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CLUB INFORMATION

CLUB CONTACT DETAILS

POST OFFICE BOX 8233

WARNBRO WA 6169

<http://peel4x4club.webs.com>

Club Email: peel4x4club@hotmail.com

Secretary: secretarypeel4x4club@outlook.com

Treasurer: peel4x4.treasurer@gmail.com

Magazine Email: briantanner57@bigpond.com

NEXT GENERAL MEETING

27/9/2023

GENERAL MEETING MEETING VENUE

Secret Harbour Surf Lifesaving Club

Doors open 7.00 pm

Meeting starts 7.30 pm

NEXT COMMITTEE MEETING

11/10/2023

COMMITTEE MEETING VENUE

The Nudsen's

Upcoming trips

See trip pages for details

Mellenbye Station stay Kings Birthday long weekend Station Stay 22nd to 25th September



Find us on



Facebook
[peel4x4club](https://www.facebook.com/peel4x4club)



Membership Fees \$130.00 for the first year then \$90.00 per annum. Pro rata fees will be charged depending on your joining date.

CLUB BUSINESS

Peel 4x4 club Christmas Party



@ the



LOCATION

199 Port Kennedy Dr,
Port Kennedy WA 6172

Sunday 10th December 2023

12noon – 3pm

Finger / Platter style food will be provided

Buy Your Own Drinks

Final numbers by November Meeting November 22nd 2023

If you require more information

call Julie
0422 895 121

IMPORTANT STUFF



DUTIES OF OFFICE BEARERS & COMMITTEE MEMBERS

OFFICE BEARERS *(One shall not hold two or more positions of Office Bearer)*

Association = Peel 4 x 4 Club

Rules = Constitution

CHAIRPERSON

Shall preside at all meetings of the Association and preserve order, so that business may be conducted in due form and with propriety.

It is the duty of the chairperson to consult with the secretary regarding the business to be conducted at each committee meeting and general meeting.

The chairperson has the powers and duties relating to convening and presiding at committee meetings and presiding at general meetings provided for in the constitution.

VICE PRESIDENT

Shall assist the chairperson in the performance of their duties, and shall exercise the powers and perform the duties of the chairperson in the absence of the chairperson.

SECRETARY

The Secretary shall conduct all day to day matters of the Association.

Dealing with the Association's correspondence;

Consulting with the chairperson regarding the business to be conducted at each committee meeting and general meeting;

Preparing the notices required for meetings and for the business to be conducted at meetings;

Unless another member is authorised by the committee to do so, maintaining on behalf of the Association the register of members, and recording in the register any changes in the membership, as required under section 53(1) of the Act;

Maintaining on behalf of the Association an up-to-date copy of the rules, as required under section 35(1) of the Act;

Unless another member is authorised by the committee to do so, maintaining on behalf of the Association a record of committee members and other persons authorised to act on behalf of the Association, as required under section 58(2) of the Act;

Ensuring the safe custody of the books of the Association, other than the financial records, financial statements and financial reports, as applicable to the Association;

Maintaining full and accurate minutes of committee meetings and general meetings;

Carrying out any other duty given to the secretary under the rules or by the committee.

TREASURER

Ensuring that any amounts payable to the Association are collected and issuing receipts for those amounts in the Association's name;

Ensuring that any amounts paid to the Association are credited to the appropriate account of the Association, as directed by the committee;

Ensuring that any payments to be made by the Association that have been authorised by the committee or at a general meeting are made on time;

Ensuring that the Association complies with the relevant requirements of Part 5 of the Act;

Ensuring the safe custody of the Association's financial records, financial statements and financial reports, as applicable to the Association;

Coordinating the preparation of the Association's financial statements before their submission to the Association's annual general meeting;

Providing any assistance required by an auditor or reviewer conducting an audit or review of the Association's financial statements or financial report under Part 5 Division 5 of the Act;

Carrying out any other duty given to the treasurer under the constitution or by the committee.

Shall be responsible for all monies of the Club and keep all associated records.

The Treasurer shall circulate to all financial members a printed financial statement at the annual general meeting.

The Treasurer shall present a written report of the Club finances to all general meetings.

The Treasurer is responsible for the club raffles.

ORDINARY COMMITTEE MEMBERS

INSURANCE OFFICER

Shall maintain and hold records pertaining to public liability and vehicular insurance and attend Association meetings as required.

TRIP CO-ORDINATOR (S)

Shall be responsible for the co-ordination of all trips; and shall allocate the dates of trips, keep a written log of all trips conducted, and attend Association meetings as required.

ENVIRONMENTAL OFFICER

Shall be responsible for dealing with environmental issues as they arise and attend Association meetings as required.

MAGAZINE EDITOR

Shall produce and distribute the Club magazine at the general meeting each month.

PROPERTY OFFICER

Shall hold all property donated or purchased by the Club.

They shall maintain a log detailing all property taken by members, date taken, and date returned.

They shall have the Club property maintained in good order. Defects are to be tabled at the next Committee meeting which shall consider, and if necessary, authorise any expenditure for the repair or replacement.

ASSOCIATION DELEGATE (S)

Shall attend Association meetings and represent the Club's best interests and report back to the Club as necessary.

WEBMASTER

Shall maintain and update the club website and social media pages.

GENERAL STUFF

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



Club Shirts etc are now available from
Totally Workwear
Mandurah

T Shirts	(with logo and name)
Singlet	(with logo and name)
Hoody (zipped front)	(with logo and name)
Peak Cap	(with logo)
Beanie	(with logo)

T Shirts are the same as previous ones. If you know your size you can phone Totally Workwear with your order or call into the store and try one on. They have all our details on record.

Please see our Treasurer/Committee Members at the meeting if you have any questions.



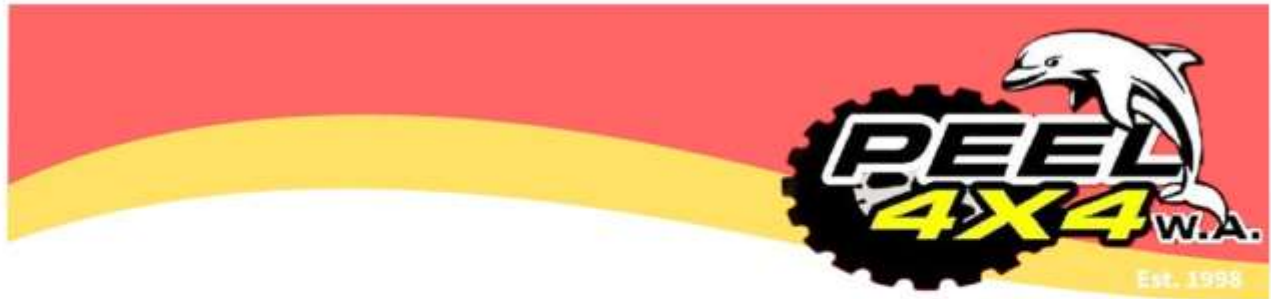
Peel 4x4 Club Property List

GENERAL

- ♦ BBQ & Gas Bottle
- ♦ Hand held UHF CB - Uniden UHO40XR (2)
- ♦ Magnetic Numbers (20)
- ♦ ARB Gazebo
- ♦ Wanderer Gazebo and side walls
- ♦ Fines Container
- ♦ Presidents Gavel
- ♦ Shower/Toilet Tent
- ♦ 4 Large pegs
- ♦ Peel 4x4 banner
- ♦ Peel 4x4 flag and stand (2)
- ♦ Beach volleyball net
- ♦ Laminated maps
- ♦ Santa suit

RECOVERY EQUIPMENT

- ♦ Pulley Block
- ♦ Tree Protector
- ♦ Bridal
- ♦ D shackles (3)
- ♦ Recovery Damper
- ♦ Large Grey Space Case



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





Peel 4 X 4

We are fundraising with
 Entertainment

**Buy
online
today!**



SCAN ME



**SHOW YOUR
SUPPORT**

Every Membership we sell, 20%
goes directly to our fundraising



A_1203

PRESIDENT'S PARABLE

Presidents Report

Hi Everyone,

As discussed at the last General Meeting, I felt that all we were really doing, was going through the motions of the meeting.

Being a Four Wheel Drive Club, I believe that the General Meetings should also be a place to discuss technical items. If you are unsure about lifting your 4x4, want advice about how to set your vehicle up, or just want feedback on whether you need that snorkel you've been procrastinating about for a while – a General Meeting should be the place for this.

Towards the end of the meeting, we have introduced a Technical section of the meeting, which is where such items can be discussed.

With the increasing popularity of Dyneema winch rope, we discussed the different grades of Dyneema rope, benefits of this product, along with a display of some rope, soft shackles, and a splicing tool (FID).

At the upcoming General Meeting, we will have a display of the same items, along with different rope splices, end terminations, and connections.

We will also have a demonstration on how to splice your Dyneema winch rope, in the event that you have a breakage out in the bush.

Please also send through anything else you would like to discuss. One that came up at the previous meeting, was Lithium Batteries, along with their charging requirements.

For those of you going away for the long weekend, please take care on the busy roads, and I hope you have a great time.

Stay safe out on the tracks everyone, and I look forward to seeing you all on Wednesday night, 27th September.

BRISEY'S BULLDUST

A couple of weeks ago I forgot to turn my car fridge off after a picnic out with the family, finally remembering after not using the Patrol for a few days it was too late my camping battery was dead flat at 10.6 volts. I thought that seeing I had a DC—DC charger supplying the battery a long drive would charge it up and hopefully I haven't killed it completely. Unfortunately the battery was too flat to register with the onboard charger and wouldn't charge. Next hope was my bench battery charger would do the trick otherwise I would have to take it to Battery World or similar to put it on their specialist charger. After dismantling the false floor in the patrol to remove the battery I connected the charger up fortunately for me the battery was on float in a couple of days. The next thing was to check if the battery was holding a charge so I ran the fridge up for 24 hours monitoring the voltage. I'm lucky this time it is holding charge OK. This is the second time this has happened last time it wasn't so flat and charged up in the car. As batteries don't like to be fully discharged this has shortened the life so I don't want this to happen again and will now add an indicator light when the fridge is on.

MEETING MURMURS



AGENDA - GENERAL MEETING OF THE PEEL 4X4 CLUB

Date: 27/09/2023

Venue: Secret Harbour Surf Lifesaving Club



1. MEETING OPENING

2. TRIPS SINCE LAST MEETING:

Karrara Ranges

Yalgu Station

3. MATTERS ARISING FROM THE PREVIOUS MINUTES.

4. PRESIDENTS REPORT.

5. SECRETARYS REPORT:

6. TREASURERS REPORT.

7. INSURANCE OFFICERS REPORT.

8. PROPERTY OFFICERS REPORT.

9. ENVIRONMENTAL OFFICERS REPORT.

10. DELEGATES REPORT.

11. MAGAZINE EDITORS REPORT.

12. WEBMASTERS REPORT.

13. TRIP COORDINATORS REPORT.

14. GENERAL BUSINESS.

15. TECHNICAL.

Practical session – Splicing of Dyneema rope.

16. NEXT MEETINGS:

GENERAL MEETING – 26th October 2023. Secret Harbour Surf Lifesaving Club

COMMITTEE MEETING – 11th October 2023. Hosted by Dave Knudsen

16. MEETING CLOSURE



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 23rd August 2023

Venue: Secret Harbour Surf Life Saving Club



MEETING OPENED 7.32pm

1. CONFIRMATION OF ATTENDEES

ATTENDEES & VISITORS – As per attendance record sheet.

APOLOGIES / PROXIES – As per attendance record sheet.

2. – TRIPS SINCE LAST MEETING -

Mark Skeels, Karrara Ranges – 20th – 27th August, currently underway.

3. CONFIRMATION OF MINUTES FROM PREVIOUS MEETING- 26/07/2023

Accepted and signed by the president

Unanimously accepted.

4 – BUSINESS FROM THE PREVIOUS MINUTES - Nil

5. PRESIDENTS REPORT: Gary Mayes

- Quorum numbers have now been changed. Quorum is now 30% of members to be present for general meetings, and 30% of Committee Members (which must include at least 2x Office Holders) to be present for committee meetings.
- Gary will update the clubs constitution to reflect these changes.
- New Membership application form is now in effect, with a few minor changes: ie current feel, how to submit, approval process, objectives of the club and eligibility for membership.

Business for the President: - Nil

5. SECRETARYS REPORT: Donna Light

Mail In: - Bank Statement – given to Gary Mayes at the General Meeting, and a \$12 Cheque for re-imbursement of funds paid to change the clubs name. (to have no spaces between 4x4, which was denied). Also given to Gary Mayes.

Business for the Secretary:

- Both email addresses are in use, the secretary@ one is used for internal communications, and the peel@ one is used for our Facebook and website enquiries.
- For continuity and ease of recognition, emails are now sent from “ peel 4x4 secretary”, instead of a person’s name.



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 23rd August 2023

Venue: Secret Harbour Surf Life Saving Club



6. TREASURERS REPORT: Cassie Mayes

Greg and Mark Sharman have now been removed from the bank account. Cassie has been liaising with the bank to get this changed. Discussion around removing Chris, Greg and Glen have been removed, just awaiting finalisation for Julie Power and Cassie Mayes to be signatories.

Treasurers report to be shown in magazine, as Cassie was unable to access her lap top to submit report for the meeting.

Business for the Treasurer:

- Finalise signatories to the bank accounts.
 - Advise cost for partners to attend Christmas Party at next meeting.
 - Pricing for cotton shirts to be advised.

7. INSURANCE OFFICERS REPORT: Dave Knudsen - Absent

- Waiting for a new Certificate of Currency & PDS from National Association.
- National Association (Policy Holder) advised that insurance has increased by \$1 per member.
- Club is covered by insurance, not the individual member.
- Anyone is covered by the insurance, as long as they are signed onto the trip sheet.
- Mentioned that procedure of claiming needs to be clear.
- Time trials not covered by insurance.
- Any volunteers to be the WA representative for State Insurance Officer? We don't anticipate this position being a heavy workload, more so just a state based point of contact to liaise with regarding insurance claims etc. - No takers from the meeting.

Business for the Insurance Officer:

Nil

8. PROPERTY OFFICERS REPORT: Phillip Crewe

Phil reported that a few of the items in the property inventory are missing. Discussion around needing a new inventory, (possible that GM has sent an outdated report to PC). It was noted that the missing items were either given as prizes at the General Meeting, or had to be discarded due to being worn out, or no longer useful.

** Correct property list emailed through following meeting.

Business for the Property Officer: Nil



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 23rd August 2023

Venue: Secret Harbour Surf Life Saving Club



9. ENVIRONMENTAL OFFICERS REPORT: Peter Light

Business for the Environmental Officer: Nil

10. DELEGATES REPORT: Gary Mayes

AGM.

- ~\$1500 loss, partially due to movie night (\$1060 loss) with members not supporting. Balance of \$40k in account.
- WA4WDA membership will increase by \$2 per member to also cover the previous \$1 rise, which was not passed onto clubs at the time. Peel 4x4 Membership is not expected to change.

Delegates Meeting

- Do we agree with association not having an external financial audit completed? Club thought it was a better idea to have external financial audits completed.
- PDS's are coming. Process of claims to be drawn up.
- New National Park to be opened in Gascoyne Region.
- WA4WDA are getting involved with the Gin Gin shires move to close beaches.
- Member Protection Policy proposed by WA4WDA to submit as part of SARO has been accepted.
- Welcome to country will be going onto WA4WDA website. This is a requirement of the SARO.
- Those looking to go to the National Meet, of the 25 powered sites, 12 have already been taken.

Business for the Delegate: Nil

11. MAGAZINE EDITORS REPORT: Brian Tanner

Magazine will be sent out a little earlier moving forward, so the members can have time to read it before the meeting. Deadline will be the 3rd Wednesday of the month, and BT will send a reminder out for submissions.

BT to update red book to include our new member (s)

BT is introducing another section for members to contribute to, which is hobbies. Doesn't need to be 4wd related, just an idea to send in to talk about the hobbies the members are involved in besides 4wding.

Business for the Magazine Editor - Nil



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 23rd August 2023

Venue: Secret Harbour Surf Life Saving Club



12. WEBMASTERS REPORT: Cassie Mayes

- Tabs to our webpage will be added, including public magazines and trip reports.
- Vast increase on new visitors to the page since it launched.

Business for the Webmaster: Keep up the great work.

13. TRIP COORDINATORS REPORT: Steven Power & Julie Power

- National Gathering – 19th – 21st April 2024 at Whitegum Farm, York. WA4WDA Looking for volunteers for sub-committee.
- Karrara Ranges 20th – 27th August with Skeelsy – in progress
- Yalgoo Station 22nd- 25th September (Mellenbye Station) ring direct to book
- WW2 Tunnels 22nd October guided Tour - Brisey
- Lancelin Dunes 26th November
- 10th December – Christmas Party – 12pm – 3pm Birdies at Port Kennedy Buy Your Own drinks.
- Preston Beach 30th December
- Northcliffe for Australia Day is locked in. – booked from 24th – 28th January. Please contact individually if anyone wants longer. Day trips to be planned from there. (pre booked 10 sites, but payment needs to be made by October.)
- Suggestion that it would be good if a few people could organise day trips so the load is not all on one person.
- Max Milbanke proposed a trip to the Victorian High Country for a 4wd experience. Start date Apx: 27th, or 28th or January, to be confirmed. Staying at a farm in Victoria as a base, a total of 3600 kms to the farm. Trip sheet to be prepared.

Business for the Trip Coordinator: - Nil

Meeting paused for Pizza and the raffle was held while we ate.

14. GENERAL BUSINESS:

- 26th November – we have been requested to tow boats for the City Beach Surf Life Saving Club, no-one at the meeting was interested. Please let Gary know if you are interested to help.
- Following discussion at the Committee Meeting, it is now mandatory that headlights are on at all times during a trip while a vehicle is in motion. Daytime Running Lights (DRL's) are no longer acceptable, as this does not turn on the tail lights.
- First Aid Kits – Mandatory that everyone has a suitable first aid kit in their vehicle. Will be producing a suggested list to provide guidance, along with minimum requirements.
- Questions from the club members around pricing for the red cotton shirts.
- Phil has offered his state of the art camper trailer for hire for \$80 per night, with \$10 going to the club if anyone is interested.



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 23rd August 2023

Venue: Secret Harbour Surf Life Saving Club



15 TECHNICAL SESSION –

Gary introduced a technical session where he talked about the features, benefits and maintenance of Dyneema rope. Most of the meeting were interested and some good technical tips were given. Gary will be demonstrating splicing and making soft shackles over the coming meetings.

16. NEXT MEETINGS:

GENERAL MEETING – Wednesday 27th September 2023. Secret Harbour Surf Life Saving Club.

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

COMMITTEE MEETING – Wednesday 11th October 2023. Hosted by Dave Knudsen. 7:00pm.

17. MEETING CLOSURE 9.32pm

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

Gary Mayes

Peel 4x4 Club Chairperson

Date: 29/08/2023



★HAPPY★
BIRTHDAY!

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

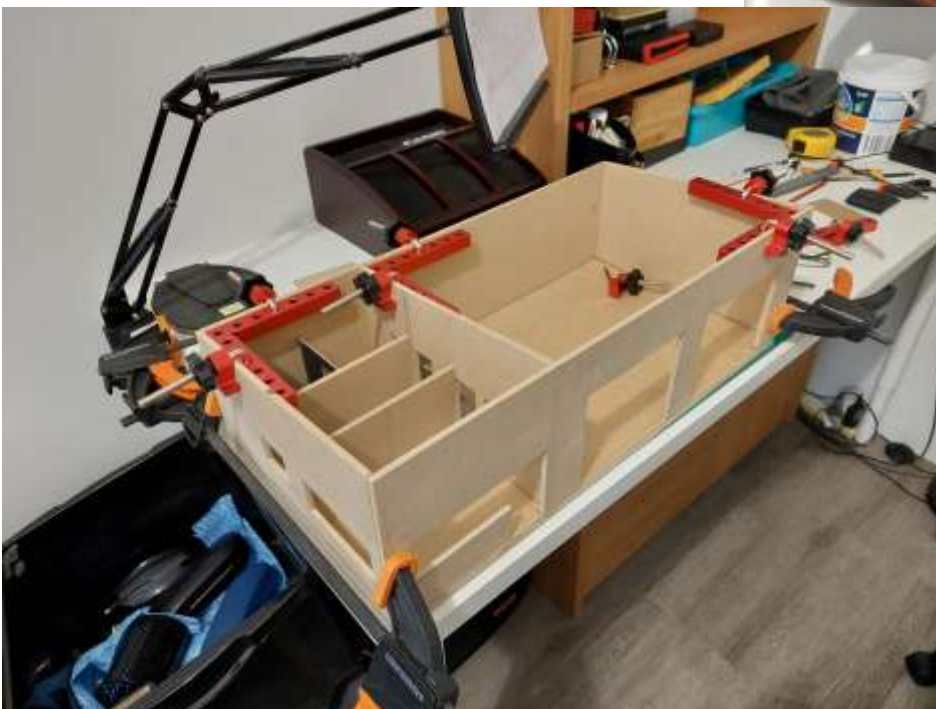


WHAT FLOATS YOUR BOAT?

As I mentioned at the last meeting I will kick off this new page dedicated to hobbies. Most of us have a hobby or three be it fishing, sport, motor sports, photography, knitting, Warhammer or whatever and it would be a shame to keep them a secret. I would like to encourage everyone to contribute to this page as it is a way to show off something we are proud of and gives us joy. You never know it may give us some suggestions for a pastime.

I have had an interest in scale model building for quite a few decades, my Step-Father was into model ships and railway big time taking over a whole bedroom with trains (might be where I got it from) and I have completed a few model car kits in the past so I decided to expand on this and also make a few dioramas now I have more time. I have set up a hobby desk in my study and looking at merging an old Singer treadle sewing machine desk with a bookshelf into a display cabinet to house my models.

I decided to start off by concentrating on vehicles I have owned that have left an impression on me over the years and have bought three kits being a 1:12 scale Ducati 900 Super Sport, a 1:24 scale Mini Cooper S (one of my huge love affairs) and a 1:24 scale Mazda MX5 NB the same as Julie had for several years. I have my eye on a couple of Holden Torana (probably my overall favourite cars having owned at least one of each model) kits that are out of production at the moment. I am starting off by building a 1:24 scale workshop diorama to display these kits in and eventually I want to build a 4 wheel drive rock crawling diorama for my 1:8 scale Landcruiser 40 series RC model.



ENLIGHTENING ELUCIDATIONS

From Troy Dare on Facebook



Troy Dare Top contributor

Crocodiles look for rolled-gold hunting opportunities. They're cold-blooded. They must feed to generate heat energy to live. They have a substantial window of sustenance between needing to feed - but their guiding principle is they cannot waste energy procuring food. If their intended prey can see them, then their prey has a chance of evading them. The crocodile jumping for chickens is a fallacy, a learned behaviour for tourist boats. They know they're getting it. In nature, they don't have that guarantee, so they apply these strategies:

1. Feed, then rest quietly while you plan your next feed;
2. Inhabit waters where you are concealed, so that you don't have to move and waste energy doing so;
3. If you have to inhabit clear waters, find waters of varying depth, so you can conceal yourself in the deep and rush quickly into the shallows when animals come to drink;
4. Know you can move at up to 60kph on land, and jump a metre high on land, but it will sap your energy and place you at risk of hypothermia unless you're guaranteed to feed and rest.
5. Know that animals often drink at sunset and sunrise. Know also that the angled sun refracts off the water, creating glare and concealing you until inches from the surface.
6. Swim upstream from the coast to the river's waterfall or rapids. Fish and other organisms coming over the falls are disoriented, or stunned, and have no opportunity to scent you in the water from upstream, so can be taken easily. The river environment also means you're the apex predator in a controlled environment.
7. If you must feed and don't have the best opportunity, hunt from the depths to the shallows, or use the sun-dappled shadows of a tree at the water's edge to camouflage and confuse your appearance.
8. Know that all creatures are creatures of habit. Watch them, come back the same way, and learn them.
9. Know that the easiest way to control animals (including humans) is to take control of the head. A head-grab is as good as a guarantee. Get them when they've got their head down drinking or otherwise distracted.


So...now you have an insight into what the crocodile is doing, manage around that:

- Camp well back from the water.
- Don't camp in one place for a significant time.
- Don't wash or eat beside the water or put any scent of interest to a crocodile in the water.
- Try not to swim where you're camped. (Too many opportunities to put in front of a watching crocodile).
- If you're swimming, choose a place with shallow, very clear waters and don't be anywhere where you can't get to the water's edge before something can get from the deep water to you.
- If someone is in the water, someone should be watching the deeper water.
- Store food in air-tight barrels.
- Realise the crocodile isn't hunting or watching you, it's watching and hunting a human LIKE you. Your location and actions are part of its pattern-identification. Your (good) actions may make a harder pattern to identify and prevent someone else being attacked...or being that next someone.


When deciding whether or not to swim in a particular place, err on the side of survival.

BASIC TIRE INFORMATION


ZOOM IMAGE TO READ THE TEXT




P 185 / 70 R 14 88 T



The first number is the width of the tyre measured in millimetres



The second number is the percentage of the tyre width which gives the tyre height
To find tyre height - $185/100 \times 70 = 129\text{mm}$



The third number is the rim diameter where the tyre bead sits measured in inches

Tyre Usage Code
P - Passenger
*see note A

Usage Code	Description
P	Passenger Vehicle
LT	Light Truck
C	Light Commercial
T	Temporary

Radial Construction
*see note B


Tyre Construction Code	Description
R	Radial Tyre
B	Bias Belt / Cross Ply

If no letter used it is a cross-ply tyre

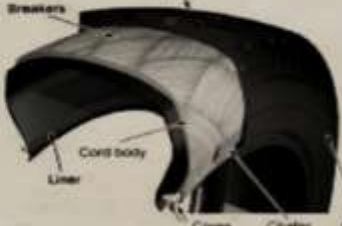
Speed Rating
*see note D

Speed Symbol	Speed in km/hr
J	100
K	110
L	120
M	130
N	140
O	150
P	160
Q	170
R	180
S	190
T	200
U	210
V	240
W	270
Y	300

Radial construction




Bias / Crossply construction



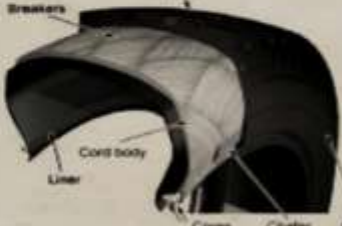
Load Capacity Code
*see note C

Load Index	Load in Kg per tyre
80	450
81	462
82	475
83	487
84	500
85	515
86	530
87	545
88	560
89	580
90	600
91	615
92	630
93	650
94	670

Radial construction



Bias / Crossply construction



Load Capacity Code
*see note C

Load Index	Load in Kg per tyre
95	690
96	710
97	730
98	750
99	775
100	800
101	825
102	850
103	875
104	900
105	925
106	950
107	975
108	1000

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INTERESTING TECHNOLOGY

INTERESTING TECHNOLOGY

Truck Friendly - caravan road safety program

Facebook page

ARE WE EXPECTING TOO MUCH FROM OUR DUAL CAB UTES?

What you read in the glossy brochure may NOT be applicable in a real-life situation, however this basic message can be used on all vehicles. Do your research.

The various makes and models of dual cab utilities, that we see every day on our roads, are one of the highest selling categories of vehicles on the Australian roads.

They are a very versatile workhorse for the family, tradesperson, horse owner, camper or caravanner.

I have owned several over the years and at the time of writing I still own a dual cab ute. They are a very versatile vehicle and great for the purpose for which they were built.

However, like all vehicles they have their limitations on correct usage. Many are simply pushed to their limits and beyond by drivers without an understanding of the legalities, weights and the physics involved.

I have found two main common concerns with their usage, and neither is usually a fault with the vehicle, but the fault with the driver.

1. Overloading more than the vehicles GCM (Gross Combined Mass)
2. Broken chassis

LET'S LOOK AT THESE CONCERNS.

1. OVERLOADING THE VEHICLES WHEN TOWING A LARGE CARAVAN OR TRAILER

The most common fault is drivers not understanding the manufacturers weight limits and then overloading these vehicles. A lot of the confusion around the weights can be attributed to the marketing hype.

While actual weights will vary from makes and models, the most common dual cab utes (Hilux, BT-50, Ranger, D-Max and many others) have manufacturers compliance plates stating the following approximate weights: -

Some vary depending on makes, models etc. but most are approximately the below figures.

Kerb weight (Tare weight plus a full tank of fuel), of around 2,200 kgs – Unloaded with full tank of fuel.

GVM (Gross Vehicle Mass) of approximately 3,200 kgs – fully loaded with driver and all passengers and including all accessories like bull bar and canopy etc.

GCM (Gross Combined Mass) of 6,000 kgs – Total allowed weight of the fully loaded vehicle and any trailer / caravan under tow.

The latest models of some now have a slightly higher GCM rating, however, the vast majority on the roads today have a 6,000 GCM or less.

BTC (Braked Towing Capacity) of 3,500 kgs – Total weight of the fully loaded braked trailer under tow.

Tow Ball Weight of 350 kgs – being the maximum download that the tow hitch can have from any trailer attached to the tow hitch.

While these vehicles are extensively advertised as having the 3,500 kgs towing capacity in a real-life situation the towing capacity is considerably less, resulting in many being overloaded in the GCM.

Firstly, a heavier vehicle, in this case, potentially the caravan being towed at 3,500 kgs, (the rated towing capacity) will tend to push a lighter tow vehicle, the ute at 3,200kgs, (the rated GVM) around in any caravan sway or emergency event. It is desired that the tow vehicle should be controlling the caravan and not vice versa.

The tow vehicle should always be heavier than the caravan it is towing. This is very basic physics and the reason sumo wrestlers are heavy people, and we have different weight classes in contact sports.

Therefore, while on paper the 3,500 kg towing capacity may be correct, a towing capacity stated by the manufacturer, being heavier than the tow vehicle is unrealistic in real life and may also become a dangerous hard to control rig in any emergency situation.

Yes, the vehicle may pass all the Australian testing standards apart from commonsense and safe towing practice. Safe towing practice also allows for a 10% safety margin as a minimum. 3,200 kg GVM less 10% safety margin = 2,880 kg ATM trailer or caravan.

Secondly, the dual cab ute fully loaded at 3,200 kgs (GVM max) and towing a caravan at 3,500kgs (The rated towing capacity) means that the actual Gross Combined Mass of the combined rig is (3,200 + 3,500 = 6,700) 6,700 kgs.

However, the manufacturer has stated that the maximum Gross Combined Mass of that vehicle cannot exceed 6,000kgs.

Therefore, when fully loaded and towing to maximum towing capacity, the rig is effectively 700 kgs overweight with



no safety margin. Apart from being very unsafe, this may result in a hefty fine from authorities and the loss of points off your licence driver and insurance voided.

A ute with a 6,000 kg GCM, less a 3,500 kg caravan only leaves (6,000 less 3,500 = 2,500) 2,500 kgs for the fully loaded ute. As the unloaded ute kerb weight is 2,200kgs that only leaves (2,500 less 2,200 = 300) 300 kgs for driver passenger and all the other extras added or loaded onto the ute.

For example: -

All these items have weight and need to be added if included on the vehicle.

- Bull bar.
- Canopy
- Drawers in the tray
- Fridge and contents
- UHF radio
- Long range fuel tanks and contents
- Tools
- Camping gear
- Roof racks and roof load like a tinnie etc.
- Driver
- Passengers

There is more than 300 kgs in that list.

A more realistic towing capacity is around 2,800 kgs for these vehicles when you include the following everyday items found on the dual cab ute.

The 6,000 kgs GCM less a caravan of 2,800 kgs ATM leaves a tow vehicle total weight capacity of 3,200 kgs or the original GVM of the dual cab ute.

3,200 kgs less the tow ball weight (10% of the van ATM of 2,800 kgs) of 280 kgs still leaves 2,920 kgs for the vehicle, accessories, and load.

2,920 kgs less ute Kerb weight of 2,200 means you can now carry approximately 720 kgs of load and added vehicle accessories as per above.

This 720 kgs remaining load capacity is far more realistic for the average caravanner and family.

It is a legal requirement that all vehicles on the Australian roads weigh less than the manufacturers compliance plated weights. An overweight vehicle will be classed as un-roadworthy and driver subject to infringement notices.

A check of your vehicle insurance policy will show almost all insurance companies state that the policy is voided if the vehicle is overweight and / or un-roadworthy.

Remember, when hitched to the caravan, the van tow ball weight shifts to the ute and needs to be added to the load on the vehicle and included in the maximum GVM figure.

The tow ball weight should NOT be included in calculations twice. Therefore, when hitched the actual tow ball weight is added to the ute, and the caravan GTM figure (Caravan actual weight on the tyres only) is used and added to find the actual GCM.

It can be confusing, but basically the ute's actual GVM added to the caravan's actual GTM figure will give you the actual GCM total.

I use the manufacturers GCM, GVM and vans ATM figures when calculating the basic 'capacity to tow' as the towing capacity figure used by the manufacturers, is for the van ATM figure.

However, when doing final figures on loading for GVM calculations the tow ball weight will need to be added to the ute load and taken off the van. (ATM less TBW = GTM)

2. THE BROKEN CHASSIS

A quick search of the internet will show many photos of dual cab utes with broken chassis.

Photos of broken dual cab ute chassis

Why does this happen and how can we help prevent it?

The typical dual cab ute consists of two individual, and not connected body parts being a cab and a tray.

Both are bolted to the one chassis.

By comparison a wagon or SUV consists of a full-length cab or passenger compartment bolted to a relatively full-length chassis. The cab structure adds strength to the chassis as there is no separate parts from front to rear.

Have a look at a side on photo of one of the popular dual cab utes, especially one with a tray and canopy fitted. You will typically, immediately be able to see a major cause of the problem.

Two separate parts – cabin and tray, not joined in any way apart from the chassis.

Draw a vertical line, up from the centre of the rear axle through the tray. You will note that there is approximately ¼ to 1/3 of the tray forward of the rear axle and the vast majority ¾ to 2/3 rear of the axle causing a large rear overhang.

This overhang places stresses on the chassis at a point between the cab and tray as the weights front and rear try and bend the chassis at a point between the cab and tray.

Added to this stress is the extra weight of any caravan or trailer attached to an overhung tow hitch.

Under normal operating and loading conditions, the vehicle is well within its design limits and there are no issues.



The problems come when drivers start adding custom trays, canopies, and heavy weights to that rear overhang, compounding the stresses on the chassis point between the cabin and tray. These stress limits can be exceeded when the ute and caravan / trailer in tow, go over undulating ground and the result can be a cracked chassis and a banana shaped chassis ute.

The large and heavy canopies added by aftermarket manufacturers may also have attachments on the rear to carry one or two large and very heavy 'light truck' tyres. These tyres and rims can weigh 40kgs each and above.

We usually also load heavy equipment and items onto the rear of the tray for convenience and easier access. Items like fridge and slides are usually found at the rear compounding the overhang weight.

Trailers and caravans are attached via an overhung hitch, often extending further rear beyond the tray. These tow ball download weights can often be around 280 to 300 kgs and up to 350kgs for a medium/ heavy sized van.

The greater the distance from rear axle to the tow hitch the greater the leverage and additional weight and stress on components.

Due to the rear tray, often the tow hitch may be extended to allow the caravan / trailer hitch to not foul on the tray. This increases the leverage on the chassis.

While the actual download weight may be 300 kgs, (for example) the actual weight placed on the rear axle by the tow hitch can be 400 to 450kgs of weight added to the rear axle by the leverage of weight off the front axles by the see saw effect. (150% weight shift from hitch to rear axle is common.)

I strongly recommend that if you have an aftermarket canopy, that you get your fully loaded vehicle weighed, especially if towing a trailer, van or camper. You may be surprised with what you find.

We have all seen the front of the vehicle lift and rear sag when we hook up a heavy trailer to the tow hitch. This is the leverage and the weight lifted off the front axle and transfers to the rear axle via the chassis as the lever.

So now we have two very heavy cantilevered weights trying to break our chassis between the cab and tray. It is like snapping a stick, it will flex to a point before breaking.

The ute may travel well with these loads under normal conditions and may well be within design limits, and no concerns in handling or performance noted by the driver.

Now, Sir Isaac Newton comes into play and his findings in basic physics.

The whole rig is subject to the ups and downs of travel on our roads, tracks, beaches, and other places that we like to venture.

As the rig travels through a culvert, dip in the beach, road or track for example, especially at speed, the cantilevered weight on the tray overhang and the tow hitch may travel downwards initially when travelling through the culvert then violently be forced upwards as the vehicle exits the culvert.

The heavy overhang is subject to inertia when it wants to continue travelling in the downward direction and is then forced upwards with the rest of the vehicle. This extra stress caused by the inertia can be enough to snap the chassis.

More stresses are forced on the chassis as the caravan wheels go through the culvert or dip and the resultant up and down movement on the hitch again stresses the chassis.

It is these excessive stresses that can cause the chassis to break.

Many on social media will tell you that it is air bags that cause the chassis failures. This is mostly social media fiction. While I do not state that air bags don't contribute to some extent, to say that air bags are the main cause, when many broken chassis vehicle did not even have them fitted is foolish.

The facts are that many of the vehicles with the broken chassis did not even have air bags fitted. So, I must ask how air bags caused the problem if not fitted to the vehicle?

Many will tell you that the chassis is not designed to have air bags fitted and that they place excessive forces on the chassis at a place it is not designed to have these forces applied causing the fractures.

If you take a look at where the air bags are fitted, you will note that there is extra reinforcing welded to that area of the chassis, as it is designed for impact with the factory fitted bump stop.

This part of the chassis is designed to have high impact from the bump stop when the vehicle suspension bottoms out. While I agree it is not standard and will place different stresses on any chassis it should be able to handle an air bag.

Once again, the facts are that the chassis will usually fracture between the cab and tray, and NOT where the air bags are usually fitted.

My advice, is to use common sense, have a read of Sir Isaac Newton's laws of physics and don't believe everything you are told or read on social media.

Be aware of the causes of common problems and design your rig set up accordingly.

Be cautious of advice from people wanting to sell you something especially heavy, badly designed canopies that create heavy overhangs not included in the original manufacturers design specifications.

What do they weight, and how will they affect the vehicle?

Every vehicle has design limits and if you want to exceed them, buy a bigger vehicle.



The dual cab utes are a very versatile vehicle and one of the largest selling vehicles in the Australian market. They can be a great vehicle for towing within their design limits just like any other vehicle. Let's all stay safe, do some research and use common sense when setting up a vehicle beyond that provided by the manufacturer.

Cheers

Ken Wilson

Truck Friendly caravan road safety program

[#truckfriendly](#)



From Camper Trailer Lifestyle magazine

 CAMPFIRE COOKING



MACCA

&



BORGY'S

BBQ MEATBALLS



WHAT YOU'LL NEED

- 500g Beef Mince
- 1/2 an onion, diced
- Macca's Great Barrier Beef rub
- Bread crumbs
- 1/4 cup Parmesan Cheese
- Splash of milk
- BBQ Sauce
- Brown sugar
- Foil BBQ tray

HOW IT'S DONE

1. Heat your bbq up.
2. Dice your onion, and combine with the bread crumbs, parmesan cheese, and a splash of milk in a mixing bowl.
3. Add the beef mince to the bowl, and gently wmix together with your hands - wear gloves if you're squeamish about touching raw meat.
4. Form mixture into balls, and coat in some of Macca's Great Barrier Beef rub.
5. Place all your meatballs in a foil bbq tray.
6. Make up the glaze by mixing your bbq sauce with a good shake of brown sugar
7. Drizzle your bbq glaze over the meatballs in the tray, and then place on your bbq, and close the hood.
8. Cook for 20 minutes, or until done
9. Stick a toothpick in each one, and enjoy with a happy hour beer!



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WESTERN AUSTRALIA

2024 SCHOOL TERM DATES

WA

Semester 1

Term 1 Wed 31 January – Thurs 28 March

Break Fri 29 March – Sun 14 April

Term 2 Mon 15 April – Fri 28 June

Break Sat 29 June – Sun 14 July

Semester 2

Term 3 Mon 15 July – Fri 20 September

Break Sat 21 September – Sun 6 October

Term 4 Mon 7 October – Thu 12 December

NT

2024

^

Term	Start	Finish
Term 1	Tuesday 30 January • for teachers, Monday 29 January	Friday 5 April
Term 2	Monday 15 April	Friday 21 June
Term 3	Tuesday 16 July • for teachers, Monday 15 July	Friday 20 September
Term 4	Monday 7 October	Friday 13 December

Gunbalanya School operate on a flexible school year and separate consultation occurs to determine school term dates.

SA

2024	29 January to 12 April	29 April to 5 July	22 July to 27 September	14 October to 13 December
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World War II Tunnels

When: 9.45am Sunday October 22

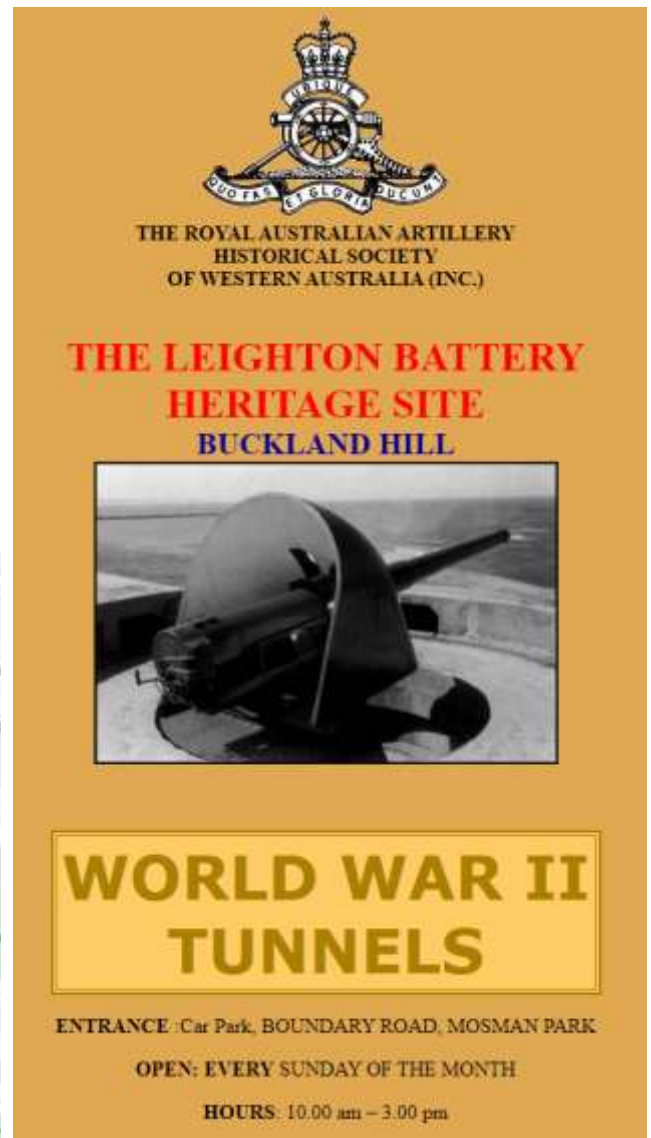
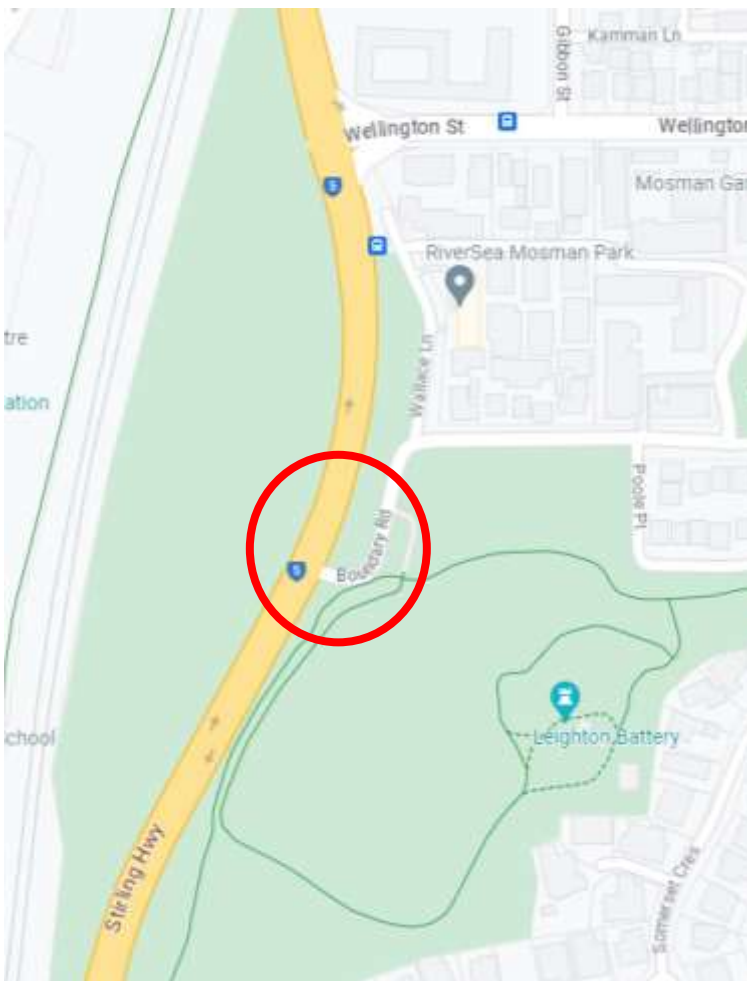
Leader: Brian Tanner 0429 110 957

Meet: The Leighton Battery Heritage Site carpark Boundary Road off Stirling Hwy Mosman Park. Please note carpark can only be accessed by travelling south (toward Fremantle) on Stirling Hwy

Cost: The entrance fee is Adults \$10.00 Children 6 - 16 \$4.00. Cards accepted

Bring: A sense of adventure, picnic lunch, drinks, entry fee

Details: We will meet in the carpark and walk to the entrance as a group. Tours start every 20 minutes. Afterwards for anyone interested we will make our way to Chidley Reserve for lunch



Chidley Point Reserve

A riverside park containing:

- Picnic tables
- Shelters
- Toilet
- BBQ's
- Small car park



Collie Mural Trip

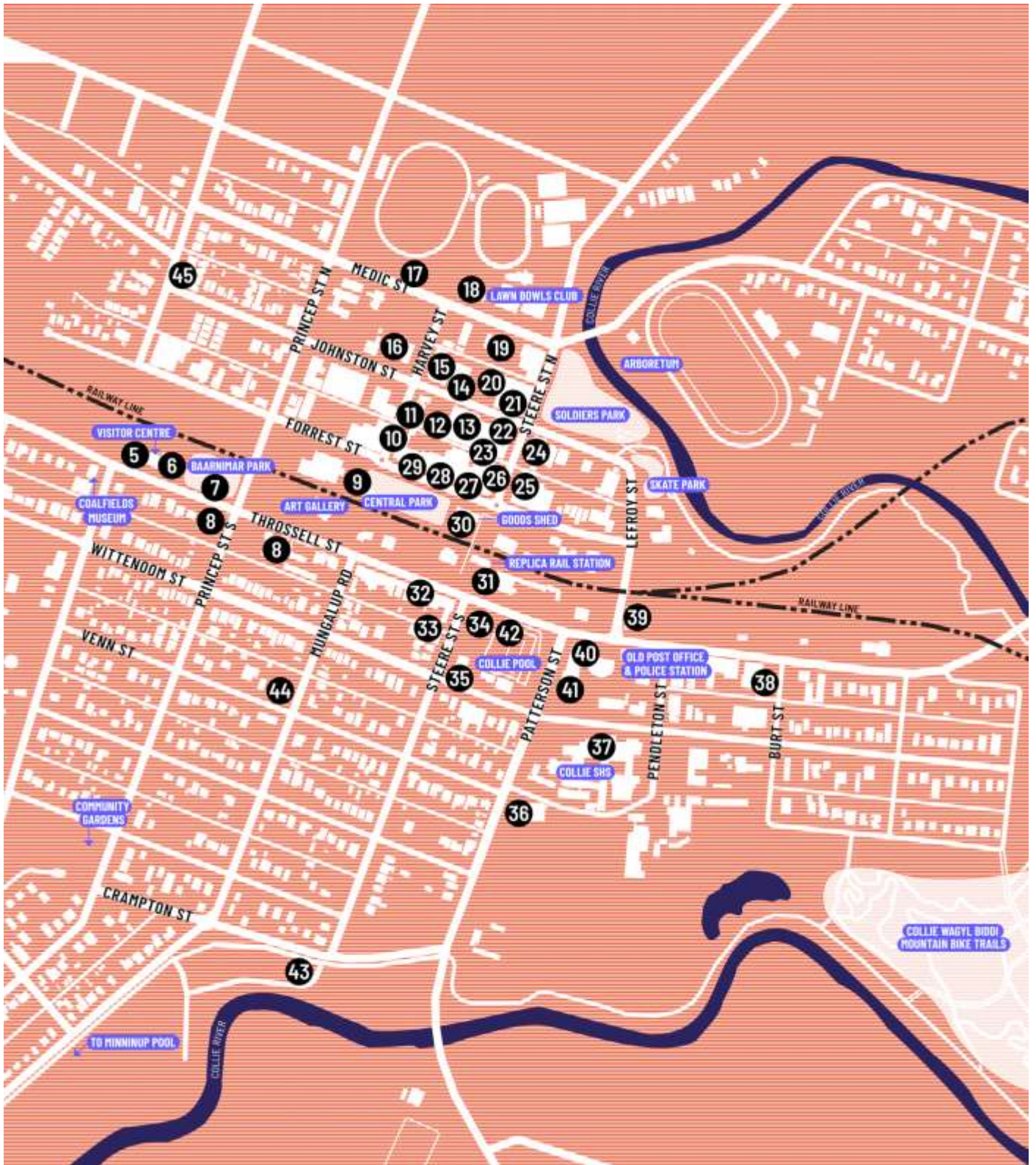
This trip is rated easy being a nice scenic drive following good gravel roads skirting around the Alcoa mining operations. From the meeting point we will travel south on South Western Hwy to Kingsbury Drive then on to Scarp Road to Del Park Road which will take us to Dwellingup for morning tea and toilet stop. Continuing on to Nanga Road, Driver road, Logue Brook Road, Kevron Road, Tallanalla Road and Collie - Tallanalla Road we will arrive in Collie in time for lunch. This will be the end of the official trip so everyone can then walk / drive around Collie at their leisure to view the murals then make your own way home

Meeting place: Serpentine Falls Roadhouse / Café carpark. At the intersection of South Western Hwy and Karnup Road Serpentine

Meeting time: 8.30 am Sunday August 27

Return: Late afternoon

Bring: Food and drinks for the day. Take away food will be available close to the morning tea and lunch stops



TRIP CALENDAR

PROPOSED PEEL 4X4 CLUB TRIP CALENDAR 2023 FROM THE TRIP PLANNING MEETING

JANUARY

26 KOORDA DRIVE-IN
23-27 KALGAN RIVER

FEBRUARY

1 SCHOOL STARTS
12 OZIEXPLOER WORKSHOP
25 SOCIAL GATHERING

MARCH

03 MOVIE NIGHT
04 & 05 DRAG RACING
12 WHITEHILLS FISHING
14-19 CAMPING SANDY CAPE
19 DAY TRIP FOR DISABLED KIDS

APRIL

06 SCHOOL ENDS
29-25 NUNGARIN ANZAC DAY
24 SCHOOL STARTS
28-29 4WD ASSOC GATHERING

MAY

13 DWELLINGUP NIGHT TRIP
21 North Bannister
27 AGM

JUNE

03-04 SWAG TRIP
11 WILBINGA
30 SCHOOL ENDS

JULY

01 SOCIAL GATHERING
15-16 NANNUP CAMPING
23 BRUNSWICK HILLS
17 SCHOOL STARTS

AUGUST

6 MORNINGTON ROAD
20-29 KURARA RANGES
27 COLLIE MURAL TRAIL

SEPTEMBER

09 NORTH BANNISTER
22 SCHOOL ENDS
22-25 STATION STAY KINGS BIRTHDAY

OCTOBER









07 10 PIN BOWLING
09 SCHOOL STARTS
14-15 CAR RALLEY
22 WW2 TUNNELS


NOVEMBER

19 LAWN BOWLS
26 LANCELIN SAND DUNES

DECEMBER

10 CHRISTMAS PARTY
14 SCHOOL ENDS
30 FISHING PRESTON BEACH OVERNIGHT

Trip Name	Collie Mural trail	
Date	Postponed	
Trip Leader	Brian Tanner	
Trip Rating	Easy	
Trip Name	Kings Birthday long weekend Station Stay	
Date	22 nd to 25 th September	
Trip Leader	Ian Screech	
Trip Rating		
Trip Name	10 pin bowling	
Date	7 th October	
Trip Leader	Karl & Julie Wassel	
Trip Rating	Easy	
Trip Name	Car Rally	
Date	14 th & 15 th October	
Trip Leader	Cassie & Julie	
Trip Rating	Easyish	
Trip Name	WW2 tunnels	
Date	22 nd October	
Trip Leader	Brian Tanner	
Trip Rating	Easy	
Trip Name	Lawn Bowls	
Date	19 th November	
Trip Leader	Mark Skeels	
Trip Rating	Social	
Trip Name	Lancelin Sand Dunes	
Date	26 th November	
Trip Leader	Rob Baxter	
Trip Rating	Medium	
Trip Name	Christmas Party	
Date	10 th December	
Trip Leader	Committee	
Trip Rating		

Trip Name	Preston Beach overnight fishing	
Date	30 th December	
Trip Leader	Steve Power	
Trip Rating		
Trip Name		
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Trip Rating		
Trip Name		
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