phone: 07 4974 9422

Website: <http://www.1770larctours.com.au>

Prices:

- Larc + Lunch \$77 Adults, \$70 Seniors, \$37 Children (5-16years old)
- Larc paradise day tour - \$155 Adults, \$145 seniors/ students, \$95 children (5-16 years old)
- Larc afternoon cruise - \$38 adults, \$32 seniors/ students, \$17 children (5-16 year old)

Talk to the crew if you want a custom tour as they offer many other options outside of this and are all more then happy to help.





LARC FACTS - THANKS TO AMANDA FROM LARC FOR PROVIDING US WITH THE FOLLOWING FACTS AND PHOTOS

- The two Larcs at 1770 are original US Army Larcs built in 1965 & 1966
- Larcs can climb a 60% incline which is an extremely steep gradient. an average 4x4s will only do 45%
- Larcs are completely built of aluminium (even the gearbox and diff housing)
- They travel on the ground with huge baloon tyres with a ground pressure of 10-12psi, which is lighter then the average 4x4
- On tours the larcs are always driven below the high tide mark, so that the tracks are washed away with the next tide.
- The 1770 larc tours began in 1994, after the Mergard family came up with the idea of sharing the beauty and isolation of the amazing Bustard Bay with visitors to the town. They purchased the first larc from a car yard in Rockhampton and put their plan into action. After 2 years of being in business they commisioned a second larc. Both of these larcs are capable of carrying up to 32 people, and have seen thousands of people on those seats over the 21 years of operation.

USED 4x4 REVIEW - TOYOTA 80 SERIES LANDCRUISER



RELEASED IN LATE 1989 AND RUNNING THROUGH TILL 1997 REPLACING THE 60 SERIES. THE 80 SERIES LANDCRUISER HAS BECOME FAMOUS FOR IT'S OFFROAD ABILITY AND RELIABILITY. PERFECT FOR FAMILIES AND AS A 4WD FOR TOURING, THEY HAVE FOUND THEIR PLACE IN MANY HOUSEHOLDS OVER THE YEARS. WE TAKE A LOOK IN THIS ISSUE AT WHAT THE 80 SERIES WAS ALL ABOUT AND TALK TO SOME OWNERS ON HOW THEY HAVE FOUND THEIR 80



USED 4x4 REVIEW - TOYOTA LANDCRUISER 80 SERIES

WORDS AND PHOTOS BY DANIEL FOSSEY

This issue we look at the ever popular 80 series Landcruiser. The 80 series ran from late 1989 to 1997. Replacing the 60 series. The 80 was made of the good stuff with coil springs all round and solid axles. They are an extremely capable 4wd even in standard form.

The 80 series came in a few different models the DX which was the base model, these have barn style doors on the back and vinyl trim. These are one of the only models to be a part time 4wd. Don't expect much luxury's with the DX they are quite basic compared to the other models. The GXL is the most common model around these are a full time 4wd system, and have cloth trim and all the electrics. Then there is also the top of the range VX Sahara which have all electrics as well as a sunroof. There was several other badges brought out in between including RV(only available in petrol & manual), 40th anniversary edition (released in 1997), plus several other special editions along way.

The 80 series was originally released with a 3F 4.0litre petrol motor, however in 1992 the 1FZ-FE 4.5litre petrol was introduced along with the cruiser scoring some larger brakes to the previous model. It is fairly common to come across 80 series that have had LPG conversions in them already as the 4.5 litre motor is known to guzzle a bit otherwise. Diesel wise the 80 series had a few different diesel motors over the years a 4.2litre turbo diesel known as the 1HD-T this ran until 1995 where it was replaced with the 4.2 litre 1HD-FT. The 1HD-T were a Single overhead cam (SOHC) where as the 1HD-FT were a double over head cam (DOHC). Then there was also the 4.2litre non turbo 1HZ.

Transmission wise the 80 was offered in either a 4 speed automatic or a 5 speed manual, and can be found in 8 seaters in the upper spec models and 5/6 seats in the base



model. The 80 series is a fantastic touring vehicle, and don't take much to many mods at all to be track ready. Bear in mind however that some 80s can be up to 25 years old so you can expect some wear and tear and high kms so do your research on the vehicle and make sure you know it's history.

It's great news for 4wders looking to mod their 80 also as there is no shortage of aftermarket products available on the market. A few companies also offer kits to transfer the upper spec full time 4WD models to a part time 4WD system. 80 series were also a common vehicle to chop down so if you look hard enough might find single cab, space cab, and dual cab custom models up for sale that someones put some time and money into converting. As we said back in issue 2 in our "4x4 chop" article however make sure if you are buying a road registered 80 that it's been done right, mod plated etc. You can always do the chop yourself also. Its not a bad road to go down, end up with a solid axle coil sprung ute, with electrics, and extras.

Fuel consumption wise the 4.5litre petrols do chew through a bit of fuel. You can expect to get depending on your driving, tyre size, etc. somewhere around 18-20L/100. For the 4.2 litre diesel 80s again it depends on mods, and how where your driving it but you can expect figures of around 14-15L/100.

The 80 series is a great family vehicle. They are tough as nails and have no shortage of parts and accessories available for them. You just have to look around on the road and see how many are still getting around to know they made them to last. Turn over as we talk to a few 80 series owners and get their feedback on their 80 and how it has performed for them.



80 SERIES LANDCRUISER PRICE GUIDE:

You can expect to pick up a 1997 4.5litre Petrol 80 series for anywhere from \$7500 - \$13,000. This will generally have anywhere from 300,000+ kms on the clock. Many of the Petrol models have also already had LPG gas conversions as they tend to be a little heavy on the juice otherwise

For your diesel 80 series it is a bit vast and varied. A GXL 1hdt 4.2 litre turbo diesel with around a 1992 will fetch anywhere from \$14,000 - \$25,000 depending on the age and condition. While this may seem a little steep they are a tough as nails vehicle, and this is a very reliable engine so in my opinion well worth the money, & an investment in a vehicle that will be not only capable but house the family in comfort and style.

GXL's will be the most common model available on the used market and a good choice offering great features. Several 80 series will have a decent wack of mods on them already from previous owners so it really does pay to be patient and look around.

OWN A NISSAN NAVARA?...NEXT ISSUE'S USED 4x4 REVIEW IS ON THE NAVARA. WE WILL BE LOOKING FOR OWNERS OPINIONS!



SHANE'S 80 SERIES - OWNERS OPINION

WORDS AND PHOTOS BY SHANE BRAUND

Model: 1998 Toyota Landcruiser 80 series 40th anniversary

Engine: 1FZ FE Dual fuel

Transmission: Automatic

Wheels/tyres: Standard cruiser alloys with 315/70/16 KM2 mud terrain tyres.

Mods:

- 3" suspension lift
- Dual Batteries
- ARB bull bar and scrub rails
- Hella Ralle 400 spotlights
- Warn 9500lb winch
- GME UHF and ariel
- ARB Roof rack
- LED side lights for camping and rear lights for reversing
- Rear draw system
- Kymar rear bar
- Twin wheel carriers
- Roof mounted DVD player
- ARB compressor under drivers seat
- Twin ARB air lockers
- Adjustable Panhard rods
- Awning

I Love my 80, I have had it 14 years so it's been a big part of my life and now my business. With the exception of normal servicing I haven't had any major drama's with it. A starter motor and water pump are the only things replaced. Had the passengers front King pin studs come loose twice but thats all. It has served me incredibly well for 14 years. I think post 96 models are the best. Suspension would be first on my list , however they are an awesome vehicle offroad without any mods, only gets better with each mod. Parts are always easy to get, reasonably priced.





TAYLOR'S 80 SERIES - OWNERS OPINION

WORDS AND PHOTOS BY TAYLOR ZEMARS

Model: 1995 Hzj80 DX

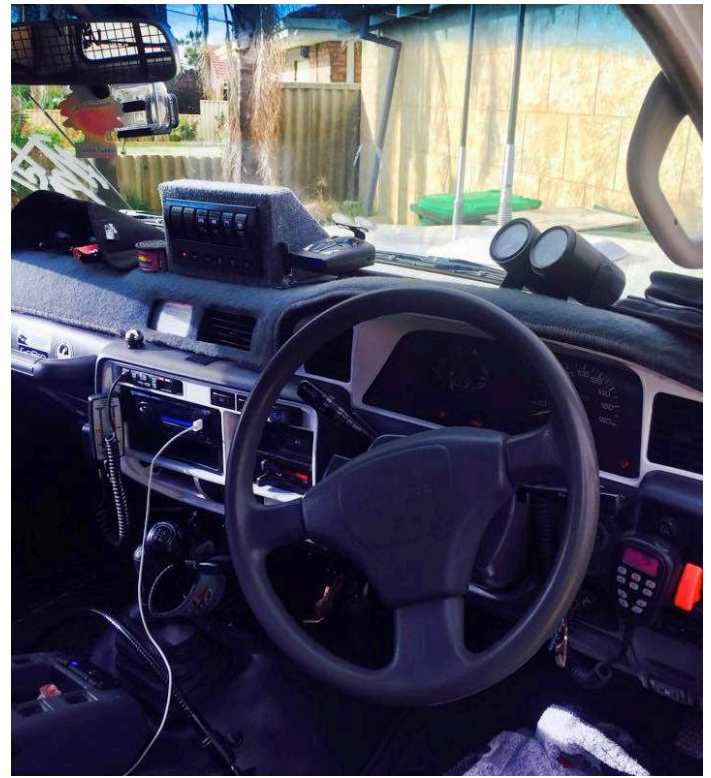
Engine: 4.2litre Diesel with aftermarket turbo

Mods:

- 4" Dobinson lift
- 2" body lift
- 33" Mickey Thompson P3's
- Dual Batteries
- ARB rear air locker
- ARB air compressor
- 42" single row light bar
- 4 halogen Lightforce spotlights
- 360degree zombie lights surrounding the roof
- snorkel from Turbotech
- 2 GME UHF radios with different range ariels to choose from
- Tigers11 winch bar, with 12000pound winch
- Custom rock sliders
- HID headlights
- Full sound system including sub & amp
- Ironman 2m awning
- Custom centre console

This is my second 80 series I've owned now, they are great 4wds all round. This model is a 4.2 diesel, 1995, hzj80, DX. Originally was naturally aspirated, but the previous owner threw a turbo for a bit more grunt. It's also inter cooled to keep the egts down. Being a live axle and springs front and rear it flexes up great, rarely lifting a wheel off road. Not to brag but it does better then my friends 76 series haha. Love the wagon style of the 80 series. It's a very functional, family friendly car, very easy to modify with products flooding the market for accessories and upgrades. A lot of the servicing is done by my self on the car. Access to the engine and driveline is fantastic, a lot of room to get you hands in there. As for the maintenance of the vehicle, a simple oil change and coolant flush is about all it needs. It's done 400000ks still going strong. The only major problem I've had with it was snapped axel studs, which was later replaced and a diff and axle rebuild followed.





Having owned a GXL full time 4wd 80 series previously and now the DX model which is a part time, how did you find the full time 4wd system?:

I never converted the gxl to part time 4wd. I found that constantly being engaged wore the cvs and front uni joints down a lot quicker than my current part time system, not to mention the fuel consumption on it. But the plus to the gxl over the dx is the luxury comforts, like elec windows centre diff lock etc.





MITCH'S 80 SERIES- OWNERS OPINION

WORDS AND PHOTOS BY MITCH TURNER

Model: 1992 Toyota 80 series

Engine: 1HDT

Mods:

- 4" Dobinson Springs
- Old man emu shocks
- Tough dog Panhard rods
- Superior engineering front sway bar extensions
- 35" Mud Tyres
- 32" Light bar
- Turbo timer
- 2 x 2.4m Fold out awning

What made you go with the 80 series?:

I have grown up with an 80 series Landcruiser. As a youngster my parents took me and my sister around Australia in a 1HZ Diesel powered 80. They towed a 3.5 tonne old caravan full to the brim for almost two years. The van was often detached to travel deep into the Kimberly, Kakadu and other remote beaches, deserts and campsites in the NT, QLD and SA. My dad still drives this car today, some 15 years after the trip. So when it came time to replace my last 4wd it's no wonder I looked out for a nice 80 Series.

Have you had any problems with it?:

80 series are prone to rust in the rear quarter panels and around the rear hatch window. My 80 series has a little rust around the rear window, where water and dust collect.

What model would you recommend buying?:

All 80's from 92 through to 98 are very similar, I personally prefer the interior layout of the earlier years. Someone seeking out an 80 is best to look for a car with minimal rust as possible. Low kilometre examples will be hard to find, so focus on buying a car with a well serviced engine. In my opinion the HD-T factory turbo engine stands out from the others. In saying that, the 1HZ is capable and responds well to an aftermarket turbo.





How easy have you found it to buy parts and modify?:

80 series are one of the easiest cars to modify in Australia. They have been in production for almost a decade and the blue prints between the 80 and 100 series are so similar that many of the mechanical parts are interchangeable. In terms of ease of modification, there is no better 4wd in Australia.

What mods would you recommend as must haves on any 80 series?:

The best bang for buck on an 80 series is easily lift and tyres. The cruiser comes from the factory with great off-road capability, If you can get some clearance underneath your cruiser it will be an instant offroad performer.





HARLEY'S 80 SERIES COMP TRUCK - OWNERS OPINION

WORDS AND PHOTOS BY HARLEY BAKER

Model: 1994 Toyota 80 series

Engine: worked LS1

Mods:

- 2" Lovells front coils, standard rear coils
- adjustable panhard rods
- chromo draglink
- 2.5" triple bypass king shocks all round
- Hydro bump stops in front
- ute chop with Dmax tub
- custom front guards
- tube front bar
- 6 point internal cage
- custom suspension mounts, with shortened braced chassis
- mopar bonnet scoop
- 285/75/16 mud tyres wrapped around 16 x 18 alloys



Have you had any problems with it?:

Nothing major just minor breaks from offroading

What model 80 would you recommend buying?:

A GXL model and any 80 series from 1993 onwards

How easy have you found it to buy parts for and modify?:

They are super easy to modify and parts are easily available. It gets complex however when you start doing serious stuff like engine conversions, etc

What would you say are must have mods on any 80?:

3 - 4" lift, and 315/75/R16 tyres with a rear locker, then if the budget stretches to it some barwork





JOSH'S 80 SERIES WAGON - OWNERS OPINION

WORDS AND PHOTOS BY JOSH ROBERTS

Model: 1996 Toyota 80 series GXL

Engine: 1HZ

Mods:

- 3" EFS lift
- 35" tyres
- ARB front bar
- ARB front locker
- Chromoly axles and cv's
- chromoly hub gears with asian free wheeling hubs
- 4" stainless steel snorkel
- light bar
- roof racks
- black widow draw system
- sliders
- rear mounted compressor
- Superior rear control arms

Have you had any problems with it?:

I have had a few issues with it since I bought it the usual 80 series power steer leak blew a hose out on the tracks once and had to limp it home no power steering. One of the biggest issues I had was the king pin studs winding themselves out or snapping clean off I just finished my front end build fixing all that and decided to go all out and try make it a bulletproof as possible.

What model would you recommend buying?:

I would recommend the GXL 1hz or 1hdt to anyone but in saying that any 80 series is a good one.

What would you say are must have mods on any 80 series?:

Must do mods are lift, tyres and depending on what driving you do a locker. The 80 series is a very capable car from factory. No one builds a car like Toyota.





How easy have you found it to buy parts for and modify?:

Modifying it is quite easy for me as I'm a 4th year diesel mechanic at Mack trucks and it makes it even better I've been brought up around 4wds my whole life my mum has a 200 series my dad a 75 ute I also have a 40 series ute so the extra money outlay just seems normal for us it's a way of life, parts are even better to find for them they are such a common car it's great.

How have you found the 80 series being a full time 4wd system, people seem to either love it or hate it?:

I myself was never a big fan of the full time 4wd that's why I converted mine to part time. It's puts a lot of un needed stress on all drive line components expecially front end. But in saying that each to their own some swear by it others hate it.





MATT'S 80 SERIES WAGON - OWNERS OPINION

WORDS AND PHOTOS BY MATT Mc CANN

Model: 1991 Toyota 80 series Fj80

Engine: 4.0 litre 3f carby petrol with pacemaker extractors

Mods:

- 3" coils
- 4" oztech shocks
- Steering damper
- offset radius arm bushes
- extended brake lines
- custom bull bar
- sliders
- rear bar
- dual batteries
- air horn
- roof cage
- LED light bars every corner
- custom rear drawers
- 30 litre water pipe on roof
- MSA drop slide
- snorkel
- awnings
- UHF
- 12000pound winch
- 35" cooper tyres
- on board air tank with dash switch
- and the list goes on....

Have you had any problems with it?:

no real problems, snapped 4 of 6 front right studs driving down the bruce highway once , probably came within 2 minutes of having a 35 inch tyre racing me into someone's windscreen, other than that just general maintenance items such as waterpump, distributor, bearings, it gets used for what it was built to do, although i have a passion for my vehicles so i also meticulously maintain the vehicle, 5000k services on time every time and any issues immediately rectified, not a drop of oil under it strong healthy 300,000k petty.





What model would you recommend buying??:

definitely a factory disk brake front and rear hdj80 with a 1hd factory direct injected turbo diesel, in an ideal world a gxl model with a 1hdft would be awesome but they are not factory delivered and the imported 1hdft are very rare, good old reliable mechanical injection turbo diesel is a win.

How easy have you found it to buy parts for and modify?:

i have not had an issue finding or modifying anything on the truck to get it the way i want it, i have done 90% of the work myself from electricals to tinting , saved a lot of money along the way and i will be doing it all again when i find the perfect candidate for a upgrade to a hdj80

What would you say are must have mods on any 80 series?:

it really depends of budget although a front locker some decent tyres and a simple 2 inch lift with 4 inch shocks would see you tackling the rough stuff and getting home with a smile on your face after every trip





YOUR INSTA PICS @THE4x4CORNERMAG

Tag us in your pics 4x4, camping, & fishing pics on Instagram!

A selection of the great pics we have been tagged in over the last month



mitchy130



hortzy88



mitchylad



justn1292



missj85



limard



ay_ronbrown_ftd



bs094



benandannie_adventures



dilhan_otay





"Nice sandy bank Flathead heaven"

AARON'S ADVENTURES

WORDS AND PHOTOS BY AARON BROWN

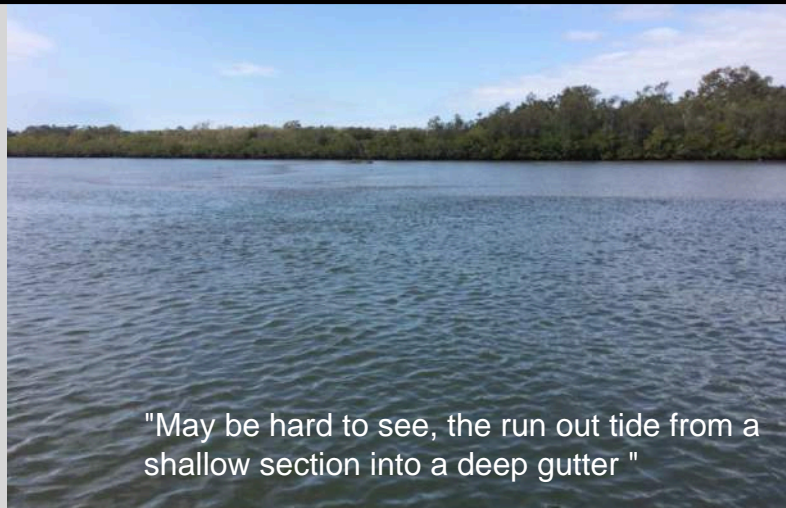
Last month I just touched the surface on what I'm about and what I hope to bring to the table. Now let's talk fishing!! To be honest I'm not the type of guy who goes and buys a pack of prawns and sits on a chair waiting. The only fishing I do is lure fishing. Hopefully I can share a few tips for the avid angler out there and maybe even entice someone to step outside their comfort zone and try lure fishing.

Flathead..... I have never enjoyed chasing such a simple fish before, they are super aggressive, super fun on light gear and I think they taste pretty damn good too.

I would just like to mention that I am in no way a professional fisherman, but I think I have a few sneaky tip and tricks up my sleeve specific to flathead which I will now share with you.

Tides: What tide should you fish on? Tides are important for any type of fishing but they are super dooper important for flatty fishing. The first of the run out ideally when you want to fish, although any run out tide is when you'll find the flatties. There's a simple reason for this - bait! The fish are being held in the spot you're fishing because the bait fish are being washed over the shallow sections into the deeper water.

Gear: What gear should you use? Well, gear for this type of lure fishing isn't as important as you might think. For me the combo I use depends on what else I may catch whilst targeting flatties. Generally speaking I would use a very whippy 7ft 2-4kg rod with a 1000 size reel, using 5lb braid and 10lb leader. This may sound like very light gear and well.....it is. If I'm fishing in an area where there is a strong chance of jewies I'll use a firm 3-6kg rod with a 2000 size reel,



"May be hard to see, the run out tide from a shallow section into a deep gutter "



"By using my electric motor I can hold my drift perfect for the strike zone "

10lb braid and a 20lb leader. Although I said gear doesn't matter and flatheads definitely don't require something crazy like 30lb line, you do need to have a think about what you are using.

Lure: Hard bodies or soft plastics? For me it's the latter. I adore soft plastic fishing and I find that the hook up rate is far superior. I generally use a 3" minnow style plastic with a paddle or curl tail as the bouncing of the plastic will hold the fish's attention for much longer. As far as colour choices go I don't think it matters all that much but keep in mind "match the hatch". This basically means that if the fish are feeding on small white bait you should definitely choose a similar plastic.

Technique: How do you do you actually catch them? Everyone will have a different technique when it comes to lure fishing and 9 out of 10 times every way will work. With flatties being such an aggressive fish they will surely tackle any plastic of any size. First I find the spot I want to fish by looking for where the shallow water is running into the deeper water or a shallow weed bed that drops off next to it. The next part is the fun part of fishing and that's catching. Simply bang the plastic into the shallows and then just "hop" it back into the deep water. When I say hop just give the rod tip a quick sharp jerk or three, this just gets the plastic working and keeps the fish interested. Bounce that plastic all the way to your vessel or shore and keep doing it. Just keep peppering that drop off and you will most definitely find the flatties.

Flatheads can be annoying to set the hooks in though. If you get a hit and they don't hook up just cast straight back in there and go again. They are bound to hit it over and over again until they hook up.

Safety: While flathead don't look that scary they do have teeth and I can assure you that as soon as you try to thumb the fish to hold it you will learn just how sharp those teeth really are. They have sharp gill spikes as well and they sting like anything! Make sure you use some lip grips to handle the fish and treat the fish with a bit of respect.

Okay folks, that's pretty much it. There isn't a lot to it - just perseverance and making sure you watch your surroundings.

Alright then hooroo,

Anon

***PLEASE TAKE THE TIME TO FIND OUT WHAT LEGAL SIZES AND BAG LIMITS APPLY TO ANY FISHING IN YOUR AREA. RESPECT THE WATERWAYS AND LIMIT YOUR CATCH DON'T CATCH YOUR LIMIT ***



"A 3" Zman minnow with a with a 1/6th weighted to lures jighead "



"Plenty of rats will be caught "



"3" minnow with a 60cm model. Please use lip grips carefully to help protect the fish"



YOUR FISHING PICS

WORDS & PHOTOS BY JON RILEY

Jon recently sent us in this pic of a Grey nurse shark he managed to hook up, after chasing salmon at the boat harbour. He told us that this one was one of 3 hook ups in a row. It but up a great fight but was de hooked and put back into the water unharmed.

If you have a fish (or a shark) that you have recently caught then feel free to send it in to us. Shoot us an email to



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TITAN DRAWER REVIEW

WORDS AND PHOTOS BY STEVE Mc LAUGHLAN

We have always used plastic tubs when on the move to store everything that we carried and the downside was having to unpack the entire contents of the cargo area every time we set up camp. The solution in my mind was to put a set of drawers in the rear and set it up properly. The downside is the cost. I got a quote to have some made and that came back at \$2200.00, a well-made, plywood set with marine carpet, however I could never justify that sort of expenditure, after all, if I retained my vehicle for 10 years these drawers would probably not be able to be transferred to my next vehicle.

Enter the Titan drawers from 4WD Supacentre. Initially I was dubious of these due to the pricing, however I couldn't find anything negative about them online. On special for \$795.00 plus \$50.00 shipping and a free roof top bag thrown in, I was quick to part with my money. Now just a quick word in here, about a month later the special was the drawers and a Waeco CFX 50 fridge for \$1395.00. (The fridge alone is worth \$1099.00). At this stage my order was still open as the roof top bag was on back order. I rang the customer support and explained that I didn't require the bag and wanted the fridge in my order, after 10 minutes and \$580.00 I had a fridge on its way. A big thumbs up to 4WD Supacentre.

CONSTRUCTION:

The 2 packages arrived 8 days after I ordered them. The main drawer body in one package and the wings kit and mounting parts in the other. At 75kg they are heavy, and we used a forklift at work to move them off the truck and onto my ute. So you will require a couple of people to unload them at your house. They are of galvanised steel construction with 90 bearings to hold and roll the drawers, the covering is a marine carpet finish inside and out. The LHS lid side out as a fridge slide and both sides have 4 tie down points. Each drawer has a locking mechanism and handle of good quality. Overall I am impressed with the finish and components.



FITTING:

This was the part I was not too sure about as I am not the handyman type and I considered getting someone else to fit them. They say they can be fitted easily by 1 person in under 3 hours so I decided to give it a go. The instructions provided were clear enough.

I run a piece of tape down the centre of the cargo bay and marked the bottom of the drawers in the centre. After removing the drawers and RHS lid, (this consists of 16 screws from memory.) it is easy to see what you are doing. The LHS you slide the top back, however the RHS you have to unbolt the top and remove it.

The 2 mounting tracks on the bottom of the drawers are adjustable front to back so it was just a matter of finding the holes that lined up. Using the bolts supplied I identified which bolt holes to use and located the fourth mounting point under the carpet. After lightly bolting the drawers down I fitted the wings to make sure I was centred. From here it is simply a matter of putting it all back together and tightening all the bolts and fitting the drawer stops.

Not hard at all, however it did take about 6 hours all up but that was more me double checking everything.

Note: With my full length cargo barrier, I had to push the bottom forward by about 50mm to allow the drawers to fit. This was done by making an extension to the mounting tab.

OVERALL OPINION:

I am happy with them. They are heavy and well-constructed and believe they will last a long time. The only criticism that I have is in this type of design. The fridge slide sits on top of the drawers and with a 2" lift on 33" tyres I am unable to see into the fridge. We have put a small stool/step in the vehicle to overcome this and a fridge drop slide will be a future purchase. Overall I feel these drawers are good value for money and keep an eye out for the specials.

The cutting board slides back to front so to access the contents below, this was done by screwing a couple of small angle line pieces to the bottom and can remain in place when the drawer is closed.

We have just completed a week away and have to say that we are wrapped with our new set up.



Do you want to find out more information on the Titan drawers?

the following link has the information you will need to order your own set!

drawers, along with videos of installation process and other handy information on the Titan drawer system

<http://www.4wdsupacentre.com.au/titan-rear-drawer-unit-1070mm.html>



CAM EVANS - AUSSIE OFF ROADERS

WORDS AND PHOTOS BY CAM EVANS

G'day guys, where even to begin with an intro? Well you know how this story goes, we all started somewhere.

I'm not exactly sure when I realised I had a passion for being off road and fishing however I do know it is in the blood.

Well here's my story.

We all have many inspirations as we go through life, my personal inspiration is this great sunburnt country we live in. Such an amazing place! Photos do not do this place justice!

I have traveled China for 2 years exploring some of the beautiful known and unknown land marks in Shandong, to the ice city in harbin where I caught a plane to Russia and I traveled there for 6 months of winter. Many beautiful places there. When I landed in Vladivostok I didn't realise exactly how cold it was while departing the plane wearing nothing but my Akubra, a Driazabone and jeans... Looking the part of a real Australian bogan.

Being in these places made me appreciate what I was missing out on in Australia so my travels of this sunburnt country began.

There are so many places that we will never get to see in 1 lifetime.

I started out camping and fishing with the old man around the east coast area of sea forth QLD, where he was born and raised. We get out in the boat and head over to the islands for a weekend of camping and shooting. Never go to rabbit island unless you want to get carried away by sand flies... They are worse than the crocodiles.



Victor Harbour - South Australia



Mackay QLD A lot of Barra have been caught in this river. The Pioneer river.



My partner Tegan is an accomplished fashion stylist so she has a great eye for detail while we are out camping. I'm an ex nature photographer where I ran my business for a couple of years while writing for an online fishin forum. That was great! Done many reviews for water proof cameras and waterproof mobile storage.

"When we are out camping we fell as though we are one with nature"

As time went by I didn't head out camping and fishing as much because I was "too busy" I would say. More often than not I actually was.

Now that I'm older I realised of all the wasted time not getting out and about on the beach and the bush so I make time, work always comes second to a great trip with great company.

We have been been travelling now for a couple of years in the GU Patrol. From airlie beach to Darwin, than on to Adelaide, up to Karratha west Australia, back to adelaide than back to Darwin where we now reside while spending lots of time in Nhulunbuy NT for fishing and work. We have been to so many places along the way but my favourite would have to be Cooberpedy in South Australia. It is such a quirky little town and there are many song written about this town of which all tegan knows every word to because I always play them every time we are staying there, driving in, or driving out of this amazing little township. She loves them (insert sarcasm)

We had the pleasure of camping on the fink river at Boggy hole the last time we drove through Alice springs. I tell you there is a lot of great sights to see there. I forgot to pack a blanket into the swag before heading out (big mistake) as it got down to -3 deg Celsius that night. We couldn't put enough cloth on!!! The fire was magic the company Was great!

We have many great memories! Unfortunately not all have been photographed to share. We have met so many brilliant people with our travels that we will never forget! This is just a start for the rest of our lives.

Thanks for listening guys it has been a great pleasure to be writing again.

Kind regards

Cam Eves AKA Aussie Off Roaders.

List of mods.

- Td42 rebuilt at 0.010" over
- Full running gear rebuild
- Steering and front end replacement
- Aftermarket turbo (crap denco)
- Aftermarket radiator
- Front mount intercooler
- Steering cooler
- Removable sway bar links
- 2" cab lift
- 5" EFS suspension kit
- 35" tyres (33" when touring)
- Oledone HID 55 watt
- Light bars
- Working lights
- IPF driving lights
- Custom front bar
- Foot print gas peddle hahaha (that's a Joe Dirt joke)
- Just to list a few of the bigger things,yet still more to come!





Onzlo WA, great spot. The old pub there has the best meals I've had I recon (don't tell the misses I said that)



The entrance to the fink desert road NT. That was the beat drive we have had. It is fast but rough. And if you don't go fast it will shake your car apart.



Our cover photo for aussie offroaders, this was taken on goolwa beach SA



Dundee beach NT, this is an amazing spot for camping and fishing.



The finnis river about 40 km away from Dundee beach. Great fishing spot and great camp spot on low tides



Dundee beach sun set with a fire.



"We look forward to hearing more from cam on a regular basis, He has a huge amount of travel experience and having talked to him a few times now, I can vouch he is truly passionate about offroading and travelling . If you would like to follow Cam on his adventures you can find "aussie Off roaders" on instagram, and facebook"



NOMADS ROAD - WORLD WIDE TRIP

WORDS AND PHOTOS BY GREGORY TRASTOUR

Hello

We are nomads road family

Let us introduce ourself and our adventure.

We are a family with 2 teenagers who have started their world trip 4 years ago in Australia. Our non stop journey by road is planned over 10 years. Our final destination is Ushuaia and we want travel on all continents. We currently are in India and towards the Middle East and Africa. We drive an old 1993 Toyota Landcruiser setup in Australia to fit our needs and to be able to go to remote places where only few travellers go to discover the wonders of nature and civilisation.

We travel from 2006 in Pacific Area but we have started our nonstop world tour in February 2012 in visiting Australia where we have driven 70000 km and visited and enjoyed most of remote places before go Southeast Asia. We have started to visit this continent as backpacker with individual tents during a year to be able to get enough finance to bring our Troopy to Asia. So in 2013 with have travel Indonesia, Malaysia, Borneo and Brunei. after this year we was able to send our vehicle in Malaysia where we have restarted our trip around the world. In 2014 we have visited West of Malaysia, Thailand, Cambodia, Laos and Myanmar. For the fourth year we are arrived in India and we currently getting ready to continue our trip to west part of the world.

You can follow us on our FB page

www.facebook.com/nomadsroad



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TO SEND US AN EMAIL the4x4corner@gmail.com**

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CATCH YOU ALL NEXT ISSUE!!

