



Freedom
All Wheel Drive Club
of Western Australia



Newsletter

September 2019

President's Report

G'Day Members

I would like to take this moment and thank all the members who stood up at the AGM and took on positions, it is great to see. I would also like to thank those members who have also contributed to the club over the last 12 months.

Without you all this club wouldn't be where it is.

Just a friendly reminder that the MundAl track long weekend camping weekend isn't too far away. Trip details will be out shortly.

As we approach the busy time of the year, I would like to remind you that we have a few important events coming up which will be discussed over the next couple of meetings.

Until the next time I see you, keep the shiny side up!

Pres....

Freedom All Wheel Drive Club is a family oriented 4WD Club for drivers of Compact and Standard 4WDs.

Monthly Meetings are held on the fourth Monday of each month at the Manning Senior Citizen's Centre, 3 Downey Drive Manning.

Contact us via email at fawdcwa@yahoo.com.au

After our recent AGM we have a new Executive and Committee. Please see below for details:

Executive Committee:

President:	Luke Rowe
Vice President:	Tony Allender
Secretary:	Michel Anderson
Treasurer:	Dayne Barrett

Committee:

Committee Members:	Barry Price John Maarten
4WD Assoc Delegates:	Kay McIntosh Paul Hemmings
Environmental Officer:	Chris Potts
Trip/Social Coordinator:	Kay McIntosh
Property Officer:	Adam Buswell
Website Coordinator:	Rowan Anderson
Newsletter Editor:	Diane Court
Sheriff:	Michael Tai

Snippets from the Editor

Welcome to the September 2019 Edition of the FAWDCWA newsletter. Many thanks to Linda and Dayne Barrett who have edited the newsletter for the last two years. I have taken on that role since the AGM so please continue to send me your contributions as before. We will be starting a monthly Member Profile (this month we'll meet our newly elected Vice President, Tony Allender) and a Tech Talk column (Chrispy is contributor this month), Product Reviews and our usual Trip Reports and For Sale items from members.

Thanks for your input, and enjoy reading!

Diane Court
Newsletter Editor
possumcourt@gmail.com

Member Profile

Tony Allender

I was born in Perth a long long time ago. Grew up travelling from town to town with my parents, Albany, Kalgorlie, Wongan Hills and then Moora, finally



moving to Perth in 1961. Having travelled with my Dad as a child and then working on communications links at Geraldton, Carnarvon, Burrup, Broome and Derby as well as south at Pinjarra and Harvey, it is no wonder I want to continue exploring this country.

Most frightening 4x4 experience: Blowout of the front left tyre on my HJ50 Landcruiser with my family aboard at 100 kph on the highway near Karratha.

Most fun off road vehicle: The Wanneroo Volunteer Fire Brigade Thorneycroft 6x6 fire tanker.

Favourite holiday destination: Probably the Ravensthorpe/Hopetown area, but Margaret River is also a favourite of ours. Every destination in WA has something to offer.

Other interests: Photography, Anime, especially Studio Ghibli, listening to music and just being alive really.

Life changing moment: Taking a radio call from the state ship Nyanda off Darwin just after midnight, Christmas 1974. Cyclone Tracy had just hit Darwin.

Tech Talk: Batteries for 4WD

Contributed by Chris Potts (Chrispy)

Hi everyone after my little series on using a Multimeter some people have asked I write something on dual battery systems and I will try although I have limited experience with them and so I thought I would start with the 3 main battery constructions, the 2 types and try to break things down to the basic Pros and Cons of each type and their uses.

Cranking and Deep Cycle Batteries:

Cranking batteries are what we all have in our vehicles to start them they are designed to give big amps for a short time and are usually rated in CCA (Cold Cranking Amps @0 degrees Celsius or zero Fahrenheit depending on which site you look at).

Pros: Good at what they are designed for.

Cons: They do not like being discharged to low levels so are not good for running fridges for a long life, they also do not like lots of short trips with stops and starts.

Deep Cycle batteries are designed to give a steady amount of current over extended periods of time without damaging the battery and are usually rated in ampere hours which opens another can of worms as depending on depending on battery construction a 100 ah battery may only give you 50 ah of actual use more on that later.

Pros: Good for running fridges, lights etcetera at

camp overnight without harming battery and will generally have a longer lifespan if looked after properly than a cranking battery.

Cons: May not give enough cranking amps if your main battery dies, if discharged deeply is best charged with low current first and slowly building up charge so takes time also can be damaged if used to crank and shorten battery life.

Hybrid Cranking Deep Cycle batteries can be good for those who do lots of short trips with the occasional long trip and are short of space but still want to run some accessories like a fridge.

Pros: Can give you an advantage over a single use type battery if short on space and from personal experience they can give a longer life if doing lots of short runs(I was lucky to get more than 14 months out of a battery in my car till I put a Deep cycle cranking marine style battery in it, lasted 3 years and although struggling to start car it still gives enough life to run fridge for a night).

Cons: Can be a bit dearer and not do either job 100%.

Battery Construction

OK I will say right from the start I will not include calcium batteries in here as it got too confusing regarding life span excetera.

So 3 main constructions of batteries, Flooded or wet cell batteries, AGM or Absorbed Glass Mat and LiFeP04 or Lithium Iron Phosphate.

Flooded or Wet cell batteries: Has been in cars since the crank handle was given the flick(I pray I am not the only one who remembers crank handles) old technology but it fits the "if you got it right first time it is hard to improve perfection".

Pros: Price and has been proven under the bonnet can be gotten in cranking only, deep cycle only or hybrid.

Cons: Weight and must be stored upright or acid spills occur, not good in enclosed areas ie the back of your wagon or ute or Camper/caravan as gassing off can occur producing acid fumes and hydrogen gas, self-discharges if stored for short lengths of time, needs to be maintained regularly.

AGM: Was the new kid on the block a few years ago

in Oz but has proven itself and they can be gotten as Cranking, Deep Cycle or both.

Pros: While still Lead Acid like the flooded batteries it can be used at odd angles without worrying about acid spills, generally if treated right have a longer life than the flooded or wet type batteries (5 to 10 years) and can be used in the back of a wagon, ute or caravan/camper without worrying about acid or hydrogen fumes, some can be fitted under bonnet regarding temp, lower self-discharge rate than Wet cell batteries.

Cons: Price and weight, charging from your car only will decrease life so a battery charger or solar setup with AGM charging profile is needed for long life, not all are suited for high temps like under bonnet or in a hot box at the front of your camper so check specs, dearer than the wet batteries, like wet batteries a 100ah battery will only give you 50 maybe 60ah.

LiFeP04: Is the new kid on the block and depending on which internet site you go to it is the greatest thing since sliced bread or the greatest disaster you have ever experienced waiting to happen, most of the web sites I visited while trying to research this said these batteries really do not like heat(A bit like those phone batteries that burst into flames) and are not suitable for cranking purposes and yet there is one site that has them as a cranking/deep cycle battery so I do not know.

Pros: Low Weight and can be discharged to 80% of capacity without harming battery also the volts hold up as the battery flattens, long life if looked after correctly.

Cons: Pricey and like the AGM batteries needs the correct charging profile suited to LiFeP04, unknown quantity for under bonnet.

IN SUMMARY

There is a battery out there to suit your requirements and battery technology is changing and so is the requirements to charge them so while the \$15 battery charger you bought at Kmart 30 years ago the first time you left your car lights on does not cut it for charging AGM and LiFep04 batteries the humble wet cell battery still has its place so all I can say in choosing a battery is list your requirements do your research and be aware moving up in technology may involve more than

just the battery price.

If anyone out there has personal experience with some of these newer batteries write a piece for the newsletter share the learning of good and bad.

Happy Travels

Chrispy

Trip Reports

Moore Meanderings - 25 Aug 2019

Written by Michel Anderson

Trip Leader - Rowan & Michel
Recce partners - John & Debi
Tail-end Charlie - Sue & Neil



Sunday 25 August started with a beautiful crisp morning where 7 cars, made up of 6 members and 1 visitor, met on Wanneroo Road to set off on the Moore River explorations. Coffee and bakery delights were bought and we were ready for the day. All were in a good mood ready for adventure, even those who had to start travelling the night before from Byford ;). We picked John and Debi up at the start of the trail which was the corner of Indian Ocean drive and Glenrowan Road at a very handy rest stop. After letting tyres down we headed onto the tracks.

The beginning of the fun was soft sand tracks which brought the group to a very fast standstill. Barry got bogged, shortly followed by Ted and lastly by Rowan & Michel on their recovery mission! Thanks to John who came to the rescue pulling us all out! Almost everyone was on hand digging tirelessly and group bonding became the name of the game!

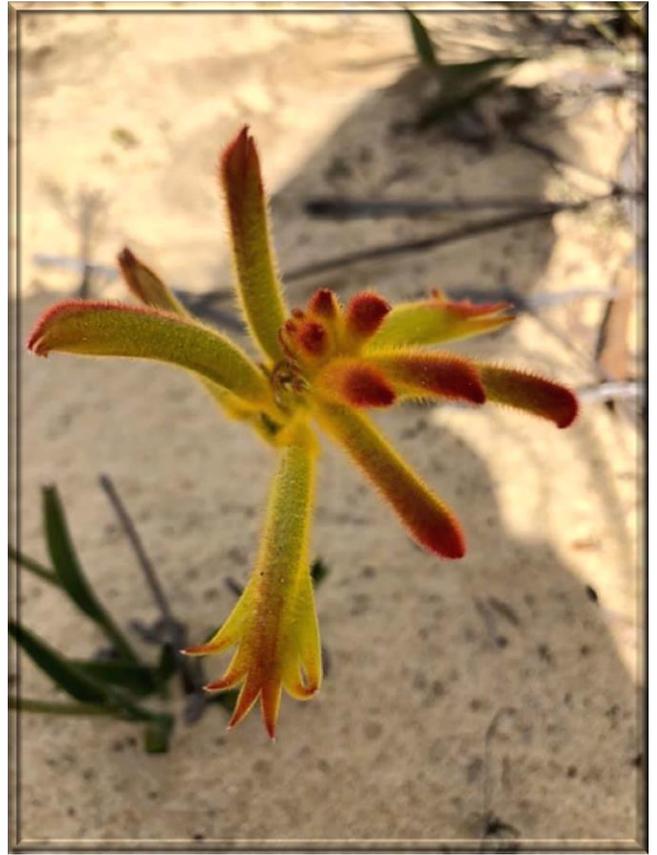


Finally after a very long bonding session we were able to move on and discover more of the trail. We came to a beautiful river crossing which was enjoyed by all and where Rowan & Michel sadly lost their very dear number plate. After having crossed over we stopped for tea/lunch time, depending on the level of rumbling tummies.

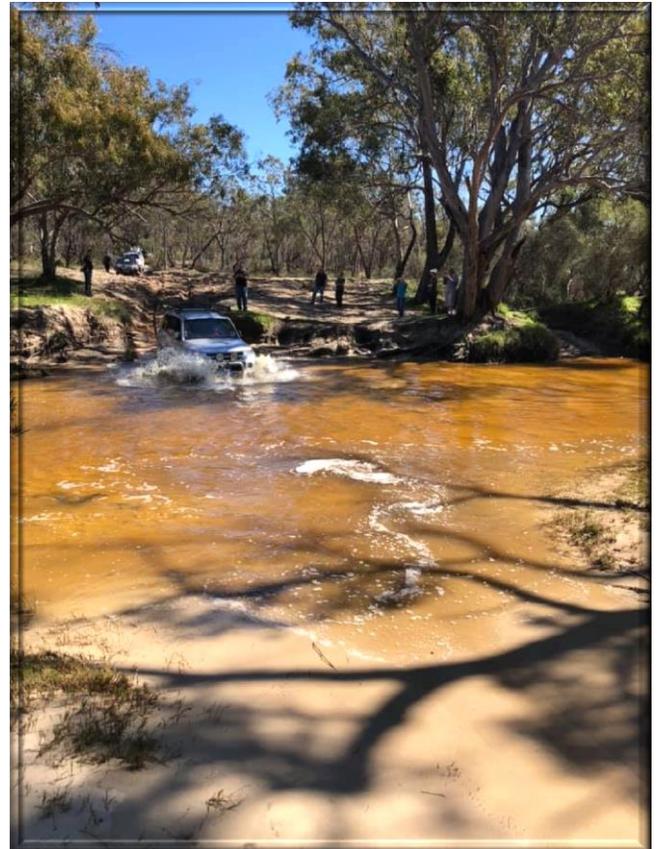


Once tea was over we headed off back across the river at a different spot and continued along the trail. We left the river behind at this point heading along Bennie's Road and crossed over into Moore River Nature Reserve & Moore River National Park.

The wildflowers were out in full force putting on a beautiful show and we even saw a fox dart across the track as well as an Emu with his many babies. There were many X-trail recoveries for most of the day and Barry became the conqueror of all sand tracks! Well done to all for their constant recovery skills and patience. We eventually reached our designated lunch stop which by that time had become late afternoon tea and briefed the group on the rest of the route options.



Tony, Carol, Ted and Laurel said goodbye and the rest of us carried on onto 9-Mile Swamp Road to tackle the last of the dirt. We were met with a beautiful sunset to end the day and aired up once more to make our way home.







For Sale

ARB 9" Spotlights

Ted Lichfield has two ARB 9 inch spotlights for sale. The spotlights are too big for his current vehicle.

Price negotiable

Please contact Ted on:
bqeted@yahoo.com.au
0419 916 559



For Sale

Tyres

Andy Lawson has two sets of tyres for sale.

1st set

5 ROH TRAK2 black rims 16x8 6 stud with Bridgestone Dueler A/T 255/70R16s 50% tread left

\$450.00 the set

2nd set

5 Isuzu Alloy 18" rims 6 stud with Bridgestone Dueler H/T 255/60R18s 6000Km near new

\$1000.00 the set

Please contact Andy on:

0422996803

al_lawson@bigpond.com.au

Product Review:

Wacoco Minipresso

For those who love their coffee and want it while camping – here is a product which could meet your needs.

Guest Contributor Matt Court

I got this machine about 2-3 weeks ago and just started using it with some pods (Killer Coffee Co)

The machine is super easy to use it has a couple of removable parts:

- the cup
- pod section
- main body
- water compartment

It comes apart very easily and cleans up with a couple of wipes.

Basically load the pod, fill with boiling water - the water is the only tricky thing, if camping you'd still need a kettle or a billy to get the water hot and you

have to be careful not to over fill it and scald yourself.

The pump dial locks and unlocks with a twist then you pump it till all the water is pulled through the pod and out the other side and into the cup.

The end result is a good espresso with a good crema.

The Verdict

This machine is great for anyone looking for a quick shot of coffee in the morning and would make a great travelling machine which packs away super compact in its own carry bag .



Dimension (mm)	175x70x60
Weight	350 g
Water capacity	70 ml

