

A WORD FROM THE EXPERTS



ALLAN GRAY - HEAD MECHANIC AT TERRAIN TAMER

15 MUST-TAKE SPARES

Any list of must-take items when we head off-road depends greatly on how far away from civilisation you intend to go and for how long! Don't forget the great thing about travelling with a few similar vehicles is you can compare what you're taking and avoid duplications. Here's a list of items that are worth considering:

- A comprehensive toolkit
- Spare engine belts, hoses and filters
- Fire-extinguisher (mounted within driver's reach)
- Emergency windscreen repair kit
- Chainsaw (depending on the area and if it's permitted)
- Water displacement spray; it has a heap of different uses
- Some vehicles may want to include a CV joint
- Brake fluid (helps to tape the lid to prevent it vibrating loose)
- Small tub of grease
- Two-part epoxy putty (Loctite, Knead-it or similar)
- Tarpaulin
- One can of black pepper or Radiator Stop Leak for emergency radiator repair
- Cable ties
- Test light
- A roll of fencing wire (you can fix practically anything with this stuff out in the bush)

16 PACK SMART FOR EXTRA STORAGE

Anyone with a growing family will be only too familiar with the challenges of fitting everything needed for a trip away into your 4WD. While the traditional storage areas are always handy, like roof racks and rear drawer systems, it's the tricky hiding spots around your vehicle that are the secret to packing in more essential goodies (like extra beer rations).

Extra storage can be found under or behind the seats. However, be cautious about cramming too much under your driver's seat, as it can slide out under your pedals down steep tracks. The panels either side of the rear cargo area are great for storing spare belts, hoses, coolant and anything else you might be able to squeeze in there. Wrap them in a few rags to stop them rattling against the panels and you'll be set.

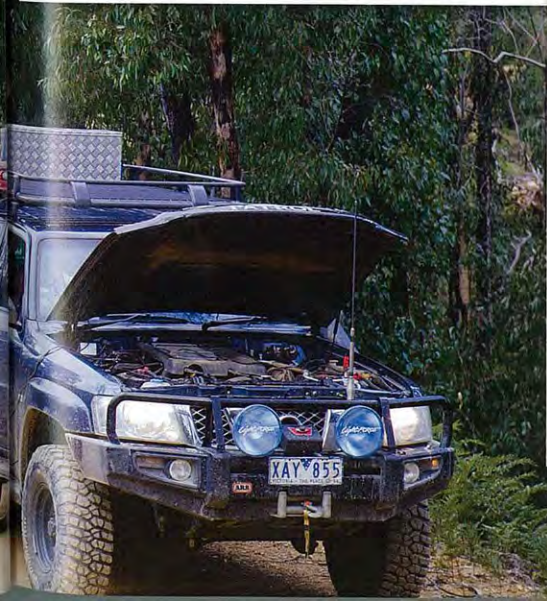
17 EXTRA FUEL

While the ideal way to carry extra fuel is by fitting a long-range tank, jerry cans can make for a cheaper alternative. Carrying fuel, or water for that matter, in a few different containers is good peace of mind should you spring a leak in the main tank.

Keep in mind that the storage location of jerry cans is very important. It's not advisable to store petrol on the rear or in front of your 4WD in case of an accident. Always lock-wire the caps closed on the jerry can to avoid it rattling open.

18 KEEP IN CONTACT

Always carry a form of communication gear that suits the area you'll be travelling. A satphone is a great bit of gear when you head off-road, especially in remote areas. If you manage to break down off-road and don't have that vital part to get you going, it doesn't hurt to call on a mate or a local 4WD company to sort out some help. After all, mobile phones and UHF radios have their limitations.



ALLAN GRAY (TERRAIN TAMER)

1. TOYOTA FJ 40 – true blue simplicity.
2. FJ 55 – good reliability, trouble-free trucks.
3. FJ 60 – bit more comfort and still solid reliability.



ALAN JOHNSON (PIRANHA OFFROAD)

1. TOYOTA 40, 60, 80 – unbelievably well made. Iconic.
2. RANGE ROVER – innovative, market leader, however, suffered from poor build quality.
3. PAJERO, JACKAROO, SUZUKI – opened up 4WDing to more people and still had low range to tackle the rough stuff.

ANDY BROWN (ARB)

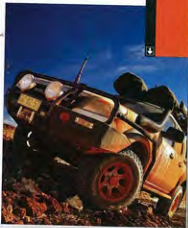
1. HILUX.
2. GQ PATROL.
3. SUZUKI.
4. 75 SERIES – all of the above were trucks that helped to change the industry.

We would have to agree that if customising were an important criterion, then Nissan's GU and GQ Patrol would probably come out on top. However, as iconic trucks that have earned their stripes, it is hard to go past the Toyota 40, 55, 60 and 80 Series, not forgetting the 70 Series.

One point you cannot overlook is

MICK EVERETT (TJM)

1. 80 SERIES – the live axle and ability to modify.
2. GQ PATROL – great to accessorise and modify.
2. HILUX – bulletproof and unbreakable.



the quantum leaps in technological improvement made by Range Rover and Jeep, and the contribution of 'soft roaders' in the introduction of many to serious 4WDing.

Interestingly, the 4WD Action crew came down to a dogfight between Nissan and Toyota, with no clear winner able to deliver a knockout punch.

GLEN HADDEN (AMMS)

1. 80 SERIES DIESEL – normally aspirated diesel had best diff ratios, suited aftermarket turbos.
2. 100 SERIES – same as 80 but more comfy.
3. 200 SERIES T/D – although it's very modern, the power and comfort are out of this world.