



JANUARY 2026

NEXT TRIPS

**Trip planning Meeting
Australia Day Weekend**

Battery replacement for older Hemas
Do you know how to read a map?
Three Bears track gates
Mounting your GPS
New safety section
Offroad driving guides
Camping recipes
Surf carnival trip report
Lenhard track trip report
Christmas party photos

**Next Meeting
January 11**

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CLUB CONTACT DETAILS
POST OFFICE BOX 8233
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Secretary: secretarypeel4x4club@outlook.com
Treasurer: peel4x4.treasurer@gmail.com
Magazine Email: peel4x4magazine@gmail.com

2025—2026 COMMITTEE

President Aaron Crane
Vice President Julie Power
Secretary Gary Mayes
Treasurer Dave Knudsen
Insurance Officer Julie Power
Environmental Officer Duane Buckenara
Trip Coordinator Steven Power
Magazine Editor Brian Tanner
Property Officer Jacob Yardley
Delegate Ray and Sharron Warry
Webmaster Gary Mayes

NEXT GENERAL MEETING

11/1/2026

GENERAL MEETING VENUE

PK Tavern

Meeting starts 2.00 pm

NEXT COMMITTEE MEETING

11/2/2026

COMMITTEE MEETING VENUE

The Powers place

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



Tow with Confidence





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

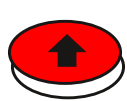
It's not always feasible to list everything you need to prepare for a club trip so please consider this list as a trip preparation guide. Remember BE PREPARED. If you're not sure, please ask someone.

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

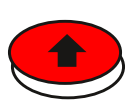


MINIMUM REQUIRED EQUIPMENT

- 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?

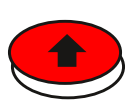
YES, however this is not mandatory. An assistant is invaluable in helping to bridge the gaps in your experience, and to help balance the decision making. Someone who is experienced in 4WDing is a good choice. They would normally fill the position of tail end Charlie, providing backup from the rear.

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.

CLUB SHIRTS



PILBARA COTTON SHIRT

AVAILABLE IN
FULL & HALF BUTTON
LONG & SHORT SLEEVE

\$55 ALL STYLES



RAZOR POLO

AVAILABLE IN
MENS, LADIES
& KIDS SIZING

ADULTS \$40
KIDS \$35

ALL PRICES INCLUDE
EMBROIDERY OF CLUB
LOGO

NAMES OPTIONAL
EXTRA \$7

** ORDERS CAN BE PLACED
THROUGH THE WEBMASTER**

PEEL4X4.WEBMASTER@GMAIL.COM OR AT
A GENERAL MEETING



PEEL 4X4 CLUB
Property Register

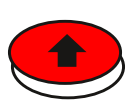


- * 1x Space Case (900L x 390W x 400H)
- * 4x 490mm Black Plastic Sand Pegs
- * 1x ARB Gazebo
- * 1x Wanderer Gazebo
- * 1x Heatlie BBQ (~880mm x 540mm)
- * 1x Plastic Peel 4x4 Club sign (Folding Triangle Core Flute Type)
- * 1x 5.33kg Gas Bottle (Empty)
- * 1x Wanderer single wall for gazebo
- * 1x 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

C11064407



Purchase an Entertainment Membership and get a FREE UPGRADE
Simply click on the link below:

<https://subscribe.entertainment.com.au/fundraiser/84490n>



We're fundraising with
 Entertainment

Discover more, everyday with the Entertainment Membership

Bonus Upgrade to
Multi City Membership*

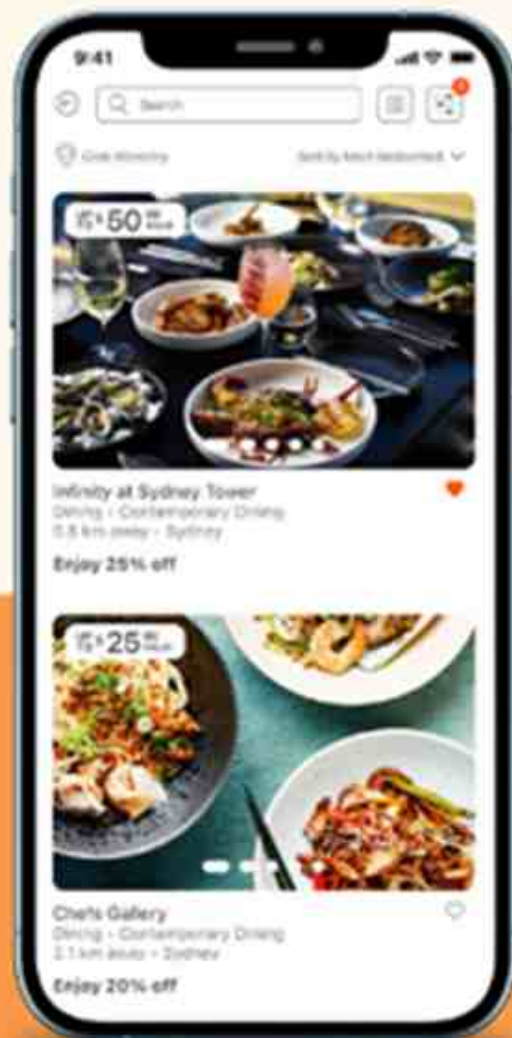
12 months		24 months	
Pay	Save	Pay	Save
\$70	\$50	\$120	\$110
We receive \$14		We receive \$24	

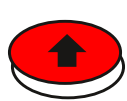
*T&Cs apply.

The savvy way to give back

Buy today and 20% of the purchase price
goes directly to our fundraising cause.

Support us now





G'Day all,

I hope everyone is enjoying a safe and relaxing Christmas and has had a chance to spend time with family, friends and maybe even sneak in a trip away over the break.

As we head into the new year, its a great time to reflect on what makes the Peel 4WD Club such a strong and enjoyable club to be part of. Our success continues to come from the involvement and support of our members. Whether you've joined club trips, helped out at events, attended meetings, or contributed behind the scenes. Thank you to everyone who has played a part over the past year.

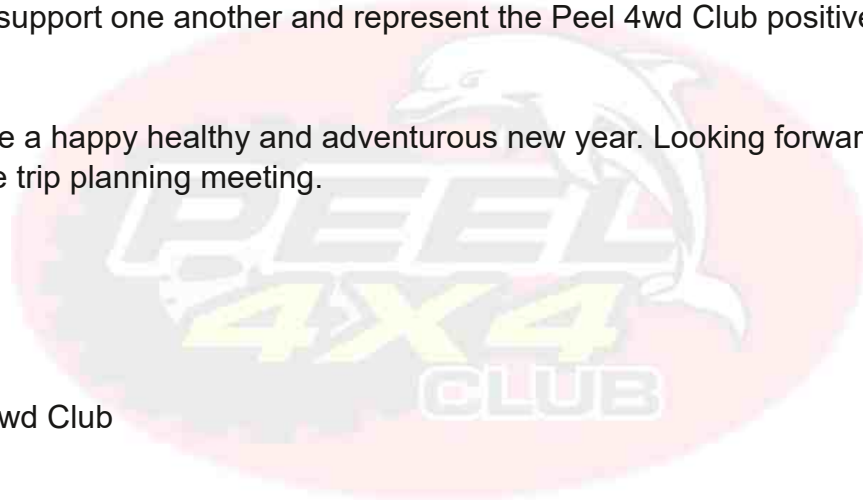
We are looking forward to another busy and exciting year ahead, with a range of trips and social events already being planned. I'd like to encourage anyone with an idea for a trip or social event to bring it along to the clubs trip planning meeting at P.K tavern on the 11th January at 2pm.

As always, safety , responsible 4wding and respect for the environment remain our priorities. Lets continue to support one another and represent the Peel 4wd Club positively wherever we go.

Wishing everyone a happy healthy and adventurous new year. Looking forward to catching up with you all at the trip planning meeting.

Safe travels,

Aaron Crane
President-Peel 4wd Club





Apart from being 44 degrees Julie and I had a great Christmas at our daughter's house in Averley. We were only missing our youngest son who is in Victoria and a couple of grandkids, we had the biggest gathering of family for quite some time. I hinted that next Christmas we may be giving virtual presents, we'll email photos of what we would like to give to them.

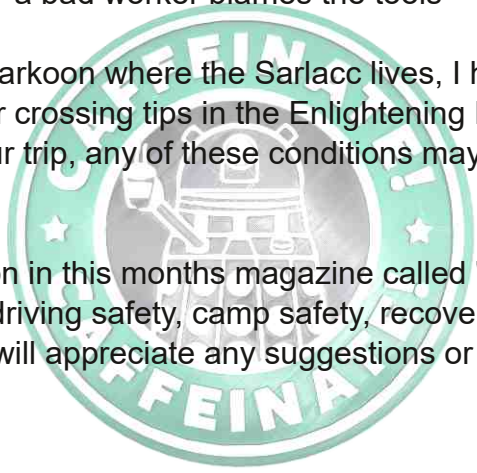
I have to learn to properly check what driving mode the ute is in before moving especially in sand. As most of you know I am not entirely comfortable with beach driving and traditionally get bogged most times I venture onto these evil places. I nearly came unstuck at the recent Surf Carnival accidentally selecting ECO 2WD mode instead of 4WD mode. I argue it was not completely my fault as most of the blame goes to the ute:

- Drive mode returns to normal mode after restarting the car
- Only one dial on the console to select ECO 2WD, Normal AWD, Sport AWD and 4WD high range without any labeling (I must remember which way to turn it)
- The drive mode indicator is located on the drivers screen in small letters in the very bottom right corner and not easy to see (I must look for it)

I seem to remember the saying "a bad worker blames the tools"

Talking about the Great Pit of Carkoon where the Sarlacc lives, I have included some sand driving, beach driving and water crossing tips in the Enlightening Elucidations section in readiness for the Windy Harbour trip, any of these conditions may be experienced during my day trip.

I have also started a new section in this months magazine called "Pucker Factor". It is dedicated to safety. Be it track driving safety, camp safety, recovery safety or whatever I can find that relates to our hobby. I will appreciate any suggestions or article links to include in future magazines.



Now that summer is here don't forget to change out the winter air in your tyres for summer air





GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 26th November, 2025

Venue: Secret Harbour Surf Life Saving Club



Meeting Opened: 7:31pm

Aaron provided a quick Safety Briefing.

ATTENDEES & VISITORS. As per attendance register.

APOLOGIES / PROXIES. As per attendance register.

1. TRIPS SINCE LAST MEETING

- Lancelin Dunes. Trip Leader: Dave Knudsen.
- Secret Harbour Surf Club Carnival: Trip Leader: Gary Mayes

Gary spoke about the trip, and how it was cancelled due to the high winds after the boats were on the beach. Was still a great day. Thanks to those who helped out.

2. CONFIRMATION OF MINUTES FROM PREVIOUS GENERAL MEETING – 22nd October 2025

Chairperson Aaron Crane has accepted & signed the previous minutes.

No objections as to the accuracy of the minutes. Unanimously Accepted.

3. BUSINESS & ACTIONS FROM THE PREVIOUS MINUTES

- No actions from the previous minutes.
- No business from the previous minutes.

4. PRESIDENTS REPORT (Aaron Crane)

- Nothing to report.
- **Business for the President:**
- No business for the President.

5. SECRETARY'S REPORT (Gary Mayes)

- Very quiet this month. An email from Ray Warry mentioning Delegates Meeting was cancelled, and a newsletter from the Australian Automotive Aftermarket Association (AAAA). Gary asked if anyone would like a copy, but no-one did.
- Email from King Road Brewing in regards to Christmas Party in regards to getting food orders finalised. Gary discussed what he intended to order, and everyone was happy.
- Gary advised that he has started on the Constitution update, and is hoping to be able to vote on this, or at least discuss, at the Trip Planning Meeting.
- Aim to introduce proper By Laws in the new constitution, and just a general tidy up.
- One Westpac Statement in the PO Box, and another letter to an unknown person; tyo be returned to sender.
- **Business for the Secretary:**
- No business for the Secretary.



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 26th November, 2025

Venue: Secret Harbour Surf Life Saving Club



6. TREASURERS REPORT (Dave Knudsen)

- CREDITS: No credits.
- DEBITS: No debits.
- PENDING: Nothing pending.
- CLOSING BALANCE (26/11/2025): \$6,553.55
- Dave mentioned that he has been looking at prices for round stickers. Some of the better prices was around \$150 to \$170 for 50x stickers, which works out to approx... \$3.40 per sticker. Was discussed that they need a strong adhesive to prevent them lifting at the edges with dust & water. To be discussed further at the upcoming Committee Meeting.
- Dave has been working on the ABN & tax File Number in the background, which we now officially have again. Aaron gave them a call to answer some questions as El Presidente' Office Bearers have been nominated with these departments, so is just a matter of filling in an online form whenever we have a change of Committee.

Business for the Treasurer:

- No business for the Treasurer.

7. INSURANCE OFFICERS REPORT (Julie Power)

- Nothing to report.

Business for the Insurance Officer:

- No business for the Insurance Officer.

8. PROPERTY OFFICER (Jacob Yardley)

- Nothing sent through.

Business for the Property Officer

- No business for the Property Officer.

9. ENVIRONMENTAL OFFICERS REPORT (Duane Buckenara)

- Duane mentioned that Alcoa won't be able to mine near the Darling Scarp, with a bit of discussion following this. Also mention / group discussion of Alcoa showing Jarrah Forests in their rehabilitation "propaganda", however the saplings being planted don't appear to be Jarrah.

Business for the Environmental Officer

- No business for the Environmental Officer.

10. DELEGATES REPORT (Ray & Sharon Warry)

- Meeting was cancelled. Ray advised the next meeting is on Monday 15th December.

Business for the Delegate

- No business for the Delegate.



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 26th November, 2025

Venue: Secret Harbour Surf Life Saving Club



11. MAGAZINE EDITORS REPORT (Brian Tanner)

- Brian advised that there will be no magazine next month (December).
- The next magazine will come out just before the Trip Planning Meeting in January.
- Brian also mentioned that he will email the visitors a copy of the magazine in the next couple of days.

Business for the Magazine Editor

- No business for the

12. WEBMASTERS REPORT (Gary Mayes)

- Message from Phillip Gausden for access to members section of website.
- 201 website visits in the last 30 days, with 65 of those in the last 7 days.
- 277 social views in the last 30 days, with 54 of those in the last 7 days.
- Gary reminded those in attendance of what is available on the website – in both the public section, and the members section.

- Most recent magazine is now on the website.

Business for the Webmaster

- Brian mentioned that with the Three Bears Track, this may now have changed from what is downloadable on the website, as sections may have now been closed for rehabilitation.



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 26th November, 2025

Venue: Secret Harbour Surf Life Saving Club



13. TRIP COORDINATORS REPORT (Steven Power)

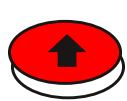
- Saturday 29th & Sunday 30th November. Lennard Track. Need to book own sites at Honeymoon Pool. Welcome to do day trip only on the Sunday.
- Sunday 14th December. Christmas Party at King Road Brewery. Trip Leader: Peel 4x4 Club Committee. Visitors are welcome at \$15 per adult, with \$15 refunded off a membership if the visitor joins in the membership year.
- Sunday 11th January 2026. Trip Planning Meeting at PK Tavern. Trip Leader: Peel 4x4 Club Committee.
- Friday 23rd January to Monday 26th January. 10 sites have been booked. Need to finalise by December. Prices below. Steve advised that there were 12 names on the list already, so will try and book more sites. Also mentioned they are large sites, so could get a few on one site. Brian Tanner will do a day trip.

CAMPING FEES	2025/2026	PEAK RATE
Family Rate (2adults & 2 children under 18)	\$45.00	\$56.25
Child (or additional child)	\$8.00	\$10.00
Adult (or additional adult)	\$17.50	\$21.50
Pensioner/Senior Card	\$12.00	\$15.00
Family Rate 7 nights (2adults & 2 children under 18)	\$270.00	\$337.50
Shower non-campers	\$5.00	\$6.25
Powered sites (extra per booking/night)	\$9.00	
Firewood (per bag)	\$15.50	

- Saturday 7th February 2026. Surf Club Carnival.
Business for the Trip Coordinator
- No business for the Trip Coordinator.

14. GENERAL BUSINESS

- At the last General Meeting, it was asked what the current time period cut-off is for renewal of memberships. Gary found the following in the constitution:
(4) If a member has not paid the annual membership fee within the period of 3 months after the due date, the member ceases to be a member on the expiry of that period.
- Passed on from Mark Skeels: Preston Beach now has 48hr free camping for self-contained vehicles. Rangers come around a few times a day, and will issue \$200 fines on the spot for rooftop campers and car sleepers. There are toilets and showers, picnic places at the public carpark, 4wd access to the beach, large bins, a small playground, and a dog-stick library.
- Steve asked if we can get something like *Est.1998* on the stickers. Nuddo mentioned it is something we can consider when the designs & supplier are finalised.



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 26th November, 2025

Venue: Secret Harbour Surf Life Saving Club



15. TECHNICAL SEGMENT

- Gary mentioned that he would kick off the Dyneema Rope splicing again in the new year, when we can have a good continuation on subsequent meetings.
- Gary started a discussion on how to prepare for trips, which led to good discussions in regards to what people should know already as mere basics, but also how to be fully prepared.

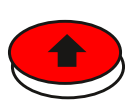
Brian mentioned that he could make a book up that could be given to visitors, just as a basic go to guide for what to expect on trips (trip ratings), and how to prepare. A few items discussed were as follows:

Prior to a trip

- BE PREPARED. If you're not sure, please ask someone.
- Know how to engage 4WD in your vehicle.
- Spare tyre not damaged, and aired up.
- Is your UHF working. Is it charged.
- Does your winch work.
- Enough fuel for the trip

For the trip

- Enough food for the day. Take your lunch.
- If you have really nice food, make sure you bring enough for the trip leader too.
- Enough drinks for the day.
- Medication.
- Recovery gear. Shovel. Compressor. Air down equipment.
- First aid kit.
- Fire extinguisher.
- Basic tool kit.
- Tyre plug kit / tyre gel.
- Additional water for radiator repair – or emergency drinking water if stranded.
- Chairs.
- Sunscreen.
- Toilet paper. She wee.
- Do you have your passengers?



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 26th November, 2025

Venue: Secret Harbour Surf Life Saving Club



NEXT GENERAL MEETING: Trip Planning Meeting. Sunday 11th January 2026. PK Tavern.

NEXT COMMITTEE MEETING: Wednesday 10th December. Hosted by Dave & Sarah.

NEXT DELEGATES MEETING: 15th December 2025.

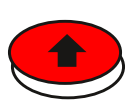
Meeting closed at: 8:38pm

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

Aaron Crane

Peel 4x4 Club Chairperson

Date: 3-12-25



COMMITTEE MEETING OF THE PEEL 4X4 CLUB

Committee Meeting Minutes

Date: Wednesday 10th December 2025

Venue: Hosted by Dave & Sarah Knudsen



Meeting Opened: 7:09pm

PRESENT: Aaron Crane (AC); Gary Mayes (GM); Dave Knudsen (DK); Steven Power (SP); Julie Power (JP); Ray Warry (RW); Sharon Warry (SW); Brian Tanner (BT)

APOLOGIES (A) & PROXIES (P): Jacob Yardley (JY)(App); Duane Buckenara (DB)(App)

1. CONFIRMATION OF MINUTES FROM PREVIOUS COMMITTEE MEETING – 8th October 2025

Chairperson Aaron Crane has signed & accepted the previous minutes.

No objections as to the accuracy of the minutes. Unanimously accepted.

2. BUSINESS & ACTIONS FROM THE PREVIOUS MINUTES

- GM to update PO Box details. **ACTION: GM.** Not yet complete. OUTSTANDING
- DK will go into the Mandurah Westpac branch and follow up on account access. **ACTION: DK.** COMPLETE.
- It was raised that the Lennards Track Overnight trip was the same day as the Surf Boat Carnival. GM to change the trip date. **ACTION: GM.** COMPLETE.

3. PRESIDENTS REPORT (Aaron Crane)

- Nothing to report.
- **Business for the President:**
- No business for the President, however DK thanked AC for sorting out the ATO stuff.

4. SECRETARY'S REPORT (Gary Mayes)

- GM advised that we had two new membership requests – Matt & Claire Trew, and Greg & Pauline Jones. Both couples were voted in as members.
- Gary also advised the Committee that Stephen & Janine Lister may also be submitting a membership application. **POST MEETING NOTE:** At the Christmas Party, Stephen & Janine submitted their membership application. GM contacted the Committee, where the majority of the Committee responded, with no objections.
ACTION: GM to email new members and welcome them to the club.
ACTION: DK to invoice new members.
- GM requested permission to remove the Spouse Membership from the Membership forms. Everyone was ok with this.
- Only mail received was a Westpac Statement.
Business for the Secretary:
- No business for the Secretary.



COMMITTEE MEETING OF THE PEEL 4X4 CLUB

Committee Meeting Minutes

Date: Wednesday 10th December 2025

Venue: Hosted by Dave & Sarah Knudsen



5. TREASURERS REPORT (Dave Knudsen)

- CREDITS: \$14.00. 30/10/2025. Entertainment Books.
\$4.60. 03/12/2025. Can recycling.
\$14.00. 11/12/2025. Entertainment Books.
- DEBITS: \$695. 04/12/2025. Christmas Party. King Road Brewing.
- PENDING: Nil
- CLOSING BALANCE (11/12/2025 date): \$5900.15

Business for the Treasurer:

- GM asked how we will get visitors to pay for the Christmas Party. DK said he would take the Square Pay. Post Meeting note: Corrie & Jennifer paid \$30 cash for attendance at the Christmas Party.

6. INSURANCE OFFICERS REPORT (Julie Power)

- Nothing to report.

Business for the Insurance Officer:

- No business for the Insurance Officer.

7. PROPERTY OFFICER (Jacob Yardley) (App)

- JY did not send anything through.

Business for the Property Officer

- No business for the Property Officer.

8. ENVIRONMENTAL OFFICERS REPORT (Duane Buckenara)

- DB did not send anything through.

Business for the Environmental Officer

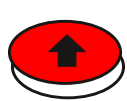
- No business for the Environmental Officer.

9. DELEGATES REPORT (Ray & Sharon Warry)

- Ray & Sharon advised they were unable to attend the last Delegates Meeting, therefore no business to report.
- The advised that the next Meeting is on Monday 15th December.

Business for the Delegate

- No business for the Delegate.



COMMITTEE MEETING OF THE PEEL 4X4 CLUB

Committee Meeting Minutes

Date: Wednesday 10th December 2025

Venue: Hosted by Dave & Sarah Knudsen



10. MAGAZINE EDITORS REPORT (Brian Tanner)

- BT advised that the deadline for the magazine will be 4th January, and likely sent out to members on 7th January.
- BT mentioned that an information book has now been created, which can be sent to both members & visitors. A separate 5 page book with members details will be sent out to members only.

Business for the Magazine Editor

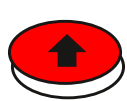
- No business for the Magazine Editor.

11. WEBMASTERS REPORT (Gary Mayes)

- Website. 201 visits. 65 in last 7 days.
- 277 social views. 54 in the last 7 days.
- Following the mention of site & social visits, it was mentioned by DK that the Mandurah 4x4 show has been great for the club. Although not a large increase in members, it has seen new people finding the club, exploring the club, and some of them joining.
- GM advised that the Lennard Track Trip report has been uploaded to the website.
- GM started discussion about adding visitors to the members facebook page. This was agreed, provided that they are removed if they do not attend the next General Meeting.

Business for the Webmaster

- No business for the Webmaster; however GM mentioned he would like to see if he can find out how many people download items from the website. **ACTION: GM** to contact GoDaddy, and see if this can be accessed.



COMMITTEE MEETING OF THE PEEL 4X4 CLUB

Committee Meeting Minutes

Date: Wednesday 10th December 2025

Venue: Hosted by Dave & Sarah Knudsen



12. TRIP COORDINATORS REPORT (Steven Power)

- Sunday 14th December. Christmas Party at King Road Brewery. Trip Leader: Peel 4x4 Club Committee.
- Sunday 11th January 2026. Trip Planning Meeting at PK Tavern. Trip Leader: Peel 4x4 Club Committee.
- Friday 23rd January to Monday 26th January. 10 sites have been booked. Need to finalise by December. Prices below.

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Shower non-campers	\$5.00	\$6.25
Powered sites (extra per booking/night)	\$9.00	
Firewood (per bag)	\$15.50	

- Saturday 7th February 2026. Surf Club Carnival.
- Business for the Trip Coordinator**
- BT mentioned that the Three Bears Track has 4x new gates installed, mostly near Gracetown. BT said he would add the updated maps to the magazine.
 - For those who like the Potters Gorge area, it was mentioned that Site 42 is huge, and could fit the club on there. Thanks RW.



COMMITTEE MEETING OF THE PEEL 4X4 CLUB

Committee Meeting Minutes

Date: Wednesday 10th December 2025

Venue: Hosted by Dave & Sarah Knudsen



13. GENERAL BUSINESS

- GM asked how everyone felt about getting those presenting items to stand up the front and address the members. He mentioned that he could hear fine, but could see others struggling to hear. The details are for the members, so better if they feel engaged.

It was mentioned that some people may not be comfortable standing up in front of others, therefore should be voluntary. We will see how this goes.

- There was a healthy discussion about a 4WD X-Trail being permitted to go on the Lennard Track trip. GM advised that as the Trip Leader, there were a lot of things to consider, and when presented with the situation & discussing with the owner of the vehicle regarding the vehicle & owners capabilities, allowed it on the trip.
- The above also prompted discussion about inviting people on trips, without advising (getting a response) from the trip leader. Quite often the trip could be full, and cannot accept an extra vehicle, or the additional vehicle may not meet the club minimum requirements.
- GM asked about if we need all of the Committee positions. This was discussed, and agreed that we did, however some positions could be combined.

It was also discussed that that better role descriptions may be better. For example, for the Environmental Officer, it could be added about engaging with Track Care, and the Bouvard Coast Care group. This would allow the club to be aware of the next Peel Clean Up days, Tree Planting Days, and Clean Up Australia Day activities.

- BT presented the Committee with a revised logo (potentially for new club stickers), featuring "Est.1998". The common consensus was that everyone liked it.
- DK put a proposal forward to have the next Annual General Meeting at Willowbrook in Gin Gin. DK mentioned that there is a bar, lots of room, a shed decked out with memorabilia, caravan park, etc...

To have the AGM here, would need to pre-book sites in January. It was agreed to present to members at the Trip Planning Meeting. Potential date of 25th of July.

NEXT GENERAL MEETING: Trip Planning Meeting. Sunday 11th January, at Port Kennedy Tavern.


NEXT COMMITTEE MEETING: Wednesday 11th February 2026. Hosted by Steve & Julie Power.

NEXT DELEGATES MEETING: Monday 15th December. Gosnells RSL Hall.

Meeting closed at: 8:44pm

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

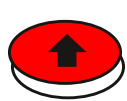
Aaron Crane
Peel 4x4 Club Chairperson

Date: 
17-12-25



HAPPY BIRTHDAY!

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



With the GPS becoming the navigation tool of choice now, the art of map reading is becoming something that only older people know how to do. Murphy's Law dictates that precisely at the moment you are lost and need navigational assistance the GPS will lose full or partial satellite signal and lie about your location. Remember that you need a good view of the sky and unless you have downloaded offline maps and your phone has an inbuilt GPS Google maps are only available when you have phone coverage.

On our 3 Bears Trip some years ago my Hema reported we were 100 metres offshore, we were obviously following tidal flow.

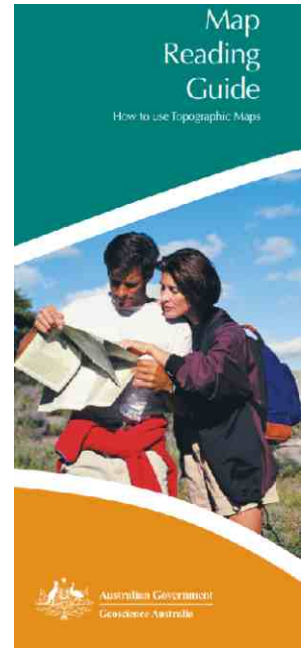
It is highly advisable to be prepared and have some paper maps and a compass in your car and know how to use them.

Along with an assortment of navigational devices, a Hema Map book of Western Australia and a Silva style compass are always in my ute and although I haven't used them in a very long time, I still remember how to take a bearing and do basic map reading.

I found a good (relatively simple to read) map reading guide that can be found here: <https://www.ga.gov.au/bigobj/GA7194.pdf>

I urge everyone to at least read this to get an understanding of how to read a compass and if possible get a reasonable orienteering type compass and a map of some sort.

Brisey

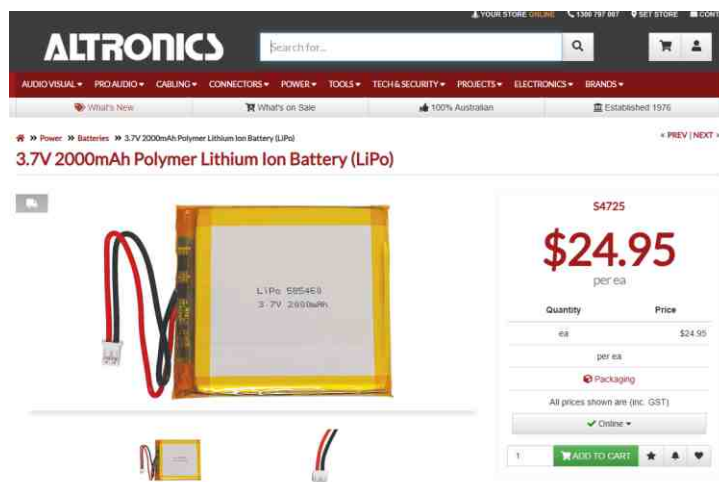


For those of us that have a Hema HN5, HN5i, HN6 or HN7 that is having battery problems I have sourced a suitable replacement battery.

The original battery from the HN7 that I have doesn't appear to be available but this one will be suitable and has a bit more capacity than the old one. It's only a 10 minute job to replace it. As these Hema units don't rely on the battery being fitted and will happily run on an external power source, I have removed the battery completely in my HN7 and am going to use it connected to a USB outlet in the ute.

If anyone has a Hema HN* that needs the battery replaced I'm happy to help.

Brisey

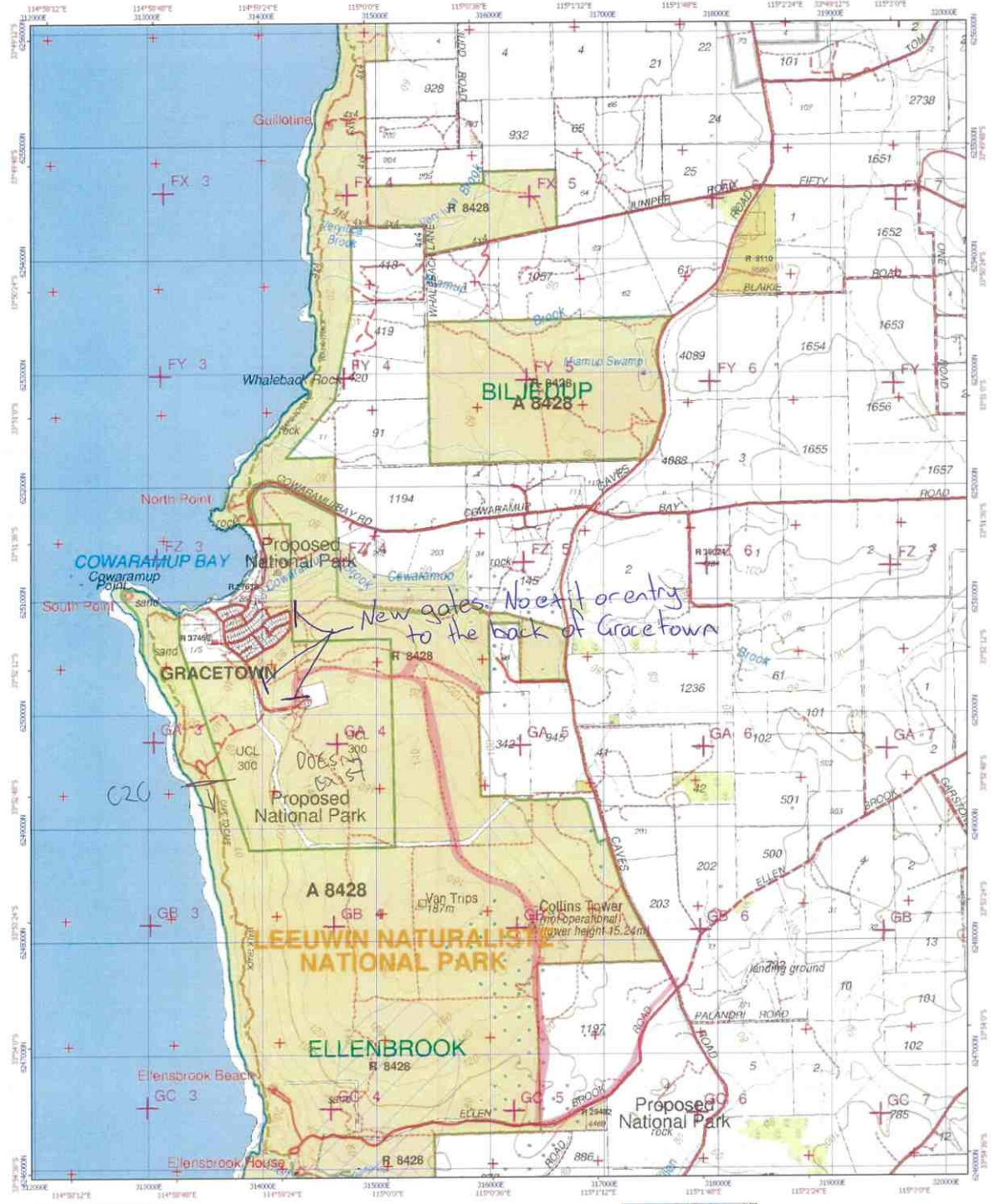




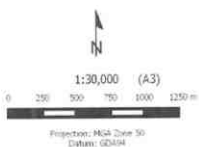
WHERE THE *** ARE WE?

As I reported at the November meeting there are some new gates stopping access to some of the tracks on our Three Bears Trip that is on the Club webpage. I have received some updated maps to be used with the trip for the time being. I will put my hand up to lead this trip later this year on one of the long weekends
Brisey

4 x 4 drive 2019

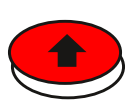


Legend
WA Coast - Smoothed



Produced by Gilbert Steinhart
Department of Biodiversity Conservation and Attractions
Department of Biodiversity Conservation and Attractions
Job Ref: Brian taylor
Produced at 01:42 PM on July 15, 2019

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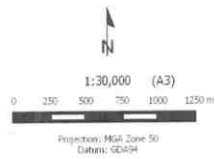


WHERE THE *** ARE WE?

4 x 4 drive 2019



Legend
 □ WA Coast - Smoothed



Produced by Gilbert
 Stollman,
 Department of Biodiversity,
 Conservation and Attractions
 Department of Biodiversity,
 Conservation and Attractions
 Job Ref: Brian taylor
 Produced at 01:14 PM on July 15, 2019

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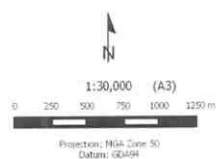
WHERE THE *** ARE WE?

4 x 4 drive 2019



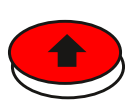
Legend
WA Coast - Smoothed

Map 1



Produced by Gilbert Stokman,
Department of Biodiversity, Conservation and Attractions
Department of Biodiversity, Conservation and Attractions
Job Ref: Brian Taylor
Produced at 01:48 PM on July 15, 2019

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CUPHOLDERS

Don't you love them? Good for holding that all important drink of choice on a road trip. Originally I wasn't so in love with the ones in the ute as they are awkward being very low and deep in the console, obviously designed for very short people. I found the ideal cup holder extension solution for me in KMart for \$5.00 each. I found the same thing in many places online for up to \$15.00 so it certainly pays to shop around



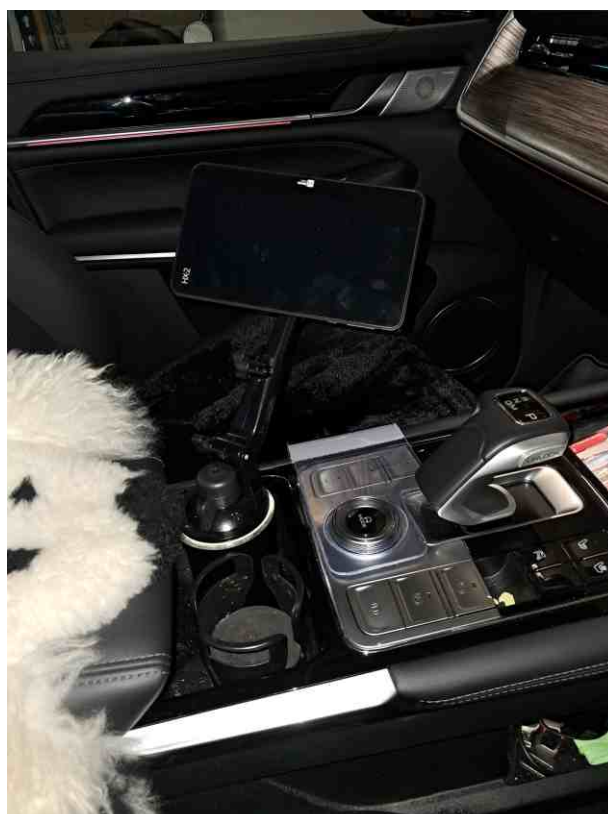
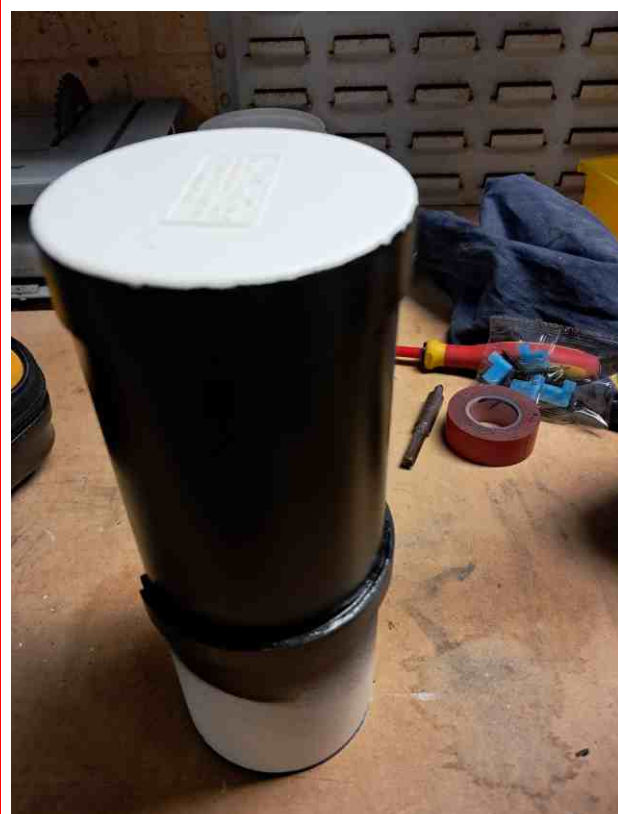
GPS DEVICES

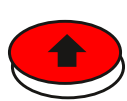
Don't you love them too? Great for finding your way to your road trip destination before you finish that drink.

I don't like devices stuck on the windscreen so I came up with an idea how to combine the cupholder with my GPS device, now I have drinks, GPS and no circular marks on my windscreen.

I found the cupholders in the ute are slightly cone shaped with the narrowest part 77mm diameter and the widest 86mm, perfect for some 75mm stormwater pipe.

To make the holder I cut some pipe to the length I needed plus cut two bits 10mm long. I snipped these little bits in one place so I could spread them out enough to slip around the pipe and glued them in place to pack out the pipe to the widest part of the cupholder. I Glued an end cap (coincidentally I found the suction cup of my Hema is about 80mm diameter so it sticks onto the end cap nicely) on top then a bit of spray paint and it works really well. Only problem with this one is I lose a cupholder, OK when I'm on my own but I made a second one for when Julie is in the car.

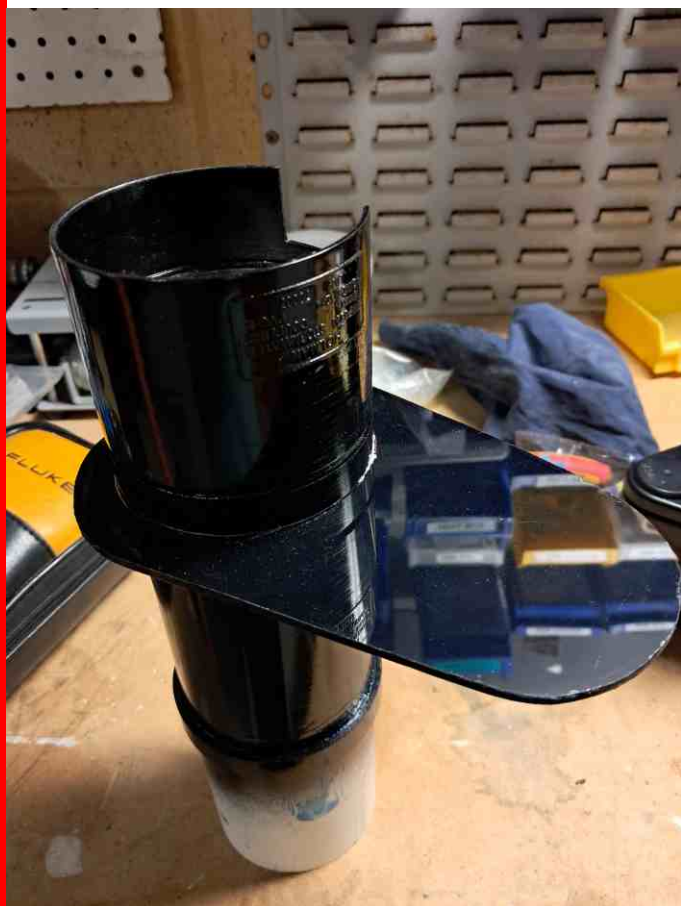


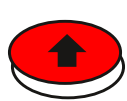


For Julie's holder I needed to make it to accept the cupholder extension as well as the GPS. To make this holder I again cut some pipe to length, a bit longer than the other one, plus cut four bits of pipe 10mm long. I then cut some acrylic sheet about 180mm x 90mm. I drilled and filed a 75mm hole in one end leaving a 10mm border then shaped the corners to follow the profile of the pipe and GPS holder. Two of the little bits of pipe were glued in place to pack out the pipe to the widest part of the cupholder again then at the desired height to clear the top of the console I glued another little bit of pipe. I then slid the shaped plastic sheeting over the pipe and glued another little bit of pipe on top to keep it in place. To give the GPS holder a smooth surface to suction to I masked the top surface of the shaped plastic sheeting then spray painted it underneath.

All up it cost me about \$15.00 for the pipe and end cap all other materials were found in my hoarded collection of stuff.

Obviously you can do all tasks with normal hand tools but to cut the pipe and spacer rings I used my woodworking drop saw, the 75mm hole was cut with a 55mm holesaw and sanded to size with a 30mm drill mounted drum sanding attachment and the sheet plastic was shaped using a bench mounted belt sander



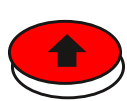


TYRE POWER 4WD TRACK OBSTACLES

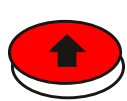


By CARAVAN & CAMPING SA

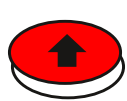
Obstacles	About	Key Tips
Mud & Water Pit	<p>Mud trench crossings with varying depths and resistance</p> <p>Waterlogged troughs designed to test water-fording capabilities</p> <p>Rutted entry ramps that demand precise throttle control and strategic wheel placement</p> <p>Variable terrain conditions that simulate real-world challenges in the bus</p>	<p>Before Attempting</p> <ul style="list-style-type: none"> • Did you know that mud is nearly as slippery as ice? • The speed you drive on mud is like ice. Even walking on mud helps you realise that running might not be ideal! • The problem with mud isn't limited to grip but also depth and potentially, damage to the mechanicals. • The first step to mud is to check the depth and if the bottom is hard or soft. • If it's deeper than your clearance and soft (a stick can be pushed into the ground), leave it alone and find another way. • Otherwise, when learning about mud, drive as slow as you can into it, when the wheels start spinning slowly and your not moving forward, stop immediately and then try to back out. Doing that again and again might be enough to gently clear a path and safely navigate the course. • Racing through mud is fun for some but not technically correct. • Do you need to go there? • Do have appropriate tyres and pressures?



		<ul style="list-style-type: none"> • Do you have recovery gear? • Check the depth, the ground underneath needs to be hard, and you have a good exit. • Usually, we select low range and first gear to crawl through the mud to avoid speed and wheel spin. • When you become more advanced and experienced, there are some more tricks to learn in mud. <p>Check Depth & Terrain</p> <p>Walk the pit if possible (with a stick) to gauge depth and hidden obstacles. Avoid pits with unknown bottoms or deep ruts.</p> <p>Inspect Your Vehicle</p> <p>Ensure recovery points are secure and rated. Check tyre pressure (slightly lower for better traction). Engage 4WD mode before entering.</p> <p>Plan Your Exit</p> <p>Identify a clear path out of the pit. Make sure there's enough space to maintain momentum.</p>
<p>Rock Pit</p>	<p>Welcome to the Rock Pit, one of the more technically demanding and visually dramatic zones on the 4WD track. Engineered to challenge</p>	<p>Before Attempting</p> <p>Inspect the Track</p>

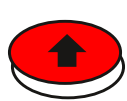


	<p>drivers' finesse, patience, and strategic thinking, this section simulates natural rock formations found in South Australia's toughest off-road terrains.</p> <p>Stacked boulder paths requiring accurate tyre placement and continuous momentum</p>	<ul style="list-style-type: none"> • Walk the section if possible to check for loose rocks, sharp edges, and clearance. • Plan your line to avoid underbody damage by driving on high points <p>Check Your Vehicle</p> <ul style="list-style-type: none"> • Ensure tyres are in good condition and properly inflated, a lower than normal pressure will allow the tyre to wrap around spark objects and less likely to be punctured. Because the tyre now also covers a greater area, you have improved grip. • Confirm recovery points are not tow points and underbody protection (bash plates, diff guards). <p>Engage the Right Gear</p> <ul style="list-style-type: none"> • Use low-range 4WD for better torque and control. • Lock differentials if available for extra traction. <p>Driving Technique</p> <p>Go Slow & Controlled</p> <ul style="list-style-type: none"> • Crawl over rocks—speed causes damage and bouncing can cause instability. In worst cases, a sudden shift in weight can be the cause of rolling over.
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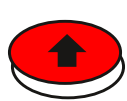
		<ul style="list-style-type: none"> • Use steady throttle; avoid all sudden inputs from braking or accelerating. <p>One Wheel at a Time</p> <ul style="list-style-type: none"> • Approach obstacles so only one wheel climbs at a time to maintain stability. • Avoid Straddling Large Rocks • Keep wheels on high points, not the center, to protect your underbody. <p>Steer Smoothly</p> <ul style="list-style-type: none"> • Avoid jerky movements; keep a firm grip on the wheel and don't let the wheel spin <p>Recovery & Safety</p> <p>Never Go Alone</p> <ul style="list-style-type: none"> • Have another vehicle or a spotter for guidance. • Carry recovery gear: winch, snatch strap, shackles, traction boards. <p>Spotter Communication</p> <ul style="list-style-type: none"> • Use clear hand signals or radios—don't rely on shouting. <p>Stay Clear During Recovery</p> <ul style="list-style-type: none"> • Keep bystanders away from recovery lines and winch cables. <p>Extra Tips</p>
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		<p>Protect Tyres: Sharp rocks can puncture—consider all-terrain or mud-terrain tires with strong and durable sidewall construction.</p> <ul style="list-style-type: none"> • Check Undercarriage After: Look for damage to suspension, diffs, and exhaust. • Pack Essentials: Gloves, first aid kit, and plenty of water.
<p>Sand Pit / Recovery Pit</p>	<p>The Sand & Recovery Pit is a purposeful section of the 4WD track designed to simulate the loose, shifting conditions of desert terrain—where skill, equipment, and composure are all put to the test. This activity is not just about making it through—it’s about navigating unpredictability, practicing recovery techniques, and mastering momentum in soft ground.</p> <p>Bog zones and buried obstacles engineered to provoke traction loss and recovery situations</p> <p>Winch point installations and snatch recovery areas for practical skill demonstrations</p>	<p>Stop Before You Dig Deeper</p> <ul style="list-style-type: none"> • Most people drive too fast on sand. • Generally, its an unstable surface and can influence the direction of your car. • Sand can be wet and flat, sand can be dry and fluffy. • Speed on damp/flat sand can be higher (but not without its risks) • Speed on fluffier sand will have a ‘sweet spot’ and this could be around 20 kph. • Start by reducing tyre pressures to around 25 psi. you can go lower but around 15 psi and under can introduce other problems. • We generally use low range and select the gear we want which is often 2nd or 3rd. • This is where the car operates well, not over revving and you aren’t fighting the steering.



		<ul style="list-style-type: none"> • If you find you are in very loose sand and the car starts to labour to a stop, don't spin the wheels. Simply back up on the tracks you just made really gently and pack it down so you can use a little bit of momentum and see how far that takes you. • Making a track like this could take one go, it could take 20 but trust the system of avoiding wheel spin (and digging a hole that you need to shovel out of!) will make life much easier. • Other 'self-recovery' techniques can include 'paddling'. This is when you spin the steering wheel very quickly from full left to full right lock as fast as you can. This gently rocks the car. • Provided the wheel spin is controlled and low, the car will often back out slowly until you get grip again. • Recovery gear needs to be at least a shovel and traction boards, ideally also approved recovery points for a 'snatch' recovery. • If you feel the vehicle bogging down, stop immediately spinning wheels will dig you in further. • Avoid aggressive throttle; it worsens the situation. Assess the Situation
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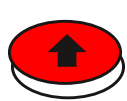


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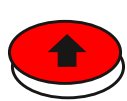
		<ul style="list-style-type: none"> • Check which wheels are buried and how deep. • Identify the firmest direction for recovery (forward or backward). <p>Lower Tyre Pressure</p> <ul style="list-style-type: none"> • Drop tyre pressure further (as low as 12–16 psi if safe for your rims). • This increases the tire footprint and improves traction. <p>Clear Around Tyres</p> <ul style="list-style-type: none"> • Use a shovel to remove sand from in front of and behind the tires. • Create gentle ramps for the tires to climb out. <ul style="list-style-type: none"> • Use Traction Aids • Place traction boards, mats, or even branches under the tires. • Ensure they are aligned with your intended direction of travel. <p>Gentle Throttle</p> <p>Engage low-range 4WD. Apply steady, gentle throttle—avoid wheel spin.</p> <p>Recovery Gear</p> <p>If traction boards fail, use a snatch strap or winch with another vehicle.</p> <ul style="list-style-type: none"> • Always use rated recovery points—never tow balls. • Keep bystanders clear of recovery lines. <p>Safety Precautions</p>
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		<ul style="list-style-type: none"> • Wear gloves when handling recovery gear. • Use a winch damper if winching. • Communicate clearly with anyone assisting. <p>After Recovery</p> <ul style="list-style-type: none"> • Check tyre pressure and reinflate before driving at speed. • Inspect underbody and brakes for sand buildup.
<p>Reverse Traverse</p>	<p>The Reverse Traverse is a precision-driving activity crafted to test both vehicle handling and driver nerve. It flips the script on conventional off-roading by shifting the focus to reverse control, a rarely practiced but essential skill in real-world recoveries and trail navigation. Inclined reverse path with variable terrain grades to test rearward visibility and torque management</p>	<p>Before Attempting</p> <p>Assess the Terrain</p> <ul style="list-style-type: none"> • Walk the section to check slope angle, surface stability, and obstacles. • Identify a safe path for reversing—avoid steep drop-offs or loose soil. <p>Know Your Vehicle's Limits</p> <ul style="list-style-type: none"> • Understand your vehicles' limits around being on a side slope. Nearer to the limit, the harder it is to ensure stability. • Remove roof loads if possible—they increase rollover risk. <p>Engage Correct Settings</p> <ul style="list-style-type: none"> • Use low-range 4WD for controlled torque. • Lock differentials if traction is uneven. <p>Driving Technique</p> <ul style="list-style-type: none"> • Go Slow & Controlled



		<ul style="list-style-type: none"> • Reverse at a crawl—speed increases risk of loss of control. • Use steady throttle and avoid sudden acceleration or braking. <p>Use Mirrors & Spotter</p> <ul style="list-style-type: none"> • Constantly check mirrors and rear camera if available. • Have a spotter guide you with clear hand signals or radio. • Avoid sharp steering inputs that can destabilize the vehicle. <p>Avoid Over-Correction</p> <ul style="list-style-type: none"> • Small, smooth adjustments prevent fishtailing or sliding. <p>Recovery & Safety</p> <ul style="list-style-type: none"> • If Sliding, Stop & Reassess • Do not fight gravity aggressively—apply brakes gently and re-plan. <p>Extra Tips</p> <ul style="list-style-type: none"> • Check Load Balance: Heavy gear at the rear can worsen control. • Wet or Loose Surfaces: They reduce traction and increase sliding risk. • Practice on Mild Terrain First: Build confidence before tackling steep reverse traverses.
Log Obstacle	The Log Obstacle is a rugged, rhythmic feature on the 4WD track designed to challenge	<p>Before Attempting</p> <p>Inspect the Log</p>



	<p>vehicle traction, suspension articulation, and the driver's finesse over a series of strategically placed timber rounds. This isn't just a crawl it's a test of control, as tyres grip, slip, and surge across uneven cylindrical surfaces.</p>	<ul style="list-style-type: none"> • Check size for clearance, stability, and whether it's rotten or slippery. • Ensure there's no hidden debris or sharp branches that could damage tires or underbody. <p>Check Vehicle Clearance</p> <ul style="list-style-type: none"> • Know your approach and departure angles so the log won't strike the car and if the log is too high for your clearance, use ramps or traction boards to reduce the step. <p>Driving Technique</p> <p>Use Low Range</p> <ul style="list-style-type: none"> • Engage low-range 4WD for controlled torque. <p>Slow & Steady</p> <ul style="list-style-type: none"> • Crawl over the log—avoid speed that could cause bouncing or loss of control. <p>One Wheel at a Time</p> <ul style="list-style-type: none"> • Approach so one wheel climbs first, then the other, to maintain stability. <p>Avoid Straddling</p> <ul style="list-style-type: none"> • Keep wheels on the log rather than letting the log pass under the center of the vehicle (risk of damage to diffs and exhaust).
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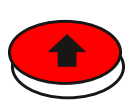


		<p>Recovery & Safety</p> <p>Have a Spotter</p> <ul style="list-style-type: none"> • Use clear hand signals or radios for guidance. • Spotter should stand in a safe position, away from the vehicle’s path. <p>Carry Recovery Gear</p> <ul style="list-style-type: none"> • Snatch strap, traction boards, shovel, and gloves. • If stuck, clear around tyres and use boards for traction. • Stay Clear During Recovery • Keep bystanders away from recovery lines and winch cables. <p>Extra Tips</p> <ul style="list-style-type: none"> • Protect Tyres: Logs can have sharp edges—use all-terrain or mud-terrain tires. • Check Undercarriage After: Look for damage to suspension, diffs, and exhaust. • Avoid Wet Logs: They can be extremely slippery—reduce throttle and maintain control.
<p>Articulation</p>	<p>It’s all about twist, tilt, and balance as vehicles tackle staggered terrain that forces wheels to operate independently across exaggerated contours. Offset ramps and dips that simulate natural</p>	<p>Before Attempting</p> <p>Know Your Vehicle’s Limits</p> <ul style="list-style-type: none"> • Understand your suspension travel and clearance. • Check for vulnerable components (diffs, fuel tank, exhaust and sidesteps).

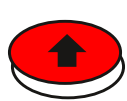


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	<p>erosion channels and gullies Cross-axle challenges where front and rear tyres lift and compress asymmetrically</p>	<p>Inspect the Track</p> <ul style="list-style-type: none"> • Walk the section to identify deep ruts, holes, and obstacles. • Plan your line to keep traction on as many wheels as possible. <p>Engage Correct Settings</p> <ul style="list-style-type: none"> • Use low range 4WD for controlled torque. • Lock differentials if available (especially rear or center). <p>Driving Technique</p> <p>Slow & Controlled</p> <ul style="list-style-type: none"> • Crawl through obstacles—speed increases risk of damage or rollover. • Use steady throttle; avoid sudden acceleration. <p>Keep Wheels on High Points</p> <ul style="list-style-type: none"> • Position wheels on ridges rather than dropping into deep ruts. • Avoid straddling obstacles that could hit underbody. <p>Maintain Balance</p> <ul style="list-style-type: none"> • Articulation can lift wheels—avoid aggressive steering that worsens tilt. • If a wheel lifts, keep calm and maintain momentum without spinning.
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		<p>Recovery & Safety</p> <ul style="list-style-type: none"> • Have a Spotter • Spotter should guide wheel placement and watch for tipping. • Use clear hand signals or radios. <p>Carry Recovery Gear</p> <ul style="list-style-type: none"> • Snatch strap, traction boards, shovel, gloves. • Winch if tackling extreme articulation tracks. <p>Stay Clear During Recovery</p> <p>Keep bystanders away from recovery lines and winch cables.</p> <p>Extra Tips</p> <ul style="list-style-type: none"> • Check Suspension After: Articulation stresses components—inspect for leaks or damage. • Avoid Overloading: Heavy loads reduce suspension flex and increase rollover risk. • Practice on Mild Terrain First: Build confidence before tackling extreme articulation tracks.
<p>Rampover</p>	<p>The Rampover Ridge is a core technical feature of the 4WD track designed to test a vehicle’s clearance, approach, and departure angles with thrilling precision. Drivers approach a sharp crest that rises rapidly, forcing</p>	<p>Before Attempting</p> <p>Assess the Obstacle</p> <ul style="list-style-type: none"> • Walk the ramp-over first to check height, width, and stability. • Ensure it’s not too steep for your approach/departure angles.



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	<p>them to gauge their rig’s breakover capacity as they teeter over the summit.</p>	<p>Know Your Vehicle’s Clearance</p> <ul style="list-style-type: none"> • Understand your break-over angle (to avoid belly contact). • If unsure, use ramps or traction boards to reduce the angle. • Engage Correct Settings • Use low-range 4WD for controlled torque. • Lock differentials if available for traction. <p>Driving Technique</p> <p>Approach Straight-On</p> <p>Keep the vehicle aligned with the obstacle—avoid diagonal approaches.</p> <p>Slow & Controlled</p> <ul style="list-style-type: none"> • Crawl up and over—speed can cause bouncing or loss of control. • Use steady throttle; avoid sudden acceleration. <p>Maintain Momentum</p> <ul style="list-style-type: none"> • Enough to crest the obstacle without spinning wheels. • Do not stop at the peak unless necessary. <p>Avoid Straddling Sharp Edges</p> <ul style="list-style-type: none"> • If the obstacle is narrow, keep wheels on the highest points rather than letting the center scrape.
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		<p>Recovery & Safety</p> <p>Have a Spotter</p> <ul style="list-style-type: none"> • Spotter should guide wheel placement and watch for underbody contact. • Use clear hand signals or radios. <p>Carry Recovery Gear</p> <ul style="list-style-type: none"> • Snatch strap, traction boards, shovel, gloves. • If stuck, clear underbody and use boards for traction. <p>Stay Clear During Recovery</p> <ul style="list-style-type: none"> • Keep bystanders away from recovery lines and winch cables. <p>Extra Tips</p> <ul style="list-style-type: none"> • Protect Undercarriage: Install bash plates and sliders. • Check After Crossing: Inspect for damage to diffs, exhaust, and suspension. • Avoid Wet or Loose Soil: It can collapse under weight.
<p>Alternating Side Slope</p>	<p>The Alternating Side Slope activity is a dynamic lateral challenge that puts drivers and rigs to the ultimate stability test. With shifting inclines on both sides of the track, this segment simulates the nerve-testing side angles found in mountainous and cliff-</p>	<p>Before Attempting</p> <p>Assess the Terrain</p> <ul style="list-style-type: none"> • Walk the section to check slope angles, surface stability, and hidden obstacles. • Avoid slopes that exceed your vehicle's safe tilt angle (usually 20–30° for most 4WDs). <p>Know Your Vehicle's Limits</p>



	<p>edge trails—where balance, line selection, and calm under pressure are everything. Sequential off-camber slopes that switch direction, forcing constant recalibration of steering and throttle</p> <p>Uneven terrain under wheels to challenge traction on sloped surfaces and encourage precision crawling</p>	<p>Understand your center of gravity and load distribution.</p> <ul style="list-style-type: none"> Remove roof loads if possible—they increase rollover risk. <p>Engage Correct Settings</p> <ul style="list-style-type: none"> Use low-range 4WD for controlled torque. Lock differentials if traction is uneven. <p>Driving Technique</p> <p>Smooth Transition</p> <ul style="list-style-type: none"> Approach the change in slope slowly and at a shallow angle. Avoid sudden steering or throttle changes—these can destabilise the vehicle. <p>Keep Momentum Controlled</p> <ul style="list-style-type: none"> Maintain steady speed—too fast increases rollover risk, too slow can cause loss of traction. <p>Steer Uphill if Sliding</p> <ul style="list-style-type: none"> If the back of the vehicle begins to slide downhill, gently steer uphill to regain control. If the front slides downhill, steer down hill. The aim in both cases is to get the car 'square' to the hill.
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		<p>Avoid Braking Hard</p> <ul style="list-style-type: none"> • Sudden braking can cause the vehicle to pivot downhill. <p>Recovery & Safety</p> <p>Have a Spotter</p> <ul style="list-style-type: none"> • Spotter should guide wheel placement and monitor tilt. • Use clear hand signals or radios. <p>Stay Clear During Recovery</p> <ul style="list-style-type: none"> • If recovery is needed, keep bystanders away from recovery lines and winch cables. <p>Carry Recovery Gear</p> <ul style="list-style-type: none"> • Snatch strap, traction boards, shovel, gloves, and winch if slopes are extreme. <p>Extra Tips</p> <ul style="list-style-type: none"> • Check Load Balance: Heavy gear on one side increases rollover risk. • Avoid Wet or Loose Surfaces: They reduce traction and increase sliding. • Practice on Mild Slopes First: Build confidence before tackling alternating slopes.
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Mastering the 4x4 Water Crossing: A Comprehensive Guide

Water crossings are one of the most challenging and exhilarating aspects of off-road driving, but they also pose significant risks to your vehicle and safety. Unlike amphibious vehicles, 4WDs are not inherently waterproof, and improper technique can lead to expensive engine damage (hydro-lock) or even the vehicle being swept away by a strong current.

Safely navigating a water crossing requires careful preparation, thorough assessment, and the correct driving technique.

Part 1: Vehicle Preparation (Before You Leave Home)

Preparation begins long before you reach the water's edge.

- **Know Your Vehicle's Limits:** Check your manufacturer's specified **wading depth**. Most off-road capable 4x4s have a limit of 500mm to 800mm.
- **Install a Snorkel:** A high-quality, properly sealed snorkel (or "raised air intake") is a critical upgrade, moving your engine's air intake point well above the potential water level, significantly reducing the risk of water ingestion.
- **Extend Driveline Breathers:** Differential, gearbox, and transfer case components have breather tubes. Extend these to a higher point in the engine bay to prevent cold water from being sucked into hot components, which can contaminate lubricants and cause damage.
- **Fit a Water Blind/Bra:** For crossings deeper than wheel height, a water blind (or tarp) fitted across the front of your vehicle helps create a consistent bow wave and stops water from flooding the engine bay and damaging the radiator fan. (Remember to remove it immediately after the crossing to prevent overheating).
- **Waterproof Electrics:** Apply a water-dispersant spray, such as WD-40, to vital electrical components (battery terminals, relays, fuse boxes) before a trip to help repel moisture.

Part 2: Assessing the Crossing (At the Water's Edge)

Rushing into a crossing is a primary cause of disaster. Stop, let your vehicle's hot components cool down to prevent seals from drawing in water, and assess the situation.

- **If in doubt, wait it out or find another route:** Never attempt to cross fast-flowing floodwaters, as a 4WD can become unstable and float in as little as 45cm (18 inches) of moving water.
- **Walk the crossing (if safe):** If the water is calm and you're not in crocodile country, wade across to check the depth, current, and the condition of the riverbed.
 - Walk the exact path your wheels will take, checking for submerged obstacles, large rocks, or deep potholes.
 - Mark hazards with a stick or use local knowledge if available.
- **Assess Entry/Exit Points:** Ensure the banks are climbable and won't cause immediate damage to your vehicle upon entry or exit.
- **Prepare Recovery Gear:** Have recovery equipment (winch, snatch straps, shackles) easily accessible and ready for immediate use, just in case you get stuck midstream.



Part 3: Crossing Technique

Once you're ready, proceed with caution and a steady hand.

- **Windows Down, Doors Unlocked:** For safety, unlock all doors and roll down your windows. If the vehicle stalls and electrics fail, you can exit quickly.
- **Select the Right Gear:** Engage low range and select second gear (or third if appropriate for your vehicle's power band). This provides controlled momentum and avoids the need for gear changes mid-stream.
- **Maintain Constant Momentum & a Bow Wave:** Drive in slowly, then accelerate gently to a constant "brisk walking pace" (around 5-8km/h) to create a small bow wave in front of the bull bar. This wave creates a depression behind it, keeping the water level lower around your engine bay.
- **Avoid Stalling:** Do not change gears in a manual vehicle while in the water, as this can let water into the clutch. Maintain a steady throttle.
- **Stay the Course:** Avoid sudden turning or braking. Focus on the path you planned and maintain a straight line as much as possible.

If You Stall Mid-Stream

If the engine cuts out, do not attempt to restart it immediately, as this may indicate water has entered the air intake, causing catastrophic engine failure (hydro-lock). Put the vehicle in neutral, secure it from floating away if possible, and arrange for a quick recovery using your pre-prepared gear and recovery points.

Part 4: Post-Crossing Checks

You've made it to the other side. Now, take a few minutes to inspect your vehicle.

- **Check for Debris:** Inspect the undercarriage and engine bay for any trapped branches, mud, or debris that could damage brake lines, fuel lines, or wiring.
- **Drain Water:** Open the airbox to ensure the air filter is dry. If not, dry it out or replace it. Check any bungs in the floor of your vehicle's cabin and drain any water.
- **Dry Your Brakes:** Drive slowly and apply light pressure to the brakes a few times to dry them out. Wet brakes are less effective.
- **Monitor Driveline Fluids:** Once home, check your differential, gearbox, and transfer case oils for signs of water contamination (milky, chocolate-milkshake appearance). Contaminated oil must be changed immediately.



A Guide to Beach Driving: Adventure, Safety, and Environmental Respect

Beach driving is a thrilling and popular activity, offering unique access to beautiful coastlines for fishing, camping, and recreation. However, it requires proper preparation, responsible driving techniques, and an understanding of its environmental impacts. This article outlines essential tips for a safe and enjoyable beach driving experience while respecting fragile coastal ecosystems.

Essential Preparation Before You Go

- **Check Local Regulations & Permits:** Not all beaches allow vehicles. Research the specific rules for your intended location; many 4WD-friendly beaches require a vehicle access permit.
- **Use the Right Vehicle:** A 4WD or AWD vehicle is typically required for safe beach driving, as sand has much less traction than sealed roads.
- **Check Tide Times:** Driving at high tide is dangerous and can damage your vehicle. Plan your drive around low tide, ideally within two hours either side, to access the firmer, more compact sand near the waterline. You can check tide times on the [Bureau of Meteorology website](#).
- **Pack Recovery Gear:** Always carry essential tools like a tire pressure gauge, recovery tracks (MaxTrax), a shovel, and a first-aid kit. Going with another vehicle is the best safety measure.
- **Reduce Tyre Pressure:** This is arguably the most important step. Lowering your tyre pressure (often to 16-18 PSI, or even lower on very soft sand) increases the tyre's surface area, allowing your vehicle to "float" over the sand instead of digging in. Remember to reinflate them to normal road pressure as soon as you are back on solid ground to prevent tire damage and ensure safe handling.
- **Plan Fuel Usage:** Driving on sand increases fuel consumption significantly (plan for a ~50% increase), so ensure you have enough fuel.

On-Sand Driving Techniques

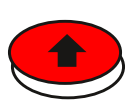
- **Maintain Momentum:** The key to driving on sand is smooth, steady momentum. Avoid sudden acceleration or heavy braking, as these can cause your tyres to dig in and get you stuck.
- **Steer Gently:** Use smooth and gentle steering corrections. Sharp turns can destabilize your vehicle or cause the tyres to roll off the rim at low pressure.



- **Select the Correct Gear:** Soft sand will almost always require low-range 4WD, while firmer sand might be manageable in high-range 4WD. Get to know your vehicle's capabilities through experience.
- **If You Get Stuck:** Don't panic. Gently release the accelerator. Try to reverse along your tracks (the pre-compressed sand provides a better surface). If you are still stuck, use your shovel and recovery tracks.

Environmental Responsibility & Safety

- **Respect Wildlife and Vegetation:** Driving on beaches can seriously affect fragile ecosystems, including nesting shorebirds and coastal plants that stabilize dunes. Stay on formal tracks, avoid driving on dunes or vegetation, and keep speed down to protect wildlife and pedestrians.
- **Be Aware of Others:** The beach is a shared space. Give way to pedestrians, maintain a safe distance from other users, and be mindful of children and pets.
- **Leave No Trace:** Take all your rubbish with you, ensuring the beach remains pristine for others and wildlife.
- **Wash Your Vehicle Afterwards:** Salt and sand are highly corrosive. Give your vehicle a thorough wash after your trip to prevent rust and damage.



Custom Offroad Accessories
The leaders in underbody protection

Guide to Beach Driving: 10 Tips for Success

From Tims Thicket in Western Australia to K'gari's famous 75 Mile Beach in Queensland, Australia is filled with countless awesome beach drives just waiting to be explored.

As an avid group of adventurers, we know just how fun beach driving can be, and we also know how important it is to properly prepare before taking your vehicle out on the sand. That's why we've put together a list of essential beach driving tips to help you stay safe and enjoy your coastal adventure to the fullest!

Check out our top 10 tips below and allow Custom Offroad to help you plan your next off-roading expedition today!

1. Make Sure Your Vehicle Can Handle Beach Driving

The first and most important thing to understand is that you can't just take any car onto the beach. If you want to go driving on sand, you'll need to do so in a 4WD vehicle with high clearance that can handle the tricky terrain.

The beach can be pretty challenging to navigate, especially if you're new to off-roading, so heading out in a well-equipped 4WD is the best way to set yourself up for success.

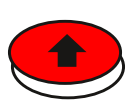
Ask yourself: Is your vehicle overdue for a service? Are the tyres or rims old and in need of replacing? Is your dashboard displaying any warning lights?

Giving your car a once-over and creating a checklist of questions like these will help to ensure your fun beach adventure doesn't turn into an unexpected rescue mission down the road!

2. Pack the Right Gear for the Journey Ahead

As we said, beach driving can be pretty challenging, which means getting stuck in the sand is a very real possibility.

If you do find yourself in a situation where your car just won't budge, a good recovery kit will be your best friend. These kits typically contain recovery ropes, dampers, and shackles to help you get your 4WD out when it's well and truly bogged.



As well as a recovery kit, we'd also recommend packing some bottled water. This will help you stay hydrated throughout your entire adventure, and we guarantee you'll be especially grateful for it if you do get stuck in the sand, as recovery can be pretty hard work!

Other than a recovery kit and a decent supply of bottled water, we'd also suggest packing the following beach driving essentials:

- A tyre gauge
- A portable air compressor/pump
- **Recovery tracks**
- Gloves
- A shovel
- A good quality first aid kit
- A map or GPS
- Sunsafe gear (wide-brimmed hat, sunglasses, sunscreen, etc.)

3. Kit Out Your Vehicle Beforehand

Beach driving will expose your 4WD to quite a lot of sand and salt, which are two pretty harsh elements that can do a real number on your vehicle. On top of this, you might also find a few concealed hazards during your drive, such as driftwood, large rocks, and other dangerous debris hidden beneath the sand.

That's why it's important to kit out your 4WD with the gear it needs to stay well-protected and avoid issues like corrosion, rust, and general undercarriage damage.

To start, we'd suggest investing in high-quality 4WD underbody protection such as **our stainless steel bash plates**. These plates are designed to take a beating so you can drive along the beach without suffering so much as a scratch to the underside of your vehicle.

We'd also recommend spraying your vehicle's underbody with a good protection spray that will further shield against sand and salt damage.

4. Organise Your Beach Driving Permit in Advance

Many 4WD-friendly beaches in Australia require drivers to obtain a vehicle access permit before driving into the area. These beaches are often home to several native species, and permits help to protect their delicate habitats by encouraging safe, responsible driving practices and allowing officers to efficiently monitor all visiting vehicles.

Anyone found to be driving without a valid permit in an area where one is required will be fined, so we wouldn't recommend trying to access the beach without one.

Most of the time, you can obtain your vehicle access permit online, though some exceptions apply for certain locations. Once you've got your permit, you'll need to ensure its details are clearly displayed on your 4WD for your entire beach drive so any authorised officers can easily identify and inspect it.



5. Check the Tides and Avoid the Water

Let's be honest: driving along the beach at high tide is nobody's idea of fun; the soft sand, rapidly approaching waters, and increasingly narrowing shoreline can quickly turn the most exciting adventures into stressful experiences.

Thankfully, it's pretty easy to steer clear of situations like these by checking the tide times and planning your journey before you head out! Not only will this make for a much smoother driving experience, but it will also allow you to keep yourself and your 4WD safe.

As a general rule, we'd advise driving at low tide or 2 hours on either side of low tide, as this will give you plenty of hard sand to drive on.

Compared to the soft sand you'll find at high tide, this hard sand will offer a much more solid path with substantially better traction. This makes it far easier for drivers to control their vehicles, resulting in a more pleasant journey with significantly less risk.

6. Lower Your Tyre Pressure

Before you take your 4WD out on the sand, you'll need to let some air out of your tyres first. This will give your tyres a wider footprint, providing better traction and reducing your chances of getting bogged. For the majority of 4WDs, the best tyre pressure for beach driving is typically between 15-20 PSI.

We'd recommend dropping down to 20 PSI to start with. From there, if you still find your car is struggling to drive along the sand, you can continue to drop the pressure bit by bit until you find that sweet spot.

Just take care not to drop the pressure too much. Anything below 15 PSI could make your tyres too soggy and cause them to roll off the rims if you're not careful!

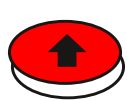
7. Know Where to Drive

By now, you know that when you're driving on the beach, you'll want to drive on the hard sand.

However, did you know that, when driving on the hard sand, it's also a great idea to drive in the tracks left by the vehicles that have driven this route already?

This is by far one of the best sand-driving techniques we can offer you. In addition to making the sand even more compact, these tracks can also help you identify and avoid any hazards the 4WDs in front of you may have encountered.

On top of driving in the tracks, you'll also need to remember to stick to your side of the road. Even though you're driving on the beach, standard road rules still apply. As such, you'll need to make sure you drive on the left at all times and leave plenty of room on your right for other 4WDs to comfortably pass by you in the opposite direction.



8. Drive Safe at All Times

While we're on the subject of road rules, don't forget to drive safe at all times during your adventure!

We get it; beach driving is pretty thrilling, but common sense shouldn't leave out the window just because you're feeling pumped and there aren't any road markings to keep you in line. Make sure you wear your seatbelt, stick to the speed limit, never drive under the influence, and be mindful that you're sharing the road with other vehicles.

Beyond that, remember to always be aware of your surroundings and take care not to put yourself in dangerous situations.

Reckless activities such as driving on dunes, speeding, swerving sharply, driving at night, and carelessly crossing unpredictable waters should be avoided at all times. Not only can these activities harm you, your passengers, your vehicle, and the local wildlife, but many of them can also result in hefty fines if you're caught.

9. Learn What to Do When You Get Stuck

When it comes to beach driving, getting bogged is almost a rite of passage, and if we're being honest, it's all part of the fun! As long as you know how to get unstuck, you'll be fine.

The first thing to remember when you get stuck is to take your foot off the accelerator the moment you realise you're not going anywhere. Trying to accelerate out might feel like the natural thing to do, but when you're bogged on the beach, you'll only end up spinning your tyres deeper into the sand.

Instead, we'd suggest hopping out of the vehicle to assess just how stuck you actually are. You might find that the only thing you have to do is let some more air out of your tyres and roll your 4WD out.

If that doesn't work though, you'll have to whip out your **recovery tracks** and your shovel and start digging. Dig your tyres out of the sand as much as you can before slipping the recovery tracks under them and gently driving your car up and out.

If your vehicle still won't budge after that, it's time to get your recovery kit out and call in a mate for help.

10. Give Your Vehicle a Thorough Clean Afterwards

So, your beach driving adventure has come to an end, what's next? Well, the first thing you'll need to do is pump your tyres back up for the journey home!

After you've done that, the next thing you'll want to do is get your vehicle looking spick and span once more. Allowing salt and sand to stay on your 4WD can cause serious damage, so it's best to give it a good wash as soon as you pull up into your driveway.



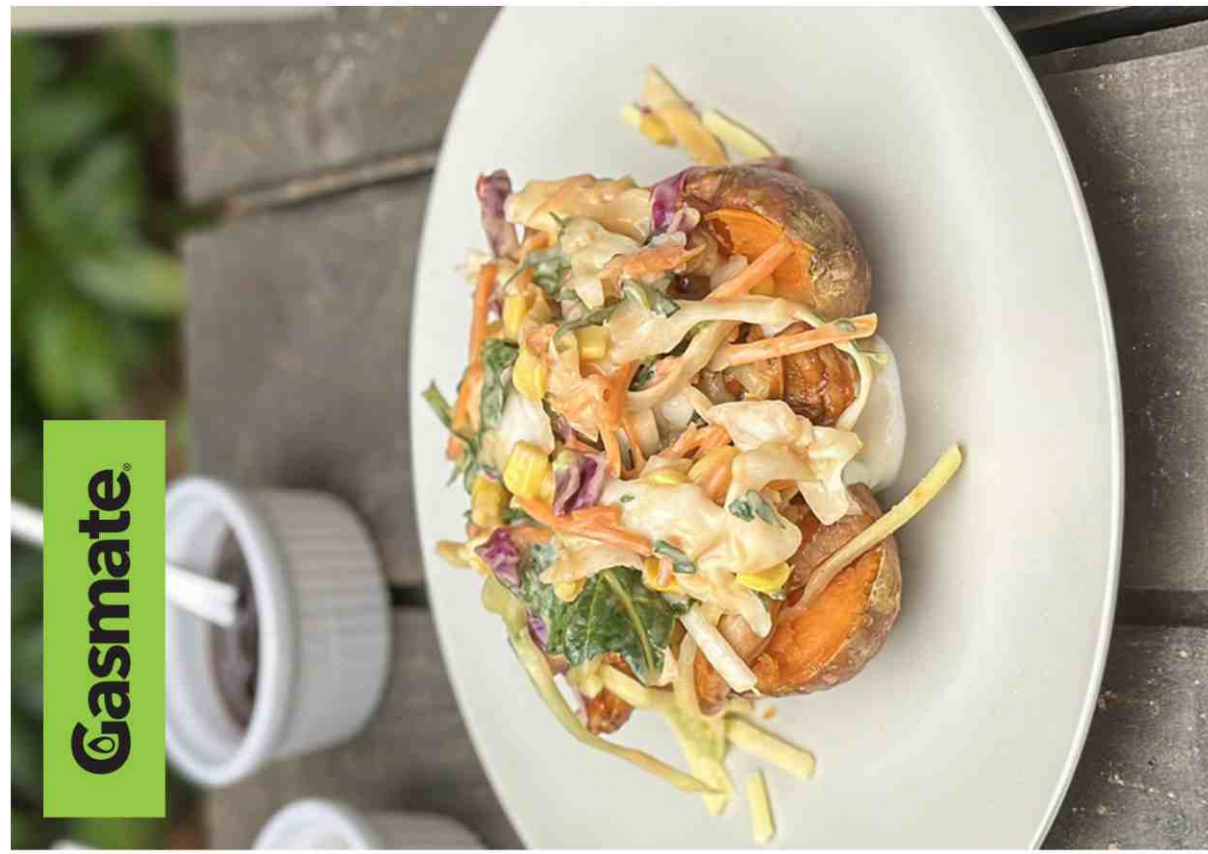
First, you'll need to rinse your vehicle with a hose to remove any immediately obvious grime. Then, using a special cleaner designed to remove salt and sand, you'll need to thoroughly clean every nook and cranny on your vehicle.

These cleaners can typically be applied using a pressure washer, a foam gun, and a microfibre cloth, making it easy for you to use the right cleaning methods for different parts of your 4WD. We suggest starting with the undercarriage and ending with the roof so you can pay attention to the most exposed areas of your 4WD first.

Prepare for Your Next Beach Driving Adventure With Custom Offroad!

After reading our top 10 beach driving tips, the only thing left to do is get out there and have a blast!

Need a hand prepping your vehicle before your trip? Custom Offroad can provide the gear you need. We've been helping Aussie drivers prepare their 4WDs for various off-roading adventures for well over a decade, supplying the high-quality gear they need to protect their vehicles and stay safe.



LOADED SWEET POTATO WITH BBQ CHICKEN



Who doesn't love a loaded baked potato!? Fluffy inside and topped with smokey BBQ chicken, cheese and lots of other goodness. A healthy and satisfying meal for all.

Serves: 4 people
Prep Time: 40 Minutes

4 small	Sweet potatoes – roughly the same size in thickness
600-700g	Chicken tenderloin
1 cup	Smokey BBQ sauce
½ cup	Water
200ml	Sour cream
250g	Shredded tasty cheese
400g packet	Coleslaw packet containing dressing i.e. ranch style dressing
	BBQ sauce as desired for topping
	Salt and pepper to taste
	Olive oil spray
	Aluminum foil

Directions:

1. Heat BBQ grill on medium for direct heat approx 350°C.
2. Wash sweet potatoes and pierce with a fork a few times each and spray with olive oil.
3. Double wrap sweet potatoes individually with aluminium foil (shiny side on inside).
4. Place sweet potato on grill with hood down and turning the sweet potatoes occasionally until tender approx 30-40 minutes depending on thickness.
5. Once sweet potato is soft on the outside and cooked through, remove and set aside until BBQ chicken is cooked.
6. To prepare BBQ chicken, heat a fry pan and spray with olive oil.
7. Season chicken tenderloins with salt.
8. Add chicken to fry pan and lightly brown on each side.
9. Add 1 cup BBQ sauce and ½ of water to fry pan. Mix through, covering all the chicken with BBQ sauce.
10. Bring to a boil and then cover with lid and reduce heat simmering for approx 20 minutes stirring occasionally.
11. Remove lid and using a wooden spoon break chicken so it shreds. If there is liquid cook without lid until most liquid evaporates.
12. Place coleslaw in a bowl, mix through dressing and set aside.
13. Remove sweet potatoes from aluminium foil, cut length ways and place on individual dinner plates.
14. Season with salt and pepper to taste, add sour cream as desired, BBQ chicken (evenly divided), extra BBQ sauce, shredded cheese and coleslaw on each one. Alternatively place all toppings in the middle of the table and let everyone make their own.

Tips & Serving Suggestions:

- Place sweet potatoes back in the BBQ with hood on after the cheese has been added so it melts over the chicken before adding the coleslaw or use a blow torch to melt cheese.
- Sweet potatoes can be swapped out for medium sized potatoes but will take longer to cook approx 50-60 minutes depending on size.
- A bought BBQ chicken can be used – shred it and then heat it in a fry pan with 1 cup of BBQ sauce.

THE OUTDOORS MADE EASY.



ONE POT GNOCCHI BAKE

A no fuss pasta dish – no need to boil water to cook the gnocchi. Just make the sauce and then cook the gnocchi in the sauce! Authentic and delicious, the family will give you lots of back!



Serves: 4-6 people
Prep Time: 25 minutes plus
baking time 20 minutes

Directions:

1. Heat a large deep cast iron fry pan on medium heat with olive oil.
2. Add diced red onion and finely chopped garlic clove. Sauté for a few minutes and then add grated zucchini and carrot until soft.
3. Add mince meat and beef stock and salt and pepper to taste.
4. Break up mince meat with a wooden spoon and cook until brown.
5. Add 3 x tins of tomato, milk and ½ teaspoon of salt. Bring to boil and simmer for 15 minutes.
6. Preheat BBQ to 180°C.
7. After simmering the sauce for 15 minutes add gnocchi, parmesan cheese and spinach to the sauce. Stir through the sauce and simmer for 1 minute.
8. Spread gnocchi out evenly so they are covered by sauce and top with parmesan cheese and mozzarella slices. Note sauce should still have liquid/not too thick so the gnocchi can absorb liquid and cook.
9. Move fry pan to BBQ and reduce burner under saucepan to low or off. Other burners can remain on high maintaining BBQ temperature at 180°C.
10. Bake for approx 20 minutes until gnocchi are cooked through and mozzarella melted.

Tips & Serving Suggestions:

- Spinach or pumpkin gnocchi can be used or any sort of fresh pasta can be substituted.
- If you don't have a BBQ you can continue to cook on stove top covered lightly with foil/lid on low-medium heat until pasta cooked through.

1	Garlic clove (finely chopped) or substitute for garlic paste
½	Red onion
2	Tablespoons of olive oil
1 small	Zucchini (grated)
1 small	Carrot (grated)
1	Beef stock cube or equivalent
500g	Beef mince meat
1 cup	Milk
3 x 400g tins	Mutti (brand) polpa plain or with garlic or with basil (you can mix them up to your liking). This is the most authentic sauce base however, it can be substituted for another brand
500g	Fresh gnocchi – in the fridge section of supermarket. Lots of brands available – they are all good
1.5 cups	Fresh spinach
4 tbsp	Grated parmesan cheese
Mozzarella ball	½ cm slices or shredded mozzarella (however apply generously)
	Salt and pepper

THE OUTDOORS MADE EASY.



ANTIPASTO SALAD

Turn on the BBQ grill to hot.

Toss prepared zucchini, eggplants, capsicums and sweet potato in a little olive oil in a large bowl and season with salt and pepper.

Get the BBQ hot. Start grilling the vegetables, turning over when you have nice grill marks. Return cooked vegetables to the bowl.

Grill the cherry tomatoes separately and set aside as they are more delicate and will fall off trusses if tossed.

Add rocket, semi dried tomatoes, capers, coriander and chili to the bowl with a splash of red wine vinegar and extra virgin olive oil and toss. Check seasoning and plate up.

Add grilled cherry tomatoes as garnish.

- 2** Large zucchinis, sliced diagonally
- 4** Baby eggplants, sliced diagonally
- 2** Red capsicum, cored and cut into large pieces
- 2** Yellow capsicum, cored and cut into large pieces
- Trussed cherry tomatoes
- 1** Small sweet potato, sliced 2cm thick
- 100g** Rocket leaves
- 100g** Semi dried tomatoes
- 50g** Capers
- $\frac{1}{2}$ Cup chopped coriander
- 1** Tbsp red chili, deseeded and finely sliced
- Red wine vinegar
- Olive oil
- Sea salt and fresh ground black pepper



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Secret Harbour Surf Carnival

In the many years we have been helping out with the surf carnivals this is the first one I remember that started out raining. Some of us aired down using umbrellas while others waited for a fine patch. Almost as soon as we were all aired down, the first boat arrived earlier than usual before 6.00 am with the last straggler arriving well after 7.00.

The beach driving conditions were pretty much the best I have seen, even the notoriously soft section up near the dunes was quite firm although I did come close to my traditional bogging when I accidentally selected ECO 2WD mode instead of 4WD and dug my back wheels down. The ute climbed out easily, without help, once I realised my mistake.

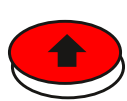
The un-named Club Secretary that was apparently driving too fast up the access ramp getting chastised by one of the Surf Club people and one of our visitors got severely ripped off at the café were the only incidents worth noting.

No sooner than we finished getting the boats onto the beach the event was canceled due to unfavourable conditions so we took the boats back off the beach and the day finished very early.

Along with some of our regular helpers it was good to have some new faces and visitors helping out.

Brisey





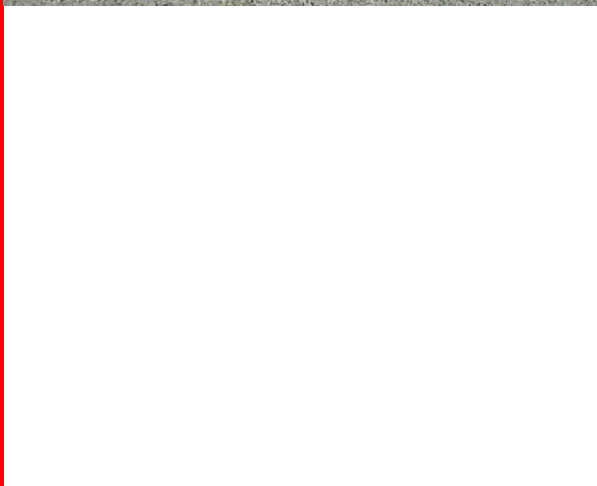
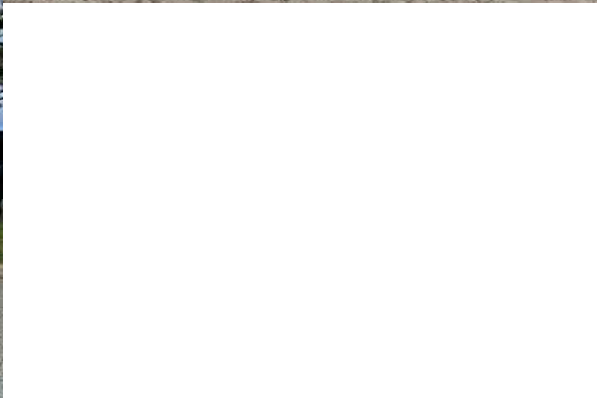
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SURF CARNIVAL



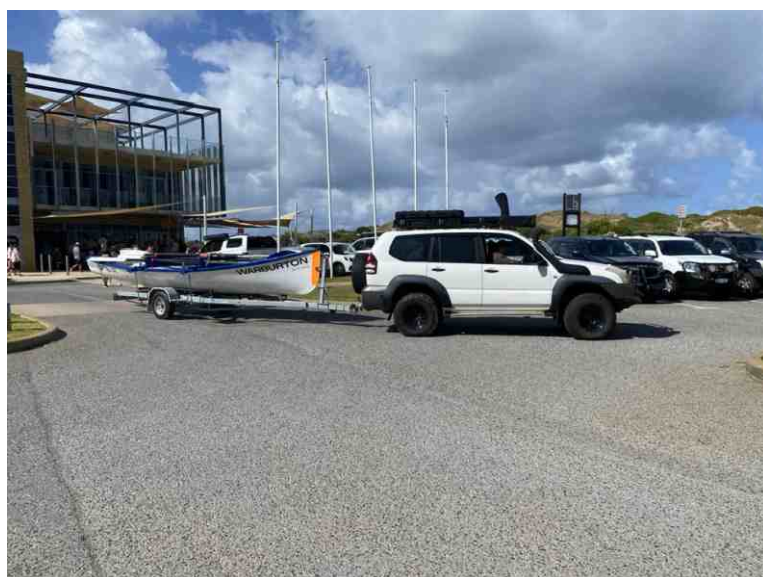
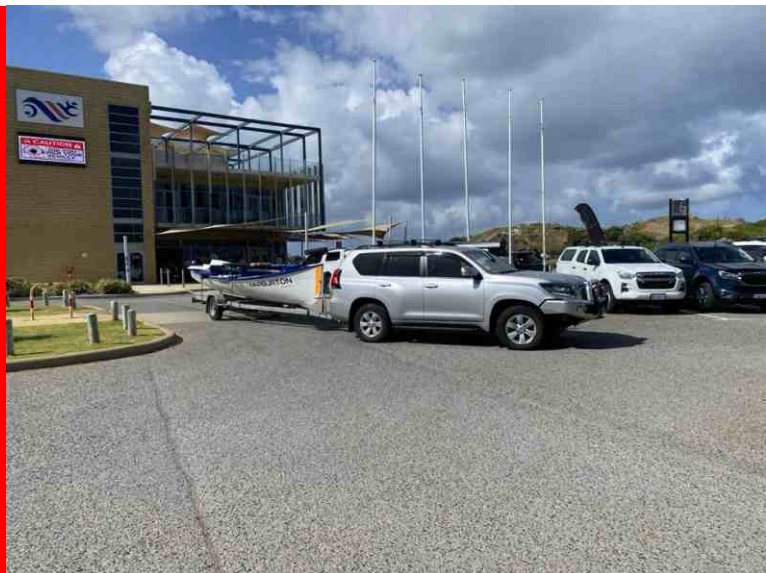
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SURF CARNIVAL



TRIPPING OUT



SURF CARNIVAL



Lennard Track Overnighter Trip Report Peel 4x4 Club



Saturday 29th November 2025 to
Sunday 30th November 2025
Trip Report by Gary Mayes

The Saturday was off to a great start, with a beautiful sunny morning. A few of the crew on this trip had already headed off, and my plan was to meet them halfway. On the way out there though, I couldn't pass up the opportunity to stop off at the Thorny Devil Brewery to get a couple of beers for the lovely afternoon.

That sorted, we met the rest of the crew at the Crooked Carrot, from where we proceeded to Honeymoon Pool campground in a convoy of 6 vehicles.

Once at Honeymoon Pool, we got set up, had a good chat, and enjoyed the afternoon.

With the sun gradually setting, we decided it was time to get the camp fire started, and then make a start on dinner. There was a variety of food being cooked – with the associated lovely smells. For us, it was meatballs cooked in tomato soup, with brown rice – absolutely delicious.

With dinner all done, it was time to socialise around the camp fire with a few drinks, some good stories, but more importantly – marshmallows...

The next morning we all up bright & early, and ready for a cook up.

Bacon, eggs, sausages & onions were on the menu, with several cooks helping to feed the hungry horde. A few of the people coming along for the day trip began to arrive, and we all managed to avoid the flies, and had a tasty breakfast.

Following the breakfast clean-up, and packing the vehicles from camping, we all gathered around for the trip briefing. All up, there were a total of 13x vehicles, one of them being an x-trail.

This was a strange one for me, as I thought they were All-Wheel Drive only. This one was actually a Four Wheel Drive, with a centre diff lock. The driver assured me the vehicle was capable, and had done similar tracks before, so off we went.

Once in convoy, we then proceeded onto the Lennard Track, which seemed pretty tame at first, although a little overgrown.

There were a few little rocky climbs which a smile on the drivers faces.

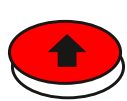
Driving along the track, we came to a closed gate. I got out to check it, and found a padlock on there. Having known the track was fully open, I was unsure of the reason for the gate to be closed, so looked around for another track I may have missed.

After finding one, Steve had also checked the lock, to find it was just sitting on there – not locked. We then proceeded on through the track, and found an empty spot by the river. The adventurous ones drove down to the river, while the others parked up top, and walked down.

It was a nice little spot, where we had a quick break for morning tea.

After this stop, the real fun began.

Page 1 of 7



Lennard Track Overnighter Trip Report Peel 4x4 Club



We came across a steep rutted hill climb, with another thrown in – a trailer with a quad bike in it. I can only assume that the owner could not get up the hill with the trailer on, so ditched it. Hmm... Most vehicles got up, however this is where the x-trail began to struggle. It seems as though the CVT transmission got a little warm, and didn't want to put too much power to the ground.

All good though, a couple of snatch straps were connected, where Simon was able to pull it up the hill the Pajero.

We then got to the last long climb out, which was a little challenging for some, but still fun all the same. I think the snatch straps stayed connected to the x-trail, which was then towed out the rest of the way.

After getting to the end, we proceeded to the black top, where we all aired up back to normal tyre pressures.

Some of the crew had to leave at this point, where the remainder proceeded to Wellington Mill for lunch.

We then headed out past Gnomesville, to Frogs Hollow, which was a great little stop.

10 minutes down the road, we then ended the trip at Shag Brewing – a little brewery hidden on the side of the road.

Another great day out with the Peel 4x4 Club. Thanks to those who attended our last official 4x4 trip of the year.





Lennard Track Overnighter Trip Report Peel 4x4 Club





Lennard Track Overnighter Trip Report

Peel 4x4 Club





Lennard Track Overnighter Trip Report

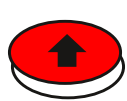
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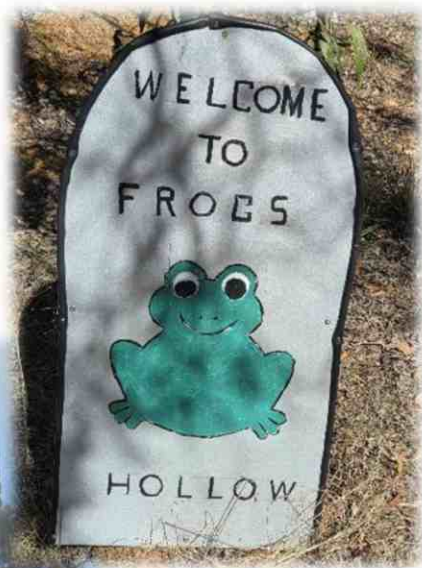


Lennard Track Overnighter Trip Report Peel 4x4 Club





Lennard Track Overnighter Trip Report Peel 4x4 Club

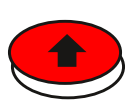




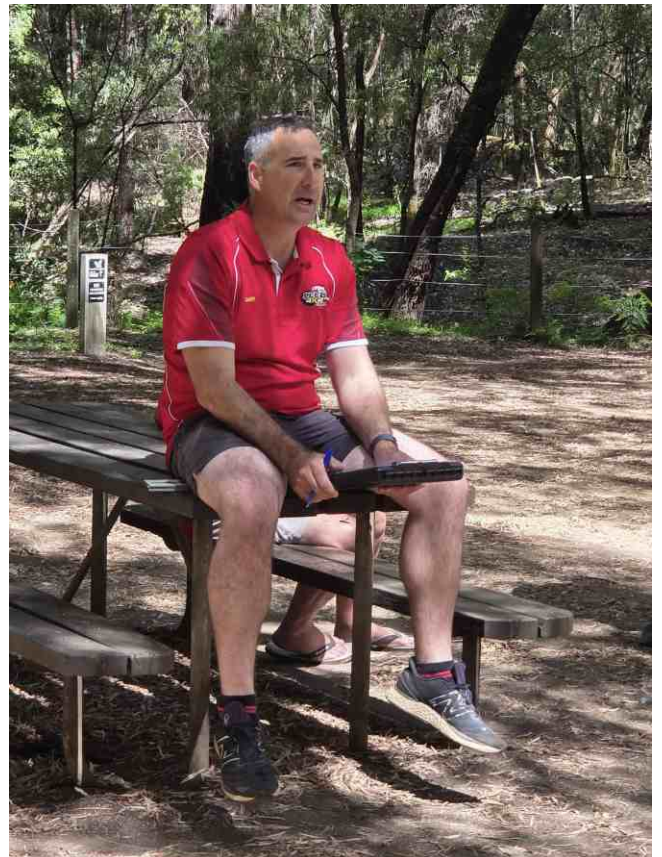
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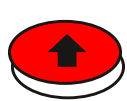
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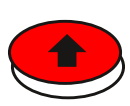
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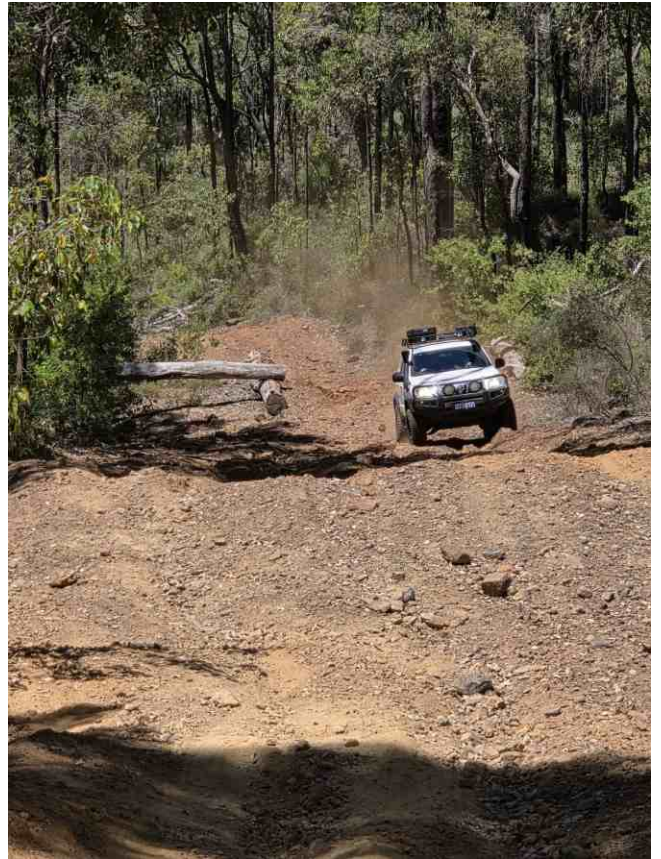
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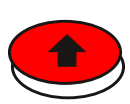
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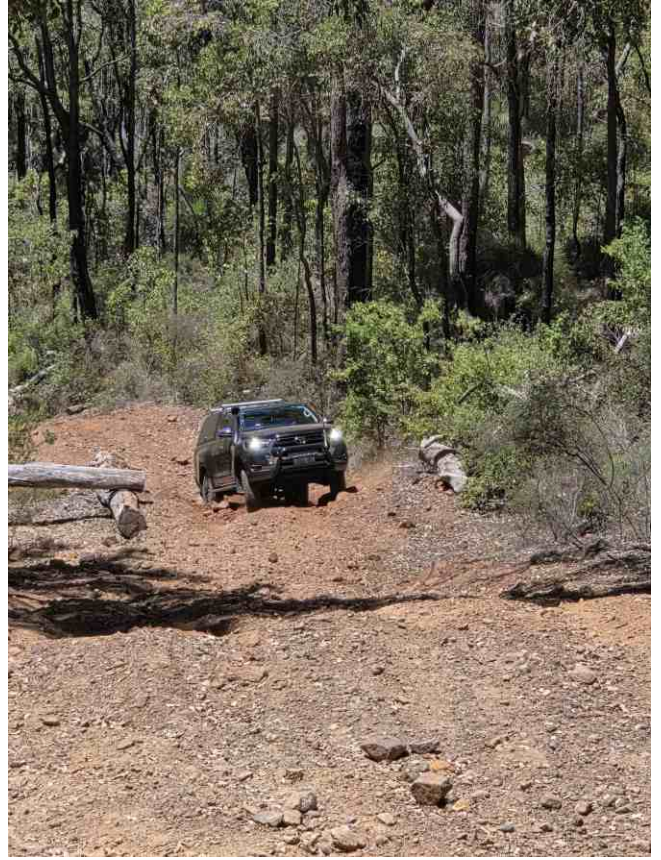
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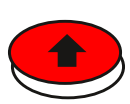
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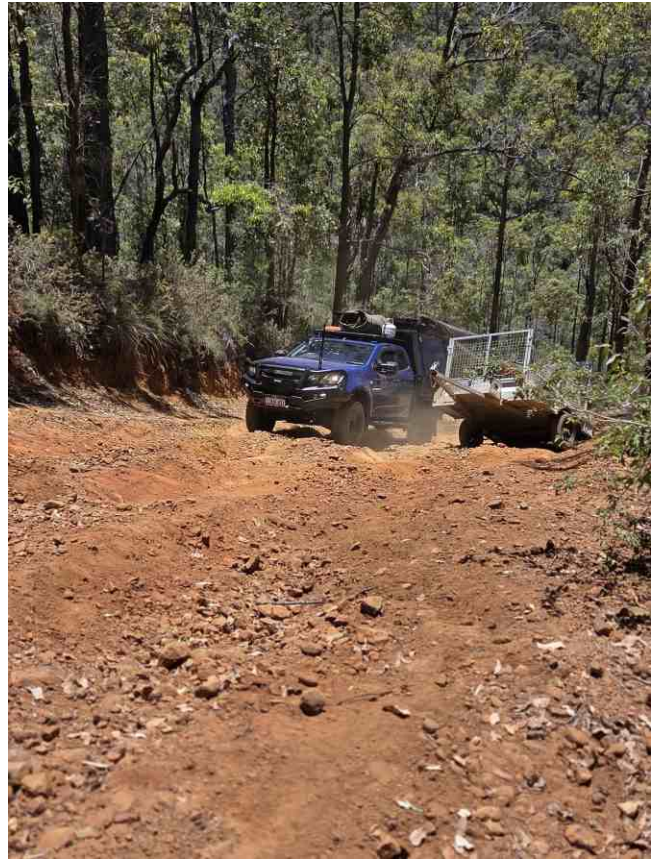
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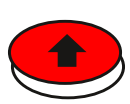
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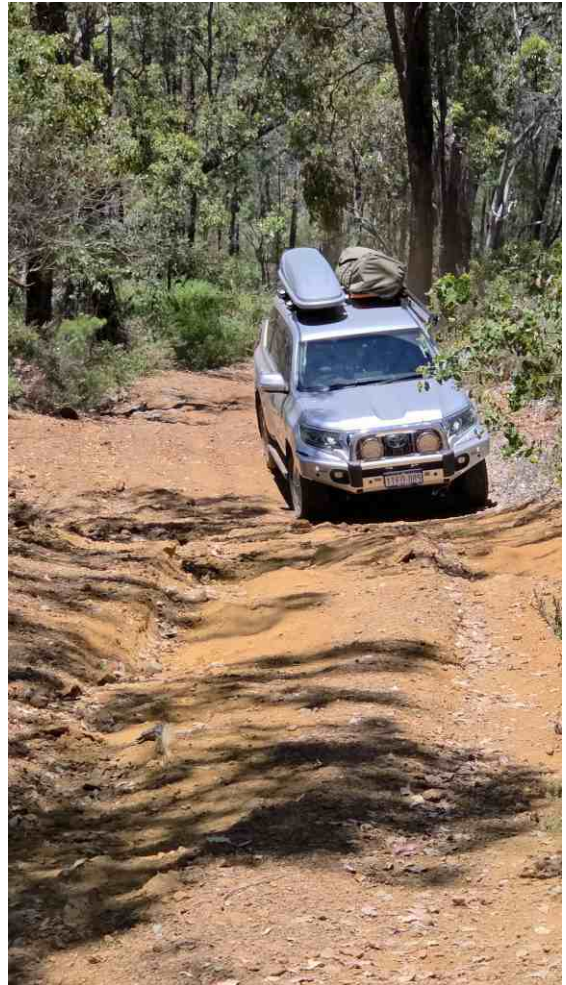
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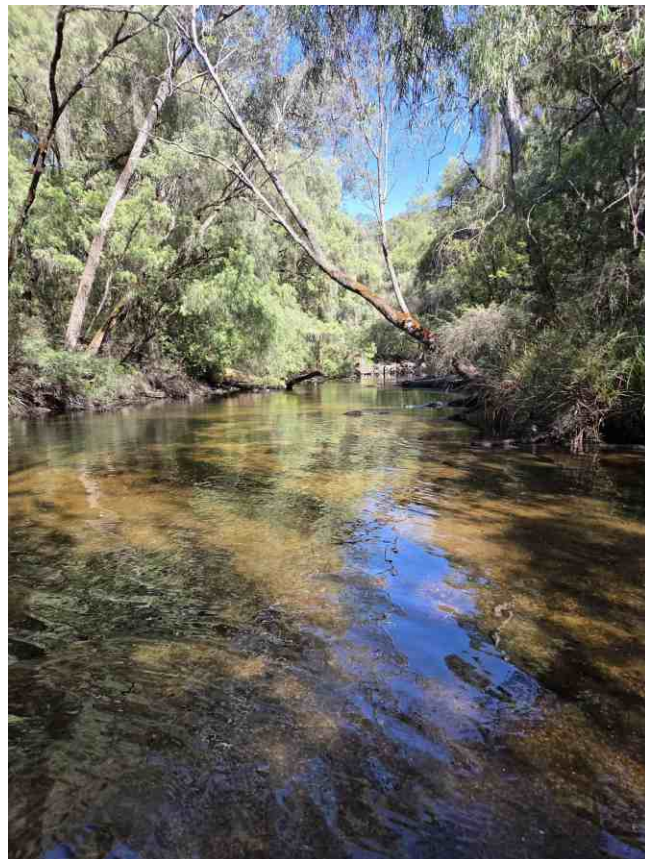
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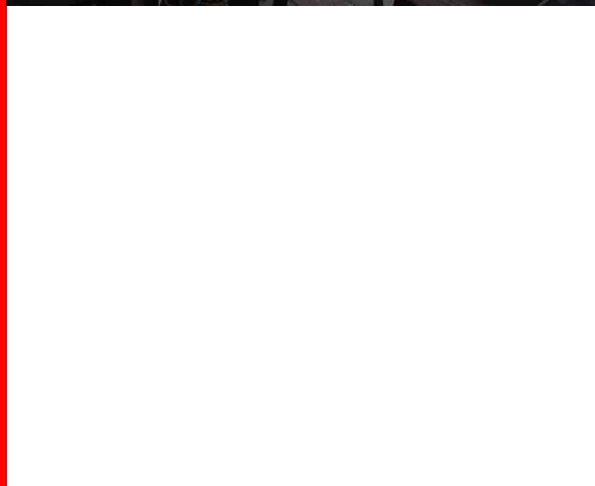
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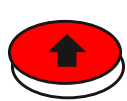
CHRISTMAS PARTY



TRIPPING OUT



CHRISTMAS PARTY



CAMPING FEES	2025/2026	PEAK RATE
Family Rate (2adults & 2 children under 18)	\$45.00	\$56.25
Child (or additional child)	\$8.00	\$10.00
Adult (or additional adult)	\$17.50	\$21.50
Pensioner/Senior Card	\$12.00	\$15.00
Family Rate 7 nights (2adults & 2 children under 18)	\$270.00	\$337.50
Shower non-campers	\$5.00	\$6.25
Powered sites (extra per booking/night)	\$9.00	
Firewood (per bag)	\$15.50	

Windy Harbour Australia Day Weekend

We have made a club booking 2 powered and 8 unpowered sites from Friday 23rd to Monday 26th with the option of additional nights the sites we have booked are all together (for those that went last year we have the corner and the powered sites closest to it. Please indicate if you wish to attend and if you want power or unpower and # of people trip sheet will be out the next meeting

Saturday Trip to the mouth of the Gardner River then east to Coodamurrup Hut and West Cliff Head

Sunday Trip and bbq

Dinner

dinner details to come



TRIP CALENDAR

January General Meeting and Trip Planning Meeting
Sunday 11th January 2026
PK Tavern

Australia Day Weekend at Windy Harbour
23rd to 26th January 2026
Steve and Julie Power
Medium