



TRIP HISTORY



UPDATED SEPTEMBER 2024



2015

AWD ADVENTURE MAY 2015 & TAIL OF 4WDS, MEN & FLIES

There had been intense pressure for single day trips to be organised and run so it was with some reservations that 21 consecutive single day trips were set in place.

We commenced heading North to intercept the last cyclone of the season and as it crossed the coast we set up camp near Walga Rock.....the weather forecast had us heading into cyclonic winds and torrential rain and end of the world type stuff (I however watch and understand 'The Walking Dead' so know what to do when the end of the world nears...).

Oh, there were also flies — billions of the buggers everywhere...

Day 2 saw us camped alongside the Murchison River with stories of flooding to the North and damage from the winds being broadcast over the radio.....yeeha — adventures on the way. And, the flies....still with us — now millions of billions...

Into Newman for a night of civilised camping (showers) and some resupply of essentials then it was along the Tallawana Track to meet up with some more adventurers and head into the Rudall River National Park. This meant we were now in the Little Sandy Desert and surrounded by vegetation — the rains have been good over the last few years. Our other adventurers eventually caught up and their stories of flat tyres and difficult tracks made for entertaining listening around the camp fire.

With adventure in our eyes and 4WDs with glistening paintwork it was time to forge a path into the National Park via "the track that does not exist".....ha ha we said as we headed off with adventure in our hearts and success in our sight....and now with zillions of flies and..... after 12kms and 5hrs it was time to turn around and try the conventional way into the Rudall River NP — very corrugated but conventional. That night we camped and retold the story of the day and wondered when the flies would return.

Time to explore and wander around the place and climb and frolic and take photos andflies.....millions of zillions of the bloody things....

The time arrived and it was off to the place where Miranda went all those years ago and never returned (not really because that was in Victoria but we had our own Hanging Rock to get to and....). If only we had thought about it - on some maps it said "track impassable", on some "track overgrown".....would that stop us — yep....just kidding — with a smile on our dials (but keeping teeth closed as the flies didn't wait too long to try and get down your throat...) we commenced our journey. The end result was a day spent clearing the bush with the bullbars, sides of 4WDs and chainsaws and abandoning the track for a while to take to a creek (to get relief from the bush kisses — thinking of you Jenny D...) we made it to Hanging Rock. Makes Chambers Pillar look pathetic and it was all ours — no-one else had been as adventurous for quite a while to travel that particular track. After a nice night and with the promise of a better track ahead we took off and.....rats — 5kms down the track the river's flowing. Time to wash the underneath and front and sides so in we went and out we came and....from a track we now found ourselves on cattle station dirt roads which meant nice and wide and not so bumpy or rutted or corrugated or overgrown with bushes.....yippee.

After not having a bit of a look around an abandoned mine (we would have looked around but the signs said "do not enter" so we.....) it was into Newman for showers and resupply and mine tours and \$1 Magnums — yep that's right, \$1 Magnums....just how good is that.

Plans were revised and it was decided to visit the area Nth of Newman for a couple of nights — Kalgan Pool and Eagle Pool and Eagle Falls. So with the Tourist Info babe telling us to go where others won't (along 4wd tracks) we set off and.....water, water everywhere. Not deep but the longest was about 750m along the Kalgan River and oh so pretty and nice and no-one else [ey PVH) WL) around. Another great camp and fire and just in case we had missed them.....the flies rejoined us — billions of millions of the bastards.

The next adventure was up a bit of a scrabbly hill and then along a magnificent track through hills and recently burnt bush — a real contrast to the previous day of almost jungle driving through water. Camp set up at Eagle Pool and some decided to walk the 5kms to the Falls via the river bed hmm.....that meant a walk back as well - we slept well that night. The Falls, by the way, were fantastic and would be very impressive

during and after rain.

It was then back into Newman via another magnificent scenic track along ridge tops with great views and.....flies.

Showers, fuel, food (some alcohol) and it was off to commence the next phase into Collier Range NP. We had previously been told there would be problems trying to do an East West traverse (need a horse or motorbike...) so it was decided to take the easy way and do a North South track. And what an easy way it was — for whatever reason the dirt track was now a dirt road and graded and only a bit wet in one place where it was yeeha lets slip and slide and get muddy (how juvenile...).

Some climbing and walking and exploring and out of the NP and on towards Mt Augustus.....and if you thought the flies were gone — ha ha think again....the gazillions had multiplied...

After another nice night ® under the stars and having a look around the now abandoned Dooley Downs Station we arrived at Mt Augustus. Camping now a bit more civilised with toilets and showers and a bar to be opened in our honour on the Sunday. Here we caught up with Mr Dawes and Mr Jones as due to tyre problems they had proceeded to Mt Augustus via the main dirt roads. They had already sampled the bar and relayed tales of daring do and other stuff about their night “in the bar”.

When at Mt Augustus (the worlds biggest rock) it is hard to resist the climb to the top. So an early start for a couple of our fellow adventurers who did the summit while others did the climb to the Eastern lookout.

That night at the bar certificates were presented and stories told and here's where it gets weird — the DPAW Camp Hosts were Don and Rosalie.....so what you say — well during Easter 2014 when the club went to Denmark and met up with the Albany 4WD Club to have adventures staying in the top paddock with their van were Don and Rosalie....just goes to show.

Having finished with Mt Augustus it was time to head off and check out other places of interest — one of these was EdithAnn Pool on Cobra Station. A must see if ever in the area and given that Cobra Station is now owned by DPAW may be suitable for camping even though the sign says you can't....flies — not any more....or any less — still millions of billions....

Gascoyne Junction has been rebuilt following floods and does nice coffee (so | have been told) and really nice milkshakes (so | have tried)....and nice hot showers.

After a bit of looking and adventuring and another night under the stars it was into Wooleen Station. This place has been featured on a few TV shows and after an hour talking to Frances (the babe of the place) | can see why. We spent a few hours look- ing around and eventually made it to our camp for what ended up being the last night. A campfire suitable for a last night was enjoyed.

With reports of rain on the way it was decided that it had been a good (actually bloody great) three weeks but time to go.....so that was it....arrival coincided with peak hour evening traffic and how nice it was — much prefer a “track impassable” sign to the morons on the freeway any day....and even the flies....

On this trip were:- Graham M-GQ, Graham J-Hilux, Peter D-GU, Steve S-Courier, Philip G-Ranger, Bernie W-DMax (with Walter H passenger), Geoff C-Pathfinder and me and my DMax.

What did we learn:-

Fly nets — never leave home without them....ever. WA Govt (and some local Govts) have absolutely no idea how to market internal tourist opportunities — especially for people like us who do not want an ecolodge with bloody mood music, candles and 8 hot rocks on your back for \$500/night.....though if they were really honest they would admit they just don't want us to exist. The places we visited were really nice and scenic and remote enough for there to be no other people around — and outside school holidays and in peak season for flies so yeeha to that. I hadn't been to Rudall River NP since 1999 so it was interesting to see how it had changed following a number of recent wet seasons — for a desert it isn't doing too badly at all.

Finally — thanks to those who made the trek and hopefully there are some great memories to keep and stories to tell....and as we all know dust and mud washes off and scratches polish out (after a bit of extra effort anyway).

Mark Skeels

Nicola's Other Secret Passion

May 30-June 1 2015

Thank you to Nicola and Mark Sheridan for, once again, sharing your enthusiasm about the Greater Western Woodlands with club members.

The intrepid travelers; Sheridan family, Gary & Evan, Chris Jones, John & Colin and Brian & Steph, set off

from Masters car park at approx 7.30am on a chilly Saturday morning. This allowed for an easy cruise up the freeway onto Great Eastern Highway to permit us to meet up with the Donna & Ian (who were fine dining on a big brekky) and Morgan & Alyce at El Caballo. After a few words of wisdom about the woodlands from Nicola and some warm food from the roadhouse we set off towards Southern Cross. An uneventful trip east except the common rivalry between vehicles bantered across the UHF radios. This set the tone for a fun weekend.

After refueling, re-fooding and visiting ablutions (last flushing toilet for the next few days) at Southern Cross we headed towards the Koolyanobbing mine site. On reaching the gravelly and corrugated track we deflated tyres in preparation for a smoother ride to our destination. We met a Parks & Wildlife Ranger on the track who advised that 'The Wilderness Society' was camping in the area for the weekend and we should try to stay out of their way. He directed us to another campsite that would accommodate us all with no trouble. On arrival at our camp site, at approx 4pm, we set up our homely abodes for the next couple of nights and put the kids to work gathering firewood. An early dinner and liquid beverages led to much chatter and laughter for the night. Sunday morning broke with a chill factor in the air and the chatter of children attempting to restart the fire from the night before. Birds sang, kettles whistled and smells of warm breakfasts filled the fresh country air. What a beautiful way to start the day!

Mark, Nicola and a few other enthusiastic hikers decided that a walk up the hill to get the blood pumping would be a great way to gather enthusiasm for the day to follow. Off they set at about 9am whilst the others enjoyed another warm brew. On their return we set off for a day out exploring a minute part of the 16 000 000ha that were on offer. A drive up a big hill, to experience the wondrous sights that are under threat of fragmentation and mining. We ran into 'The Wilderness Society' trekking up the hill to gather together to voice their thoughts and opinions about the mining proposals. They looked at us as strangely as we looked at them! Funny how both clubs have the same policy about the environment but we both approach them differently. No tree hugging for us. Off to peruse Pitmus Boreham Rock but not before a forced lunch break on the side of the windy track due to small children feeling a little car sick. And guess what? The rock was just around the corner a little further up the road. We then travelled on further to Currajong Rock and saw rock carvings of the Dimer Family who discovered the area. After meandering over the rock and soaking in the heritage of the area it was decided that it was time to return to our campsite for drinks and dinner. With the fire relit and coals amassing, Mark had a go at making damper. This was well received by the hungry mob. Thumbs up were given all 'round. The Screeches also used the coals to cook a roast dinner. The night was a little earlier than the previous night but still filled with laughter and chatter. Monday morning was very similar to Sunday – beautiful one day, perfect the next. Everyone was up and busy packing up the campsite preparing for the long trip home. It was decided to exit the wilderness via Marda and back into Bullfinch. A few stops along the way to check out disused shafts and waterholes. The road was good. Dusty, but good. After a lunch stop and airing up of tyres in Bullfinch the Atkinson's broke away from the group to head for home whilst the others stopped at Southern Cross to refuel.

Once again thank you to Mark & Nicola for organising the trip, the children for collecting firewood and cooking marshmallows, Morgan for not whingeing once about his gutless vehicle (now that he has the turbo fitted and long range fuel tanks) John and his Jeep for giving us ammunition for the weekend, and Chris for his cheery hello's in the morning. It reminded us of past trips.

Perpetual Trophy Trip Report

Some of our intrepid members not fazed by a little rain, braved the elements to go down to the campsite on the Friday night. The more conservative of us joined them early on the Saturday where we were entertained with stories of gale force winds, torrential rain & swags floating away. Rothy had a talk to God & booked a break in the weather for the drivers meeting then all the participants scurried away to the safety of their cars to plan the course of attack. Rothy & I had an enforced relaxing day as the showers were longer than the dry spells. We Googled the weather radar but it only confirmed what we already knew. We managed to read the paper before it got too wet & dragged in some logs for the campfire. From late afternoon the contestants started returning telling us about wild weather & hail. Some of us (me included) decided to wimp out & go home for a nice evening in front of the fire & a nice port or 3 but I was later told it ended up a very nice night around the campfire & fine enough to have been a star night.

Brisey

TRIP CORNER

Brisey's Southwest Swag Trip

(AKA What Could Possibly Go Wrong Trip)

I met with Aaron, Brendan, Max, Gary, Glenn, Janelle, Morgan & Alyce at Masters carpark where we discussed the oncoming potential storm & how much fun it would make camping before leaving a few minutes before 8.00 am. Arriving at Donnybrook in time for morning tea it was off to the bakery for pies & coffee before heading off the wrong way. Twice. (WCPGW#1 & 2).

After a dusty excursion to Nannup we stopped to top up fuel & I got an extremely bad coffee from the servo (WCPGW#3) then off to a closed road (WCPGW#4) and finally finding the Milyeannup Coast road & the start of the adventure. After constant rain without any likelihood of letting up I made the executive decision to stop for lunch & air down. 30 minutes later it stopped raining (WCPGW#5) then a call on the radio that someone's dash lights were lighting up like a Christmas tree (WCPGW#6), Fortunately the electrical Gremlin went off to a more pleasant place leaving us to check out Black Point then on to Jasper Beach.

The exit of the beach was a bit soft causing a couple of problems getting back off (nearly WCPGW#7). The Scott River Road ford was open as promised by the Ranger saving 30 odd Kms on Pneumonia Road. Not much could go wrong in the next couple of Kms to the campsite so things were looking up again especially when we arrived at the Snotty Bobble Loop campsite & found a great shelter & nearby fire ring. Wet firewood saw WCPGW#7 with some of the antics at trying to light the fire. (Ask about how much whoof fluid was used.) Very late that night it poured with rain apparently but some of us were oblivious to it. All night around the campfire it was clear enough for a star night (where's Rothy when you need him?) We also found out someone is morbidly afraid of spiders (WCPGW#8)

Saturday saw fine weather & after someone burning a finger & poking an eye (WCPGW#9 & 10) we saw an early departure (I wasn't really serious when I suggested 8.00 am really but we were very close to it). We snuck down to the Yeagerup dunes but at a suggested 12 PSI on the sign dissuaded us & off to Bengazi road for the back tracks to Northcliffe. There were numerous closed & overgrown roads & broken bridges that kept us busy finding alternate routes (WCPGW#11 to 15 or so) eventually we arrived at Northcliffe, topped up fuel & headed off to the Moores track for lunch where our Arachnophobic member found a spider guarding the information hut (it was a monster apparently WCPGW#16). A nice meander through the countryside & dunes started us thinking the bad luck was finally leaving us then close to the hut at Fish Creek we came across a walker looking like he was dying who said they were stuck on the beach. Thinking should be easy enough we took him back to the beach to find the car 5 Km down the beach stuck up to the chassis & close to the water's edge. (WCPGW#17) We finally got them unstuck but not before bogging half our convoy. (WCPGW#18). Another pleasant trip through the countryside found us at the Round Tu It caravan park for the night where around the campfire the older generation imparted much knowledge & wisdom to the younger generation who would immediately check the facts on google. (WCPGW#19).

Whatever happened to naivety? At around this time someone dropped a log on a foot (WCPGW#20).

After the young folk made it known the night before they had to leave really early & were to leave the rest of us to it, Max & I were ready to leave before them. We all left Glenn & Janelle to explore a bit more and not far into the journey someone's spare tyre holder swung open (WCPGW#21). Max & I went to explore the Heartbreak Trail on the way home but someone bent a sidestep (WCPGW#22) on a creek crossing leading to some overgrown tracks & eventually a huge tree across the track (WCPGW#23). Backtracking we headed straight to the Donnybrook bakery for more pies & coffee before an easy drive home.

All up a very good trip travelling a bit over 800 Kms & some great times were had.

Brisey

2016

AUSTRALIA DAY AT LINGA LONGA

Trip Report for the Australia Day Long Weekend at Linga Longa Station Port Gregory. It started off with an early morning run and meet up at the freeway maccas but unbeknown to us all, the petrol/maccas is closed at 4.30 am, so off we head with empty stomachs heading for breakfast a couple of hours down the road. It took 8 hours to reach a lovely Linga Longa farmstay and we were welcomed with green grass, flat tent sites,

trees, chickens, guinea fowls, farm dogs and lovely owners. And as per the Murchison trip the screaming goats returned for one night only in the early hours of the morning. By the way Daniel, a power board means one shares the offered electrical connection one does not disconnect the Poads power, oops, did I type that out aloud. First day was a reccy run to the beach via the pink lakes followed by a relaxing few drinks in the ambient weather conditions. In fact the weather was beautiful all weekend and we had assumed it would be hot, how wrong we were. More arrived on the Saturday to make 6 campsites all in a row. We had the normal things that go wrong, Daniels sub tank light flashing, Poadys gas connection that didn't work and the standard forgotten items - biscuits (Mick), eggs (Donna) and a whisk (Me) and oh yea the washing up liquid that was later found after a proper look. But as a 4WD family we pulled together and shared or if needed went down the local shop. Glenn, Mandy and Screech fished on Micks boat but (and I'm sorry to confirm it) Mick out fished us on the boat and came home on the second day with Screech and four lovely fish which we all enjoyed for lunch. Glenn and Robby caught the most on the beach fish coming home with a couple of Tailor. The 4WDing was confined mainly to the beach but there was a Jeep that needed towing by a Nissan (yes Ian we have photos) We ate dips/cheeses/lemon meringue pie and banoffie pie and were thoroughly spoilt. I think we all took too much food but what is camping without eating, drinking and being merry as the sun set and the evening breeze blew. There were historic sites to view, statues to find on the top of a hill and a bull that seemed to like following Donna along the fence on her walk to the beach. A lunch at the pub in Kalbarri finished the weekend for some while others stayed for the Australia Day celebrations with a pig on a spit set up by the owners. Certainly a place to return to, a weeks relaxation sounds like a good trip next time.

from Mandy Kelly

Secret Harbour Surf Lifesaving Club Surf Carnival 5TH March

Apart from the last minute decision by the Surf Club to use the main carpark & beach access ramp for the surf boats, the Saturday morning went reasonably well. We were expecting about 10 boats but ended up with close to 20 to transport down to the beach so we all had a few boats to take down. The beach was harder than I was expecting which made the task very easy (no I didn't get bogged as usual). We had an unexpected bonus on the day with some Rotarians assigned to help out, this made the traffic management a lot easier when the carpark traffic was at it's busiest. All the boats were on the beach by about 8.00 am when some of us went home. Thanks to all that helped out for this event it was very much appreciated.

Cheers

Brisey

Trip Report

Lake Indoon & Stockyard Gully

16th & 17th April

The Saturday morning came and the time to set off on our adventure north was upon us and as we gathered at the meeting site I was glad to see Duane Buckenara and Daniel Baxter and his lovely fiancée Sarah had shown up as I had accepted apologies from 6 of the 8 names on the trip list so what was looking like a poor showing turned out to be five 4WDs in convoy Rob & Rina, Ian & Kathy Stubbs, Dwayne, Daniel & Sarah and Donna & myself.

The weather was kind with a lovely sunny day and a not so kind strong headwind and our first stop was Jurien Bay for some fuel for some and the bakery for others.

We Reached Lake Indoon around 12 noon and found a good spot to set up a short distance from the ablutions block on the banks of the lake. The water level was fairly low but seemed to be filling in the short time we were there as the level came

up and the visible tyre tracks on the lake bed that where there disappeared the next day and the bird life was abundant.

After setting up camp we headed off for the cave around 1.30 and after negotiating the sandy ,bumpy and slightly scratchy track (should have bought a Jeep) had our leisurely stroll through the 300 odd meters of the cave which was lovely and cool as the outside temperature was around the low to mid 30 degrees and after discovering an owl roosting in the cave which was probably blinded for life by the 10 torches shown in its eyes we then forged our way back to the carpark and the picnic bench where we quenched our thirst

with some light refreshments.

Two cartons later (only joking) we headed back to base camp for the evening and after an evening of social banter and merriment we hit the hay around 11.30 ready for bacon and eggs the next morning.

After packing our campers and tents we headed for Green Head and Billy Goat Bay where Ian & Kath chose to stay another night overlooking a lovely calm bay the rest of us headed up Cockle shell gully Rd and into the Lesueur National Park which is a loop road around Mt Lesueur which was well worth the effort with spectacular scenery and top picnic spots for future reference. Then our little convoy proceeded to Jurien Bay for fuel for some and a counter meal for all at the tavern before our safe journey home.

Thanks to all who attended for great company a good time.

Regards

Ian & Donna

HOLLAND TRACK & CAVE HILL ADVENTURE

May 2016

A gap was found in a busy schedule and, as the Holland Track and Cave Hill area had not been visited for quite a few years, the decision was made to go and have a look and see if anything has changed.

Day 1

5 4WDs gathered at Hyden on a cool Monday afternoon and after introductions and discussion of stuff was completed we commenced the easy run to the first nights camp at Emu Rock. The tents and swag were set up with one very smart adventurer sleeping in his Troopy. The area is very nice and scenic and was also fairly damp due to the very good rains over the past few weeks.....a billion midges attested to that.

Day 2

Up nearly early and after some exploring and giving the tents and swag a bit of time to dry from the overnight dew it was a leisurely departure at around 9am. Tyres down and off we went. A nice easy run to the Hyden Norseman Road and it was onto the "main" part of the Holland Track. The first part of the trip saw us running along the track and having a good time discussing stuff over the radios....all very pertinent to our adventure. A bit of damp under the tyres but nothing to get too excited about. In fact this bit was pretty easy apart from a few muddy bits and skirting around some of the bigger holes which had been dug up by others. Mt

Holland was reached early afternoon and camp set up. A walk up to the top and the view has certainly improved since the whole place was burnt out. The last visit 5 years ago had the views impeded by trees and bushes but now they are all gone....and a nice view it is. Also the mine has now closed so the sound of silence, and birds replaced the hum of the mine .

Day 3

Up early and another very easy 9am departure....love these late morning starts. Now the track changed and not for the better. The initial run along the wide and open mine boundary was easy (always is) but then we got to "play" in the dirty red mud and holes. This was maintained for big sections of the track with other parts being dry and easy to play along. The Mallee nest is still there as are the rocks and gnamma holes though with plenty of water all over the place this time. The weather had cleared up and sunshine and niceness was the go. Some of the holes on the track were big enough to drive into, stop, and have the roof at ground level. We maintained a reasonable pace though there was a fair bit of looking around at stuff and we camped in the bush a few kms before Agnes Gnamma Hole. Another great fire and much discussion again solved most of the world's problems....I think we should record all these and send them to the imbeciles in the various Governments. I think they would be very happy to receive the suggestions.

Day 4

We woke to a magnificent misty foggy sunrise....there's just something about an early morning campfire in the mist....sort of makes you go all....After brekkie and with the fog gone it was off on the sort of short run to the main road....many twisty bits later we emerged on to the Victoria Rock Rd and turned right to Cave Hill.

It's not far down this road and left onto the "4WD only" sign posted track into Cave Hill....yippee we said. 5kms later as we splashed and slid through the first "puddle" we nearly tempered our enthusiasm. To cut the 45kms story short there were a few small mud puddles and a couple of BIG mud puddles and 5 pretty

dirty 4WDs rolled into the camp area at Cave Hill. It has been nearly 13yrs since I was there and some of the changes are good but the introduction of bloody pine log barriers is not one of them. I know the reasoning but it still doesn't make it good....and they don't stop everyone, just the honest ones. Now the weather was warm and it was time to do some footwork so after setting up our campsite it was off we go.

Cave Hill is big....not Mt Augustus big but certainly one of the bigger rocky bits around the place. Great photos and plenty of scenics to look at and admire....and the serenity....ah the serenity.... Another nice campfire (potatoes in the coals – a couple of times to get them just right) and more problems solved and the Southern Cross discovered again.

Day 5

Another easy start and after letting the tents and swag dry off we headed out towards Sunday Soak. The plan was to cut down to the Old Hyden Norseman Road along a track that was shown on at least one map as 4WD only....yippee. After a bit of searching we arrived at the Sunday Soak area and commenced looking for the

"pioneers graves". We looked and we walked around and we looked some more and....into the 4WDs and facing defeat we drove about 150m and there up in a tree was an old sign pointing the way. A bit more walking and there they were. Two graves of prospectors who died of thirst in December 1895. What an incredibly lonely and crappy way to die....and 120yrs later prospectors are still dying...just goes to show. We made our way to the start of the track of excitement and headed off. After a couple of hours we stopped for lunch and all agreed this was one of the most spectacular tracks around. Nothing difficult (apart from maybe getting sort of misplaced for a very short time) but the vegetation and scenery, with salt lakes, is magnificent. This track continued to amaze and even when we turned onto the Old Hyden Norseman Road it still remained just a nice track. It was now getting on and we eventually arrived at proper dirt roads and picked up the pace a bit and arrived at The Breakaways camping area...on the "new" Hyden Norseman Road. If you have never been it is typical breakaway country but this particular bit is about as far south as it gets. It is also a very nice camping area. The final campfire was had and with clear skies and many stars twinkling it was off to bed. I have no idea what time we woke to the sound of the pitter patter of little raindrops but they soon turned into real rain and a bit of wind and....

Day 6

We woke to another nice crisp cool morning of magnificence and.....not really....it had p.ssed down and everything was wet and the ground was muddy and the temperature had dropped 50deg and.... It makes it a lot easier packing up wet if it's your last day and that's what happened...wet tents and swag and bodies into 4WDs and a very muddy run into Hyden where....the sun was out and the wind was direct from the South Pole....but the Hyden Bakery pies were very nice. From Hyden it's back home with no surprises and no difficulties (we won't mention West Coast but I stopped listening at half time). The promise of huge rains to assist in the cleaning of vehicles didn't eventuate so some muddy types rolled into home that afternoon. Some of the good things about this trip:-

Despite the efforts of some it is still possible to make your way along the Holland Track in a 4WD that is of stock height and with "normal" wheels and tyres. We had two such vehicles with us. There are some parts of the track that have been ripped up so much that 45" tyres would face a challenge. We saw two other people on the track...I think that's very good. The camping grounds at Cave Hill have been changed from when I was last there and given the explosion in numbers of people around the place I understand why....I guess it is "enhancing our experience" but it is also a reason we love bush camping where no others go. The "secret" track we went on was much like the Holland Track I first played on nearly 20yrs ago...just a track with a few boggy bits. I intend to go back and spend a few days looking around because it may not be too long before the moron brigade find it and stuff it up...I hope not but I'm a realist.

Some of the not so good things about this trip:-

Damage...1 rear bumper, 1 tyre, 1 rear canopy glass, 1 sidestep, 1 CV.

The inflated diesel price at Hyden.

Hyden Bakery nearly running out of pies.

Adventurers: Max Prado, Jon Jeep, Wayne Troopy (visitor), Ken Rodeo (visitor),

Me Dmax

Thanks to the adventurers for making the week as good as it was.

Mark Skeels

PEEL SCARP TRIP 19TH JUNE 2016

In the week leading up to the trip I received quite a few emails confirming attendance so it was looking like a good trip. On the day I was surprised with 14 cars including 4 visitor cars. What a great turn out! The drivers briefing was right on time at 9.00 am & soon after handing out the magnetic numbers we were on the road by 9.15 am. It was a nice big convoy travelling through Pinjarra to the first turnoff at the Premier Hotel then along Pinjarra Williams Road to the turnoff at Scarp Road. A short stop to air down then on to the tracks. I as a bit surprised to see a large area of fire damage, I don't remember any reports of fire in the area, with a few new tracks from the fire fighting teams. Should be good for a recce at some time to see where they lead. The tracks were rutted in parts with one recovery needed after hanging up on the rear diff but no one had any real difficulties. (One of the visitors had a new Toyota Fortuna which made very short work of the ruts. Very impressive.) At the end of the main fenceline track some of us went on the optional section which was expected to be very overgrown & scratchy but this time it wasn't as bad as I remember.

After lunch at Scarp pool those who were interested did the trip in reverse while others opted to find adventures elsewhere on the way home. Close to the end of the track one of the visitors had some mechanical issues so we all stopped to assist. Fortunately the rain gods smiled on us with the rain holding off just long enough to make temporary repairs and air up. By the time we arrived back at Pinjarra to stop for a quiet drink at the Premier Hotel the rain was fairly heavy doing a prewash for the cars. All up we had a great time & can't wait for the next trip

Brisey

AVON DESCENT WEEKEND

Everyone gathered at the Cobbler Pool campsite near Toodyay on Friday August 6 ready for a full on weekend of racing & rescues. A sausage sizzle & soup was put on for us with a healthy start to the campfire that was to burn all weekend and after a quick discussion about who was to be where & when the next morning we enjoyed music & a few ales to settle us in for the night. Up early on Saturday to move off in convoy to our checkpoints & to sit back & enjoy the racing. As we were leaving it was suggested to a couple of us newbies to slip up to Extracts Weir to watch the power boats for a bit, log in to race control of our whereabouts we asked, should be OK what could possibly go wrong we were told. On the way back to our checkpoint WCPGW happened (of course) we were called for a rescue at Tea Trees and of course caught out of position—big red faces. The rest of the day went smoothly though & eventually back to the campsite for the roast dinner more beers & some speeches. Off to bed reasonably early as a very early start was on the cards for Sunday. Sunday came around far too quickly & a quick pack up, breakfast & waiting at the gate for the convoy to leave at 4.30. After dropping a sweep boat off at Syds Rapids we went to our checkpoint at Walyunga for the today's WCPGW with the ranger not allowing us to access the track to our checkpoint. Eventually we were called back to Syds Rapids. It was a fairly cruisy day with a few rescues & late in the day a possible missing competitor but thankfully turned out to be a false alarm so off to Bells rapids to hand in the gear & off home. A very enjoyable weekend was had & can't wait for next year.

Brisey

MUNDARING TO COLLIE DRIVE

We all arrived at Mundaring Hungary Jacks in time to grab breakfast & a coffee to start the day off before the mandatory signing of the trip sheet – a good turnout of 7 cars. Arriving on time also meant leaving on time so after a quick briefing we left HJ's very soon after 8.15. We had a mostly uneventful drive apart from a couple of wrong turns but then again that is expected from a trip I am leading so no one was disappointed. The gravel / bitumen ratio was good but so I was told it was very dusty, I didn't think it was too bad my windscreen is still clean. With perfect timing we arrived at the Serpentine dam café for morning tea & toilet stop before heading over the dam wall & on our way. We will have to do a recce trip out Serpentine way sometime to check out the interesting looking tracks in the area. Another pit stop in Dwellingup saw one of Geoff's passengers arcing up about missing out on the playground for the next hour or so. Glad I wasn't in the car LOL. Lunch time saw is at the Nanga/Driver RD intersection so we stopped at a clearing but it was just like peak hour on the freeway – I've never seen so many cars in the area before. We arrived at the Harris dam lookout a bit after 2.00 & discussed if we were going to stop for a drink before

returning but most wanted to get home. Just as well as there was a breathalyser just before Pinjarra. All up it was a pleasant drive & a good excuse to get out & look at the forest again.
Brisey

2017

Night Nav Loops Through the Day March 26

We had a great turn out of 15 cars with 3 being visitors. Meeting opposite the Pinjarra cemetery everyone was on time & after a trip briefing we were on our way to our first stop at Hoffmans Mill campgrounds for a pit stop. The first part of the day was the night nav loop from 2008 that Roy Fields & I put together. By the looks of the overgrown state of the tracks no one had been down most of the tracks since the night nav. By about half way along the loop being true to form we had quite a few wrong turns & backtracks (but then what would a trip out with me be like with out a few turn arounds?) until I took a major wrong turn & ended up nowhere near where we were supposed to be. I then made the call to head back for lunch at Hoffmans. After lunch I handed the lead over to Pete Dawes to lead us home through some water crossings he knows so well but we were struggling to find much water at all but we did find a lot of trees down with a few needing Ian's chainsaw to keep us moving. After a pleasant meander along scarp road we all headed home.

Brisey

Balmoral POW Camp

We had a very good turnout of 10 cars among with some new visitors joining us. Everyone turned up early so we were off on time. The trip was pretty easy just following the old Alcoa rail line access roads but some parts could be fun with a decent bit of rain. We will have to go back again in winter. My record is still intact with the Jarrahdale wetlands experience being a total disaster with tracks going nowhere & some of us getting snagged with black- berry bushes everywhere (and no wet in the lands) and a few turn arounds. It was good to walk through the POW camp ruins though, trying to place all the huts & features. Afterwards I handed over the lead to Glen to try and find some campsites he had found a long while ago but that wasn't too successful either so we headed off to Langford Park for lunch. All in all it was a good day with some history a nice drive & good friendship in the mix.

Brisey

Gnomesville 25/6/17

We had a brilliant turnout for the trip with 17 cars in all with six being visitors. After the trip briefing we headed off for the long drive on the bitumen to just past Roelands Road & up to the start of the tracks & morning tea. There was a bit of water around that kept the dust down & gave us something to play in with one section causing a bit of grief to a few cars. I was doing really well with only one turn around on the way to gnomesville but then all went to sh__ with 3 turn arounds at least on the way home. We visited our gnome colony & was pleased to find most were still alive and happy to see us, a few more gnomes were added and Rob and Rina put the restored Peel 4x4 Club sign back up. After lunch some of our convoy took the bitumen home while I led the rest on some more tracks to get home.

Brisey

Whicher Ranges / Adelaide Road

Some of us met at Pinjarra to drive down to Donneybrook in convoy arriving in time to top up fuel & pastry products before leaving on time at 9.00 am. The first part of the day was uneventful following gravel roads & admiring the scenery. After totally missing Adelaide road we stopped for lunch at Canebrook then backtracked for some adventure. Adelaide Road started off nice & easy with the first couple of water crossings being easy enough then gradually getting trickier until the Margaret River with bow waves up to the bonnet & lots of vehicles needing recovery. A few cars took on water some more than others. I was amazed Greg's Landrover was such a luxury vehicle being fitted with a jacuzzi. Apparently we had not crossed the worst water trap yet. As time was running out before dark we opted to bail out of the last

couple of water crossings vowing to return for another trip & camped at Sues Bridge campsite. The following day we travelled along the Mayellenup Coast road & called in to Black Point before trying to find some tracks I know through to Northcliffe where we camped at the Round Tu It caravan park. It was during this leg of the journey that Dwayne decided to pick up some firewood & put a small dent in his front fender. On Monday some of us took the backroads through to Collie on the way home.

Brisey

Day Trip to Lennards Track

Steve & Jo McVey put their hands up to run the first trip of the year, also being the first trip they had organised to be trip leaders too, down Collie way to the Lennards Track. 8 vehicles including a visitor met at Pinjarra before heading south to Coalfields Road with Steve leading the way. We arrived at Wellington Dam in good time for morning tea and after a coffee and a chat we headed off to the first and only missed turn for the day. After a quick map check we found the way again launching onto the track to follow the river. No one had any problems with the hill climbs and all enjoyed the lumps & bumps until we found the end of the track which so happens to be the start of the Gnomesville track. Steve handed the lead over to me to find a track home so we started on the Gnomesville track turning off at the power lines following them back to Coalfields Road. Hopefully some photos will end up on the Club facebook page. Well done to Steve and Jo for running the trip and hopefully we will see them run some more trips through the year. I was a bit dismayed to see a new gate has been installed at the beginning of the Gnomesville track so any future trips there will need to begin with a call to the rangers to check the gate is open

Cheers

Brisey

2018

Mundaring to Albany Trip

We met at Mundaring Hotel in Jacoby Street Mundaring just before noon before leaving in a small convoy of 4 vehicles being Mark Skeels, two colleagues of Mark from the old days in Customs and me. The tracks were very dusty with the cars spreading out quite a long way but were in relatively good condition with a few sections of corrugations. It was getting late by the time we arrived at Glen Mervyn Dam for the first overnight camp where we met up with Marc Sharman. After setting up and cooking dinner we sat down to what could have been an excellent spot for a campfire on the shoreline of the dam. Pity there was a fire ban.

Up and early in the morning we were on the road again by 8.00 am with more dust so we were spread out again. There were many scenic outlooks to keep us amused & the tracks were pretty good with some corrugations again until we found a nice

little campsite we would prefer to stay secret so it isn't spoilt by overuse. On Sunday I parted company with the group at Blue lake to get home for work the next day. Apart from some new no entry signs south of Boyup Brook and road closures round Mt Franklin requiring detours the tripnotes Mark prepared worked a treat.

Cheers Brisey

Linga Longa trip

Well we had 7 vehicles arriving at different times the ceremony and pig on the spit for Australia day was the highlight of the trip. The weather was crap for fishing with 25 to 35 knot southerly the whole time which made it quite pleasant temperature wise. Consistently a little bit of drinking in the evenings lots of bourbon was consumed, an excursion to Kalbarri being the only break from the weather a counter meal at the pup lol.

Well this brings me to the fines.

Myself and Rob for towing dinghies all the way there and not getting them wet.

Ian for drinking off Bourbon .

Glenn for losing his gazebo of the roof of his car (not tied on properly).

Uncle mick for not wetting a line.

Brad for losing his nuts (wheel).
Wally for poor maintenance on his vehicle.
Geoffrey for nearly burning his car down (cheap wiring on solar panels)
Donna and Rina for being jetsetters and flying to Geraldton and then being chauffer
driven to the camp site.
Well that covers everything i think
Regards Duane Buckenara.

Harvey Day Out

After the obligatory stop at the Pinjarra Bakery for most of us we all met on time opposite the Pinjarra Cemetery eager for the trip ahead. A quick sprint down South Western Highway got our 10 vehicles to the turn off at Willowdale road and on to the gravel to air down a bit for the tracks. The tracks were dusty but we have seen them worse with only about 100 metres between cars for a clear view. Pete & Rothy took turns at the lead taking us on some rutted hillclimbs then on to the PIT OF DOOM followed by the MUDHOLE OF DOOM and the HILL OF DOOM before airing up and heading home. During our excursion we found the new swing bridge over the Murray River for the Bibbulmon (spelling????) Track and just had to walk across it. The Amarok and the Great Wall did a fantastic job of the obstacles and made going down the PIT OF DOOM look very easy.

Another great day out on the tracks thanks to Rothy & Pete well done guys
Cheers Brisey

PEEL 4X4 CLUB **AFTER EASTER ADVENTURE** **APRIL 2018**

Firstly a huge congratulations to the organisers of the Murchison House Station Easter Trip....a great way to celebrate Easter and the Peel 4x4 Club 20th birthday (I think we can do some more celebrating during the year). So it was that Easter concluded (not the consumption of chocolate just the religious bit) and not having been through sufficiently hot weather, some intrepid (another word for silly) clubbies journeyed North to tackle further adventures. First stop was the Overlander R/House for showers and ice creams....the temp was only 44deg when we arrived and the cold showers were welcomed by all. Also at the R/House was Mr Sharman returning home after Gascoyne Dash duties...he was very sensible in heading South towards coolness...we however headed North and it just got hotter. A quick look out from the lookout (I think that's clever), over the Gladstone area, and it was time to find the secret campsite...campsite located and camps set up and the temp has dropped to 40deg at sunset and, surrounded by thunderstorms, prayers were sent for a little bit of rain to cool things down a bit. Alas nothing happened and it was a very warm (bloody hot) night we endured. Next day up bright and early (a pattern commencing here)to beat the heat and flies (haven't mentioned them yet but there were approximately 150,000 flies per cc). Easy run into Carnarvon for resupplying of stuff and coffees and smoothies and cakes and tyres and then off we went...North by East this time as just heading North wouldn't have been hot enough...into the East Gascoyne for the next couple of days. An easy drive through the Station and into camp on the Western edge of the Kennedy Range....did I mention it was still hot...yep but this time saw 45deg for a little while then it cooled down to 43deg....and don't for a moment think the flies had deserted us....no way. Another warm night with gazillions of stars. Next day up again bright and early (there's that pattern) to beat the heat and flies to brekkie and it was off to see why there was a massive bore hole at the end of the track....we may just never know but an awful lot of money has been spent at some time in the past. After a generally straightforward run along the West side of the Range it was time to climb up onto the top....when I did this last September it was with some trepidation as there were reports of "extremely rough" and "car busting" conditions....well this year was a bit more rutted than last but it's a track that just needs common sense and a slow and steady approach and all is good. The top of the Kennedy Range is red sand dunes and spinifex....quite different to the surrounding area. We filled in the visitor book and apart from an intrepid traveler on New Years Day we were the first for the season...yeeha. The day was spent crossing the top and enjoying the scenery and the heat and the flies and....some other stuff but that's for later. Due to the time we arrived at the proposed campsite on the top (and the temp) the

decision was made to get down off the Range and camp on the Eastern side. A very nice camp it was with a magnificent sunset through thunderstorms and clouds and...no rain for us just another warm (hot) night. Next day....yep you guessed it....up early to beat the heat and flies and after a mass 4wd photo opportunity in front of an old shearing shed it was out to the "main" road, (via a station which required exploring) where some went further North, some went to Carnarvon (story later) and the others into Gascoyne Junction to do washing (clothes and bodies). So that's Phase 2 of the adventure....after a meal and a couple of drinks at the tavern (and it is a very small world) I drove home the next day while the Joneses (I couldn't keep up) went to Steep Point. Now for some stories.....Big Bus running a genset to keep the fridge and freezer going as the alternator melted (told you it was hot)....trailer needs new tyres....trailer breaks spring hanger – chain repairs to get it into Carnarvon.....shattering of an alloy rim and destruction of a tyre.....casualties of a remote trip....just goes to show how good it is to travel together. The Kennedy Range is a great destination but my last 2 trips have been at the same time the temps have been >40deg....if I get back there it's not going to be in the hot months.

Mark Skeels

To Cape York

Leaving on the 26th May to start it was 4 days of solid driving across the Nullabor with the final day of Port Augusta to Dubbo taking 14 hours. Lots of dead animals on the side of the road but even driving at night we were extremely lucky and cautious not contacting any of the wildlife. Dubbo was a relaxing day at the zoo, but it was enjoyable but extremely cold. Obligatory photos had to be taken with the statues as well as photos of the animals. Then to Helidon and Bundaberg where we met up with 2 other couples that were to travel with us. The Bundaberg distillery is a worthwhile stop but expensive for some. The wheelbearing on Kelly's caravan scrubbed out a tyre, so much for getting a professional service done. Robbie and Mick checked and tightened all wheel bearings on both vans. Off to Airlie Beach and sailing, snorkelling, sight seeing and fishing. Yes, Robbie we know you saw the Barra but it didn't make it in the net. Something we will never forget. Sack the net man.

Caught up with the final couple to join us and off to Cairns to arrive on 7th June. Some sightseeing on the way - Cardwell is the home of the Crabbie Pattie, long live sponge Bob, stopped in at the Frosty Mango, visited friends in Mackay and then settled in at one of the best caravan parks ever. Robbie put his GME radio in to get fixed and the cars were serviced for the big trip. We went up the Karanda range due to road closures with a triathlon happening the day we left. Arriving at Cooktown we set up and took off on the next day sightseeing down the Bloomfield road to waterfalls and the Creb track to the "Roaring Megs" where Robbie was almost wiped out by a truck screaming around the corner. Lunch at the Megs with a lace monitor visiting. Saw crocs on the river bank and stopped in at the Lions Den for some light refreshments. Organize the river cruise for that night but nobody else booked so we had the boat to ourselves. Robbie dropped a fish at the side of the boat but redeemed himself and caught a black Max (the outboard motor). Had wine and cheese and beer and spotted crocs (well at least Robbie and Mick did). Staggered to the RSL and had a few more drinks with a free bus trip back to the caravan park. Left to Weipa on 13th June, 50% bitumen, 50% gravel/corrugation/bulldust. Shaken but not stirred. The caravans are under scrutiny with screws vibrating out and bits falling and filling with dust. Had a free camp night on the way. Talcom powder around an ant nest doesn't work once stirred up. 2 days in Weipa sightseeing and visiting Micks childhood stomping grounds. And yes, Robbie caught a beautiful Blue-nose Salmon and we had some for dinner. A wonderful Theme night of International cooking was had by all. 16th June left the caravans and went to Bramwell station to start the Old Telegraph Track. First crossing was Palm Creek and the car in front had snapped the tow hitch so we went for the chicken track which wasn't much better. Everyone was waiting for someone to go through and Mick took the lead. All got through with one snatch for the car towing the trailer. Cockatoo creek caused another issue with one of our team requiring a tow out of a soft area. Saw Elliott falls and Fruitbat falls but due to time swimming was to be had on the way back so we kept going. Gunshot chicken track was tough, after we had done it there was 3 car roll overs and one person was air lifted with a broken neck. That was when we realized the extreme nature of the 4WD driving we were doing. The log bridge was a bit nerve racking especially with the tight turn one of us almost fell off. When we got to Mistake creek the cars in front were being winched up but thankfully our group got through easily. Cypress creek needed a bra on the car, bottoming out on the front end and water

coming over the bonnet. The people in front weren't going to cover the front of the car but listened to us thankfully and put a tarp on which was definitely needed as there were 10 car drownings and 2 fans through radiators in the couple of days after we completed. Nolans brook wasn't as bad as we imagined and Mick managed to saturate the onlookers who were waiting for someone to get stuck and sitting in chairs on the bank. Off to the Jardine ferry with a very short queue. 3 mins on the ferry, camping and return trip for \$100. Off to Punsand and a very expensive carton of beer at \$110, towing fines paid, thank you Harvey. To the tip and the obligatory photo, over to the five beaches, bit of fishing with Muntie head camping, very nice and we kept an eye out for the large croc that had been seen there earlier. Soft sand at the Jardine rivermouth had Dave and Radar towing each other out. Headed back on the 20th June for a swim at Elliott, Twin and Fruitbat falls where we had lunch. Heading to Captain Billys landing the trailer snapped its stub axle from its independent suspension. Had to drive for phone service (about an hour) to get a tow truck which came the next day. Back at the trailer the boys rigged up a lobe under the trailer to tow it out to the main road.

We drank lots that night to take away the blues. At Weipa we parted our ways and just the three of us continued fishing and sightseeing. Eating fish, mudcrabs and sandcrabs that we caught. 27th headed to Coen and the aboriginal paintings at split rock. Parked at the Mareeba rodeo grounds and went sightseeing to the brewery, coffee shop, cheese and chocolate and finally stopping for dinner at the pub. Off to Cairns and unfortunately Jetstar sucks and Rina was 15 hours late.

BASHING

Albany and Surrounds

Trip Report – by Janelle Poad

The long weekend in September was the perfect time to drive down to Albany.

Some of us made it to The Happy Days Caravan Park on Friday afternoon and the rest arrived on Saturday, except for Duane, who has all the time in the world to arrive anywhere at any time! Friday night was spent at Sir Ian and Donna's camp where Duane's 12-year sobriety with Bourbon was broken and the neighbours got upset with the noise being made and came out to tell the boys to keep it down. After all it was 9.30 pm (Ridiculous!) After the others arrived on Saturday, they took off to Gull Rock for a drive while the rest of us stayed to watch the Eagles kick some butt. The fire drum was lit in the early afternoon and people started to warm their cockles, until the tribe returned, and were told that Pete broke his car. Glenn to the rescue! A couple of hours spent fixing it, a string-line wheel alignment in the dark, and it was drivable. Unfortunately, Pete had to leave early the next morning to get his car sorted. On Sunday, Derek and Laura took us on a journey around Albany, West Cape National Park and other coastal areas. There were a couple of spots where people needed towing out, Ian lost one of his sway bar links, but all in all it was a great day. Brad got the Golden Rooster Award when he decided to try to get off the beach in 2WD and wondered why he wasn't going anywhere! The fire drum was lit again that night and Ruby brought out her marshmallows to toast, Rob fought with Donna to get some lollies and some great memories were made. A big thank you to Derek and Laura once again for a wonderful weekend. A good time was had by all.

CENTRAL AUSTRALIAN ADVENTURE

Hello clubbies, better late than never they say, so here is a synopsis of our recently completed trip. Three adventurer's, Geoff Dyson, Geoffrey Rogers and self (Max, loosely termed trip leader) departed on Sept 5th for our first overnight stop at Paynes Find. It had rained just about all the way but had cleared up by the time we arrived. That afternoon we did a tour of the museum and old mine crusher, which is still operational if you want to take in a truck load of rocks, crush them and see if you have any gold. That was all good and the next day we headed for our overnight stay at Leonora. The next day it was onto the abandoned place/settlement of Yeo, (nothing to do with WC Eagles) approx 210km's East of Laverton and our 1st bush camp and the start of the Anne Beadell Hwy. It was then just a matter of travelling East at our leisure and taking in the scenery and enjoying the drive. We arrived at Likurka roadhouse mid arvo and thought we would camp in their camp ground. (Fire area's and wood supplied and hot showers were persuading factors). We refueled for the next day at \$3 per litre. From then on it was a steady drive to

Coober Pedy with some sites of interest such as Neale Junction, an aircraft crash site, and the two atomic bomb obelisks. As we continue on our Easterly drive the road is steadily starting to deteriorate. We also came across a party of 7 vehicles heading West (the only cars we saw that day) on the way home to Bunbury after having been to the Birdsville races. (where I will be next year). They also said the road got worse around Emu but I didn't think that was possible but boy, was I wrong. We pushed on and eventually reached Coober Pedy, thereby completing the first section of our trip The Road: 1st 2/3rds ok. What you would expect in that area. The rest...horrendous. I would say the corrugation's were worse than the Canning Stock route. Damage Report: Roof rack supports broken & roof rack held on by 2 ratchet tire downs. Number plate and section of bumper it attach to gone. Two CB aerials and a sand flag gone or damaged. One tyre damaged beyond repair. L/H side of rear bumper and mud flap damaged. Side awning gone. Our rest day in Coober Pedy was well occupied. The two Geoff's did a tour of town to see the Opel fields and how people lived underground while I got myself a new tyre and sourced the best fuel prices and radio aerials for when the boys got back. The next section of the trip was to get to Oodnadatta. Then travel south along the Oodnadatta Track to Marree. This part of the trip was absolutely fantastic because the road follows the original Ghan railway line and has a lot of history and historical ruins to look at.

We camped near Peake Historical site that had the ruins of an old mine site, town and old Overland Telegraph building. All along the track (not really a track, Ian & Mark could take their V8's along it) there are remains of the old line such as bridges, sidings and ruins to stop and look at and marvel at how it was done way back when. Another great place with ruins to explore and wonder at was Farina. It used to be the main railway hub for northern SA rail. We left Farina heading for Andamooka along a track that looked ok on the map but in reality was a bit iffy. Anyway, when you start it, you might as well keep going, so this we did. I was later told around a camp one night by one of our adventures that the intrepid trip leader was apparently showing some signs of concerns during the drive. Anyway, we got to Andamooka after a challenging drive on a not very often used track. At least it wasn't corrugated and in hindsight was a challenging and interesting drive. We are now headed for the last section of the trip and that was the Trans Line to Kalgoorlie. That started ok with interest in the old sidings that used to service the line and trains and the remains of an old derailment. The road was in pretty good condition but very rocky so speed was not great but hey, we were in no hurry. Unfortunately, about 380km's from Glendambo near O'Malley we had our 1st blow out. No problem, change the tyre and carry on. That we did but after about a Km we get a radio message that the same car has a damaged side wall and is losing air. No problem, we change that tyre as well but now Geoffrey has no spare so rather than test the bounds of our luck we decide to head for Eucla from Cook rather than go on to Deacon as originally planned. Because Geoffrey does not have a spare it's decided he would head home via the highway. Geoff and myself started heading North to Forrest to continue the Trans line to Kalgoorlie, but alas, it was not to be. About 2/3rds of the way to Forrest, Geoff says he can hear something not right under the car. When we check it out one end of one of his shock absorbers has parted company with the car. With about 500km's of rough road to complete it was decided discretion was the better part of a road trip, so we turned around and like Geoffrey, came home on the bitumen. So in my case the Trans line is to be done again in full at some point in the future. Would I do it again? The Trans Line.....Yes Oodanadaatta Track....Absolutely Anne Beadell...HELL NO (I was thinking of another 4 letter word but that will do)

Safe travelling everyone. Max

Julimar State Forest Trip 15/12/18

Written By

Aaron Le Page

Well the day started like every other day in the Le Page household a toddler climbing into Mum and Dad's bed somewhere between 430 and 5am then proceeded to not sleep making just enough noise to wake his younger brother. ALRIGHT I'M UP!!! Lucky Dad has to be somewhere with some people today. Once we were all fed and watered thanks to Sheree for knocking out some Bacon n Eggs, we (being me) loaded up the car and with Coitus Interruptus 1 and 2 in tow we headed off to the meeting point to go find some people to go have a play in the dirt with.

Everyone managed to get to the meeting point before the 8am departure time, some cutting it finer than others but the important thing was 92% were there as the other 8% we were meeting on the road. There were to be 12 vehicles in total and with the threat of a thunderstorm the trip could've gone either way.

After stumbling through a Pre-Trip Meeting and lumping all the trouble makers at the back we headed off to seek adventure unfortunately there's always the tedious task of getting there, after linking up with Derek and Laura in the Prado of Perseverance on the Tonkin Hwy it was warp speed engage to Bullsbrook to the rest stop just outside of town which was to be the perfect staging point for tackling the Julimar State Forest. It would've been nice for the road crews that had all their machinery parked in the rest stop to tell us it was unavailable but we found out when we got there so the call went out on the radio to turn off at Wandena Rd and those of us that got stopped by the road works turned around and headed up the same road where we found another suitable meeting point. We careened through the hillside until our destination was reached pulling up into the State Forest at about 10am where a call for morning smoko/beero/snacko, a stretch of the legs, the use of the many, many, many trees and to take this opportunity to air down, after the air had escaped our tyres via the many different contraptions people have for the task and all the snackyness in the group had been vanquished it was time for the culmination of the reccys and Googletron usage to come together that made this trip possible, we turned our tyres to the left and the group followed the 80 Series of Direction which led us through some scrambley hill climbs, gullies, off camber/watercourse sections that ranged from tractable to deeply rutted, there were a few play areas along the way which most of the group had a crack at even had Morgan Atkinson give up the drivers seat to give a visitor a go in the Patrol of Uncertainty, which from her accounts boosted her confidence in what she was doing which was great to see as when we returned to the area later in the day Tracey got it done in her Pathfinder. It was slow going as the pace of the track required consistent focus due to the nature of the obstacles and people having a go, we pulled up for lunch where the playing didn't stop Morgan had the complete attention of the kids and some adults with his Remote Controlled Rockcrawler to which he hilariously terrorised the nose miners by chasing them with it but in the end he gave up the controls and gave them a shot (Good Stuff Morgan). Once our bellies were full and we had solved the worlds problems during our lunchtime conversation it was back to the track this time a little jewel of a loop that good wheel placement is king and can have you regretting your original line quickly. Leaving the loop area on a hunch a left turn was made which over time returned us back to the big play area where people that had gained confidence over the day had a go, after everyone was happy with their accomplishments the big hand and little hand were telling us we needed to start looking for a way out, though the intention was to get us out to an open area to inflate and hit the road, 1 left turn completely ruined that idea and it was back on the tracks but at least the 80 Series of (Mis)Direction knew where he needed to go to get back to a nice big area; in fact it was the same big area from where we started, only problem it was another 30 mins away. As we continued through the countryside we eventually arrived to the original starting point where we inflated, ingested, and eventually departed from what I am led to believe was a trip enjoyed by all. To all those that were on the trip thank you for coming, to all those that pulled out that gave me enough time to contact others that were interested a big thank you as it was fellow clubbies that filled the spots. We still have much of the Julimar State Forest to explore as this was only in the SW Corner even within what we did there is an unknown area that looks like a bit of fun or a whole lot of fun I guess we'll have to find out. I will be running some reccys and this trip again in the new year most likely after the heat of summer maybe with some freshly explored areas or maybe the exact trip without the wrong turn.

2019

Australia Day

Well the Australia day weekend went well, I arrived at Nutkin lodge on the Thursday along with the people of the forest Steve and Jo McVey. Most of the others arrived on Friday and a couple of stragglers on Saturday morning we had the whole place to ourselves. Max Glenn and my self went for a recce run on Australia day morning followed by Glenn leading us on a drive in the afternoon to Conspicuous cliffs and Peaceful Bay beach. Late afternoon and into the evening was the Australia day barbecue at the rather swish accommodation of Ian and Donna but it was up to Glenn to do cooking as Ian had had a fall the night before and hurt his back well done Glenn. Well the festivities continued into the night with the stragglers continuing on back down at the campgrounds. Sunday morning around 0930am we all set off for a drive through the forest and some tracks which included a small water crossing with a steep slightly rocky exit no

problem for our group. Then back onto the bitumen for a bit then back onto some more unfamiliar tracks (and to my surprise no turnarounds) then back onto the bitumen again to boat harbor for a bit of sand driving and arriving at the granite headland overlooking the bay and had lunch with a couple of beers. After having the whole place at Nutkin lodge to ourselves when we got to boat harbor we realized where the rest of the crowd was lol leaving there we proceeded back to the main road with some going to the big cone and some heading back to camp. Nutkin lodge was a great spot we had it totally to ourselves with exception of the people of the forest lol but they soon joined in with us.

Regards Duane.

Lennard Track and Gnomesville

All 11 vehicles, including 2 visitors, turned up on time for an early start at Pinjarra.

Wasting little time we had our trip briefing then headed off for the long trip along the bitumen to Wellington Dam for morning tea and toilet break. After nearly missing the first turnoff (on the bitumen) I thought it was going to be another typical Brisey trip of turn arounds but I surprised myself, and probably the rest of the convoy, as we remained on track all day. Winding past the dam wall we carried on to the start of the Lennard track to air down. From here the track took us along the river past many old campsites that are now day use areas. The hill itself had been recently graded so it was looking to be easier than I remember it in past years but it was still a bit of a challenge due to the hill seemed to go on forever & as soon as you thought you were at the top it just kept going up. At the top of the hill I made a quick decision to take a turn up to Mount Lennard expecting a view. Nothing but a transmission station & thick bush all around the parking area so we backtracked then had a bit more of a meander to a clearing for lunch where the kids found a little door in the base of a tree, there didn't seem to be anyone home though. The track to Gnomesville was a nice drive with very little in the way of challenges until we finished the section of power lines and found a steep gnarly hill climb where Geoff needed a little helping hand to get to the top and one of the visitors in a stock Grand Cherokee weighed up the risk of possible damage and decided to turn back. After confirming directions to the nearest road were received the rest of us continued on to Gnomesville. Sadly our Gnome colony didn't survive the floods but on the bright side it gives us cause to do the trip again to re-establish the colony

Cheers

Brisey

Trip Report: Trans Access Road and Googs Track

Thought I would write an article on the trip I (79 series cruiser) did over the last fortnight with my Uncle Max (150 series Prado) and Ann (Dmax king cab), a fellow 4WDer. The original plan was to cover the Trans Access road in a West to East direction, turn off at Tarcoola and complete the Googs track in a North to South direction. Cut through to Coober Pedy, continue up the Stuart highway to the NT and do Ayres rock and a couple of the national parks before coming back to WA via the great central road, all this in 2 weeks. Planning for this trip happened before Christmas to allow all parties enough time to book appropriate A/L and prepare 4WD for what would be a difficult trip. Day 1 Perth to Kalgoorlie: we all met at the Lakes roadhouse on the corner of Great Eastern Highway/Great Southern Highway at 8am. After some breakfast and a fuel up we set off towards our first stop at Southern Cross for lunch. After filling our bellies we continued on to Kal, coming in at about 2:30pm. After some last minute running around picking up supplies we started the Trans Access road and camped approx. 80km out of Kal. A easy first day under our belts.

Day 2 Kal (Bush Camp) to Bush camp (near Loongana - siding): day 2 started off well with a 7:30am departure and a relatively easy drive East along the Trans Access road to Rawlinna. We were comfortably sitting on 80 - 90km/h and arrived at Rawlinna by 11:30 for an early lunch. After having a look around and taking some photos we set off East again with hopes of making it to Forrest Airport for the night. Continuing to sit on 70 - 80km/h for another hour or so until we reached a siding call Haig where the track quickly changed from a graded track to a goat trail. Down to anywhere from 10 - 40km/h we continued on until Ann got a flat tire. After a change we continued on for another hour when Ann received a second flat. At this stage I dropped back a little as the solid axle 79 series was really feeling the rocks and the other IFS rigs seemed to fair a bit better. I continued on for another 3 hours until I caught up to Ann and Max who had

stopped on the track. This is where things got bad. Ann had lost the left rear wheel and in the process sheared of 4/6 wheel studs. After quickly assessing the damage I tried for 2 hours to get drum off to assess the damage. Night time got the better of me and we stopped for the night. Day 3 Bush Camp back to Kal: I woke early and quickly set to working on Ann's rear axle. I decided the best course of action was to remove the axle and take it back to Kal for repairs. Having limited knowledge and only basic tools made removing the brake drum difficult. After a few hours banging and swearing we managed to remove the axle, Ann and I jumped in the 79 series and we headed back to Kal. 9 hours later we rolled into Kal and booked into a Motel for the night, exhausted from the drive we both retired to our rooms early to rest before doing the run around town tomorrow morning.

Day 4 Kal back to Bush Camp: I awoke at 6:30am and set off to the local car wash to clean some of the red dust off my bus. I took the opportunity to refuel before returning to the Motel at 7:30 to pick Ann up and we set off to try and track down a set of wheel studs. After trying a number of local shops and the dealership it was looking like we would need to wait for overnight parts from Perth. We struck it lucky with the local Holden dealership (Dmax and Colorado are the same 4WD, just rebadged) having a set in stock. A quick trip to supercheap and to the local IGA and we were heading back out to the Bush Camping, arriving at 8pm at night.

Day 5 Bush Camp to Forrest Airport: awaking early and starting the repairs I managed to crudely reassemble the rear axle and brake drum assembly, bleed the brakes and get Ann running again. We travelled another 17km to Loongana

and stopped for a photo. One of the parts of this trip was stopping at each siding (double track to allow trains to pass each other) to get a photo of the siding name which was written on an old sign. We then did another 120kms of slow

tough driving to Forrest Airport, coming in at 3pm. We called it a day and were treated to excellent hospitality from the 2 Airport Managers Patrice and Stephanie.

This included a night time tour of the lit airport runway, hangar and pilots mess. I stayed in the MET building for the night while Max and Ann took a house. It was good to have a shower and use a proper toilet. One of the highlights for me was having the opportunity to go for a run on the airport runway. There was a lot of history in the MET building. I spent a good hour reading up on all of the History of Forrest.

Day 6 Forrest to Cook: after going for my early morning run and packing up we took the opportunity to refuel our rigs (Diesel was \$2.75 per L)..... to ensure we could make the rest of the trip as fuel was not available. We left at approx. 9am and continued to make slow progress along the trans line. The terrain was challenging with saltbush and rocks being all that I saw for 4 days. Speeds were often around 20 - 30km/h. Wheel placement was key to ensure you didn't get a flat tire. The Toyo ATII I was running were up to the challenge, going the entire trip without incident.

I put in a long day and arrived at Deakin at 5:30pm, Max and Ann had beat me to camp by some 45 minutes however I decided to push on another 40kms to Cook as I knew Max and Ann would be travelling faster than me through the ruff stuff and would catch me the next day. I arrived at Cook by 7:00, quickly setup camp, cooked dinner and had an early night.

Day 7 Cook to Bates: I awoke early again so I could get in a solid day of driving. I was confident we could all make it to the googs track turn off as the track was slowly improving in condition. The rocks were becoming less frequent and there were longer stretches of smooth dirt so speeds of 40 - 60km/h were attainable. I had a good morning, making solid progress into the early afternoon. I arrived at Ooldea at about 2pm. Well out of CB range I received a Txt from Max informing me that Ann had received another flat tire and they were held up another 45 mins. Realising that the other would not catch me and I was gaining distance on them I drove on for another hour and pulled up at a siding called Bates. Not wanting to get too far ahead of the others I had an easy afternoon and a few beers waiting for the other who came in at approx. 5pm

Day 8 Bates to Googs Lake: with the track improving greatly from a goat trail to a graded track our average speed had greatly increased. The continuous rolling hills, blind corners and hard sand made driving this part of the track the most enjoyable. I was pushing the 79 series pretty hard as going fast was more fun than going slow! We knocked off the next 4 sidings fairly quickly and made it to the Googs track turn off by lunchtime. We drove approx. 8km into the busy and aired down from 30psi to 20psi as the sand was getting softer. We then drove another 15km to Mt Finke, the track was pretty rough with big corrugations from other 4WD's not letting their tires down. It was easy to crest most of the sand dunes but very slow on the

decent due to the rutted out nature of the track. Doing the track in the opposite direction would of been a lot harder....I decided to climb Mt Finke as it was only 370m. 20 minutes later and I was at the top, WOW the views were spectacular! I could see for miles. The decent was harder as it was a pretty steep climb. My round trip was about an hour with Max and Ann continuing on to Googs lake, another 70 odd kms of sand dunes. As I had lost over an hour I put the foot down and pushed pretty hard, finding the limit of the leaf sprung rear end was fairly easy and the body roll

in the rear was shocking... After 3hrs of fun I pulled into camp about 6pm and settled in for the night.

Day 9 Googs Lake to Madura: we awoke early again and were underway by 8am. The last 40km of googs track was a lot faster and free flowing with many of the descents from the sand dunes being smooth and not rutted out. We made good time and I pushed the 79 series hard again as driving fast was more fun than going slow! I rolled into Ceduna at 10:30, aired and fuelled up then went and washed the car.

Max and Ann were about 45 mins behind me and we decided that this would be the end of our trip. We had run out of time to do the Alice Springs part of the trip due to the lost days fixing Ann's car. Ann stayed in town to get some new tires and fix the brakes while Max and I punched on to the SA/WA border. Max pulled up stumps here for the night while I continued on to Madura. As I hadn't of driven the Nullarbor before I stopped along the way and got some pictures of the cliffs. Man they were amazing! The drive home was going well until a Kangaroo decided to jump into my door and leave a nasty dent. I stopped at Cocklebidy for Dinner and then drove until 9pm pulling up at Madura. Day 10 Madura to Perth: I decided to put in a big day and make it all the way home as I wanted to sleep in my own bed. I made good time to Norseman, pulling in at 10:30 for fuel and breakfast after a 6am wake up. From there I punched on to Southern Cross where I stopped for Lunch at 2pm. From here I drove to Northam to catch up with an old friend for a beer before making the last 100kms back to mum and dads house, arriving just after 8pm.

Although our trip didn't go to plan I very much enjoyed the experience and lessons learnt on this trip. Life would of been easier if the A/C had of decided not to pack it in on the Sunday morning before we left and if I was able to source a decent set of shocks before I left.

Trip Distance: 4700km

Cost: approx. \$1500

Damage report: 1 x dented door, 1 x broken fuel cooler bracket, front sway bar bushes need replacing, canvas canopy needs some work (broken zip, tie down points, holes)

Overall the cruiser performed very well with no major breakdowns. I will be looking to make a few mods to it over the winter to get it ready for my next adventure hopefully this time next year. I will aim to post all of my photos this week and put together a short video of the footage I took. There will also be 2 longer videos of the fast section of the Googs Track.

Until next time

Dylan

Rothy & Pete's Mystery Trip

We had a really good turn out with 15 starters for the day including many visitors. The weather was perfect with sunny skies & not altogether cold. After the trip briefing, passing out of the numbers and radio check we were on our way to Waroona for a toilet stop then on to find some gravel. After airing down our tyres we set our sights on the dusty tracks with many comments over the radio about how the tracks had dried out in the last week. The trip certainly lived up to its name with some sections seemingly a mystery to the trip leaders too, but that's all part of the fun. It is not a trip without a few turn arounds! Although the tracks were dry there were still a few muddy bits to keep us interested some proving a bit to much of a challenge to an unnamed club member and an unnamed visitor's vehicles. After a few hours we circled back to Hoffmans Mill for lunch. It was great to see close on a dozen kids running around enjoying the surrounding bush rather than noses stuck in Ipads. After lunch it was time to head home but some of our members hadn't had enough so went back out to find some more mud. By the looks of the photos on Facebook they had some good fun

Cheers Brisey

Wilbinga

We had a very good turn out for this trip with 12 cars including 2 visitors.

After the obligatory breakfast at Hungary Jacks we held a short trip briefing before leaving for the Pinjar power station to play on the hills. During morning tea a member, we shall not identify, found a flat tyre on his Great Wall 4x4 which required attention before moving along. From the sidelines it looked like the tyre had rolled off the rim. Travelling north along a good limestone track saw us making good headway to the Tuart road turn off for Wilbinga. I haven't been on this trip for about 5 years so I was a bit surprised at the nice drive along Tuart road, the last time I did this trip it was very slow going along soft sandy ruts. Wilbinga road surprised me as well—it had been graded for the first 7-8 kms. The tracks were tight, scratchy, lumpy & bumpy just the way we like them. All went really good until a wrong turn saw another member, that shall not be identified, on the beach bogged down to the chassis of the new Nissan needing just a little help to get mobile again.

Cheers

Brisey

2020

NINGHAN STATION ADVENTURE

July 2020

A story of adventure, campfires and dampers....and a winching (not a lynching) and maybe a 4wd that sometimes didn't want to start. It was the first weekend of July and all was well across the land....though in the part of the land East of Eucla things weren't too flash and were going to get a whole lot worse but that's not for this story. Some set out on the Thursday and camped at places of niceness whilst the others waited until Friday to commence the haul North to Ninghan Station. A bit of background about the station....it has been "open" to campers and tourists for

many years and where it once would hold goat shoots those days are long gone thanks to wild dogs. It had been a few years since I was there and some changes had been made but it was still pretty chaotic around the homestead. Monies paid and it was off to establish the base camp at Warrdagga Rock – approx. 23kms East of the homestead. For some this proved a bit easier than for others but eventually all were safely around a nice campfire whilst entertaining each other with stories of previous adventures and daring do. Saturday dawned fine and chilly and nobody was in much of a hurry to depart....there was a fire and there were dampers on the go. Eventually all was in readiness and off we went to explore. First stop was the top of Mount Singleton. Nice drive with a bit of slippage but the views were worth every bit of the drive. New solar panels and tower since I was last there which I'll put down to the proliferation of mines now in the area. Well what goes up must eventually come down so it was decided to head down for lunch somewhere to be determined...something happened and we picked up a stranger who proceeded to give Anne the shits by tailgating her but they quickly disappeared. Off to an old

well (Coonigal Well) and thence head West to....not sure but it seemed like a good idea. Lunch taken at a nice creek stop. A bit of track clearing needed to get this far and everyone was enjoying the passionate bush kisses that were ever so gently removing clear coat and paint. During lunch there was a small conversation which hinted at a track 10mins back from where we had just come..."let's have a look"....should have been answered with "no" but instead it was let's all follow me and off we went. Track easy to find and after 100m it sort of disappeared into a creek bed which seemed like a good idea to follow and do some droning and so it went until hmmm...no rock crawlers amongst us so let's all turn around (practice your 30point turns) and go back to the "main" track. All was going well until the

call came out of a smallish problem...anyway out came the straps and snatchblock and shackles and winch and an easy peasy recovery and time to head off and...oh no...out come the jumper leads and...all good, off we go. Back to Coonigal Well for a group photo stop. Then it was time to explore the top of Lake Moore on our way back to our campsite. Easy, dusty drive and all was going well until it was decided to try and follow an old fence line...hmm...anyway we did attempt it so points for that however the call went out again...turn around...and back along the new fence and into our camp. Wood collected and all was in readiness for the great damper challenge...and a few beers and wines and even the Baileys got a run. Sunday and it was time for another series of dampers. Now there was one that came courtesy of 2 young ladies and their

controller...a first effort and stuff me if the additions didn't work...who would have thought Carlton Mid (don't let Ruby have any...), raisins and Nutella would work but work they did and it must be said that for taste and presentation the Tok Tik Girls Kyeisha and Erika were worthy winners of the Great Ninghan Station damper competition. And so with bellies full of various dampers it was off to the shearing shed to see what we could see and it was...an old shearing shed with crap everywhere and quarters that have seen far better days (many years ago I camped in sort of relative comfort in the quarters during a rain storm but alas they are nothing like that now). Lunch taken and....oh yes don't think I have forgotten...once again it was time to try and get the same 4wd going again but alas this time it took more than just a jump start...even pushing by 3 herculean bodies was to no avail...eventually start it did and we were back to adventures. Where else but to the rubbish tip...what a great way to fill in an hour and even the Tok Tik girls ventured forth into the germs and unknown. Now the day is starting to draw to a close and it's off to another rock for a look and climb and lots of photos and "See that one over there can we get there" ... "I guess so"...not having remembered from yesterdays following me adventure everyone set off following...me...anyway after many twisty turns and a few more scratches we arrived at a most uninteresting rock and spent some time looking at where we had just come from and that's it. Back to camp for the final time. The weather so far had been the stuff Queensland thinks they get but in reality don't however it was about to change. God decided we needed some cloud cover but not before a pretty speccy moonrise. Anyway more stories (and another damper) and 'twas time for bed. Lightning and thunder accompanied our sleep but no rain. Monday dawned cloudy and with the promise of rain so it was more or less (actually less but who really cares) a quick pack away to ensure we weren't too wet. Now this is where it gets interesting because during the packing away of some tent poles there in the bag was...a very pretty snake...and yes they can be pretty...anyway that caused a bit of excitement and it was subsequently killed, skinned and eaten and...nah...it was let go to enjoy snake things in the bush. Turns out it was a harmless Burtons Legless Lizard. Time to head out and still not having learnt the decision was made to follow me to another rock for a look and then head out along a secret track I had previously used. Well nothing happened...we went to the rock and looked and headed along the secret track and onto the Hwy and that's it. Tyres pumped up and some headed home while a few of us went for one more night at Billiburning Rock (the cloud cleared this night and we woke to ice on the swags and cars on Tuesday morning). So endeth another adventure for the club. A massive thanks to all who came along and made it such a great time. To Derek and Laura, big thanks for getting it up and running...here's to the next adventure.

Mark Skeels

Trip Gnomesville Run 02/08/2020

Trip Leader Duane (B1) done a superb job leading us ten 4wders through the Collie area, bit of a slow start as Duane was waiting for Dave (Not me) as Everyone was Dave LOL, had to wait for gum leaf Winton to place his LOG in the bushes (Gum Leaves was harmed in this trip). The trip had a lot of diversity of small creek crossings, slippery downhill sections that made some cars slip a little sideways, lots of puddles and a few long rutted, rocky hills, a couple had a try at a challenging spot under the powerlines which where the FJ Toyota - Winton and the Jeep Ian and Donna (not sure if anyone else tackled it). Niall needed a little help bottoming out on a boulder on one of the hills and Glenn and Janelle (Blue Ford Ranger) got tangled on an old fence, fence wire as we had to divert due to fallen trees over the track and take an alternate route along a property's new fence line, also further up a larger tree was crossing the track which was too big for Petes chainsaw so having to remove some scrub with his handy chainsaw and with great directions from (B2) Winton to detour around the fallen tree. Derek and Laura a bit more conservative driving with their new Landcruiser but handle it very well - for a Toyota. Daves (Nuddo) Isuzu Dmax has a new 2" tough dog lift installed and nearly got stuck on Niall's boulder but managed to get over with ease. Newby Dave and his young son Dave in his Nissan tackled the tracks well and enjoyed the day out. Thanks to Derek and Laura taken us for the trip windup at the Old Coast Rd Brewery for a couple of beers.

LANCELIN 2020

Trip Report by Rob Baxter

We all met at Hungry Jacks on South Street at 8:00 am where we had a quick breakfast and introductions to our three visitors were made and our general convoy and trip guidelines were given out. With a nice manageable convoy of eight vehicles we headed up the freeway for a leisurely one and half hour drive up to Lancelin where we stopped for the usual, bakery and toilet break. With everyone refreshed we made our way through town to the dune area. A few hundred metres in we stopped to air down the tyres and the kids amongst us got to watch the quad bike tours and young energetic people sand boarding down the front dunes. Once everyone was comfortable with their tyre pressures and kids firmly strapped in we began our tour through the dunes. I had the unenviable task of checking the blind side of every dune we tackled to ensure that there were no vehicles playing on the other side, and that there were no scallops that could see someone come unstuck, no vegetation at the bottom, and that we could all access and get down safely. I was fine for the first dozen or so but by the end I was starting to feel it. One of the first dunes we descended was reasonably long and steep. It looked a lot more daunting than it actually was. The perfect introduction to sand dune driving for the uninitiated and unfamiliar. I'm sure that there were a few expletives and adrenalin rush for some, or just closed eyes for others. As the morning progressed so did the level of people's confidence and dunes which initially caused apprehension and a reserved cautious approach became "let's give this one a crack". We found some medium dunes to climb with varying gradients and most everyone had a go with various levels of success. It was a point in the trip where anyone could test their and their vehicle's ability. There was the occasional hang up during the course of the day which just needed a quick snatch to get going again. Mick and Phil got to try their big trucks out without having to worry about 35 metre turning circles and they both managed to crest the dunes without bellying out. Our visitors, Frank and his grandchildren in his Prado, Peter and Donna in their Jeep and Glenn and Jodie in their Pajero all with varying levels of experience and confidence performed well during the day as did everyone. We stopped atop a couple of dunes where a fairly dismal attempt to sand board down was made by a few of our adventure seekers. At least we had our vehicles to go the distance but hey they tried and had fun doing so. After a few hours of playing in the dunes it was time to wind our way out and re-inflate our tyres back to road pressures. Once everyone was ready it was off to the Endeavour Tavern for a refreshing beverage and some lunch in the outdoor undercover area overlooking the ocean. I hope that everyone enjoyed the day as much as I did and thank you for coming along. Until next time, travel safe.

Rob

Mt Augustus 2020 October 19 -30

4 Vehicles

Peter ,Geoffrey, Jim and Ann

19th

Peter, Jim and Geoff met at Maccas for an early breakfast and I joined them on the freeway, a good straight trip through the suburbs with no hold up entry to Roe highway and on to the Tonkin, saw us with a clear run to GinGin, and 1st Bakehouss not open so headed off to Dalwalinu when morning tea was had then off to Coalseam national park, after lunch at Perenjorie bakery. Coalseam cold and windy with sprinkle of rain, to windy for roast dinner ,Morning sunrise was lovely to watch and Peter walked the river bed, Decamped and headed for Wandina Station lovely spot on the water hole called Drivers Pool, roast pork dinner ,thanks Peter.

The 3 boys!! went swimming in the water hole. After Dinner Geoff headed back to the homestead for slumming in a donger for the night, next morning all met at the 4x4 track for 4wding over and around Talling George, where we had phone reception and all phoned home!! Morning tea also had here, worked back to the Homestead and handed in the mudmaps supplied and then down the road again to Murchison Settlement. Green grasses camping area, a look through the small museum, and all cooked our own tea, reasonably early night. Next day left about 8ish heading for Gascoyne Junction, where the beer was nice and cold, and decision made to have Dinner cooked for us, Geoff had trouble with is radio and a temp fix was made by torch light. Refuelled and off to the Kennedy ranges, very dusty, morning tea stop and plenty of flies for company!!, at a water hole with planting of date palms, and debris from the last floods through the area. Onto the Kennedy ranges where we camped at the base Peter and Jim walked to the gorge after

lunch when it had cooled down a bit. The next day headed off the go over the Kennedy's Quiet a few of the river crossing had soft sandy beds and on the Gascoyne, Geoff lost his 4wd resulting in him getting bogged, and not going anywhere fast, snatched strapped out and we continued on our way, signed book on top of ranges then stopped in a fantastic small clearing over looking the plane. Sunrise was fantastic, took off for Mt Sandilands out station for morning tea, through the station to road to Mt Augustas. Lunch stop at Old Banger mail Inn ,here Geoff added 20l of fuel to be on the safe side, then on to Mt Augustus. Stopping at Cattle pool for a look before Mt Augustus, settled into the camp ground, and 2nd roast dinner for the trip. Peter and Jim left camp just after 04:30 to go and walk the rock, In camp I had the 1st puncture had it repaired We left early and headed for Meekatharra, and lunch, then on to lake Mason for an explore around the area, overnight stop, On to Paynes Find and lunch the back on the gravel towards bimily stn, on this section road we sustained 3 punctures of which Jim learnt how to repair, overnight at Karoun Hill, where we had our final roast for the trip. Woke the next morning to find tyre that had been repaired has a slow leak pumped up and continued to Bencubbin morning tea and tyre changed, this leaving me with no spare so trip finished there, Lunch in Kellerberin the home to Perth.
Thanks to Peter, Jim and Geoff for a great trip.

Brisey's Swag Trip

Everyone was on time at the meeting place at Dawsett Rd rest area on Forrest Hwy making for a smooth getaway for the trip. After a quick trip briefing the convoy was off for the first stop at the Miami Pie Shop opposite the servo at Tarranto Rd. I can report that everyone crossed the road safely this time but we did lose one of the cars, luckily we had phone contact and could organise a meeting further south. To break up the long drive we stopped at Manjimup bakery for morning tea where I took a wrong turn to the town centre, just as well everyone else knew where they were going. Next stop was Northcliffe to refuel and have lunch under a gazebo out of the rain. We were soon able to get off the bitumen finally turning onto Chesapeake Rd and a small ford across a river. After airing down we eventually got to the Coodamurup Beach turnoff where we headed through the dune tracks to West Cliff Head. On the way back to the campsite we turned off on a track leading towards the Western side of the Broke Inlet mouth but found the track run out without getting to anywhere interesting. Turning back we made our way to Moores Hut for the night. It was a pleasant surprise that we had the campsite all to ourselves except for a lone traveller who arrived sometime after us. One of our group decided a campfire was the order of the day but only managed to make a lot of smoke, complaining of wet wood. Funnily enough another member had good success lighting a fire with the same "wet wood". After dinner we all settled down to some tall tales and lively banter at the now blazing campfire. The second day didn't turn out too successful with most of the tracks turning into goat tracks, so much for planning the trip using google earth satellite images. Eventually we found the Centre Road hut and campsite and river crossing. One of our group loved the hut so much we had a bit of opposition to moving on, but we were soon over the river and on the way but not having much luck with the tracks being very overgrown. Eventually we got to the highway and back on track having a wonderful drive through the forest along a river until a locked gate caused us to turn around yet again. We weren't so lucky with the campsite this time as a large group had moved in and taken up the whole site so we backtracked to the Chrystal springs campsite a few kilometres back and had the place all to ourselves getting there at beer o'clock. After dinner another good night around the campfire was had. The plan for travelling home was to follow some not so well used roads that I had used a few years ago but we found the going was pretty tough with some of the tracks very overgrown, eventually we turned around and followed the main roads home.

2021

Kalgan River Australia Day 2021

Some of our members left home a few days early camping at Kojonup on the way down to Kalgan River but most of us travelled down during the Friday. Some left just after Thursday changed into Friday it seems but the others had a more leisurely departure time as it suited. The last of our crew arrived on the Saturday. On the Saturday morning we gathered at Duane's caravan at 9.30 for a briefing before leaving to explore to

the East. Firstly visiting South Point at Two Peoples Bay and the beach near Inner Island before backtracking to Narnanup Beach, Herald Point and Ledge Point then back to camp. All the tracks were good except for the beach access track to Ledge Point being a little challenging to some.

On the Sunday the plan was to slip down to West Cape Howe National Park, loop up to Mount Lindesay National Park then for those who were interested off to the Mount Barker Wine Festival. Leaving at 9.30 should have given us enough time to do most of the plan but the track down to Bornholm Beach was very slow going and took a lot more time than expected and by the time we looped down to the beach access track and back out it was close to midday. After airing up some went to Mount Barker and some went back to camp.

Monday saw more of the same with a trip along the coast through the Albany wind farm to Mutton Bird Beach where we had lunch. This was the track Derrek took us down a couple of years ago where there was a major recovery mission but this time it didn't pose too many problems. After lunch some carried along the beach to explore west Cape Howe down to Shelly Beach and some of us went back to camp.

Tuesday saw everyone going their own way with a few staying another night or two at Kalgan river, a few going elsewhere for a few days and most going home.

Notable events were:

Saturday night dinner were we all gathered in the camp kitchen to have a BYO meal and a beer or three together. It was a pity that the unnamed President that selected the gathering time was unfashionably very late (a couple of hours late).

Tuesday morning the club put on a bacon and eggs breakfast for all. Apart from running out of eggs and raiding everyone's pantries it was a great time. A very big thankyou to Nuddo for cooking the food and cleaning up the BBQ afterwards.

Those who didn't come along really missed out big time

Brisey

PEEL 4X4 CLUB APRIL/MAY 2021 GVD TRIP

It was a dark and stormy night as the moon tried to shed some illumination into the stinking swamp. Why did they make the decision to take this way back to the cottage...she was carrying her baby clutched closely to her as the lightning struck again...sending the night into...whoops wrong story...sorry. In a moment of "seems like a good idea" a plan was hatched to go and play in the Great Victoria Desert (Australia's largest desert). What better way to do it than to follow good old Len and Franks tracks...so that's what took place and here's a very quick rundown of what happened...We met at Hyden on day1 (Thurs 22Apr2021)...it was a nice and sunny arvo and after refueling 4WDs and bodies we headed to The Breakaways for the night. A nice easy run into Coolgardie CP and after a wander around it was into the pub for the evening meal and then into bed whilst being serenaded by the trucks passing through...oh so, so many trucks. Another easy run into Kalgoorlie (Sat 24Apr2021) and after refueling 4WDs and bodies (a pattern developing here) it was off to have adventures after lunch. Mt Celia was the destination and a nice campsite it was...nice fire and stars and ...just a very nice camp. Up early (I don't think I have mentioned the flies...well there were a few ...roughly 2.25m/cc) and off to Laverton (Sun 25Apr2021)...nice drive along pretty impressive dirt roads (thank you mining) and even had a helicopter buzzing around. Quick stop at Lake Carey for a look and around a very big mine and into Laverton (the road to Mt Weld now sealed all the way)...makes it easy. Showers in Laverton CP and meet up with another of our group who was waiting for us. Here we go again...4WDs and bodies refuelled and it was off to find a camp for the night. Happily trundling along The White Hills Road (eventually turning on to the Anne Beadell Hwy) and out the front of our convoy and in a little bubble of my own when over the radio came..."are going to stop for lunch...we're hungry"...as if I think to myself while taking a glance at the time and...1.34pm...well I'll be...time just flies when everything is going to plan and the music is going and...anyway a lunch stop was had and then into the nights camp at Point Sunday. Camped there a few times over the years but this time looking resplendent to the Nth are the lights of a mine...sort of explains the condition of the Anne Beadell...bestest out of all my runs along it...maybe also due to lack of travel because of Covies. Up early and onto Yeo Hstd for a wash/shower and await another of our group to catch up. After looking around and showers and washes we are now a group of 7 4WDs and time to get serious...all 4WDs now have various covering over their fronts...just in case. It's nearly lunchtime as we turn off the Anne Beadell and onto the Hanns Track. Arrival at Lily Rockhole for

lunch and...a big group of 4WDs and camper trailers and tents and...Campfire Escapes is there for the night. Now they were supposed to be few days ahead of us to blaze the Track as no-one has been there for maybe 18mths. But looks like we have that "enviable" task. Already a taste of the "spinifex sea" has tested our frontal protections. Into Sunday Surprise Rocks for a very nice camp amongst the sand dunes and rocks and spinifex. A nice easy run into Millar Range for the nights camp. We are "blazing" the track and it's obvious no-one has been along it for a long time...fires and rain and no traffic has caused plenty of debris and new growth in and along the Track...it's slow going with walking required at times to not only clear it but to also locate it. A super moon rises and very nice it is. After some walking around and exploring it was time to head off once again through the sea of spinifex...yippee for shade cloth. Another great camp this time at Saunders range and time to remove some of the spinifex build up from underneath the 4WDs...hmm lots there. Nearing the end of the Track and into Pt Lilian for a couple of nights. Walking required to locate a significant amount of rock art in a "hidden" gorge...big pine trees as well. Sort of nice doing not much for a couple of days and even the camp oven came out and...yummy it was. Our group becomes 6 as one turns left to the GCR and then into the NT and the rest of us TR to Neale Jctn and Rawlinna. Now on the Connie Sue Hwy and heading South and...it hasn't had a massive amount of traffic and is really cut up and washed away in places...slow and steady we go. Lunch at Neale Jctn and after photos it's South again to Neale Breakaways for the nights camp. What a magnificent spot just not when it's wet...very soggy in parts but spectacular in the setting sun. This is where it starts to get interesting as the weather reports are not incredibly favourable for later in the week but for now it's keep heading South along the Connie Sue Hwy and...for a while there it becomes a nice graded and wide road (services a couple communities) but it eventually turns back into...well let's just say it's rough and rocky. Into Rawlinna and time to find a campsite and...I find the only human around who says "anywhere you want just not near the rail line"...so off to the rodeo grounds Great Victoria Desert and another nice camp just a bit different. What was different...we had a resident horse looking after us and making sure we got sufficient sleep...thanks Lulu. Morning comes around clouds on the way and the weather reports aren't very flash and the Indian Pacific is there needing photos and greetings...I wonder what the passengers thought watching us watching them? So the decision is made to head to Cocklebidy (was one of our choices and fuel dictates anyway). Rawlinna to Cocklebidy can be done two ways...one via Haigh (which is sort of maintained and graded) Or via a more direct route via a couple of stations. So we pick the latter and...rough and rocky and bulldust...so much bull dust and gates...open them shut them, open them shut them...oh well. Eventually into the Cocklebidy R/house and refuel (4WDs and bodies) and showers and get the weather news and it's not good at all. Off to find a bush camp near Caiguna and have a think. Nice night with what ends up being our last fire for the trip. Up early and the weather man says you're going to get really, really wet today and tomorrow. Some repairs on the trailer and eventually into the rain and Balladonia and...instead of TL onto the OTT for a couple of nights it's decision time and the decision is...it's all over...into Norseman and see what's what but this particular trip is done and dusted (and very dusted it was). Arrive in the rain in Norseman to find all unsealed roads closed and stories of bits of flooding along the Great Eastern Hwy. 4WDs and bodies refuelled (really good Thai café in Norseman). One heads South to Esperance, one visits locals and the rest head home along the GEH. Some stop along the way for the night while one adventurous (stupid) person decides "F" it and drives home to Warnbro...oh so many trucks heading East while I head West but given the gazillions of \$ of lights on the front of the Dmax I'm going to use them...didn't take long to get to sleep though when I got home. And how was the rain you ask...between Coolgardie and Southern Cross wet...between Sthn Cross and Northam not really too bad...after Northam and through the hills and bends to Mundaring well it just p.ssed down, which was really good as I had been driving for about 14hrs and was just what I needed to keep me awake...and did I mention that the trucks just don't let up...Tuesday must be a very popular day to head East.

All up a great trip and was nice to be back out into a magnificent part of WA...being first through the Hanns Track for many, many months was pretty good as well. Thanks to all who came along and hopefully others may join for a similar desert run again.

Peter Patrol

Frank Prado

Anne Dmax

Wayne/Melody Dmax

Bernie/Walter Dmax

Kim Dmax

Me Dmax....hmm...that's a lot of one type of 4WD...and they are all spacecabs.

Mark Skeels

Wilbinga Trip Sunday 11/7/21

Everyone was on time at the first meeting place and with the trip briefing, Max & Vicky, Frank & Simone, Nuddo & Kaila (spelling?) Teresa (visitor) & I were off to meet up with Winton at the secondary meeting place. A trip with me would not be complete without a turnaround or two so we were not disappointed when I missed the Burns Beach Road off ramp & having to carry on to Neerabup Rd. A quick call to Winton to come a bit further north to meet us got us back on track until I missed the Ziatis Rd turnoff. Not long after we got to the hills near the Pinjar power station to air down. Some of the tracks up the hill were quite easy but one was a bit more difficult with some wombat holes half way up to knock the speed out of us. Teresa is a newbie to 4 wheeling but after a few tips & a couple of tries she was travelling on pure adrenalin, then Kaila had a few goes in dad's car & it took ages for the smile to subside. The track to Wilbinga Rd was uneventful then after we got to the coast we had a varying degree of challenges through the tracks & hills through the dunes to the end of the trip.

Brisey

Nuddo's Mystery Trip

The weekend was a very wet and wild and our swag trip was cancelled so it was planned was a Mystery Trip planned in and around Mundaring on Sunday 1st Aug 2021. The bureau weather forecast for Sunday was lots of rain, winds upto 50km per hour and possible hail. The day started as that, wild winds and rain as we all met up at Jarrahdale, it was a brief safety talk on the two way because of the deluge of water coming from the sky's. We made our way up to Mundaring Dam where we had our safety talk at the dam and headed to west of York lol and our trip started at the end of the Mundaring Powerlines Track. The first bit was easy as we did the Kraft Jeep Track (from Ronny Dahl's website), we did a Creek/ River crossing the went on to do the second part, on our travels there were 2 unexperienced 4x4's firmly stuck in the mud. We assisted them out by winch, it was noted by Brisey that the driver of the stuck Toyota 79 series had not had 4wd engaged so it goes the saying Young and Dum. So after the recovery we head out to the hwy as the river was fully flowing and unsure if we could cross to access the track, on the way out I was happily driving through the shallow puddles when I hit a lot deeper puddle, like up to the bonnet pothole, so from there on drove a bit more conservatively.

We headed to Mt Observation and stopped for a short brrr cold lunch approx 8-10 deg then carried on to observation rock along the fence line heading south.

Again a very short stop due the deluge of rain and headed south west on some easy tracks. Met a small group stopped blocking the track having a break with beers and doosh doosh music pumping, once they moved we travelled happily down the tracks heading to the next destination, that's when it went from wonderful and rosey to well very boggy. With discussions with the ones that had been out where we were and lucky enough Nuddo missed a track called Piggery Rd so we continued to the next track heading south, Piggery Rd has been renown for bogholes, flooding etc etc and can be really bad in the winter months. The next track we ventured on was ok at the start, then a couple tail end 4wds got stuck and we were thinking in may be from the front cars breaking the crust on some sections. The track started to have little rivers runny down the wheel grooves on the track but the ground for most of it was ok, that's when we got approx. half way with a couple of us sinking on the track along the way then the whole track become full of water. We managed to go forward slowly but then the track got worse and became river with 3 runoffs of water flowing into one an even forming little rapids. The track had to be walked so Nuddo with shorts and now soggy socks and boots in sub arctic weather found the holes in the tracks and even occasionally falling into them guiding the group through. Once the river subsided to a steady flow we steady drove our though a flowing stream onto dry land with great relief. I was great to see us all work as a team and look forward to more adventures with a special thanks to Ben Salta and his chainsaw we would have been in more strife without it

Nuddo

The Wheatbelt Way (some of it) September 2021 –

Rob and Rina

Arriving in Cunderdin on Friday morning and bringing the sunshine for Mr Skeels who had arrived the day before, we awaited the arrival of Phillip & Leigh. (Mr Skeels was out finding another of his secret camping spots). Then off we went to explore Bulgin Rock (the GPS sending us into a wheat field.....) and then the Cunderdin Hill Lookout. Amazing views of the area from both of them, including the abundance of wildflowers, wheat fields, salt flats and canola crops of which the flowers had already been harvested. Back at the caravan park a few more stragglers had arrived so it was going to be a trip to the sports club for a drink and food. But alas they were closed for a private function so off to the pub we walked, and drove. Good food and company was followed by sitting around the campfire at the caravan park which some other travellers had kindly lit. Saturday morning/afternoon was a mixture of trips. Some looking for the earthquake fault line in Meckering and ending up in Northam for lunch. And some just visiting the lookout and Pump Station Museum. Then off to the pub we all went (except Brian and Julie who were tucked out) to watch the Demons win the AFL grand final. Our football sweep was won by Rob who was closest to the winning margin of 70 points at 43 points. And once again a great meal. Back to the park we went, expecting a fire to have been lit for us by Mr Skeels. But that was a fizzle, so the music and fun continued in the camp kitchen. Sunday morning was very overcast and rain was forecast but off we went at 8.30am to start our day of touring The Wheatbelt Way (some of it). Our first destination was Minnivale, one of many, many wheatbelt towns that don't really exist anymore. Our map was not kind to us and sent us 20kms away from our destination. But whilst checking our maps we picked up a preacher who was also trying to find the Minnivale town site. So we set the GPS to the church but he decided that he was not going to follow us on the gravel road in his rental car. We arrived shortly after but he was never seen again, god rest his soul. After a walk around the block to see the old bakery oven we were on our way. And what were all those people with metal detectors doing? Morning tea destination was Kularin Soak north of Koorda. A big rock catchment with a low wall spilling to a lined dam with a roof, built in 1927. This was for the use of the early farmers in the area. Still no rain for us although the grey clouds followed us to Gabbin, another town the victim of better farming methods and equipment. Comfort stop here and a quick drive through to see the old shop, hall and school. Driving through Bencubbin we stopped at Marshall Rock for lunch. Some walking and some driving to the top of the rock, the view was amazing. And still those rain clouds following us. Next we visited Pergandes Sheep yards. They are made from large granite slabs that were drawn into position by horses from the nearby Wiacubbing Hill. These slabs were then placed upright out of the ground to make the fences of the sheep yards. There was also the remains of the homestead. Now on our way to our last stop we were lucky to see an Echidna waddle across the road in front of us. And did I mention that through the day we had seen at least 20 Bobtail lizards running, cruising, crawling, staggering (whatever they do) in front of us as we drove along. They were lucky, not like the pink and greys that Phil and Rob didn't avoid. And then it rained. But just for a short time. By the time we got to Yorkrakine Rock the rain was gone and we were able to enjoy the wildflowers in the area. Mr Skeels climbed to the top and took photos for his memoirs. Then it was back to Cunderdin via Tammin. Camp fire was lit and we all sat around until it was time to BBQ our dinners. Then it was sit around again, chat, drink and stare into the flames. Monday morning was time to pack up and head home. We all said our farewells.....until next trip. Thanks to all those who joined us.

Rina and Rob J

Lennard Track

Teresa Warner

Thank you to the club for organising a trip to Leonard's Track.

The day started early with a meeting just past Pinjarra and the required pit stop at the amazing Pinjarra Bakery. The trip meeting presented a great turn out of 13 cars and had a positive and welcoming vibe with lots of new faces and some faces not seen for a while. Off we went in convoy to Wellington Dam. Passing some push bike riders who were (insanely) pitting themselves against the inclines of the area. Creating an interesting situation of group leap frog on narrow roads with no shoulders. On arriving at the dam for a quick pit stop many made a bee line for the cafe and others to the look out to grab a brilliant view of the dam artwork. Then off we went in convoy towards Lennards Track. After a quick stop to air down the

adventure began. This track started off idyllic meandering through the stunning canopy of the magnificent forest. Lulling you into a false sense of security. Declan had commented we were not 4WDing but merely driving down gravel tracks. Up to this point this track was still hiding its many considerable challenges to come of boulders and drop offs, crevices to straddle and sheer rock climbs. Those climbs were not for the faint of heart. By the point I had arrived at the most challenging parts of the track I was sorely feeling the loss of my passenger and security blanket Phil. I had to find my big girl panties and soldier on. There may have been tears and a few swear words involved. By the end of the day Declan was no longer saying we were just driving down gravel tracks in the bush and had his fill of 4WDing. The track caused grief for a few cars and once again club members were selfless in doing their best to assist. Whether just offering water or giving mechanical assistance. Help unexpectedly and gratefully came in the form of people from another group. A eventful day eventually seeing us find an easier track out and all safely if not to different degrees worse for wear out the other end. Time ran out on us and there was no Gnomesville visit this trip which will have to await another day. Looking forward to seeing everyone's photos as unusually for me I did not take many this trip.

Lennards Track and Gnomesville

We had a very good turn out with 13 cars including 3 visitors all arriving close enough to on time. After a quick trip briefing we were on our way for the longest leg of the trip on bitumen to Wellington dam for a toilet break and some photos of the mural (it is so much more impressive in person). From the time we left Coalfields Road the trip became a "what could possibly go wrong" trip starting with being stuck at 30 KPH or slower behind a bicycle event most of the distance of the road into the Wellington dam then parking was a bit tight at the kiosk with some upgrades being done to the carpark , luckily we arrived a few minutes before another 4X4 club arrived. On the Lennards Track it was slow going in places due to the size of our convoy but we were also plagued with communications issues causing the convoy to spread out further than I would have liked especially as we had a few times that the corners weren't marked. Add a vehicle overheating, 2 separate incidents causing a significant amount of damage and a difficult winch recovery lead up to a fairly stressful climax to the trip. Just to top it all off the gate was closed at the start of the Gnomesville track.

Brisey

2022

Secret Harbour Surf Club Surf Boat Carnival

9/1/22

A good turnout for this event with 8 cars including one visitor, but having forgotten to pack the trip sheets & documents I arrived a bit late after turning back to get them. The first boats arrived before 6.00 am with the rest arriving at convenient intervals making the morning mostly stress free after the obligatory recovery due to the soft sand (thanks for getting me out of the poo again Aaron). A few of our members took to the traffic duties with the help of a couple of Surf Club members while the remaining 6 cars busied themselves with towing the boats onto the beach. With the boats on the beach and a burger devoured some of our number aired up and headed home to do some important stuff leaving five cars parked up on the beach. Getting the boats back to the carpark went smoothly with no mishaps finishing up mid afternoon

Brisey

Australia Day Kalgan River

Julie & I dropped the dog off at jail on the Sunday morning and after chatting a while with the kennel owners headed down Lakes Road towards the Southwest Hwy and onto Dwellingup . It was already 35 degrees when we left the kennels in Nambelup and very quickly got hotter as the morning wore on with most of the journey to Albany over 38 degrees. It was nice and cool at the caravan park but inside the caravan was still at Warnbro temperature so we had to put the air conditioner on for a while. On the Tuesday we went for an explore to the Gull Rock National Park and Nannarup Beach pretty much replicating last years' trip. Firstly the idea was to go to Emu Point but found a locked gate and had to backtrack. It

would have been nice if there was at least a sign saying gate ahead. Next stop was a look out over Ledge Bay for morning tea then a bit further east to Ledge Point where the sand was very soft a few metres above the waterline. Needless to say I got stuck as I was turning around but this time was able to get out unassisted with a bit of shovel work and dropping the tyres to 15 PSI unlike another member that needed two snatches within 10 minutes. Last year some had a bit of trouble getting off this each but this time no one appeared to have any trouble. Our last stop for the day was Nanerup Beach where we had lunch and the obligatory photos with all cars in a row while we were watching the rain creep in off the ocean. We all managed to air up without getting wet and headed back to the caravan park for a nana nap. Wednesday started out with the Australia Day bacon and eggs breakfast provided by the club and a big thankyou to Dave and Rob for doing such a great job of cooking.

Shortly after breakfast we teamed up with some members from the Albany 4x4 club who lead us to the Quarram beaches west of Denmark. The first point of call was to Boat Harbour beach where we were parked up on a huge rock overlooking the beach and bay for morning tea. After this we split into two groups for the first of the Quarram beaches but group one reported the conditions were not so good so both groups rejoined and headed off to the other beaches. The track out of the beaches proved difficult to a few cars (mine included if anyone was wondering) with the winch needed for the last few meters of the hill. A big thankyou to the Albany 4x4 club members that showed us around and it was great catching up with Graeme & Sue Rutherford who used to be in our club a few years ago.

Brisey

2023

ROCKY BAY DISABLED PERSON DAY TRIP

We couldn't have picked a better day for this trip, the sun was shining and the temperature was pleasant all day. We assembled outside the group home to meet the residents, carers and have a trip briefing before loading the supplies and making sure our passengers were comfortable. The trip to Whitehills Road was uneventful, as you would expect, then a stop for airing down before continuing to the beach where we stopped for morning tea. After helping the carers getting our passengers out and set up with shade we all had some pastries and quiche that was prepared for us. The wheel chairs could have used wider tyres but we paired up and dragged them down to the waters edge. On the move again our trip leader Nuddo led us on a lumpy track running parallel to the beach for a bit of fun then managed to find a great hill climb before entering the Preston Beach carpark to air up and have some lunch and the trip home again. Judging by the ear to ear smiles on our passenger's faces everyone had a brilliant day

Brisey

Easter Trip 2023 — Holland Track

On Easter weekend, some of the 4x4 club members and visitors gathered to do the Holland track from Hyden to Coolgardie. The meeting point was Brookton servo, and then we took off to Hyden, stopping to pay tribute to the working dogs at the Corrigin dog cemetery, even though it was pretty chilly. Coming into Hyden, we refuelled, and collected Max and Nuddo who met us there and the convoy was complete. Morning tea was at Wave Rock and it was time to surf the breakers, along with a little stroll around to Hippos yawn. At around noon, we finally got onto the Holland track, completing 40km of the track on the first day. Only one little mishap with Chris being the first to need a little helping hand or shall we say 'Nuddo' to get himself out of a mud pit. With the clouds looking like they were about to burst, rules were put in place by the mighty trip leader Steve.... No 'R' word — in hope it would keep the water from the sky inside the clouds — fair to say Julie broke the bank. We set up camp, and all called it an early night as the heavens opened and we got a little wet.

Saturday We packed up nice and early while the wet stuff from the sky fell on our heads on Saturday morning, and back on the track we went. With a little precipitation the night before, it kept the track nice and muddy for the day ahead. A few chicken tracks were taken but nothing stopped the Jeep, not even a disobedient camper trailer. Jeep goes one's way, camper goes the other. We stopped at the mail box where

a group photo was needed, what wasn't needed was the warm stale beer — hey Steve. Mr President replaced it with a nice fresh cold Bush Chook for future travelers. We would have done another 70 km so far for the day, totaling 110km along the Holland track with not a single sighting of wildlife and then all of a sudden a mystery species had sprung upon the JeepHold on, what is it...It's a Nuddaroo We didn't quite make the next check point that was planned for the Saturday night due to the slower going track, but we found a sneaky position behind Krakouer Rock to set up camp for the night. For the first time of the trip, we saw the sun, even though it was setting under the clearing clouds. Our first fire for the trip, a couple of beverages and many laughs were had. Total kms for day 2—94km Easter Sunday The easter bunny came out nice and early Sunday morning and brought us beautiful blue skies for the whole day, and chocolate!! After not long of driving, we had our second main incident of the trip... Chris got bogged... well swamped!! Remaining calm on the radio wondering how everyone was going trying to get him, he was "filling up" Nuddo snatched him out, only for Max to open the passenger door and water poured out!! All well and good until we started driving again and Chris had a light show up, Mr. President to the rescue. Time for lunch for most, and supervising while others helped try to find the problem. After an hour or 2 trouble shooting to find the problem, looks as though it was more than likely was a short — but best to be safe than sorry. We marked the spot with Chris's bash plate, and have now claimed the hole as Chris's spot. Short day of travel today, as we got onto the gravel road and made it to what was planned to be our Saturday night stop was now Sunday's—Victoria Rock. Set up camp nice and early at Victoria Rock, and had a great view of the sunset from the top. A peaceful night and beautiful fire with not one drop of tears from the non-existent clouds above. Instead, with no light pollution we had the stars!! Total kms for day 3 87km Monday Slow morning pack up, back to reality — we have to go home. What an amazing trip !! A lot of laughs, plenty of slipping and sliding and memories made. Total kms travelled along the Holland Track 337km We didn't get to Coolgardie, but had an awesome time trying. Big thank you to trip leader Steve and Julie

By Chloe Mayes

North Bannister day trip

Bunnings carpark was starting to fill up by the time we met; it's surprising how many people must be getting project supplies early. By the time we all signed the trip sheet and had a trip briefing and got moving it was just after 8.30. Our convoy of 6 travelled to our first stop via Armadale where the Screech's joined us. Morning tea was at the Sullivan Rock carpark where we found an abandoned well. I have done a bit of a search but can't find any information about it so it was probably used for a water supply by the settlers of the area.

We travelled through good forestry tracks although some of them were very corrugated and even found a few mud holes for the adventurous ones. We only had one wrong turn that took us through a tight scratchy section but were soon back on track in time for lunch before heading home again

Thanks to Steven and Julie for organising another great trip

Brisey

Wilbinga Day Trip

Our small convoy of five cars met on time at Bunnings carpark but unfortunately we were too early for a sausage sizzle. After a quick trip briefing we were on the road a little earlier than planned and with a good run up the freeway we arrived at the secondary meeting spot in Neerabup just as Greg was arriving. We had a short chat then it was time to head on to the Pinjar Power Station and the first of our challenges—the hills under the powerlines. After playing on the hills and morning tea over we headed north then west along the powerline track keeping an eye out for logging trucks as the pine plantation is currently being logged. Luckily for us there was no work happening. It seems Wilbinga Road has had a grading in recent times and was fairly smooth, causing us to get to my planned lunch stop ahead of schedule so we stopped for a photo or two then headed north through the dunes.

The sand tracks were relatively so soft as usual with the rain we have had lately which made the driving fairly easy although there were enough challenges to keep us happy. Peter and Donna were having tyre troubles with the back tyres losing pressure a few times until the drivers rear totally let go with a bead unseating, needing to be changed. It's funny how it only rains when you are outside the car for repairs.As

we spent a bit of time with the tyre change, Peter and Donna were without a spare and the afternoon slipping away I made a Captains Call to end the trip and head out to Wilbinga Grove to air up. There were a couple of comments on the radio on the way to airing up that this was one of my more successful trips as I didn't make any wrong turns or ended up in the ocean as usual. Morally I couldn't take credit and I announced that there were a few wrong turns as I missed a few tracks and hills that we were supposed to do (also we totally missed the huts). The trip home was uneventful apart from most of the southbound freeway is under construction and down to 80KPH

Brisey

POWERLINES TRACK — 16th July

Sun shining, but it was a little fresh...We all meet at the Sawyers Valley Tavern for a trip briefing and to air down and wheels were moving at 8am. Track was nice and quiet, so were able to cruise along, with a slight little stop for an air up on a leaky tyre coming down the first hill. Continued to climb and enjoy the scenery, taking some be chicken tracks and straight up the middle of the first, rocky climb. It was then time to choose your own adventure. A few went hard left up the chicken track to be able to watch the FX4s of the group take track 1, while the Patrol took 1A, as the trip leader would call it. Nice little climb showing off a little bit of flex. A quick morning tea stop to soak up the sunshine and stretch the legs, or jump in muddy puddles LOL we got back on track and to a couple of little mud puddles, and then approached a negotiable larger mudhole. The Rangers and Patrol took the challenge after a quick test with a stick— mind you the middle was not reachable so the result would be unknown. Gary testing the waters first, and me hoping we aren't going to have a Chris Jones moment and drown the car. All was good!! Next challenge was the see-saw slippery dip, which seen the trucks flexing what they had before another hill climb challenge. Steve led the way, straight up the middle then the Jeep followed. The Defender went around and the first ranger gave up, after a few attempt's, even had Pete set up ready for the Jeep to recover. The Patrol crawled up along with 2nd ranger taking another line but then the Disco became a victim, with an axel issue - front wheel drive only for the rest of the trip. And then we met Thomas, a young kid who had just bought his car for \$400 and wanted to test it out. A little bit of a dig out and some assistance with some Maxtrax to help him up got him going. A stop for lunch and to enjoy the sun some more before the end section of the track. Pete in the Discovery needing a little bit of a pull up the hill, but soldiered on for the rest of the trip. Then we came along poor Thomas again, standing on a little bit of a hill, waiting for someone to come along as he was stuck in a mud hole. Lesson learnt; he won't be travelling alone again. So, he was shamefully towed out by the Patrol to the BP waiting for someone to come collect him. All in all though, a fantastic day. Thank you to trip leaders Steve and Julie Power. Was great to see a good number of trucks on the trip.

Cassie

Mellenbye Station 22nd to 25th September 2023

By Brian Tanner

After dropping the dog off to jail for the day so Julie could do some babysitting duties I was on the road at about 7.30, and thinking the freeway would be a parking lot I ventured north via Rockingham Road until Beliar Ave the cut across to the Freeway the Roe Hwy and the Tonkin. This was the first time I had driven the length of Tonkin Hwy up to Muchea, only having walked sections of it during construction. All was going good until just before Bindoon when someone obviously took exception to me overtaking and sped up

to stay on my bumper. It was unbelievable he could keep the rage all the way to Moora where I stopped to let him go ahead. The Camp Host at Mellenbye was a little talkative but finally

I got the keys to my donga and went to unpack. The donga was small but comfortable with an ensuite and air conditioner so was comfortable. There was a

camp kitchen close and handy but we were invited to cook on the BBQ at Ian

and Donna's cabin, then enjoy the merriment at the campfire afterwards listening to the Waldorf and Slater Muppets insulting each other.

Saturday after breakfast we all met at Ian and Donna's mansion for the drive out to Wallanoo Rock, on the way we stopped to look at windmill frame and tank

stand ruins an close by an old roo shooters car.

We drove to the top of the rock to take in the vista and the stock horse statue where we found out that one of our number is very fond of horses (an image I am still trying to forget)

On the way back to the camp for lunch we stopped and had a fossick around a paddock full of quartz and interesting rocks. After lunch we met up again to drive the 15 km to the Breakaways passing a few mobs of cattle with their calves. The Breakaways in this area has about a 3 metre drop from where we parked with shallow caves along the face of the breakaway and a large rock formation a few metres from the face. We all scrambled down for a walk around and to get some photos finding the head of a feral cat, obviously not the tastiest part.

After this we drove back to camp for diner and the campfire at Screech Manor. Getting back to the donga Frank and I found we had some new neighbours that had only been in Australia for a few weeks, while chatting with them we invited them to join us exploring the next day.

Sunday's drive was to Yalgoo and the Jokers Tunnel which is a mine shaft through a hill on the outskirts of town. It must have been dug out by child labour as it was almost hands and knees at both entrances and opened out to stooping / standing (if you weren't too tall). There wasn't much to look at other than some small bats, crickets and red back spiders at various points along the tunnel and lots of dust.

Yalgoo was closed so lunch was at a local park across from the water playground where some of us cooled off.

After lunch we drove north again to Chinaman Rock where we finally found a small display of wildflowers along a dry creek bed and also on the way back to camp

Soon after this Max had a flat tyre so we all stopped to help out, but seeing there were heaps of helpers Frank and I kept going to take out visitors up to Wallanoo Rock for a glass of wine and see the sunset.

After dinner we met up at Screech Castle for the final campfire of the trip.

I was a little disappointed at the lack of wildflowers, it seems there was not a lot of rain leading up to spring but we saw some and there were a few small roadside clusters south of Perenjori and surprisingly the night sky had very few stars.

Brisey

Leighton Battery WW2 Tunnel Tour 22nd October 2023

24 people turned up, what a turn out! And everyone was on time (just). After paying the entry fee and watching a short video we split into 3 groups for the guided tour around the guns on the surface of the complex before descending into the tunnels. This part of the tour is self guided with recorded commentary and semi automatic lighting as we moved from room to room. Each room is fitted out with equipment and mannequins as you would have expected from the era. A tour guide met our group back at the surface but before answering any questions he told us off for talking and making so much noise through the tunnels that we couldn't have heard the commentary.

After regrouping back at the carpark The trip was officially ended with some opting to go to the pub for lunch and the rest of the group drove to Chidley Reserve for a picnic on the bank of the river. We all packed up after a couple of hours to head home before the rain started

Brisey

LANCELIN TRIP – NOV 2023

The day started off with a meeting of approx half the 4x4s at the BP Northbound at Baldivis and set off weaving our way

through the Freeway traffic to the second meeting spot at the Ampol Foodary - North Wanneroo, where we met the other half of the group.

We headed off to the Ledge Point turn off, where we met Pete and Donna (who were staying in Lancelin for the weekend).

The start of the tracks was from Ledge Point where we aired down on the Old Ledge Point Rd, we headed off and turned towards the coast with a couple of small challenging dune hills to go over, at the coastal track we turned towards north. We

came across a sand dune area with a few Emu's running around and with a large dune bowl, at the top off the dune bowl, Trip

Leader Nuddo showed everyone how to go down the dune, we started off with an easy decent first to gain confidence which many enjoyed. Not sure if I need to mention it but pretty sure I saw a white Jeep stuck/bogged at the top of the dune but he seem to unstuck himself easily.

Then Trip Leader Nuddo went to a steeper / longer drop off on the dune bowl and descended down, those who were keen (which was majority of the group) Trip Leader Nuddo helped with instructions on the two-way to drive down the steep section.

It was a good challenge, and for some who stepped outside their comfort zone with a few screams on the way down.

After a bit of a play, we headed for Lancelin and stopped on the beach at the Point for lunch.

The kids played in the sheltered waters with a backdrop of Edwards Island.

After lunch we headed to the Lancelin Dunes and had a little play on the dunes, Trip Leader Nuddo lead up a dune and stopped at a knife edge point of a dune. Nuddo and daughter Ashley hopped out to check and the now howling sea breeze had blown Ashleys hat off (Nuddo's PEEL 4X4 HAT). We then reversed off the dune and the group headed around searching for it.

We stopped at a small dune area where we did some sandboarding.

Whilst others were sandboarding, Karl spotted the lost PEEL 4X4 hat on the dune so Ashley and Nuddo climbed up the dune to retrieve it. Karl is my hero.

It was good to have along visitors Tom and Leeanne and a great day with the club members.

Thanks to all for a great day.

Nuddo

2024

MundAI Track part 2 Collie to Albany By Teresa March 2024

Collie to Denmark trip using off-road tracks and staying off the black top. We were 80% successful staying off the black top. This trip was not about 4wding it was more a touring / exploring trip.

Trip attendees:

Brissy trip leader / navigator

Winton

Glen and Sue.

Dwayne - Tail End Charlie

Myself.

Day 1:

We left with 5 cars in our convoy on time at 9am from Collie. We went through the back way and came out at the front of Glen Mervyn Dam. Barely any water in the dam never seen it that low. Traveled from Glen Mervyn Dam through Boyup Brook and on to Chowerup Hall to have morning smoko. This beautiful completely wood^{en} hall est 1925 is well maintained and was a lovely shady spot to stop. We drove over many water crossings that were dry this time of year but had this trip been done in wetter times this trip would have been a very wet and muddy one. Total turn arounds for day one was four....

Second leg:

Went from Chowerup Hall to the massive Lake Unicup. Gravel tracks were dry and dusty and in very good condition with long straight sections allowing for rapid travel. Lake Unicup completely dry this time of year. Used for water skiing when has water. I didn't mark the corner resulting in Dwane driving straight past the turn off to the lake.

Third leg:

Lake Unicup to Rocky Gully Rest Stop our camp for the night. We arrived around 3.30pm at this totally brilliant spot with shady trees, flushing loose, water tap, gazebo, very quiet, and a lunch bar /fuel station across the road. Quick set up and dinners cooked we all sat together for social beverage and it was early to bed.

Day 2:

Total turn arounds 2. Everyone was quick to pack up and get going in the morning with all ready in convoy on time at 9am. A few made good use of the very modern cafe in the morning and I made use of the diesel pump and paid an eye watering amount per litre.

Leg 1:

From Rocky Gully Rest Stop the convoy proceeded to the Mount Franklin National Park. Here commenced one of the most brilliant days of touring. Driving down remote tracks under the canopy of magnificent giant trees that had us all in awe. Track conditions were dry and long straights with many dry water crossings. We stopped for morning smoko and were joined by the flies of the month.

Leg 2:

We continued driving through the Mount Franklin National park and found a track completely blocked by a massive tree. Discussions were had about moving some branches and making a path, however, with the chainsaw battery flat it was decided it's best to turn around and find an alternative track. The splendour of these tracks was enjoyed by all. We came to a wooden bridge where we stopped for lunch. This bridge was constructed out of whole tree trunks laying side by side over the ice cold river. I know because I dipped my feet in as the humidity was high. There were some wheel sized gaps between some tree trunks that needed to be avoided. Brizzy did the job of spotter and got us all across safe.

Leg 3:

We stopped at the Mount Franklin Lookout and had a magnificent view from the stainless steel viewing platform. None of us had the energy to climb the massive rock.

Leg 4:

We drove on from there and experienced a range of track conditions from Rocky, boggy sand to red pea gravel with lots of twists and turns to keep us on our toes. We all got a free car wash when the heavens opened. This was welcomed as the rain dampened down the dusty tracks which had impeded visibility most of the day. By around 3.30pm ish we reached a point that was recorded by Skeelz as something along the lines of danger, danger, big bog hole, big holes bad if filled with water. Given that it had been raining and it was late in the day it was decided we didn't have time to tackle and maybe get stuck on this section of track. We re routed and went a different way.

We realised we were not going to make it to Shelly Beach which was the overnight destination. Brissy successfully found alternate accommodation at the Ocean Front Caravan Park in Denmark. Any feelings of disappointment soon disappeared with the knowledge that hot water showers were awaiting us at the caravan park. This is an amazing park especially if you have kids. Fantastic playground, bouncy pillow and pedal cars. Lots of shade and nice and clean. The caravan park did us a deal of \$27- a night instead of \$37-. Check in was fast and we circled the wagons at the unpowered spot designated for us at the rear of the caravan park. Winton set up his Jocooola Hot Water Shower and kindly offered for us to use as the ablution blocks were a footy field away from our location. The best thing since sliced bread. Again everyone was quick to set up and cook quick dinners, a social beverage and relatively early to bed. We discovered some ppl snore....One thing that had everyone excited was the Elon Musk starlight's came overhead and were extremely bright and spectacular.

Day 3:

Every one was up early and packing up. Brizzy was the first to shoot off at 7am.

Thank you to Brissy for organising this trip and being trip leader. We appreciate you very much. Your navigational knowledge is a massive asset to this club. Thank you to Brissy and Skeels and others who worked out and way pointed this twisted and amazing trip. Thank you to everyone on this trip for your awesome company and for making it one of the most memorable trips I have done



Easter 2024 with the Peel 4x4 Club



Friday 29/03/2024

Meeting up at The Crooked Carrot at 8:00am, we had a brief catch up, followed by a pre-start discussion prior to heading off just before 8:30am.

A quick splash 'n' dash at the service station in Dunsborough saw everyone with adequate fuel for the trip ahead.

We all headed off to the Three Bears Track Northern Entrance, where we let our tyre pressures down in preparation for the trip ahead.

Arriving at the Three Bears lookout just prior to 11:30am, we were greeted with lovely blue water, and a nice surf break which the surfers were managing quite well.

We then reached the end of the track at 12:30pm, where we decided to move onto Alexandra Bridge to try our chances with a camp site.

After a quick u-turn at the Boranup Maze, we found another track that we thought we would check out.

After airing down for the second time, we once again found ourselves in 4WD.

This track was a little more difficult with the rocky sections, which saw the recovery boards come out for the first time.

Following a day of driving, we then found ourselves at Alexandra Bridge, where we found the camp site (somewhat expectedly) full. Not to be without a campsite, a couple of our local camp site specialists were able to find a nice quiet campsite very close to Alexandra Bridge.

The trip leader then proceeded out to Hamelin Bay, in search of the local stingrays, however they seemed to have retired for the afternoon.

The evening was then finished off with dinner, a good chat, and a few beverages of choice.

Saturday 30/03/2024

After a nice peaceful nights sleep, and a bit of breakfast, it was time to hit the road.

We proceeded East to Nillup, where we met up with Brisey, who then took on the role of Tail End Charlie – thanks Brian.

We made our way along Chesapeake Road, where Emus & Cows were plentiful.

After a bit of driving, we made our way to Black Point, where we stopped for morning tea at the Stepping Stones, and took the drones for a little fly.

A little diversion to Jasper Beach, found the very capable Y62 Patrol required a self-recovery after getting stuck in the sand. A little digging & some MaxTrax saw the vehicle out in no time.

Once it was time to leave, the majority of the vehicles made it off the beach with little effort, however with a minor suspension issue, the Jeep needed a little tug back down the hill by the Series 2 Discovery; aka "The Tractor".

Once back on the tracks, we made our way to Lake Jasper for lunch, along with a little dip to cool off for some.

We then ventured onto the Snotty Gobble camp site, we were lucky enough to snag a couple of sites, which allowed us to set up camp, and be chilling by 5:00pm.



Easter 2024 with the Peel 4x4 Club



Sunday 31/03/2024

At around 5:00am Sunday morning, we were greeted with a little Easter rain.

Not too much, but just enough to get everything wet, requiring it to be set up to fully dry out once back at home ☹️

Following a little visit from the Easter Bunny, we were back on the road by 8:30am. Destination – Northcliffe.

Once in Northcliffe, it was time to fill up with fuel, and restock on any forgotten supplies.

We found out that there was a fair up the road, celebrating the 100 year Anniversary of the town of Northcliffe. We made a quick detour, and grabbed a Coffee & a Ham & Cheese Toastie.

We then made our way along Chesapeake Road, arriving at Moores Hut (Now Coodamurrup Hut).

Following a brief stop, we then continued on along the scenic track to Westcliffe Point, where we also stopped for lunch.

We then made our way back onto Chesapeake Road, where we drove onto our next camping site.

Arriving at Crystal Springs, we found a some free camp sites, but thought we would chance it driving onto Banksia Camp. Although being a nice drive, there wasn't enough room for all of us to stay overnight.

With some having had enough for the day, the majority ventured back to Crystal Springs to secure a spot for us all for the night.

Not wanting to miss out on visiting Broke Inlet, a couple of us decided to check it out.

It was amazing getting out to the inlet, where the area just opened up. This would definitely be a great spot for another trip one day.

Having arrived back at camp just on sunset, we made dinner, followed by a few drinks & laughs with everyone.

Monday 01/04/2024

Early Monday morning, we were greeted by the local Kookaburras, who were searching around for a bit of food, whilst squabbling amongst themselves.

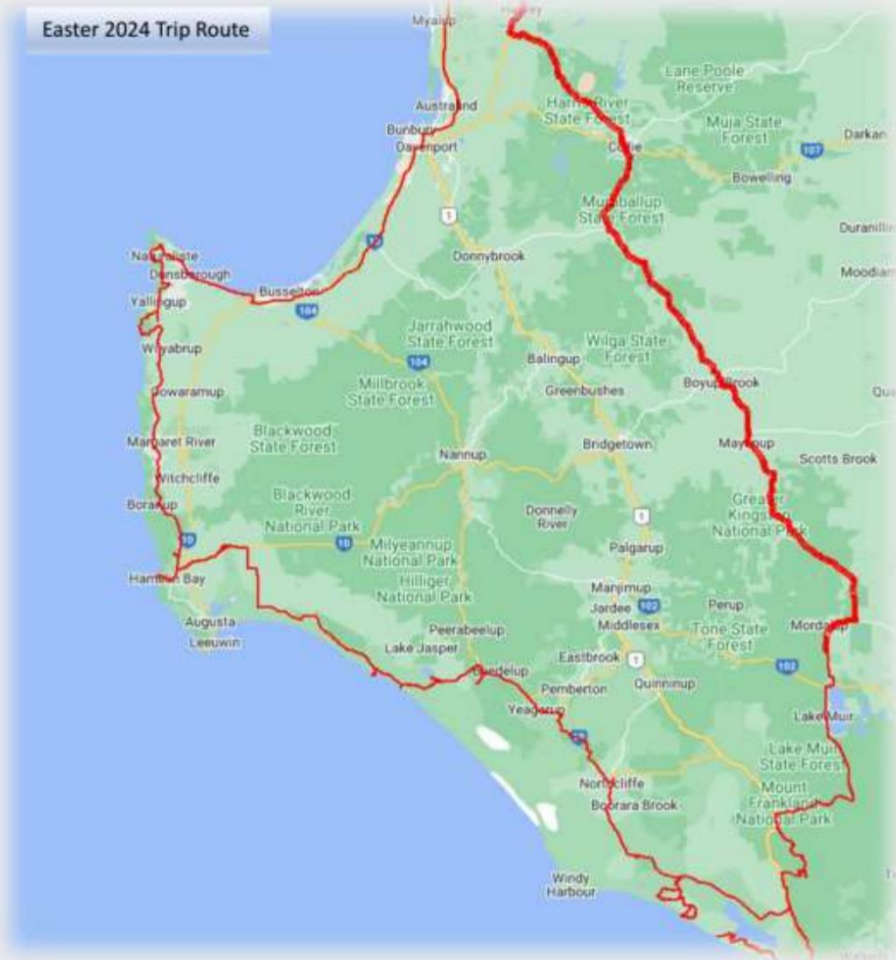
After breakfast, we made our way back North, with a visit to Fernhook Falls. We were greeted with a road closed sign (due to the bridge being out), however were able to find a track which crossed the river, enabling us to get to the Fernhook Falls camping area.

Although the falls were quite dry, there was still a relatively large swimming hole, however was to early for a dip.

We continued along the walking track, and found an amazing barbeque area.

Following this brief stop, we found a couple of tracks through Mount Frankland, and continued along to Lake Muir. Although the lake was quite dry, it was interesting to read about the Flora & Fauna that are normally found throughout the area.

After a bite to eat for morning tea, we headed off to our last fuel stop, being Boyup Brook, which was also the end point of the trip. Heading off after lunch, we drove on until each of us reached our turn offs from the highway, and headed home to unpack, and have a nice refreshing shower.



Bouvard Coast Care at Tims Thicket June 2nd 2024

This trip was organised through the Bouvard Coast Care volunteer group by Peter and Donna to help out with transporting the volunteers from the Tims Thicket car park meeting point to the planting area at the southern end of Tims Thicket Beach. With the weather threatening storms, high rainfall and large swells we were assured by Mel, the Bouvard Coast Care organiser, that it will be fine weather on the day we took a cautious approach to the day. As it turned out we couldn't have asked for better weather on the day, there must have been lots of offerings and sacrifices made to the rain god.

I was the first to arrive, early as usual, with our visitors Hugh and Debbie and Pete and Donna arriving soon after giving us a chance to have a chat while waiting for the volunteers to arrive. As we were concerned about the conditions on the beach we aired down and one of the organisers took us on a recce run to the planting area, 5 minutes south along the beach, finding the tide was receding, the beach was quite hard and no drop offs we were happy to continue with the day.

There were about 30 volunteers all up giving us a couple of trips each ferrying people along the beach then back to the car park where we were told about the work the Coast Care group have been doing over the last 10—15 years. They have certainly transformed the area.

The volunteers did really well by planting all 1000 seedlings by lunchtime when it was time to go pick them up and bring them back to the carpark for a sausage sizzle for lunch before airing up and going home.

Brisey

Peel 4x4 Club 2024 AGM 6th July 2024

What a fantastic night at Greenhills for the 2024 AGM. We had a brilliant turnout with 34 attending, including our newest members and a few visitors coming along as well. Was lovely to see some funky Christmas outfits, decorations and hats about the room too for our Christmas in July theme - we even had a sneaky visitor late in the night.

The official meeting was had with the new committee being nominated as below:

President - Gary Mayes

Secretary - Julie Power

Treasurer - Cassie Mayes

Magazine Editor - Brian Tanner

Trip Coordinator - Steven Power

Delegate - Gary Mayes

Webmaster - Cassie Mayes

Environmental Officer - Chris Jones

Annual Awards were also presented:

Club Member of the Year - Gary Mayes

Club Stirrer - Duane Bucko

Most talked about trip - Ian Screech for Mellenbye Station

Best Mishap - Chris Jones for his drowning his car on Holland Track (yes this was the previous year, but clearly still spoken about a lot and received the votes, and one very proud receiver of the trophy)

Congrats to Glenn & Sue for taking out the Recovery Kit for the Major Raffle prize as well as the \$100 fuel voucher from the 100 board.

Well done Anne, being the mystery lucky door prize winner - which was a handy jump-starter pack, chocolate and a head lamp.

Many other winners for the minor raffle with over 25 prizes taken home.

Thank you all for coming along, and an extra special thank you to Julie for organising the venue and helping set up. Much appreciated.

Harvey 4th August

Well this trip was not one of my more successful ones. From offending a member, getting the winch out 10 minutes into the gravel, too many turn arounds to recall, lots of bogged cars, me having to be winched out multiple times to warning lights and losing 4 wheel drive in the Patrol it was a bit of a nightmare.

This trip was a semi recce as it was on the club's regular tracks around the Harvey dam from several years ago. The idea was to see what was still accessible so I could put the updated Oziexplorer track files on the

club webpage. I warned everyone during the trip briefing that there will be some turn arounds but I even outdid my own record with this trip finding many of the tracks were overgrown or deeply rutted.

The first obstacle was a muddy trickle of a creek crossing that claimed 3 cars, mine included, requiring winching. Some of the more enthusiastic members got through with copious amounts of right foot the remainder of the convoy used the chicken tracks. Finally getting through we stopped for morning tea under the powerlines. We had a short period of no issues other than a wrong turn with a nice steep downhill run with a very sharp bend at the bottom then we found a car sized water filled hole with a near vertical exit and no way around. It looked like someone had dug it out with an excavator. After a difficult turning around exercise and retracing a few hundred meters the trip really went pear shaped with me slipping into a large rut near the Harvey Dam waterline requiring to be winched backward 50 odd meters along the rut. During this recovery I was feeling a lot of vibrations and the car jerked around a lot which I think led to the 4WD warning light coming on and losing 4 wheel drive.

After finally getting out of the poo once again we parked up for lunch where I declared the end of the trip. I would like to thank everyone for their help with all the recoveries but especially Brendon, our visitor with the Jeep Gladiator who jumped straight in with his winch so many times.

Brisey



MundAI Track (Mundaring to Collie) 4th August 2024



The day was off to a great start from the beginning, looking to be a day free of rain.

This was also the first inter-club trip for the Peel 4x4 Club, having three members from the Out & About 4x4 Club joining us.

With an early start travelling from Mandurah, we met up with the rest of the crew at the Mundaring Sculpture Park at around 8:15am.

Following the trip briefing, everyone got into our convoy of 16 vehicles in the order of the numbers that were assigned for the day.

Within 5 minutes of leaving of the meeting area, the Trip Leader had already made a wrong turn (however was able continue onto the correct road). A few more kilometres up the road, the turnoff onto the dirt road was missed. After a bit of radio banter, everyone was expecting a few more wrong / missed turns, but luckily that was it.

Being a lovely day, there were a few cyclists & motor bike riders out enjoying the day also, however they did not end up posing a problem.

We passed over the Mundaring Weir, where we continued along with a leisurely drive, stopping for Morning Tea opposite a camp site along Millars Log Road / Balmoral Road.

While stopped for morning tea, we were all provided with some freshly baked Pumpkin scones, and Asian style cake. These were both a hit, and enjoyed by many (thankyou to Julie & Eny).

Everyone had a bit of a chat, and before we knew it, it was time to head off again.

A little further down the track, we came across what appeared to be a little bit of water across the road. Cassie drove the 200 series through for the first time, where, although looking quite shallow through the (at first) crystal clear water, proved to have a little bit of depth to it.

Everyone made their way through it quite safely, whilst having fun at the same time.

A bit further along, there were a few ruts where the track had been washed out a little from the rain, however this just provided a bit of fun for everyone.

Driving along Kingsbury Drive, we came across some really green, and very well maintained paddocks. There were also some different than normal fences, then we came across a sign, and it all made sense – the Karnet Prison Farm. Residents with all the time in the world to keep everything well maintained.

We stopped a little later than expected for lunch, however the location was worth it. The Marrinup Prisoner of War Camp. A couple of us took a bit of a walk through the site, looking at what was still there, and reading the history, and taking in the scenery. Most had a bit of a chat over lunch in the car park area, and enjoyed each others company.

Following lunch, we found that Saket had a stone thrown up at his windscreen earlier in the trip by an overtaking motorcycle, and due to the chip turning into a crack, and progressively getting larger, decided to call it a day and head home to ensure it did not get too bad. A couple of other vehicles also followed suit, taking us down to 13 vehicles.

We then passed through Dwellingup, continuing on through Nanga Brook, past the start of the Captain Fawcett Track, then through the mining areas – which included a couple of tunnels.



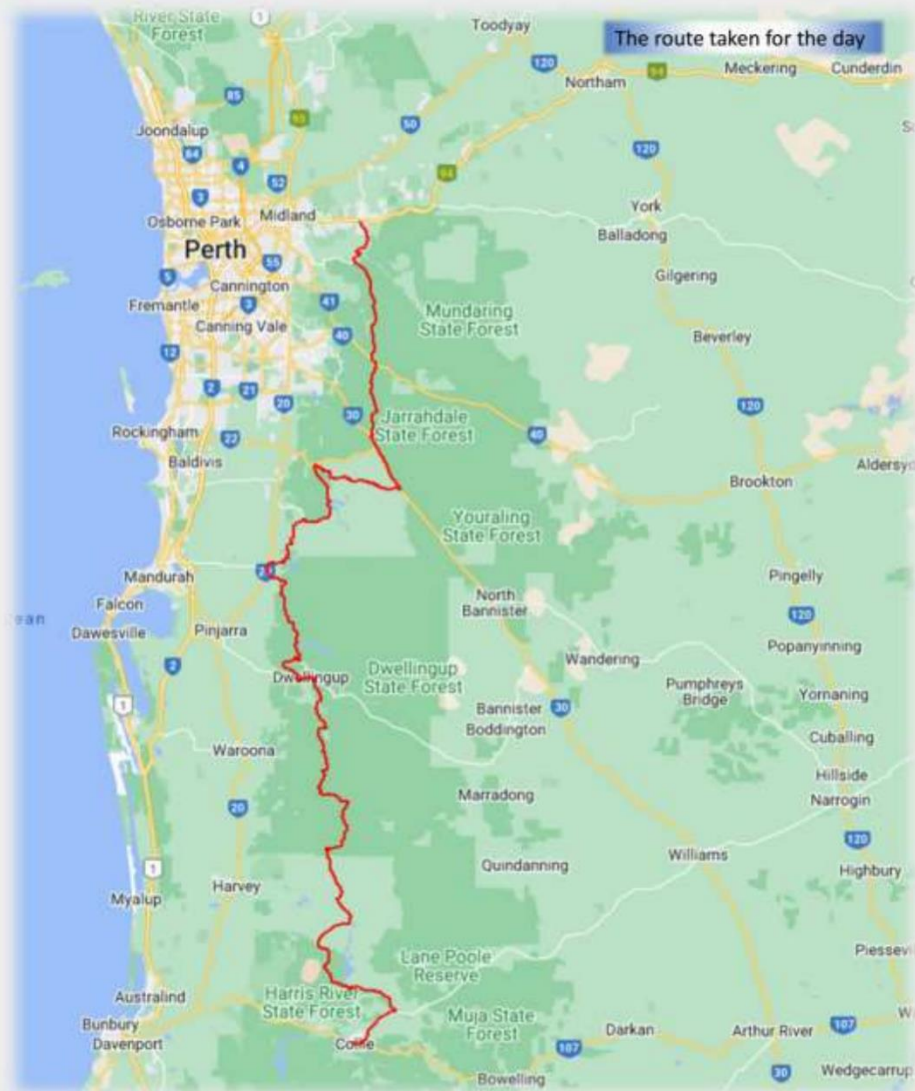
MundAI Track (Mundaring to Collie) 4th August 2024



Once arriving at Collie, we pulled up outside the Federal Hotel, where we had a debrief, followed by a beverage of choice after a great day.

Thanks to everyone that came along and made this a great day.

Keep an eye on the events page and the website calendar for any upcoming trips. The next one will be Sunday 1st September (Fathers Day), where Dave Knudsen will be taking us through the Julimar tracks.



Julimar Trip - 1st Sept 2024

I was getting a bit nervous as we had quite a bit of rain at the start of the week and constant days following with rainy weather. Five cars met at BP Northbound and one joined at BP Truckstop Muchea and then travelled to Heine Rd to air down.

We started along the track and within 5 min we came to our first obstacle - a rutted jump up, as TL I chose the Chicken Track (to be uptop for the recovery vehicle ((That's my excuse))) Winton attempted and with the mighty FJ and a few good revs managed to get up, our visitor Chincia in the Mits gave it a good crack but decided to go around, the Mayes's in the Landcruiser also gave it a crack but also decided to go around, Glenn and Sue thought about it and decided to be smart like the TL and go around, Tail End Charlie - Pete in the trusty Disco gave it a crack and after a couple of attempts got up.

After the exciting start we travelled down the windy track to a picturesque spot on top of the hills, thanks to the club members who did the cleanup of litter that was left behind by the disrespectfuls. After the tidy up we came to our first hill descent, having 3 to choose from easy, medium or extreme, the majority took the medium track. It was well rutted but once down, the track took some bends with a couple of washouts which got some of us to pop the rear wheel up.

We followed the track where there was large puddles, I had to walk a couple of the puddles (and it was freeeeeezzzzzing) to choose the right path, one of the puddles which trusty Pete in the Disco attempted unfortunately didn't make it had to be winched back by the trusty Dmax.

We made it to the Bogholes and Winton took lead up a steep hill which we all followed, we travelled around the track to the farm fence line and headed back to the hill we had just climbed, we descended down another steep hill with a little pop up wheel action at the bottom and ended up at the Bogholes where we stopped for a bit of lunch.

After lunch, I took back the lead and ended up at the notorious Big Hill, luckily it was another hill descent, a bit slippery is a couple of spots but all managed it with picturesque scenery and then followed another fence line around to a creek crossing and ended back at our Airdown spot where we all aired up.

The Mayes suggested going to the Slumdog Brewing Co (Baskerville Tavern) for a couple of well deserved Fathers Day beverages.

Thanks to all who attended and our visitor for a great day.

Dave (Nuddo)

