



SEPTEMBER 2026

NEXT TRIPS

Kennedy Ranges Loop
Flinders Ranges; Drags at The Bends
Piggery Road Day Trip



Safety Advice from Snowys Blog
Camp ovens
Diff locks
Camping recipes
Swan Valley trip report and photos
Moondyne trip report and photos

Moondyne Track

Next Meeting
September 23

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CLUB CONTACT DETAILS

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2025—2026 COMMITTEE

President Gary Mayes

Vice President Donna Harford

Secretary Julie Power

Treasurer Dave Knudsen

Insurance Officer Donna Harford

Environmental Officer Duane Buckenara

Trip Coordinator Steven Power

Magazine Editor Brian Tanner

Property Officer

Delegate Ray and Sharron Warry

Webmaster Gary Mayes

NEXT GENERAL MEETING

23/9/2026

GENERAL MEETING VENUE

Secret Harbour Lifesaving Club

Palermo Rd Secret Harour

Doors open 7.00 pm

Meeting starts 7.30 pm

NEXT COMMITTEE MEETING

14/10/2026

COMMITTEE MEETING VENUE

At Brisey's @ 7.00pm

Membership Fees \$140.00 for the first year then \$90.00 per annum. Pro rata fees will be charged depending on your joining date.



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PEEL 4X4 CLUB BYLAWS

- 1.The trip leader will delegate the position of Safety/Recovery officer to another member prior to trip departure.
- 2.All members and visitors are to follow the Safety Officer's instructions at all times
- 3.No pets allowed on club trips.
- 4.Each club member is to be responsible for the safety and whereabouts of their own children.
- 5.Trip Leader responsibilities and Tail End Charlie role to be read out before each trip.
- 6.After 2 trips you must have adequate front and rear recovery points fitted to your vehicle and must have a UHF CB radio.
- 7.Vehicles without adequate front and rear recovery points are limited to scenic/social and easy rated trips.
- 8.All trips are to be rated scenic/social; easy; medium; hard and extreme. Visitors are not permitted on hard and extreme trip. Membership of the WA4Wd Assoc is required for attendance on hard and extreme trips.
- 9.Proceeds from fundraising will be used for club purposes.
- 10.A limit of 15 vehicles per trip will apply. Trip leader has the discretion to increase or decrease this number.
- 11.First in best-dressed, if in excess of 15 vehicles wish to attend a trip, based on prior confirmation.
- 12.Club bank account to hold a minimum of \$1000 balance. A portion of this amount may be used to purchase urgent items at the committee's discretion.
- 13.Whilst every care is taken, no responsibility is accepted.
- 14.Visitors must attend at least 2 trips, rated easy and/or medium, to qualify for membership. Scenic/social trips will not be counted.

PEEL 4X4 CODE OF ETHICS

- 1.Keep to the laws and regulations for 4wd vehicles. They may change from state to state.
- 2.All vehicles must have either comprehensive or third party fire and theft insurance.
- 3.Keep the environment clean. Carry your own and, maybe, other people's rubbish home.
- 4.Obey restrictions on use of public lands. Respect national parks and other conservation areas.
- 5.Obtain permission before driving on private land. Leave livestock alone and gates as found.
- 6.Keep your vehicle mechanically sound.
- 7.Take adequate water, food, fuel and spares on trips. In remote areas travel with another vehicle.
- 8.Respect our wild life. Stop and look but never disturb or chase animals.
- 9.Respect other recreationalists rights to peace and solitude in the bush.
- 10.Obey all fire restrictions. Extinguish your fire before leaving. Don't let your exhaust emit sparks.
- 11.Help in bushfire emergencies and search and rescue but only if you are properly equipped and able.
- 12.Support 4WD touring as a responsible and legitimate recreational activity.
- 13.All members should behave in a socially acceptable manner at all times.

This code is valuable only if you observe it



PEEL 4X4 CLUB TRIP RATINGS



SCENIC / SOCIAL: Sealed roads & some good unsealed roads or tracks.

Road tyres are acceptable.

No 4WD experience required.

EASY: Unsealed roads or tracks. Expect some corrugations.

Road tyres are acceptable. Little or no 4WD experience required.

Front & rear recovery points at the Trip Leaders discretion.

MEDIUM: Off road tracks, with some obstacles expected (rocks, ruts, mud, etc...).

All Terrain tyres are preferred.

Low range may be required, with a snatch strap recovery possible.

Front & rear recovery points are required, along with basic recovery gear.

Tracks may be a little bit scratchy.

HARD: Steep terrain and / or rutted tracks.

All terrain tyres are acceptable; however mud tyres are preferred. Road tyres are not acceptable.

Snatch strap and / or winch recovery may be required.

Front & rear recovery points are required, along with basic recovery gear.

A winch & full recovery gear is preferred.

Some scratches to panel should be expected.

EXTREME: Very steep, deeply rutted tracks or rock hopping will be encountered.

Mud terrain tyres are essential, with appropriate driver training preferred.

Adequate front & rear recovery points, and full recovery gear required.

Winching will be expected, and a winch is compulsory on all vehicles.

Expect scratches to body work, along with panel damage.

Basic Recovery Gear: Snatch strap, 2x rated shackles, and gloves.

Full Recovery Gear: Snatch strap, rated shackles & gloves, tree trunk protector, winch extension.

PLEASE NOTE

Whilst every attempt will be made to accurately describe & classify all trips, weather & other conditions can alter a trip significantly.

The Trip Leader may alter the trip classification at any time, depending on the prevailing weather conditions.

Please confirm your attendance by contacting the Trip Leader a few days prior to the trip. This also gives them the opportunity to advise you of any last minute changes.

Vehicles without adequate front & rear recovery points are limited to Social / Scenic & Easy rated trips.

Visitors are always welcome on Scenic / Social, Easy & Medium rated trips.



PREPARING FOR A TRIP

It's not always feasible to list everything you need to prepare for a club trip so please consider this list as a trip preparation guide. Remember BE PREPARED. If you're not sure, please ask someone.

BEFORE THE TRIP DAY

- Come to a club meeting to find out more about the trip
- Pack the items from "Minimum Required Equipment"
- Check your recovery gear is in good condition.
- Check your compressor works.
- Check your winch works.
- Check your UHF is charged (if handheld) and working.
- Check your spare tyre is not damaged and aired up. Space saver spare is not suitable for medium and hard trips
- Check for expired items in your first aid kit.
- Know how to engage 4WD in your vehicle.
- Pack toilet paper. She wee.
- Pack sunscreen
- Pack chairs

ON THE TRIP DAY

- Pack food. Take your lunch and snacks for the day. Lunch stops are not always near shops
- Pack drinks for the day. 3 litres of water per person per day is recommended in hot weather
- Pack any medication you require for the duration of the trip
- Pack extra food, medication and water in case something goes wrong and the end of trip becomes delayed
- Fuel, fill up as close as possible to meeting point prior to arrival
- Be at the meeting place on time, it is not fair for all the other trip participants to have to wait. If you are running late it is up to you to phone the trip leader



MINIMUM REQUIRED EQUIPMENT

- Rubbish bags
- Fire extinguisher
- Basic first aid kit
- Basic tool kit
- Suitable front and rear recovery points
- Snatch strap
- 2 rated shackles (can be soft shackles)
- UHF Radio
- Orange/red flag
- Compressor
- Pressure gauge and air down equipment
- Shovel
- Suitable spare wheel and wheel change tools / suitable jack Space saver spare is not suitable for medium and hard trips
- Basic spares, consider hose tape, fuses and Spare valves for tyres as a minimum
- Chair
- Toilet paper

ADDITIONAL EQUIPMENT

- Spare fan belts/hoses, hose repair tape, gaffer tape, fuses, spare valves for tyres, puncture repair tools and cable ties
- High lift jack
- Torch
- Axe and bow saw
- Extra fuel
- 10 litres of water
- Tow chain
- Winch
- Winch extension strap
- Snatch block
- Ground anchor
- Comprehensive first aid kit
- Maxtrax



CONVOY PROCEDURES

- Trip leader is to call a group meeting prior to start and remind members of convoy procedure.
- Leader is to appoint a tail end Charlie and safety officer for each trip.
- Observe road rules at all times.
- Leader to appoint a trip reporter.
- All drivers are responsible for their passengers at all times.
- All vehicles are responsible for the following vehicle when turning off the road and at cross roads.
- Vehicles leaving convoy for any reason wave on the remainder of the convoy and inform the Tail End Charlie of their intentions.
- Keep a safe distance behind the vehicle in front of you. Drive within braking distance especially when wet.
- When off road allow the vehicle in front of you to get over the crest of a hill before you attempt to follow. Wait for the all clear.
- No vehicle is to pass the trip leader unless directed or in an emergency.
- Drive with headlights on at all times. Daylight run lamps are not sufficient as tail lights are required to be on to aid visibility
- All cars to maintain position/order in convoy at all times.
- Collect magnetic numbers at designated point of dispersal.

TRIP LEADER RESPONSIBILITIES

- Accepts responsibilities for trip organization and navigation.
- Nominate tail end Charlie and trip reporter.
- Advises trip requirements eg fuel, distance, special equipment, departure time convoy order stops etc.
- Arranges carrying of special equipment eg recovery gear.
- Checks CB operation on Channel 15
- Lists vehicles and drivers.
- Nominates a safety officer for the duration of the trip.
- Advises tail end Charlie of his/her role.
- Nominates a designated dispersal point of trip.
- Write up trip notes and pass onto trip coordinator for future reference.

TAIL END CHARLIE RESPONSIBILITIES

- Assists trip leader with convoy as directed.
- Advises when -
 - Convoy is mobile
 - Change in direction is completed
 - Member leaves convoy
- Stays with a vehicle that may leave the convoy for a short stop. Advises trip leader when mobile again.
- Closes gates etc if advised by trip leader.
- Ensures cleanliness of area at all stops before leaving.



Trip Planning Ideas



Leading a Trip

I'd like to lead a trip, but don't know where to go

This is likely one of the hardest items once you have the confidence to lead a trip.

Some suggestions for finding somewhere to go are:

- Previous Trip Reports
- Suggestions from other members
- A previous trip you went on, and quite enjoyed
- Maps available on the members section of the Peel 4x4 Club website
- Plan a technical / knowledge day
- A google search for good locations

I have an idea, but not the experience leading a trip

If there is somewhere you would like to go, and would also like to drag the club along with you, why not approach the trip coordinator) or another experienced club member that has led trips), and discuss your ideas.

Take mental (or written) notes of how other trip leaders run their trips.

The only way to gain the experience, is by actually getting out there and having a go.

What Experience Must I Have?

This depends largely on the grade of trip (Scenic / Social; Easy; Medium; Hard; Extreme) and area you wish to conduct your trip in. As a rule of thumb, if you, the Trip Leader feel confident in your abilities, yet realise your limitations, you're in.

Start off with simple trips first, and go from there.

Should I Have an Assistant?

YES, however this is not mandatory. An assistant is invaluable in helping to bridge the gaps in your experience, and to help balance the decision making. Someone who is experienced in 4WDing is a good choice. They would normally fill the position of tail end Charlie, providing backup from the rear.

How To Plan a Smooth Trip

Your trip will only run as smoothly as you plan it. Your pre trip briefing should include convoy procedures, identify Tail End Charlie, First Aider, allocation of magnetic numbers, give a brief description of what the group may encounter, (the element of surprise doesn't enhance the element of a good trip), and any safety tips, eg use of flag.

Flexibility

At some stage during your trip, things may go wrong such as running behind time, countless recoveries, trapped or lost. Don't despair, things are never as bad as they seem. Don't be afraid to come forward and consult with the group as they are in it just as much as what you are. Pool your ideas and something always comes of it. Flexibility is the key, never be afraid to change your plan.



Trip Planning Ideas



How To Get Started

Formulate your intention on paper – where you want to go, date & time, and any special features of land marks you wish to include. See the Trip Coordinator, or other members, who may be able to help out with maps and advice, or give you the name of someone who has been there before.

You may also need to contact relevant authorities; eg DBCA, caravan parks, check road conditions and property owners for further information.

The Trip Coordinator will place your trip on the calendar and organise a sheet to go out at the meeting.

What's The Hardest Task?

Giving it a go!!

Con, bribe, coerce or draw straws to pick some unfortunate soul to write up a trip report for the magazine (definitely the hardest part). This way you get to reflect back on your trip, your hearsay adventures and yourself, the umpteen gruelling hours up to your neck in mud and leeches, gruelling hours of gut wrenching recoveries, and those dribble sessions around a campfire.

A trip report ending in the words "Good time had by all", is well worth giving the Trip Leader position a go.

What resources are available?

Within the club, we have 3x Trip Bags available to be used by Trip Leaders, whether it be on an actual trip, or for a Reccy Run. In each bag, is:

- Magnetic Numbers (15x in total)
- A Personal Locating Beacon
- A snake bite kit
- A folder with all the forms you need, including the Trip Procedure Sheet
- Pens

The Trip Procedure Sheet is a step-by-step checklist, which helps the trip leader, by having everything in order. From the initial meet & greet, welcoming visitors, trip briefing; all the way to collecting the magnetic numbers at the end of the trip.

What is a Reccy Run, and do I need to do one?

A Reccy Run is a Reconnaissance Run. This is used to check that the maps / directions being used are accurate, preventing getting the convoy lost. It also helps to prevent any unknown surprises along the way, such as closed roads, locked gates, etc..., and gets the Trip Leader familiar with the trip. It also allows the Trip Leader to determine locations such as where to air down, lunch / break locations, air up location, and where the trip will end.

Depending on the location, it is advisable to have at least one other vehicle with you when doing a Reccy Run, just in case you do get stuck.

A Reccy Run is not critical in leading a trip, but is definitely recommended.



Trip Planning Ideas



Additional Info

It's not just about the location. Make it your own trip.

For example, Lennard Track – we did it early in 2025, and went to Gnomesville afterwards. This year, we incorporated a camping trip at Honeymoon Pool, a surprise afterwards, and my signature brewery stop at the end...

It doesn't need to be an actual trip. If you don't feel comfortable leading a trip on 4x4 tracks, maybe look at hosting or planning a social event.

A good example is we have had a Curry Night, hosted by a member at their house; or we have had social events like the World War 2 Tunnel trip planned by a member.

There is heaps of information out there in regards to different days trips & locations – even in our magazines from Brisey.

Maps are available on the Club Website for members to download. These are previous proven trips, and also trips that will require a Reccy Run to confirm prior to doing a trip.

NOTE – If you have ever been a trip leader, you will know how frustrating it is when people put their name on the trip sheet then don't turn up!

If you put your name down to go on a trip make note of it; and if you are unable to attend for any reason (or no reason at all), let the trip leader know. This way they are not waiting for you.

Be punctual too, as you being late can cause frustration when we have to meet up with other people along the way, or are on set tour times.

If you are running late phone the trip leader. You cannot be sure a message has been seen.

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A GENERAL MEETING**



PEEL 4X4 CLUB Property Register



- * 1x Space Case (900L x 390W x 400H)
- * 4x 490mm Black Plastic Sand Pegs
- * 1x ARB Gazebo
- * 1x Wanderer Gazebo
- * 1x Heatlie BBQ (~880mm x 540mm)
- * 1x Plastic Peel 4x4 Club sign (Folding Triangle Core Flute Type)
- * 1x 5.33kg Gas Bottle (Empty)
- * 1x Wanderer single wall for gazebo
- * 1x wanderer half wall for gazebo
- * 1x 600mm diameter collapsible bin
- * Gavel & block (President)
- * Trophy – Most talked about event of the year (1998 – 2014) (Broken)
- * Trophy – Burnt pot award (2000 – 2014)
- * 4x metal Peel 4x4 signs (staked flag design)
- * Various large paper & laminated maps
- * 1x 2.9m Snatch Strap
- * 1x Red & Yellow Peel 4x4 Club Flag / Banner (1940mm x 970mm)
- * 1x Tennis Net in bag (no racquets)
- * Heap of old Peel 4x4 Club magazines, hard floppy disks, and stuff...
- * 1 orange safety vest

- * GME MT610G GPS PLB (with cover)
 UIN = 3EEEEAA4E8AFFBFF
 Batch Expiry = 12/2029
 Serial No. = 2206617244

- * GME MT610G GPS PLB (with cover)
 UIN = 3EEEEAA4E8CFFBFF
 Batch Expiry = 12/2029
 Serial No. = 22066200345

- * GME MT610G GPS PLB (with cover)
 UIN = 3EEEEAA4E78FFBFF
 Batch Expiry = 12/2029
 Serial No. = 2206620806



Containers for Change



After the AGM we made an account to donate the empty recycling containers to the club.

These funds can then be used towards our social functions or other agreed upon purchases for the club as something a little extra.

No obligation, and we understand people collect their own, but if you have any empty bottles or cans laying around please feel free to use the QR code or account

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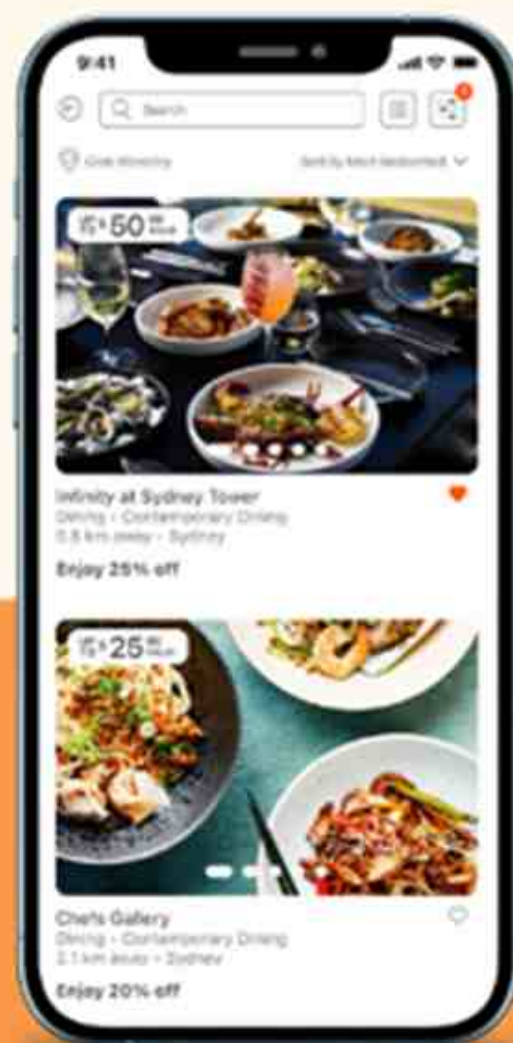
12 months		24 months	
Pay	Save	Pay	Save
\$70	\$50	\$120	\$110
We receive		We receive	
\$14		\$24	

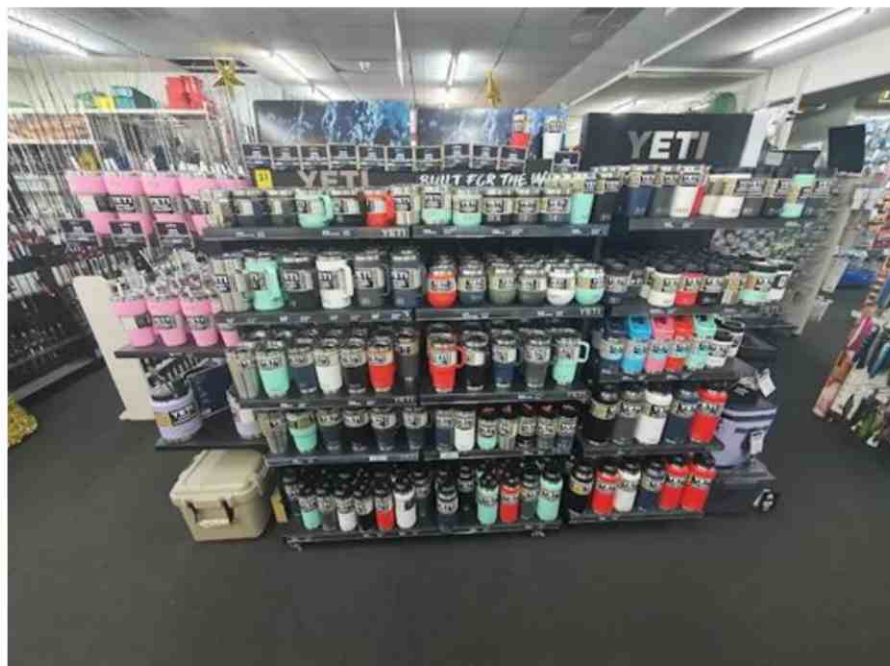
*T&Cs apply.

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Presidents Report

Hi Everyone,

It's hard to believe we are already heading into Spring, and with the warmer weather starting to arrive, it's a great time of year to get the 4WDs out and make the most of what WA has to offer.

Over the past couple of months, the Club has had a good mix of activities; with something a little different recently with our social trip through the Swan Valley (thanks Pauline). It was a great day out and a good opportunity to catch up with members away from the usual 4WD tracks.

We enjoyed a few wine tastings, cheese platters, a visit to a chocolate factory, and morning tea at a nougat factory, before finishing the day with lunch at Funk Brewing. While there may not have been too much four-wheel driving involved, it was certainly a good social day, and a reminder that there are plenty of ways for the club to get together and have some fun.

We have also recently been out exploring the Avon Valley (cheers Aaron & Tara), enjoying the lovely scenery along the Moondyne Track. It was great to get back onto the tracks and enjoy some of the scenery and driving that makes these trips so enjoyable. Thanks to everyone who came along and helped make the trip a success.

As we move further into Spring and Summer, there should be plenty of opportunities to get out and enjoy the warmer weather. Day trips, beach runs, and shorter weekend adventures are all on the cards; so keep an eye on the upcoming trip calendar and get involved where you can.

One of the best things about the Club is the variety of trips and activities we can offer. Whether you are keen on challenging tracks, exploring somewhere new, enjoying a day at the beach, or simply getting together with other members; there is always an opportunity to get out and have some fun.

I'd also like to thank all of our Trip Leaders, Committee members and members who put their time into organising and supporting our trips and Club activities. These things don't happen without people willing to put their hand up, and it is great to see members continuing to contribute.

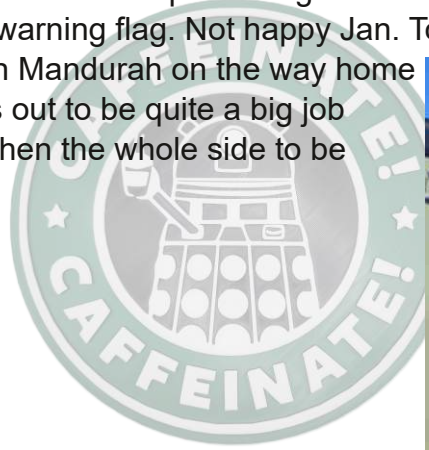
So, with the weather warming up, make sure the 4WD is ready, keep an eye on the calendar, and hopefully we'll see plenty of you out on the tracks over the coming months.

I hope to see many of you at the next meeting.

Cheers,
Gary



Well my run of bad luck seems to be continuing, a couple of weeks ago while Julie & I were returning from a relaxing week in Augusta, we called into Bussleton Spotlight so Julie could get a quick injection of material & craft as she was going through withdrawal. Bunnings was next door so I could get a fix as well. What could possibly go wrong???? After spotting a good parking spot I could swing into with the caravan I swung a little wide to make the maneuver and thought I heard a metallic type rattle. After parking I got out to have a look and saw a 25 mm wide scrape all the way down the side of the caravan. Looking around at what could have done this I saw a ute with several steel bars protruding from the back of the roofrack with no warning flag. Not happy Jan. To save some hassle we called into our usual caravan repairer in Mandurah on the way home for a quote for insurance. It turns out to be quite a big job needing the fibreglass repaired then the whole side to be repainted.





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AGENDA - GENERAL MEETING OF THE PEEL 4X4 CLUB

Date: Wednesday 23rd September 2026

Venue: Secret Harbour Surf Life Saving Club



MEETING OPENING:

1. TRIPS SINCE LAST MEETING:

- Saturday 5th September. Swan Valley. Trip Leader: Pauline Jones
- Sunday 13th September. Moondyne Track. Trip Leader. Aaron & Tara.

2. CONFIRMATION OF MINUTES FROM PREVIOUS GENERAL MEETING:

- Wednesday 26th August 2026

3. BUSINESS & ACTIONS FROM THE PREVIOUS MINUTES

4. PRESIDENTS REPORT: (Gary Mayes)

5. SECRETARYS REPORT: (Julie Power)

6. TREASURERS REPORT: (Dave Knudsen)

7. INSURANCE OFFICERS REPORT: (Donna Harford)

8. PROPERTY OFFICERS REPORT: (Vacant)

9. ENVIRONMENTAL OFFICERS REPORT: (Duane Buckenara)

10. DELEGATES REPORT: (Ray & Sharon Warry)

11. MAGAZINE EDITORS REPORT: (Brian Tanner)

12. WEBMASTERS REPORT: (Gary Mayes)

13. TRIP COORDINATORS REPORT: (Steven Power)



AGENDA - GENERAL MEETING OF THE PEEL 4X4 CLUB

Date: Wednesday 23rd September 2026

Venue: Secret Harbour Surf Life Saving Club



14. GENERAL BUSINESS:

- Raffle

15. NEXT MEETINGS:

GENERAL MEETING – Wednesday 28th October 2026

COMMITTEE MEETING – Wednesday 14th October 2026

DELEGATES MEETING – TBC

16. MEETING CLOSURE:



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 26th August 2026

Venue: Secret Harbour Surf Life Saving Club



Meeting Opened: 7:35pm

Safety Briefing.

ATTENDEES & VISITORS. As per attendance register.

APOLOGIES / PROXIES. As per attendance register.

1. TRIPS SINCE LAST MEETING

- Saturday 25th July. Peel 4x4 Club AGM. Willow brook Farm Caravan Park. Trip Leader: Peel 4x4 Club Committee.
- Sunday 26th July. Caladenia Mini Golf Park. Trip Leader: Dave Knudsen CANCELLED
- Saturday 15th August. Wilbinga Dunes & Sovereign Park. Trip Leader: Gary Mayes
- Saturday 22nd August. Koorda Drive-In. Trip Leader: Mark Skeels
- Gary discussed the AGM & the Wilbinga Dunes trip.

2. CONFIRMATION OF MINUTES FROM PREVIOUS GENERAL MEETING – 25th July 2026 (AGM)

Chairperson Gary Mayes has accepted & signed the previous minutes.

No objections as to the accuracy of the minutes, therefore unanimously accepted.

3. BUSINESS & ACTIONS FROM THE PREVIOUS MINUTES

- Gary to sort out Meta issues with linking to the website data. Gary advised this has not yet been completed. **ACTION: Gary**
- Gary to sort out email issues with Microsoft. Gary advised that this seems to now be sorted. He told Julie to let him know if any other issues are encountered. **CLOSED**
- Gary to follow up with Mandurah Boat, Caravan, 4WD & Camping Show to see if we can get in again. Gary advised he reached out to the event organiser, and they had already booked us in. **CLOSED**
- Gary was going to do an event to get interest in who wanted to do a First Aid Course. (Committee to determine to be paid fully by member; partly funded by club; partly funded by club using fundraisers such as BBQs, bunnings BBQs, etc...) **ACTION: Gary**

4. PRESIDENTS REPORT (Gary Mayes)

- Gary thanked everyone for continuing to be in the club, and for everyone who attended the AGM, making it a great night; and also thanked the people who volunteered their time for a Committee Position.
- Gary mentioned to all the members present, that if you have any suggestions on what you would like to see within the club, to have a chat with him, send an email, message, or whatever. He also mentioned that he cannot everything, so if it is a suggestion that takes time or effort to implement, maybe consider assisting.

Business for the President:

- Dave Knudsen mentioned that Gary needed to change his address with Westpac.
ACTION: Gary



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 26th August 2026

Venue: Secret Harbour Surf Life Saving Club



5. SECRETARY'S REPORT (Julie Power)

- Julie advised that she has sent out an email to members whom RSVP'd to attend the AGM, and did not attend.
- No mail received.

Business for the Secretary:

- No business for the Secretary.

6. TREASURERS REPORT (Dave Knudsen)

- Dave Knudsen advised that he would update the ABN & ATO details with Gary as the Office Bearer. **ACTION: Dave Knudsen.**
- Dave also mentioned that the previous Treasurer, Cassandra Mayes, is still the "owner" of the SquarePay account. Dave is working with Cassandra to change this over. **ACTION: Dave**
- Dave has completed the 2025/26 Tax Return for the Peel 4x4 Club
- WA4WDA Membership fees have now been paid.
- Dave handed out the shields for the Club Awards from the AGM.
- Please see Treasurers report in the magazine for financial statement.

Business for the Treasurer:

- Gary mentioned that he would do the Annual Information Statement. **ACTION: Gary**

7. INSURANCE OFFICERS REPORT (Donna Harford)

- Donna sent an email to the WA4WDA Insurance Officer to get clarification on what happens if a member drives another members (or visitors) vehicle, and has an accident; who is responsible. Likewise if the member is providing instructions, which results in an incident. Awaiting response.

Business for the Insurance Officer:

- No business for the Insurance Officer.

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GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 26th August 2026

Venue: Secret Harbour Surf Life Saving Club



8. PROPERTY OFFICER (Vacant)

- Gary asked if anyone wanted to take on the role. There was no interest, so Gary then mentioned about the possibility of removing this position. Gary also advised that several items were agreed at the Committee Meeting to throw out, or donate to members.
 - Wooden speed signs – dispose of
 - Tennis net set – dispose of
 - Collapsible bin & shower tent was added to the raffle prizes for the General Meeting
 - Steel arrow signs. Sign was allocated to be put at the next Gnomesville trip. Steven Power took the balance of them.

Business for the Property Officer

- Not Applicable

9. ENVIRONMENTAL OFFICERS REPORT (Duane Buckenara)

- Nothing sent through.

Business for the Environmental Officer

- No business for the Environmental Officer.

10. DELEGATES REPORT (Ray & Sharon Warry)

- WA4WDA are not going to increase the fees.
- Same auditor will be used next year
- Sept 2027 Gathering- looking for a sub committee
- Insurance waiver – Questions will be addressed further at the President and Secretary meeting on 16th November
- Meetings will be continue to be held at Gosnells RSL Hall
- Sea container is still at Kaarakin
- The last Delegates Meeting was Liz Hardings last meeting as President

Business for the Delegate

- No business for the Delegate

11. MAGAZINE EDITORS REPORT (Brian Tanner)

- Brian mentioned that we would include 12 months of advertising in the club magazine for the sponsors from the AGM.
- It was also mentioned about including the Secret Harbour Surf Lifesaving Club, as they provide the facilities for our monthly General Meeting. Gary said he would follow up with the Surf Club. **ACTION: Gary**

Business for the Magazine Editor

- Gary requested a copy of the June 2026 Public Magazine to include on the website.



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 26th August 2026

Venue: Secret Harbour Surf Life Saving Club



12. WEBMASTERS REPORT (Gary Mayes)

- Gary has responded back to 4x website queries.
- Meta data still not linked to website. Action as per previous business.

Business for the Webmaster

- No business for the webmaster.

13. TRIP COORDINATORS REPORT (Steven Power)

- 5th September. Swan Valley Day Out.
Trip Leader. Pauline Jones. Maximum of 7x vehicles.
- 13th September 2026. Moondyne Track
Trip Leader. Aaron Crane
- 18th to 20th September. Hoddyswell Archery Park.
Trip Leader: Ray Warry
- 9th to 11th October. Mandurah Boat, Caravan, 4WD & Caravan Show.
Trip Leader: Gary Mayes
- 17th October. Piggery Road Day Trip.
Trip Leader: Steven Power
- Saturday 14th November. Mundaring Powerlines Night Trip.
Trip Leader: Gary Mayes
- Saturday 5th December. Buffalo Beach to Dawesville.
Trip Leader. Ray Warry
- 22nd to 26th January 2027. Australia Day Long Weekend. Kalgan River
Trip Leader: Steven Power

Business for the Trip Coordinator

- Gary mentioned that he received communication from Secret Harbour Surf Lifesaving Club to say that they do not have any events assigned to them this Summer.

14. GENERAL BUSINESS

- Gary mentioned about Whiteman Park for the Peel 4x4 Club Christmas Party. 13th December. Club provides meat, bread, etc... Everyone brings something to share – doesn't have to be big. Everyone in attendance was happy with this. Gary to check out the park for a suitable spot. **ACTION: Gary**
- Gary discussed the 2027 Trip Planning Meeting, particularly about having it again at the PK Tavern. Everyone in attendance agreed this worked well. Will look at Sunday 10th January. Gary to follow up. **ACTION: Gary**



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 26th August 2026

Venue: Secret Harbour Surf Life Saving Club



NEXT GENERAL MEETING: Wednesday 23rd September 2026. Secret Harbour Surf Lifesaving Club.

Doors open at 7:00pm. Meeting starts at 7:30pm

NEXT COMMITTEE MEETING: Wednesday 14th October. Hosted by Brian Tanner

NEXT DELEGATES MEETING: Monday 16th November

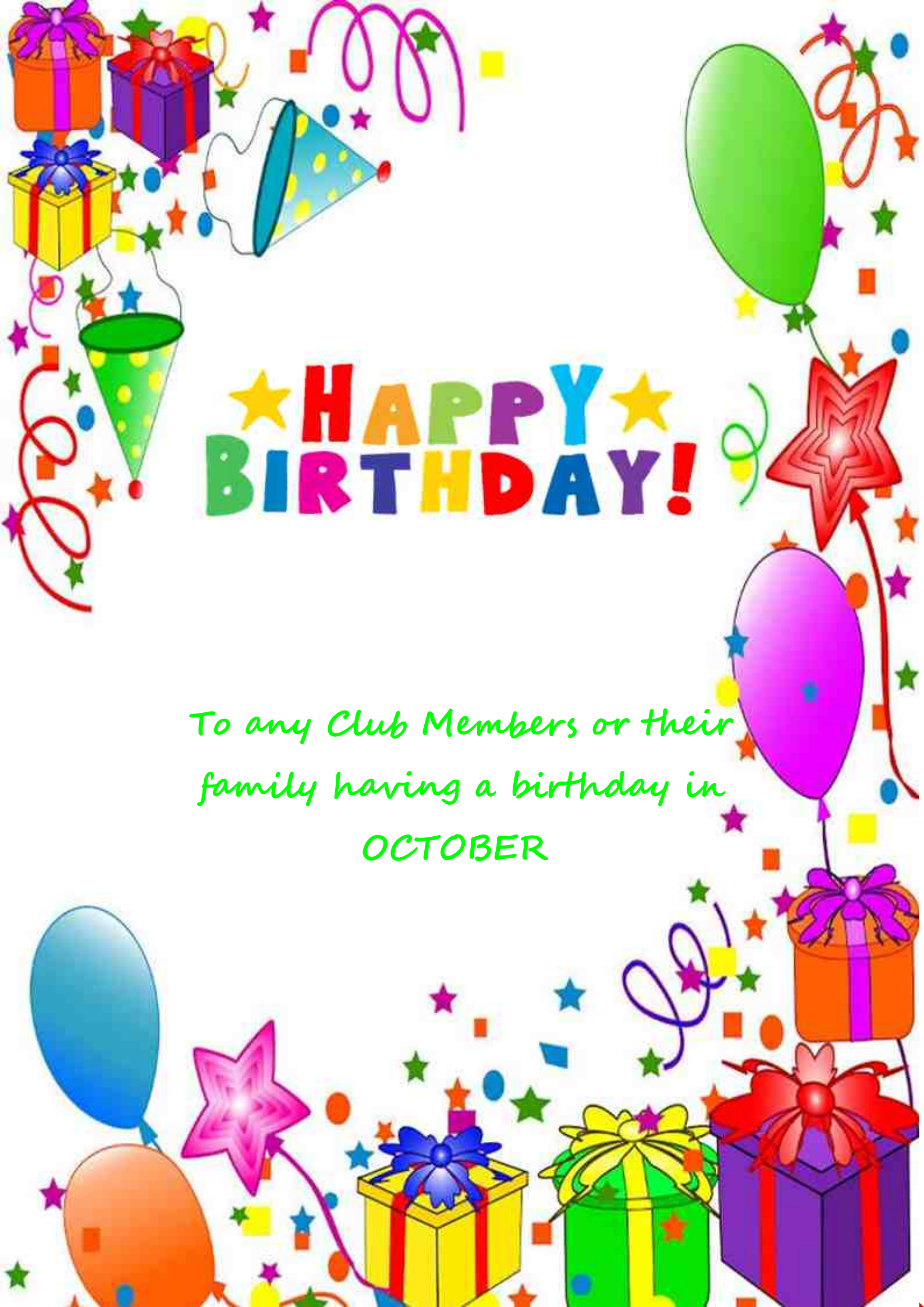
Meeting closed at: 8:38pm

The minutes from this meeting have been verified as true & correct.

Gary Mayes

Peel 4x4 Club Chairperson

Date: 15/09/2026



HAPPY BIRTHDAY!

*To any Club Members or their
family having a birthday in
OCTOBER*



4WD Safety Advice – What You Need to Know

Aaron Schubert / 16th January 2018

If you've been lucky enough to explore some of Australia by 4WD, you'd know that the improved access is truly phenomenal. Instead of being locked to the bitumen roads, you can explore the roads less traveled.

However, the roads less traveled require a little preparation. In this post, I'd like to cover 5 things that you should do, understand or have with you to make your travels as safe as possible. You may not need to do all of this – a trip to the local 4WD beach is vastly different to crossing the Simpson Desert! Safety is not always obvious, and things can go horribly wrong if you aren't aware and prepared. We want you to come home with memories that you'll smile and laugh about for years to come. It's the simple things that make a big difference.



Water crossings on the Holland track.

1. Communications

Being able to communicate with others while you are away is imperative. The most basic communication is to leave a plan with someone who isn't coming on the trip. That way, if something does go wrong they can alert the appropriate people. Everyone should do this.

UHF Radio

Beyond that, mobile phones are fantastic for the more populated areas, and then you need to look at other methods. A UHF radio is an absolute must – with a cheap handheld sufficing for local trips and a hardwired and mounted radio and antenna being the ideal setup for bigger trips.



A quality UHF radio is a must for communicating.



Satellite phones, messengers, and EPIRBs

If you are heading really remote, a satellite phone is worth its weight in gold. You can hire them, or get cases to turn your mobile phone's capabilities up, or buy one on a plan (or outright). There are some other very nifty items on the market, like the SPOT3 Messenger, which allows people to track your location via GPS, and for you to send pre-programmed messages saying things are fine, or that you need assistance.

An EPIRB is another very viable option. HF radios are still very popular, but extremely expensive and bulky so many people are moving over to satellite phones instead.



If you get bogged, you need to know how to get out safely.

2. Knowledge and training

Heading away on a 4WD trip without basic knowledge is a recipe for disaster. People who end up in trouble often do so through a lack of basic understanding. When you see those in trouble on the news, it's often tourists who don't know what to do when things go wrong.

If you break down, stay with your vehicle. As much as it may be tempting to walk away and seek help, you will reduce your chance of survival drastically.

Know how to engage 4WD in both high range and low range. This includes locking the hubs, and what speeds it can be done at. Check your vehicle's manual for more detail.

Having an understanding of 4WD recoveries with hands-on practice is not optional. Tyre pressures, snatch straps, winches, traction boards and rated recovery points are extremely important areas of knowledge.

If you are unsure, do a 4WD training course. There have been more than a few people killed in Australia from 4WD recoveries gone wrong. I'll cover this in more detail further on.



You should know the limits of your vehicle, for example, the speed to drive on gravel roads.



Know the limits of your vehicle

It's important to know your vehicle – what it can carry, its limitations and fuel range. The more you know about your vehicle the better equipped you are. You should know how to do basic mechanical checks on your 4WD. For example, things like checking the engine oil, transmission oil, coolant level, air filter, brake fluid, power steering fluid, looking for leaks and examining bolts, hoses, belts and electrical connections. These simple checks can be explained to you by your local mechanic in just a few minutes.

Having first aid training is extremely important too. Would you be comfortable in managing the situation if you got bitten by a snake or had a broken bone?

Knowing how to drive to the conditions is imperative too. Don't drive too quickly, adjust your tyre pressures to suit the terrain and enjoy the views – it's not a race!



A 12V compressor is a must.

3. Invaluable gear on board

Having the right gear on board will make a huge difference if things go wrong.

Fire extinguisher

A fire extinguisher is a worthy addition to any 4WD, secured correctly in a place that is easily accessible. These will not put out huge fires, but they might just save your vehicle if you have an electrical fire, or if grass catches fire under the vehicle.

Cargo barrier

If you have a wagon, a cargo barrier should be an absolute must for 4WD trips. These stop gear coming forward onto occupants in the event of an accident. Even lightweight gear can do serious damage to occupants, let alone what most of us carry in our 4WD's!



Keep spare fluids and repair gear in the back of your 4WD.



Tyre repair kit

A tyre repair kit is a fantastic tool to have in the back of your 4WD. You can get them from most auto shops for under \$50, and they might just save your bacon. A lot of punctures are just small holes from sticks, screws or rocks. A plug or two can easily allow you to get home, instead of being stuck on the side of the road.

Water

Take plenty of water. This is one thing you cannot live without. The warmer it is, the more water you'll need. You'll want at least 2 litres of drinking water per person, per day, with a bit extra should something go wrong.

Sand flags

Sand flags are hugely important (and a legal requirement for some tracks). Accidents happen regularly on sandy tracks and in dunes because by the time you see another vehicle it's too late. A sand flag allows for early notification and gives both parties much more time to react.



Having tools and spare parts mean you can get yourself out of a pickle.

Basics to have

Some basic tools are extremely important, along with basic fix-it items like duct tape, cable ties, electrical wire, glue, fencing wire and spare nuts/bolts. If you're going remote, it's a great idea to take a spare set of drive belts and radiator hoses!

4. Is your 4WD in good condition?

Before you head away, you should be confident that your 4WD is in good condition. If you aren't able to determine that for yourself, get your vehicle looked at by a mechanic. Make sure the servicing is up to date, and that any niggly problems are fixed before you head off.

4WD's are subject to hard work when driven off-road. If you don't maintain your vehicle then you'll have problems. Whether it's your tyres, cooling system, electrical setup or suspension, a 4WD has a lot of things that work together.

When off-road, a lot of the components get worked harder than they would on the bitumen, and as a result are more likely to cause issues if things are not well cared for. Your cooling system, for example, gets pushed extremely hard when on a soft beach. Any imperfections will quickly be identified via your temperature gauge!



Get a mechanic to check your vehicle before your trip.

5. Stay safe with 4WD recoveries

One of the most dangerous parts of 4WDing is recoveries. I want to dedicate a portion of this article to ensure that 4WD recoveries are done safely. As I mentioned earlier, there have been a number of people killed in Australia from 4WD recoveries that have gone horribly wrong.

4WD's get bogged all the time – it's a part of the game. I want to stress the utmost importance in considering how you get them moving again. There is no mandate for training in 4WD recoveries, which results in people taking huge risks without understanding the potential consequences.

When a 4WD gets bogged, it can take several tonnes of force to pull it out. If something breaks during this process, the results can be terrifying. Think pieces of metal flying at over 300km/h



Recoveries are extremely dangerous. Take all the safety precautions necessary.

What to use for recoveries

Always use a winch dampener (or a towel, or jumper) over snatch strap and winch recoveries. This way, if something does break, the dampener will slow it down quickly. Never pull a vehicle out using a hook, loop or shackle that does not have a WLL stamped on it.

4WD recoveries should not be allowed to happen with bystanders inside the exclusion zone. This is a circle of at least 1.5 x the length of your snatch strap or winch rope. If people are standing close to the action, ask them to move out the way!

Towballs are not for recovering off, ever! Equipment used in 4WD recoveries should be clean and in good condition. Snatch straps should not be used with huge run-ups. If a vehicle is bogged, use a shovel for a couple of minutes to dig around the tyres, and under the chassis.

You should never use shackles to join straps together. If you have access to two recovery points, use a bridal strap between the two to spread the load. Don't join straps to a chain.



Some of the recovery gear that you'll need to bring on your trip.

Stay safe out there!

More and more people are purchasing 4WD's, and loving the amazing change in lifestyle – nothing compares. Australia is one of the best places in the world to explore by 4WD. Next time you head out, take the time to think about what you'll need, get prepared and stay safe out there!



THE MANDURAH BOAT CARAVAN 4WD & CAMPING SHOW

The Mandurah Boat, Caravan, 4WD & Camping Show presents new release boats, caravans, camper trailers, 4WD vehicles and accessories, camping equipment with demonstrations and displays of the latest products and services in a large scale exhibition of the best the industry has on offer.

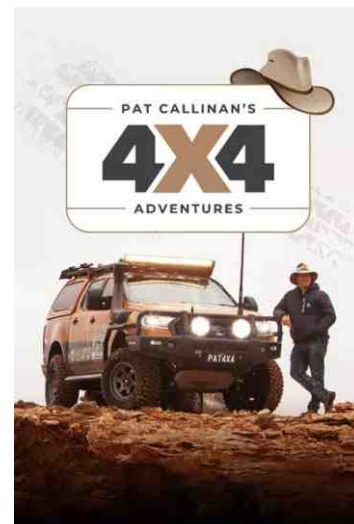
Through the valued support of the City of Mandurah, the Mandurah Show is a large scale annual trade show event held in mid October, providing interest for families through to adventure enthusiasts. Rushton Park is an expansive venue with quality amenities, with close proximity to the Mandurah Train Station – with parking and a dedicated complimentary shuttle bus service for patrons – to the show gates and return.

Take this opportunity to experience WA's premier leisure lifestyle showcase, compare quality brands, research the latest products and enjoy show special pricing with the fun of a vibrant carnival atmosphere for all the family to enjoy.



ADVICE

Spun vs Cast – Which camp oven is right for you



Being able to cook in a camp oven is a right of passage for any semi-serious tourer or four-wheel driver. Sure, snags and veggies on the gas cooker is perhaps a simpler option, but you won't get the same reaction from the troops as you do with a four-hour slow-cooked camp roast. Choosing the right weapon for this roast has gotten a little more involved with spun steel camp ovens really starting to take off, moving away from the standard cast iron camp oven option. We thought it time to have a look at both options of camp ovens, and give you the pros and cons of each, to make sure you get the best oven for you.



The Cast Iron Camp Oven

The cast iron camp oven is no new thing. They were initially developed by the Dutch in the 17th century, and were affectionately known as 'Dutch Ovens'. They are, as the name suggests, made from cast iron, and are a rather solid unit. They offer excellent heat retention due to their construction and wall thickness on the oven and distribute the heat over the entire oven reasonably well. If you look after them, they will last you a lifetime, so long as you clean them after use, and then keep them seasoned with a bit of oil to stop them rusting.



PROS

- Exceptional heat retention; perfect for slow cooking
- Even heat distribution – easier to get the ‘oven’ effect from them and a touch easier to cook with for first-timers chasing the traditional camp-oven roast.
- Longevity – look after your oven, they’ll look after you.

CONS

- They’re a heavy bit of kit for what they are.
- If they do begin to rust, it’s hard to bring them back to a usable state.
- They’re brittle. If you drop one of these, there’s a good chance it will crack which renders it just about useless



The Spun Steel Camp Oven

The spun steel camp oven, more affectionately known as the Bedourie Oven is an Australian adaption of the cast iron camp oven. Originally, the drovers working on Bedourie Station in western Queensland worked out that the cast iron camp ovens they were using would break if they fell from their pack horses once they made camp. A mild steel camp oven was created in response to the breakages of the cast iron options they were using. The spun steel ovens are lighter, stronger, and less brittle than their cast iron counterparts, and will not crack or break if dropped.

That said, they are much thinner than the cast iron option, and so don’t retain heat as well, or offer as even heat distribution. When cooking with them, extra care must be taken to keep an eye on the amount of coals added to the base, and more coals should be added to the top of the oven, to have the heat dissipate downwards as a traditional oven would.

PROS

- Lightweight – they’re usually a third of the weight of a cast iron camp oven
- Much more robust than their cast iron counterpart
- They heat up and begin cooking much quicker; so can be used open on a fire as a skillet/frying pan.
- Can be used easily on coals or a gas cooktop.

CONS

- They do not retain the heat as well as cast iron, so more care is needed when cooking.
- Much harder to get a solid slow-cooked roast from – more practice needed to get your roasts spot on.



Caring for your camp oven

Seasoning your camp oven should be the first thing you'll do with your new cast iron or spun steel camp oven. You can do this at home before the first adventure of into the great beyond on your barbeque. Before you do anything, give the entire camp oven a thorough wash down with mild soapy water, to get any manufacturing oil or residue out.

You'll need to lightly oil the entire camp oven, including the lid, pot, and handle. If you can, use a high-smoke point oil, like canola oil, or sunflower oil. They won't smoke as badly when you're seasoning the new oven, and so don't burn off as quickly. Plus it won't upset the neighbours too bad!

Once you've lightly oiled the pot, get the barbeque going, and run it up to high heat with the lid closed.



For a cast iron camp oven:

Then you'll want to add the camp oven, with the lid and pot separated, and with the pot upside down. Let it run on med-high heat for about 30-40 minutes, then turn the barbeque off and let it cool down naturally. Leaving the lid on the barbeque closed will slow the cooling process, which will negate any chance of the cast iron cracking, especially in the cooler months.

For a spun steel camp oven:

Similar process as to the cast iron oven, however, you can leave the lid on the camp oven, and you should only need to run the barbeque for around 10-15 minutes. This is due to the spun steel oven being thinner, and absorbing the heat a lot quicker. As with the cast iron oven, allow it to cool slowly, and that will have you just about done.

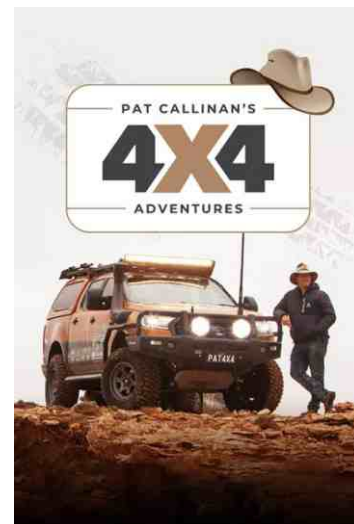
Once your camp oven has cooled down, enough to touch, you'll want to lightly oil the oven, both inside and out, to stop it from rusting until your next cook up.

After every use, you'll want to ensure the camp oven has a slight oil film over the entire oven, especially so if you've needed to scrub it clean.

And there you have the ins and outs of the cast and spun camp oven.



DIFFERENTIAL LOCKS



Differential locks or diff-locks can improve a vehicle's off-road capability and minimise the chances of driveline damage off-road. Let's take a look at what they are, how they work, if they're fitted to your rig and when to use them.

These days all modern four-wheel drives come standard with electronic traction control (ETC), and many ETC systems are backed up by the fitment of a factory rear differential lock.

Understanding how these different yet complementary systems work, and how and when to use them, can greatly improve the off-road capability of both you and your vehicle.

Differential locks have been around much longer than ETC, but before we get into what they are and how they operate we need to understand the function of a vehicle's differentials.

Vehicles with part-time 4X4 systems have differentials on the front and rear axles. The function of these differentials is to allow the opposing wheels across the front and rear axles to rotate at different speeds when the vehicle is driven around corners. This is necessary because the outside wheels take a wider arc and therefore need to turn more – and faster – than the inside wheels as they have further to travel.





Open differentials

The most straightforward differential type is the open diff, which allows for free differential action across an axle by distributing power to the wheel with the least resistance – when cornering on road this is the outside wheel. This is great for driving on hard road surfaces but not so great when driving off-road.

If you're driving off-road along an undulating track, for example, and one of your wheels lifts off the ground, an open differential will distribute all the power to the wheel with the least resistance (the one off the ground) and none of the power to the wheel with the most resistance (the one on the ground). The result? The wheel in the air will spin freely (and uselessly) while the wheel on the ground will not get the power it needs to drive the vehicle forwards or backwards.

With open diffs, if you have one front wheel in the air and one rear wheel in the air, you won't be going anywhere fast. Of course, if you apply some brake pressure, the wheels in the air will gain more resistance and the open diff will distribute some power to the wheels on the ground resulting in (hopefully) forward or backwards momentum. This is essentially how ETC works, but we'll get to a bit later...

Limited-slip differentials

Many vehicles are equipped with a limited-slip differential (LSD), usually on the rear axle, and, as its name suggests, this kind of diff is designed to send at least a limited amount of power to the wheel with the most amount of resistance.

An LSD works on the road as it still provides limited differential action when required for cornering. It also provides some off-road benefits. In the off-road driving example mentioned previously, where one wheel across an axle is in the air and the other is on the ground, an LSD should distribute enough power to the wheel on the ground to provide continued forward or backward momentum.



It should be noted, however, that some LSDs work better than others and, in more extreme off-road situations, a limited-slip diff will not always distribute enough power to the wheel with grip in order for a vehicle to maintain momentum.

Differential locks

The only way to ensure both wheels across the axle receive equal power, regardless if one wheel is on the ground and the other is in the air, is by locking the differential.

Of course, locking the differential means there is no longer any differential action, which does not allow for the required wheel speed differences when cornering on the road, so locking differentials need to be in an unlocked state when driving on the road.

The differential should only be locked when required off-road. There are various locking differentials on the market that operate in different ways, but they all essentially have a



mechanism inside the differential housing that locks up the diff, preventing differential action. Some diff locks operate automatically while others are activated manually via a switch. Auto-locking diffs include the Detroit Locker, the 4WD Systems Lokka and some OE lockers such as those used on Land Rovers, while there are a number of manually locking diffs that are either engaged electronically (such as most OE diff locks, as well as the Harrop Eaton ELocker) or via compressed air (such as the ARB Air Locker and the TJM Pro Locker).

What about Electronic Traction Control?

The perfect electronic traction control (ETC) system would mimic the effects of an auto-locking differential, allowing full open differential action on the road and no differential action in off-road situations where a vehicle has wheels in the air. But there is no perfect ETC, which is why many vehicles also come standard with at least a mechanically locking differential on the rear axle.

In off-road situations, if ETC detects wheelspin via the vehicle's ABS sensors, it applies brake pressure to the spinning wheels which in turn causes the differential to distribute power to the non-spinning wheels (those with grip). As mentioned previously, the driver of a vehicle with open diffs and no ETC can apply brake pressure manually to achieve a similar result, but ETC is more effective as it is able to brake the individual wheel.

Despite the fact modern 4X4 wagons and utes are equipped with ETC, this electronic traction aid is not as effective at arresting unwanted wheel spin as a locking differential, which is why many 4X4s will offer both ETC and a locking rear diff.



Is your vehicle equipped with a factory rear diff lock?

If you're not sure whether your vehicle is equipped with a factory rear diff lock, you really should try to find out. Have a look in the owner's manual, or have a look around the centre console and of the dash for a switch labeled 'rear diff lock' or with a diagram depicting the rear diff with an 'x' through it.

Hit the diff lock switch and there should be a light or message somewhere on the instrument binnacle to tell you that the rear diff lock is engaged.

A rear diff lock is not to be confused with the centre diff lock that some full-time 4X4 vehicles have. When engaged, a centre diff lock ensures even distribution of power between front and axles rather than across the rear axle. When disengaged, a centre diff lock allows for differential action between the front and rear axles, which is important on the road to allow for different wheel speeds front and rear.



When should you use a rear differential lock?

We'll start off by pointing out that you should not use your rear diff lock on a sealed high-grip surface, especially if you're trying to negotiate a tight turn where you'll need differential action. If the rear diff is locked when cornering on the road, the inside wheel will break traction because it will turn at the same speed as the outside wheel, and this will affect vehicle handling.

For off-road use engaging the rear diff lock before you need it is the best option, such as when you predict one of the rear wheels might lose traction due to undulating terrain, large rocks or driving through mud. This will ensure both rear wheels will receive equal drive no matter how much (or how little) grip they have.

For vehicles equipped with an effective ETC, you may never feel the need to engage the rear diff lock in your off-road travels, but remember, ETC works by braking individual wheels, so extended reliance on ETC alone can result in overheating the brakes. For long off-road stints where traction is minimal and you can hear the ETC working hard (trust me, you'll hear it), you should engage the rear diff lock.



Also bear in mind that not all ETC systems are equal, and they also interact in different ways with their respective OE rear diff locks depending on vehicle make and model. For example, on some vehicles (such as Toyota HiLux and Isuzu D-MAX), engaging the rear diff lock will disengage the ETC on the front axle, and in some off-road scenarios this can actually reduce off-road capability as there is no way of arresting front wheel spin should a front wheel lift off the ground, other than by manually applying some braking pressure.



On other vehicles (such as Ford Ranger and Volkswagen Amarok), ETC remains active on the front axle even when the rear diff lock is engaged, so locking the rear diff will improve off-road capability.

All locked up

On some vehicles, such as the full-time 4X4 Mercedes-Benz G-Wagen, OE diff locks are fitted in the front, centre and rear axles. This setup is the Holy Grail of traction aids because when all three diffs are locked, there is equal drive to all four wheels; even if three wheels are in the air, the wheel still on the ground will get the drive. This is also the case with part-time 4X4s such as various Toyota LandCruiser 70 Series models that have front and rear diff locks, as there is no centre differential.



If your vehicle is not equipped with factory diff locks, there are plenty of aftermarket options on the market. And even if you have a factory rear diff lock, you can still improve off-road capability significantly by fitting an aftermarket front diff lock.

Oh, and having front and rear diff locks isn't only about improved off-road capability; having lockers allows you to drive over many off-road obstacles with less right boot, minimising stress on driveline components and lessening the chance of breakages.



Blurred is a Perth based male streetwear clothing line. Established in 2021 by lifelong friends Keegan Power & Connor White. We were inspired to create a streetwear line while contributing and giving back to the community. Our vision is to create quality streetwear with our own unique niche, designs and ideas. Blurred's aim is to bring awareness to mental health; concussion and the effects it leaves its victims with. Blurred's name was inspired by the personal struggles Co-owner Keegan Power.

Keegan was diagnosed with post-concussion syndrome in March 2020, from a build of head knocks. He struggled with many symptoms but most of all vertigo and pro-longed headaches. Unfortunately, he was forced to stop work, football, social outings, and most of all his quality of life was diminished. The vertigo was so severe it stopped him from doing basic day to day tasks. This has been detrimental to his mental health and general wellbeing.

Through this tough time Keegan was able to kick start his recovery through the help of his family and mates. 'Mates Helping Mates' is the foundation of our company and something we truly believe in as our core value. We at Blurred believe mateship is a big part of life and the ability to rely on your mates in a time of need is so important and should not be underestimated.

While Keegan was struggling he was lucky enough to reach out to others who were going through similar situations, he came across an organisation called @inbetweentheears who creates awareness about concussion. @inbetweentheears provides support and guidance on how to best recover from a concussion. They were a major aid in Keegan's recovery, like @inbetweentheears we are invested in spreading the awareness around post concussion and hope to aid and inspire as many people as possible.

We are a passionate team that takes pride and joy in both creating our clothes and spreading awareness. We value each individual customer, and we hope to have your support during this exciting time. – Connor & Keegan





BBQ CAPE GRIM SCOTCH FILLET WITH SPINACH & RED WINE JUS

- 4** 250g Cape Grim scotch fillet
- 600ml** Beef jus
- 1** Garlic clove, chopped
- 3** Sprigs thyme
- 1** Red onion, finely sliced
- ½** Bottle red wine
- 50g** Butter
- 100g** Baby spinach
- Olive oil
- Sea salt and fresh ground black pepper

Pre heat BBQ until hot registers on the hood indicator (hood down).

For the sauce, heat a pot to medium on your wok burner and add oil, sliced onions, garlic and thyme, sauté with no colour until onion are soft, add red wine and reduce to 1/3. Add the beef jus, reduce by half. Set aside.

Oil and season steak with salt and pepper and turn the BBQ heat down to ½.

Place steak on grill and let sear for approximately 2 minutes.

Turn steak with raw side still facing up to achieve crisscross char grill lines and wait for tiny drops of blood to form on the surface (this is for medium rare), then turn over.

Cook steak on the second side for about ½ the cooking time of the first side the once cooked, place steak on resting plate.

Wilted spinach: Lace a tray on the BBQ with a small amount of water, add spinach and warm through gently, season with sea salt and cracked black pepper, drain excess water.

Finish sauce by bringing back to the boil and whisking in cubed room temperature butter.

To serve – Place wilted baby spinach leaves onto the centre of your plate, top with your steak and drizzle with sauce. BBQ Cape Grim Scotch Fillet with Spinach & Red Wine Jus.

SERVES 4

BBQ BAKED CHOCOLATE LAVA PUDDING

4 Eggs
4 Egg yolks
180g Butter
250g Chocolate
250g Castor sugar
90g Flour

Heat the BBQ to Hot for 10 minutes then turn middle burner off.

Melt butter and chocolate over bain-marie (in bowl over the saucepan full of water).

Cream egg yolks and sugar with a whisk (or food processor) till light.

Fold chocolate mix into egg mix. (Be sure that the chocolate mix is not too hot, it might cook the eggs).

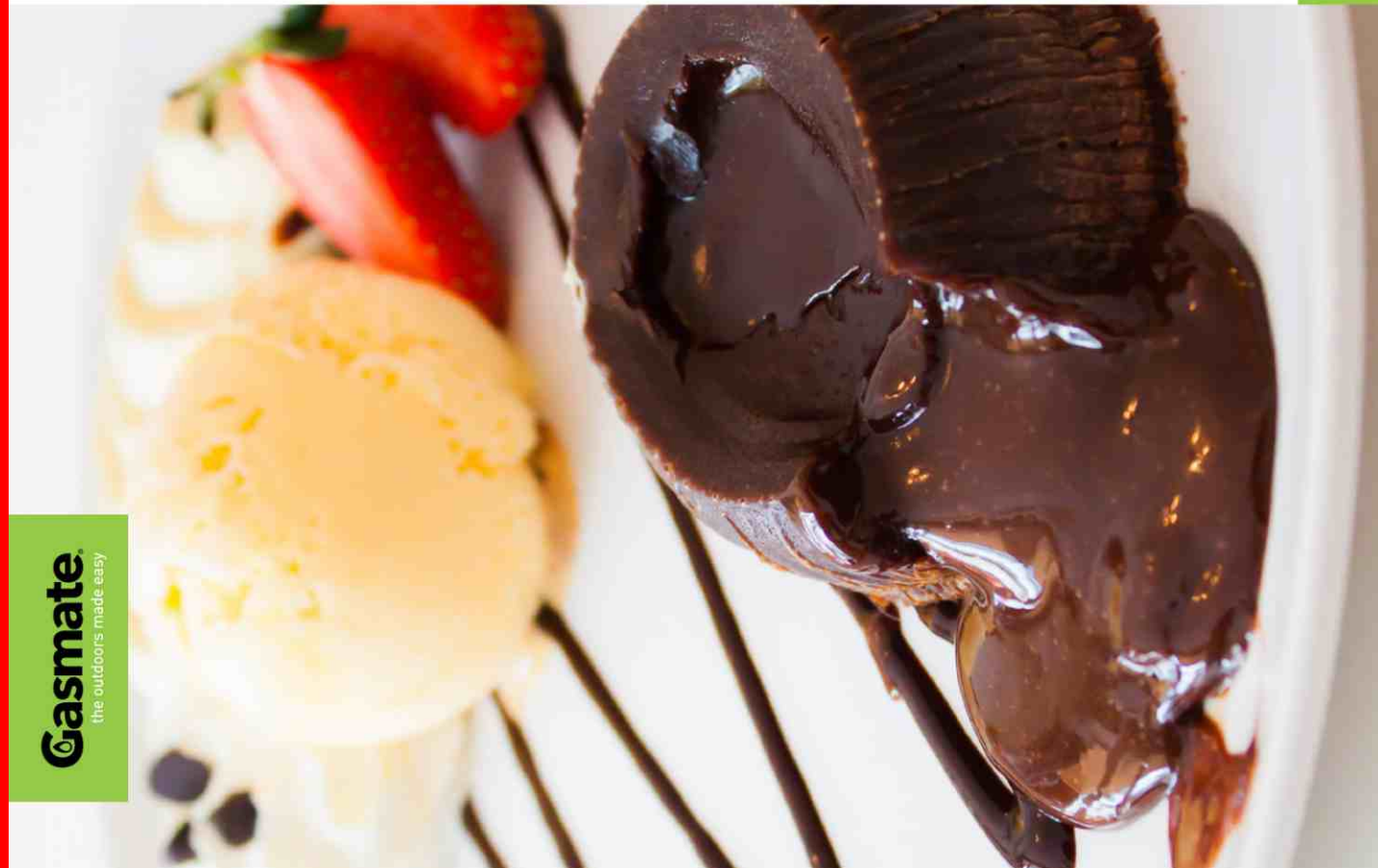
Fold sifted flour into mix.

To Cook – Pour your mixture into a muffin tray lined with paper cups.

Place the tray into the centre of your BBQ. Bake for 9 minutes and be sure to serve runny. If it looks undercooked – it's probably ready. The side should hold up but the middle is as the name suggests – lava.

Serve together on a plate with your favourite ice cream or double cream.

SERVES 15





MEXICAN GRILLED CHICKEN BURGERS WITH CORN SALSA & LIME AIOLI

- 2** Chicken breasts, butterflied in half
- ¼** Tsp ground chili
- ¼** Tsp ground coriander
- ½** Tsp ground cumin
- ½** Tsp dried oregano
- 1** Tsp minced garlic
- 1** Large corn cob
- 1** Tomato, quartered, deseeded and diced
- ¼** Red onion, finely diced
- ½** Cup coriander leaves
- 100g** Rocket leaves
- 1** Large avocado, peeled and mashed
- 2** Limes
- 1** Cup classic aioli
- 8** Small artisan bread rolls
- Olive oil
- Sea salt and fresh ground black pepper

Combine ground chili, coriander, cumin, oregano and garlic in a bowl and add a splash of olive oil.

Add the butterflied chicken fillets and leave to marinate for 20 minutes.

Preheat BBQ grill on high and grill chicken on each side until cooked through. Remove from heat and onto a plate.

Season with salt and pepper and juice of ½ a lime. Chop into smaller pieces.

BBQ the corn cob on all sides until partially charred. Remove from grill and cut the kernels off the cob.

In a small bowl, combine corn with diced tomato, red onion and coriander leaves. Season with salt and pepper and a splash of olive oil.

In a small bowl combine the aioli with juice of ½ lime.

Layer each bread roll with mashed avocado, rocket leaves, grilled chicken, corn salsa and lime aioli.

SERVES 4

Preparation: 30 minutes Cooking: 20 minutes

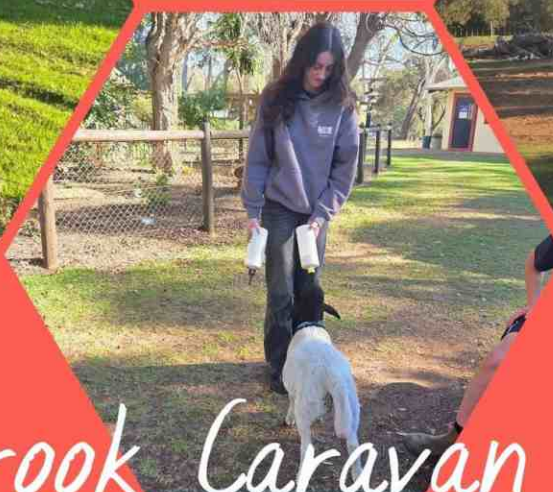
the outdoors made easy

Willowbrook Farm Caravan Park

1679 Gingin Brook Rd, Neergabby WA 6503

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(08) 9575 7566



Willow Brook Caravan Park



The swan valley social outing
Saturday the 5th of September 2026

trip leaders

Greg and Pauline Jones.

The day started with everyone meeting at St Brigids Primary School carpark Toodyay Rd, Middle Swan where Greg and Pauline marked our attendance and went through the convoy procedures.

Pauline handed out showbags containing 4 different flavours of Mondo nougat treats, a detailed itinerary, brochures of the places we were visiting and a highlighted map of the roads that we were taking to the various venues we were visiting throughout the Swan Valley.

We headed north turning right onto the Great Northern Hwy Steve & Karen offered to be "Charlie" Traffic wasn't too bad for that road; we all took care turning making sure we did it safely.

First stop Whistlers Chocolates, Free tasting was on offer, who could resist, so we all lined up.....YUM! There was a number of huge, hand-crafted chocolate sculptures displayed in the store, just magnificent, how do they do it! Philip took some great photos of them. There were also rows and rows of delectable creations challenging us to take them home, which we did 😊 so much for the waistline! They had a café and lots of craft & gift items just in case you weren't into chocolates.

We all piled into our cars off to the next port of call along the Great Northern Hwy.

Mondo Nougat & Morish Nuts: - Owned and run by the Romeo family, it's an Italian nougat factory and shop with a casual café layout offering homemade biscotti, gelato & cakes. This was our morning tea spot, where we all sat and enjoyed our cakes, biscuits & nougat, Morish Nuts were right next door with an entry point from within Mondo Nougat café, Pauline gave us a talk about the history of these two venues which was very interesting. If you're into nougat keep an eye out as they are going to have nougat making classes in the future so, get in quick cause they sell out.

When we arrived at Mondo Nougat there was a guy sitting in his car, I didn't think too much about it until we came out of Mondo, he was still sitting in his car, he must have been there for over an hour, then I noticed he was charging his EV, hahaha!

Next stop

Windy Creek Winery: - Tony Cobanov is the current winemaker. The winery has been in his family since 1937. His wife's knowledge about the wines was next level, we tasted 6 Whites & 6 Reds and 1 Fortified. Steve Hong had to wait till the Reds & Whites were tasted before he could get his hands on the fortifies hahaha,
Not happy to try one fortified he paid to taste an extra 2, he wasn't disappointed and came away a happy Chappy with his purchases. Everyone picked up a good selection not only of wines but Jams and wine glasses.

Onto our next winery



Twin Hills Winery: - Owned and operated by the Kraljevich family for over 70yrs. This winery sells Port by the gallon, which we took as a personal challenge, add cheese, olives and spiced jam, and suddenly a few rosy cheeks appeared. Names have been withheld to protect the innocent and guilty.

Where to next, Lunch at FUNK Trendy enough to impress.

Funk Brewery: - Their story didn't start in a boardroom or a laboratory; it started in the red dirt of their family's 3,300-acre farm north of Toodyay. Growing up around grain and cattle. In 2012 two brothers, a farm and a mission to make real cold pressed juice, always preservative free always cold pressed. At Funk the process is open for everyone to see. They press the fruit brew the batches and ferment every drop right there on site. The dream came full circle in 2025 after years of growing grain they , finally achieved a true "paddock to pint" reality, brewing with their own farm grown barley and wheat. Beer, Cider & real Fruit juice, Wow.

Entering the brewery Gary looked so wide eyed, like he'd just stumbled onto the Holy Grail of home brewing. Those big silver tanks were whispering, "Psst! we contain the secrets of the perfect IPA." and he's just one sip away from greatness. I must admit I've had first-hand experience of Gary's home brew, and I have to say it's not a bad drop; I think he has mastered the technique of home brewing.

We all sat down and ordered drinks and lunch, conversation flowed about the days outing and how well Pauline & Greg had organised a lovely day.

Philip brought his daughter and 2 grandchildren along for the day. What a lovely family, his daughter blended in well with all of us and the kids were so well behaved, I think they liked the attention we were all giving them, especially Grandpa Steve (the biggest kid of all).

After lunch we said our goodbyes to some who parted ways for home and others went onto the House of Honey, a family run business in Hern Hill Swan Valley, where a wide variety of honey was displayed throughout the shop. After a few more purchases we were ready for home ourselves. We thanked Pauline & Greg and hit the road for home.

Pauline had done her research about the attractions in the Swan Valley and interesting history points, like YAGAN's Memorial Park on the corner of the Great Northern Hwy and west Swan Rd Swan Valley.

Yagan was an Australian aboriginal warrior from the noongar tribe who played a key part in early indigenous Australian resistance to British settlement. Settlers removed Yagen's head to claim the bounty, later an official took it to London in England where it was exhibited as an "anthropological curiosity" A museum held the head in storage for more than a century before burying it with other remains in an unmarked grave in Liverpool England in 1964. In 1993 the burial site was identified, and the head was repatriated back to Australia. They finally buried it on July 2010 in a traditional noongar ceremony in the swan valley in WA Australia, 177 years after Yagen's death, all he wanted was to secure an equitable share for the land for his people. His head was buried somewhere in this park but was left unmarked for fear that people would dig it up and perhaps make money out of it.







TRIPPING OUT



SWAN VALLEY SOCIAL TRIP





TRIPPING OUT



SWAN VALLEY SOCIAL TRIP



Moondyne Track

Moondyne Track with Aaron and Tara

This trip turned out to be very popular with 15 cars arriving in time to enjoy a coffee at Gingers Roadhouse before the briefing. Many of the visitors that joined us were doing their second trip for membership so it looks like we will be welcoming a lot of new members very soon.

After all the paperwork was completed Aaron handed out the numbers, gave a trip briefing and called for volunteers for tail end and trip report before leading us out towards Bullsbrook and the start of a scenic drive through farmland to the air down spot at the entrance to the National Park.

After airing down we started on the next leg of the trip through the National Park. The winding gravel road was a bit worse for wear with lots of potholes and washouts to keep us awake, with a few largish puddles to make the mud lovers happy, one of which was deeper than the rest. This took convoy car #2 by surprise after going for the middle line through it and required a little help to get out (OK more than a little help). Phillip was quick in volunteering to wade in over knee deep while I was getting some recovery gear sorted to pull them out backward. While wallowing in the mud, Phillip found a large rock behind the car that would make things difficult so it was decided to winch out forward instead. I think interesting recoveries may become a family tradition. We will have to see on future trips ☺

The lunch stop was at the top of Sapper Road where the road goes down to Sappers Camp and the river. Most of the club decided to go down but stopped short of crossing the river and when they all returned we carried on to the air up location, followed by those wishing to carry on having a pleasant drive to Toodyay museum. There was a little confusion as to which pub we were going to have a debrief at and some went to the REC pub and some to the Victoria Hotel.

In summary there were enough lumps and bumps to keep everyone happy but the sprays of wildflowers weren't so good with only a few spots that made us go wow and it appears we can look forward to some great people joining the club very soon.

Brisey



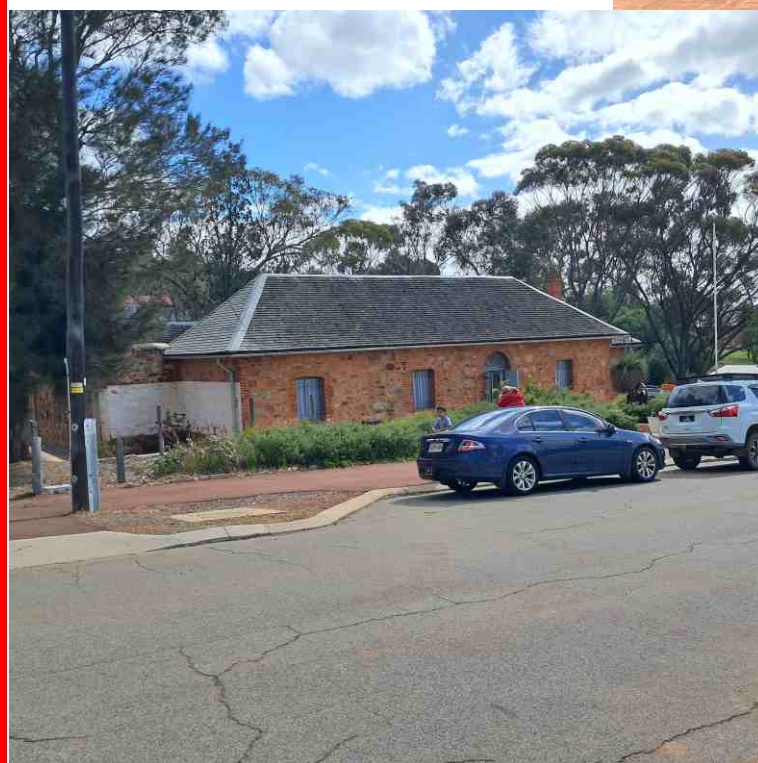




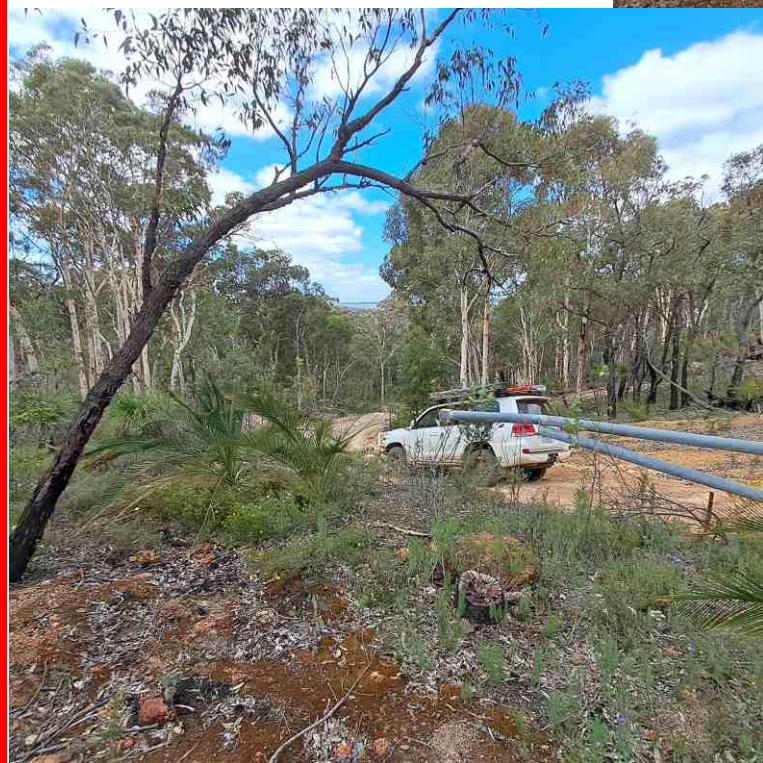
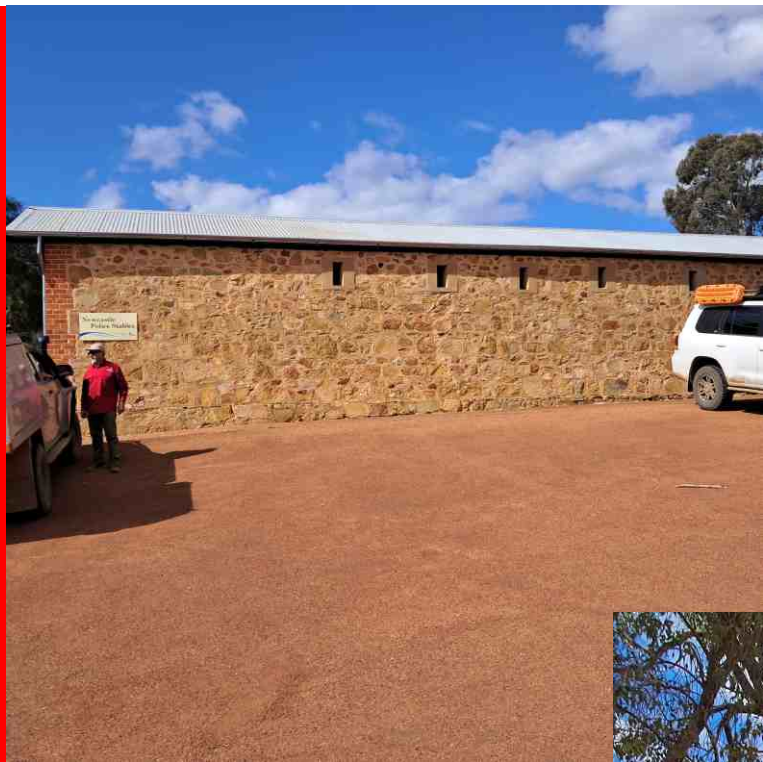




TRIPPING OUT

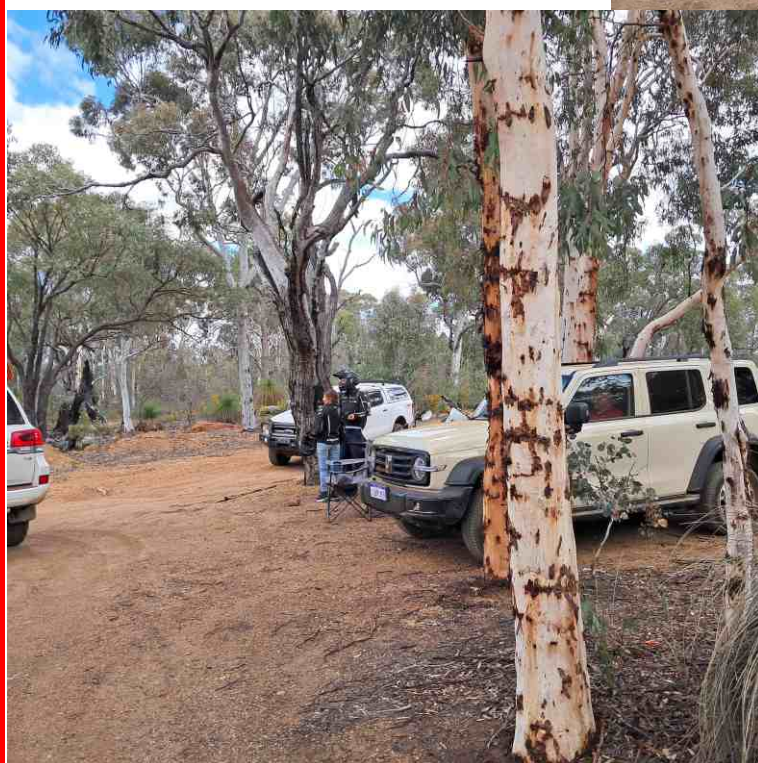


MOONDYNE TRIP





TRIPPING OUT



MOONDYNE TRIP







Rockingham

59 Dixon Road
Rockingham WA 6168





ADVANCED NOTICE
PEEL 4X4 CLUB
FINKE DESERT RACE AND OTHER ADVENTURES
04JUN – 04JUL 2027

The following is to provide you with plenty of notice of a proposed trip into the NT in June 2027. Duration of the trip is 1 month but as always you are free to depart (and maybe join) at any time.

The plan is to head to Alice Springs for the Finke Desert Race (11-14June) and then back home via some impressive places.

For the 2027 race I intend to stay in Alice Springs and take in the prologue, start and finish (I have previously been a spectator along the track). You are welcome to join me (will be in a caravan park for the duration) or camp out along the track and we rendezvous back in Alice Springs on the 15th to depart on the 16th Jun.

The return home trip will be finalised around the end of March 2027 but at this stage it is intended to include the Hanns Track from East to West.

As with any plan this far out it is likely to need to be changed/modified many times due to many things including weather and war (surely it must be over by then...or will there be another?).

The last few years in the NT during June and July has seen flooding and roads and areas closed for many days/weeks.

The trip home to Alice Springs is suitable for proper off-road caravans and trailers but return on the Hanns Track is not (though possibly trailers...maybe).

If considering doing the Hanns Track you will need sufficient fuel for 1600kms.

The longest time between being able to access food supplies is roughly 12 days...this is the return trip via the Hanns Track.

Have a think about it and if this is something you wish to undertake then please contact the club with your contact details. We will get back to you early February.

Mark Skeels
0429108389



Peel 4x4 Club – 2026 Calendar of Events



Sunday 8th February 2026

Surf Club Carnival.

Trip Leader: Gary Mayes

Friday 13th February 2026

Dwellingup Night Trip

Trip Leader: Dave Knudsen

Friday 6th March 2026

Wagin Woolarama.

Maybe stay overnight at the Dumbleyung Hotel. Dependant upon the weather.

Trip Leader: Mark Skeels

Sunday 8th March 2026

Mundaring Powerlines

Trip Leader: Gary Mayes

Sunday 15th March 2026

Museum of Pubs – Gidgegannup

Trip Leader: Ray Warry

Friday 20th March to Sunday 22nd March 2026.

Koorda Drive In - Saturday 21st March 2026

Travel to Koorda Friday afternoon (or when you like), return home on the Sunday.

Trip Leader: Mark Skeels

Friday 3rd April to Monday 6th April 2026

Black Point & Augusta

Trip Leader: Steven Power

Friday 10th April to Wednesday 15th April 2026

Lake King & surrounding areas

Trip Leader: Pete Dawes

Saturday 11th April 2026

Dwellingup Fenceline & Captain Fawcett Track [OR](#)

Captain Fawcett Track & Lennard Track

Trip Leader: Gary Mayes



Peel 4x4 Club – 2026 Calendar of Events



Tuesday 14th April 2026 to

Balladonia to Flinders Ranges. Couple of weeks trip. Maybe....

NOTE: Tailing off from Pete Dawes' Lake King trip

Trip Leader: Max Milbanke & Duane Buckenara

Sunday 26th April to Friday 2nd May

Norseman to Balladonia

Old Telegraph Track, depending on weather, is how we will be returning home.

Trip Leader: Mark Skeels

Sunday 3rd May 2026

Guilderton to Seabird

Trip Leader: Ray Warry

Saturday 16th May 2026 – Social Event

Trashy Temu Night @ the Powers

Trip Leader: Julie Power

Sunday 17th May 2026

Mornington Road

Trip Leader: Duane Buckenara

Thursday 28th May 2026 to Saturday 25th July

Finke Desert Race – 50th Anniversary

Great Central Road to arrive in Alice Springs on 3rd June.

Friday 5th June to Monday 8th June: Finke Desert Race – *Camp along the road 5th June to 7th June.*

Wednesday 10th June. *Depart for Maddigan & Hay River Tracks. Weather dependant – no towing.*

Thursday 18th June. Return to Alice Springs.

Sunday 21st June. Depart Alice Springs for Binns Track. *Weather dependant. No towing on the Northern bit.*

Saturday 11th July. Arrive at Timber Creek.

Saturday 25th July. Return Home. *To be confirmed upon arrival at Timber Creek.*

Trip Leader: Mark Skeels

Sunday 7th June 2026

Julimar Tracks

Trip Leader: Ray Warry

Friday 19th June to Sunday 21st June

Hoddy Well (Toodyay). Archery Park.

Trip Leader: Ray Warry



Peel 4x4 Club – 2026 Calendar of Events



Sunday 5th July 2026

Collie Fenceline Track

Trip Leader: Dave Knudsen

Saturday 25th July to Sunday 26th July

Peel 4x4 Club – Annual General Meeting

Trip Leader: Peel 4x4 Club Committee

Saturday 15th August 2026

Wilbinga Dunes

Trip Leader: Gary Mayes

Saturday 22nd August 2026

Koorda Drive-In

Trip Leader: Mark Skeels

Saturday 12th September to Saturday 19th September 2026

Koorda & Karrara Ranges

Weather dependant, but should be good for wildflowers. And maybe wildlife.

Trip Leader: Mark Skeels

Sunday 13th September 2026

Moondyne Track

Trip Leader: Aaron Crane

Friday 25th September to Monday 28th September 2026

Kings Birthday Long Weekend

3 Bears Track & surrounds

Trip Leader: Brian Tanner

Saturday 10th October to Thursday 15th October 2026

Kennedy Ranges Loop

Trip Leader: Duane Buckenara

Sunday 11th October to Saturday 31st October

Flinders Ranges; Drags at The Bends

A few days in the Flinders Ranges, then a few days at the drag races at the Tailem Bend Motorsport Circuit, then home.

Trip Leader: Mark Skeels



Peel 4x4 Club – 2026 Calendar of Events



Saturday 17th October 2026

Piggery Road Day Trip

Trip Leader: Steven Power

Saturday 14th November 2026

Mundaring Powerlines Track – Night Trip

Trip Leader: Gary Mayes

Sunday 22nd November 2026

Lancelin Dunes

Trip Leader: Dave Knudsen

Saturday 5th December 2026

Buffalo Beach to The Dawesville Cut

Trip Leader: Ray Warry

Sunday 13th December 2026

Peel 4x4 Club Christmas Party

Trip Leader: Peel 4x4 Club Committee

Thursday 31st December 2026

New Years at Beverley

Trip Leader: Steven Power

Trips TBA

Mexican Night

Trip Leader: Julie Power

Wilbinga Dunes; Sovereign Park

Trip Leader: Gary Mayes

Fremantle Prison

Trip Leader: Gary Mayes

Holland Track

Mentioned by Glenn French



Sunday TBA
Ferguson Valley to Gnomesville
Trip Leader: Duane Buckenara

Saturday 10th October to Thursday 15th
October 2026
Kennedy Ranges Loop
Trip Leader: Duane Buckenara

Sunday 11th October to Saturday 31st
October
Flinders Ranges; Drags at The Bends
Trip Leader: Mark Skeels

Saturday 17th October 2026
Piggery Road Day Trip
Trip Leader: Steven Power

Saturday 14th November 2026
Mundaring Powerlines Track – Night Trip
Trip Leader: Gary Mayes

Sunday 22nd November 2026
Lancelin Dunes
Trip Leader: Dave Knudsen

Saturday 5th December 2026
Buffalo Beach to The Dawesville Cut
Trip Leader: Ray Warry

Sunday 13th December 2026
Peel 4x4 Club Christmas Party
Trip Leader: Peel 4x4 Club Committee

Thursday 31st December 2026
New Years at Beverley
Trip Leader: Steven Power

Trips TBA

Mexican Night
Trip Leader: Julie Power

Wilbinga Dunes; Sovereign Park
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Holland Track
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