



**MAY
2026**

NEXT TRIPS

Finke Desert Race

Julimar Tracks

Hoddywell (Toodyay) Archery Park

Safe offroad tips

Dyneema rope information

Great Central Road

Convoy rules

Types of 4x4 drivers

Annoying habits

Camping recipes

Lake King & surrounds trip report & photos

Guilderton to Seabird trip report & photos

Norseman to Ballardonia trip report & photos

Trashy Temu party photos

Next Meeting

May 26

ERRATA April 2026

Magazine:

Some of the Trip advertising
pages were mistakenly put at
the end of the magazine
instead of the Excursion
Edification section

CLUB INFORMATION	3
Committee and club contact details	
CLUB BUSINESS	13
Notifications concerning the club	
GENERAL STUFF	20
Things to be aware of	
BRISEY'S BULLDUST	24
Magazine editor's editorial column	
MEETING MURMURS	25
Meeting minutes	
HAPPY BIRTHDAY	41
Birthday wishes to members and families	
PUCKER FACTOR	42
Safety tips and articles	
ENLIGHTENING ELUCIDATIONS	46
Topical articles of interest	
THE EPICUREAN	59
Camp cooking	
ADDED VALUE	62
Advertising from our sponsors	
READERS MART	64
Members surplus items for sale	
TRIPPING OUT	66
Club trip reports and photos	
EXCURSION EDIFICATION	85
Upcoming trip advertising	
TRIP CALENDAR	92
Upcoming trips	

CLUB CONTACT DETAILS

POST OFFICE BOX 8233

WARNBRO WA 6169

<https://peel4x4club.com>

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

27/5/2026

GENERAL MEETING VENUE

Secret Harbour Lifesaving Club

Palermo Rd Secret Harour

Doors open 7.00 pm

Meeting starts 7.30 pm

NEXT COMMITTEE MEETING

17/6/2026

COMMITTEE MEETING VENUE

The Knudsen's @ 7.00pm

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



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



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.



Sand Driving Training

At a date to be advised I will organise a sand driving training course which will be aimed at beginners to intermediate experience levels.

The course will consist of several theory lessons you can work through at your own pace at home then submit an open book questionnaire of the course.

Subjects to be covered are:

Tyre pressures

Recovery gear

Sand driving techniques

Recovery techniques

Please email Brisey at peel4x4magazine@gmail.com if you are interested





NOTICE OF CLUB FEES

Membership fees are due by 1st July 2026 (just over a month away) and will remain at \$90.00

Payments can be made at the General Meeting or by deposit to the club bank account using your surname as reference. Please reach out to the Treasurer at peel4x4.treasurer@gmail.com to get the bank details.

Remember if you have not paid by the due date you will become unfinancial and will not have voting rights at the AGM.

See below for excerpts from the constitution about payments

E. The association's financial year will be the period of 12 months commencing on 1st July and ending on 30th June of each year.

12. Membership fees

- (1) The committee must determine the entrance fee (if any) and the annual membership fee (if any) to be paid for membership of the Association.
- (2) The fees determined under subrule (1) may be different for different classes of membership.
- (3) A member must pay the annual membership fee to the treasurer, or another person authorised by the committee to accept payments, by the date (the **due date**) determined by the committee.
- (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.
- (5) If a person who has ceased to be a member under subrule (4) offers to pay the annual membership fee after the period referred to in that subrule has expired —
 - (a) the committee may, at its discretion, accept that payment; and
 - (b) if the payment is accepted, the person's membership is reinstated from the date the payment is accepted.



PEEL 4X4 CLUB

AGM 2026

Date – Sat 25th July 2026

Peel 4x4 Club will be holding our **AGM** at the lovely Willowbrook Farm – Gingin WA on Sat 25th July 2026.



To secure a site please contact Willowbrook Farm Caravan Park and Reference- PEEL 4X4

This is the info required for each site, and check-in / check out times etc

Arrival Date –

Departure Date –

Full Name –

Mobile –

No. Of Adults –

No. Of Children over 5 years –

No. Of Children under 5 years –

Accommodation type (caravan / tent or swag / camper) –

Van Size –

Tow Vehicle Rego –

Please note – Only one accommodation type and one vehicle per site

Please note - Check IN time – 2pm (no later than 7pm)

Check OUT time – 10am

Deposit required for confirmation please call office to make payment 9575 7566



"Scones On Sunday"



This has been a long standing tradition here at Willowbrook Farm Caravan Park, freshly made complimentary scone's, jam & whipped cream are on offer every Sunday morning from 9am to 9.30am to all park guests to enjoy before heading off at 10am.

All you need to do is bring a cup, a chair or rug if you want to sit on the grass, and come enjoy our company and meet other park guest.



DUTIES OF OFFICE BEARERS & COMMITTEE MEMBERS



Association = Peel 4x4 Club

Rules = Constitution

WA4WDA = Western Australia Four Wheel Drive Association

OFFICE BEARERS

CHAIRPERSON

- Is the face of the Peel 4x4 Club.
- Handles phone communication into or out of the club as required.
- Communicates with the Secretary, and plans for General Meetings, Committee Meetings & Annual General Meetings, as required.
- Runs all club meetings.
- Point of contact regarding ABN, Tax File Number, and Associations Online.
- Manages the Rules of Association (Constitution).
- Custodian of the keys for the Secret Harbour Surf Lifesaving Club.

VICE PRESIDENT

- Fills in for the Chairperson, when the Chairperson is unavailable (with reasonable notice).

SECRETARY

- Responsible person for the club laptop.
- Manages communication into & out of the club via email. And also by phone where required.
- Checks the club Post Office Box, unless this has been delegated to someone else. Custodian of the key for the PO Box key.
- Manages the Attendance Book at each meeting (General, Committee, Special, and Annual General).
- Communicates with the Chairperson in regards to club matters.
- Submits the annual information statement to Consumer Protection
- Maintains the register of members.
- Point of contact for the WA4WDA.
- Takes minutes of meetings, and issues to the Chairperson for acceptance.
- Sends out Minutes of Meetings for each meeting of the club, to the required members.
- Ensures all club records are satisfactorily filed & maintained.



DUTIES OF OFFICE BEARERS & COMMITTEE MEMBERS



TREASURER

- Maintains the club financial account/s.
- Point of contact for all financial matters.
- Keeps a formal record of all financial expenditure of the club (incoming & outgoing).
- Ensures that any payments made from the club account have been authorised by the Committee where required.
- Manages the raffles at General Meetings & Annual General Meetings. This includes purchasing raffle prizes where require.
- Issues receipts for monies taken, where required / requested.
- Sends out notification to members when membership fees are coming due.
- Issues invoices / communication for payment to new members.
- Organises badges & payment of badges for new members.
- Organises shields, and payment of shields for Annual General Meeting awards.
- Provides a written overview of financial records at each club meeting – Received, Expenditure, Pending, and total balance.



DUTIES OF OFFICE BEARERS & COMMITTEE MEMBERS



ORDINARY COMMITTEE MEMBERS

INSURANCE OFFICER

- Holds & maintains all records of all insurances held by the club.
- Attends meetings relating to club insurance where possible, or arranges a delegate.

TRIP CO-ORDINATOR (S)

- Maintains a list of all upcoming trips, and communicates upcoming trips at club meetings.
- Displays upcoming Trip Sheets at General Meetings, ensuring all required information has been filled out.
- Maintains all previous trip sheets.
- On occasions, coordinate group gatherings (booking of sites, etc...)
- Encourages members to run trips; and assists where necessary.

ENVIRONMENTAL OFFICER

- Responsible for dealing with environmental issues as they arise, and attends WA4WDA meetings as required

MAGAZINE EDITOR

- Produce and distributes the Club magazine at the general meeting each month.
- Ensures a copy of each Public Magazine is files with the National Archives.

PROPERTY OFFICER

- Holds all property that belongs to the Club.
- Maintains a log detailing all property taken by members, date taken, and date returned.
- Ensures the Club property is maintained in good order. Items requiring attention to be tabled at the next Committee meeting, which shall consider, and if necessary, authorise any expenditure for the repair or replacement.
- Notifies the club at a General / Committee Meeting when PLB's are 12 months from expiry date.

ASSOCIATION DELEGATE (S)

- Attends Association meetings and represents the Clubs best interests and reports back to the Club as necessary at General & Committee Meetings.



DUTIES OF OFFICE BEARERS & COMMITTEE MEMBERS



WEBMASTER

- Maintains and updates the club website and social media pages.
- Point of contact for website enquiries.
- Liaises with website host where required.
- Updates members on website & social media traffic at General Meetings.

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*

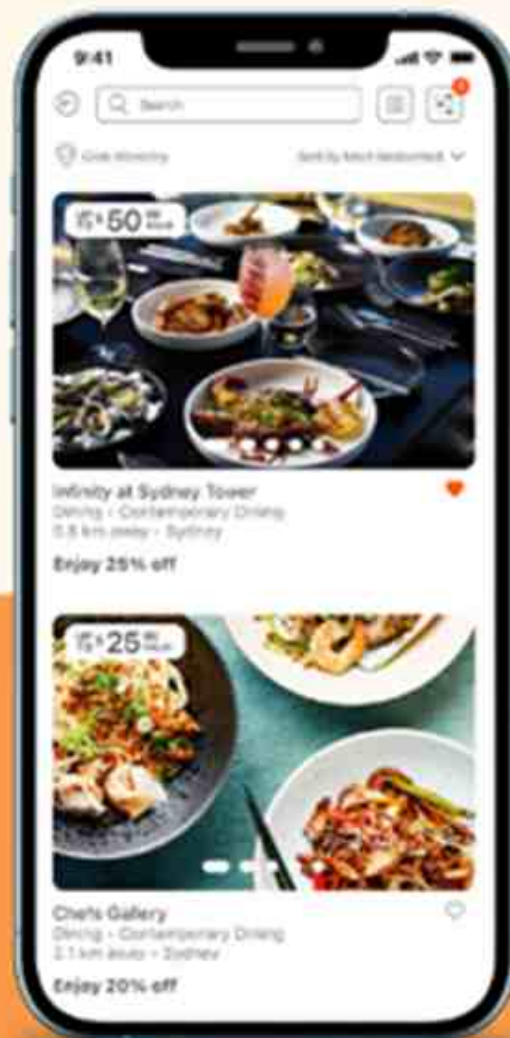
12 months		24 months	
Pay	Save	Pay	Save
\$70	\$50	\$120	\$110
We receive		We receive	
\$14		\$24	

*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





I have known for a long time that Google / Alexa / Siri constantly listens to us and it is sometimes fun to talk about something out of the usual to see how long before it comes up as advertising but it is getting a bit creepy now. Recently Julie was using her Google account to search and buy a Highland Cow embroidery pattern for a class she was attending but paid for it using my Paypal account. Now I am getting bombarded with all sorts of advertising for Highland Cow themed craft but she isn't so I can only assume that Paypal is also keeping tabs and selling information to advertisers.



In the Readers Mart section you will find my slot car set is up for sale. Sadly the grandkids didn't take to it as I had hoped and I have lost interest so it must go so I can reclaim my hobby room for something else.

Brisey





COMMITTEE MEETING OF THE PEEL 4X4 CLUB

Committee Meeting Minutes

Date: Wednesday 8th April, 2026

Venue: Hosted by Aaron Crane



Meeting Opened: 7:06pm

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

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

1. CONFIRMATION OF MINUTES FROM PREVIOUS COMMITTEE MEETING – 11th February 2026

Chairperson Aaron Crane has signed & accepted the previous minutes.

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

2. BUSINESS & ACTIONS FROM THE PREVIOUS MINUTES

- No business or actions from the previous minutes.

3. PRESIDENTS REPORT (Aaron Crane)

- Nothing to report.

Business for the President:

- GM reminded AC that the March General Meeting Minutes were awaiting review.
- GM asked if AC has had a chance to check out the Grant stuff that was mentioned at the General Meeting. AC said he planned to have this done prior to the 10th March.

4. SECRETARY'S REPORT (Gary Mayes)

- Gary advised that a list of members had been sent to ARB Rockingham for the discount card.
- Emails received from Sharon & Ray in regards to ANFWDA stuff.
There was a Question & Answer sheet in regards to insurance. It was discussed, and agreed to send this to the members & Insurance Officer. **ACTION: GM.**
- No mail received, but the Australia Post bill was passed onto DK.

Business for the Secretary:

- GM to send out ANFWDC Insurance Q&A sheet to members. **ACTION: GM (Complete)**



COMMITTEE MEETING OF THE PEEL 4X4 CLUB

Committee Meeting Minutes

Date: Wednesday 8th April, 2026

Venue: Hosted by Aaron Crane



5. TREASURERS REPORT (Dave Knudsen)

- DK advised that there were no transactions in or out since the last General Meeting.
 - CLOSING BALANCE (08/04/2026): \$5027.14
 - There was a discussion about the raffle money, whereby it was agreed that this is used for raffle prizes. All other cash to be deposited into the account.
 - There was a brief discussion between the Committee in regards to the AGM raffle prizes. It was also agreed that if companies would like to offer a good discount for AGM raffle prizes, the club will advertise their business in the magazine for 12 months.
 - DK advised that the advertising fee in the magazine is \$40 per year.
 - DK also advised that those that recently received magnetic badges are able to take them back and have the magnetic backing swapped out for a pin back if they don't like them. Pin back badges were ordered, however magnetic ones were provided.
 - Currently at a total of 41 members (paid & life members)
- Business for the Treasurer:**
- Gary passed the Australia Post PO Box bill to DK.

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) (Apologies)

- Nothing to report.
- Business for the Property Officer**
- No business for the Property Officer.

8. ENVIRONMENTAL OFFICERS REPORT (Duane Buckenara) (Apologies)

- Nothing to report.
- Business for the Environmental Officer**
- No business for the Environmental Officer.

9. DELEGATES REPORT (Ray & Sharon Warry)

- Sharon had passed on some ANFWDC stuff prior to the meeting, along with the minutes. These were already sent out to the members.
- Business for the Delegate**
- No business for the Delegates.



COMMITTEE MEETING OF THE PEEL 4X4 CLUB

Committee Meeting Minutes

Date: Wednesday 8th April, 2026

Venue: Hosted by Aaron Crane



10. MAGAZINE EDITORS REPORT (Brian Tanner)

- BT advised that the magazine deadline will be Wednesday 15th April.
- The club contact book has been sent out to Corrie & Jennifer; will send out an updated copy to all members after the AGM.
- BT let the committee know that he will be away in June & July, therefore these magazines may be slightly smaller.

Business for the Magazine Editor

- No business for the Magazine Editor.

11. WEBMASTERS REPORT (Gary Mayes)

- GM advised that there has been a consistent 2 per month website enquires on average.

Business for the Webmaster

- No business for the Webmaster.

12. TRIP COORDINATORS REPORT (Steven Power)

- Steve went through the list of upcoming trips.

Business for the Trip Coordinator

- DK advised that he will look at doing a mini golf social event for the AGM also, whether it be the day of, or the morning after.
- GM advised that he has contacted visitors who were on the trip sheet for the fenceline track trip, and advised that due to the club policy of no visitors on hard rated trips (or higher), they would not be able to attend.
- BT advised that he will need to cancel the 3 Bears Trip over the September Long Weekend. Discussion that Glenn French had considered at the Trip Planning Meeting on doing the Holland Track that weekend.



COMMITTEE MEETING OF THE PEEL 4X4 CLUB

Committee Meeting Minutes

Date: Wednesday 8th April, 2026

Venue: Hosted by Aaron Crane



13. GENERAL BUSINESS

- February General Meeting. Tara asked about General Meetings bi-monthly, and having training on the off month. Committee agreed to keep the meetings as they were, but also raised the question as to what members would like to see presented at General Meetings.
- DK mentioned that he got stuck, resulting in him meeting Jay Larsen from Gold Hunters. There was a following discussion about when we volunteer our services as a club, maybe we could look at volunteering to the WA Government Emergency Services using our 4WD's. DK said that he will look further into this.
- General discussion in regards to the constructive email received from a member regarding the Surf Club Carnival events.
GM advised he had sent an email to the Surf Club to the surf club personally apologising, and how we were actioning things to improve; however did not receive a response.
Mention about taking the member up on their offer in regards to assisting with training.
This further went into a discussion about using the Lancellin Trip in November to do some club training. Do Training on the Saturday, and the trip on the Sunday to put new skills into practice. Ray knows of a good area for the training, and also knows someone who could facilitate the training.
- When raising the next Committee Meeting date, quite a few members were unable to attend, which resulted in an agreement to move the meeting to Wednesday 17th June.

NEXT GENERAL MEETING: Wednesday 22nd April 2026. Upstairs.

NEXT COMMITTEE MEETING: Wednesday 17th June 2026. Hosted by Dave & Sarah Knudsen.

NEXT DELEGATES MEETING: Monday 20th April 2026

Meeting closed at: 8:48pm

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

Aaron Crane

Peel 4x4 Club Chairperson

Date:

19-4-26



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 25th March, 2026

Venue: Secret Harbour Surf Life Saving Club



Meeting Opened: 7:33pm

Safety Briefing.

ATTENDEES & VISITORS. As per attendance register.

APOLOGIES / PROXIES. As per attendance register.

1. TRIPS SINCE LAST MEETING

- 28th Feb. Koorda Drive In – Trip Leader: Mark Skeels
 - 8th March. Powerlines Track. Trip Leader: Gary Mayes
 - 15th March. Museum of Pubs. Trip Leader: Ray Warry
- Each of the trip leaders present spoke about how their trips went.

2. CONFIRMATION OF MINUTES FROM PREVIOUS GENERAL MEETING – 25th February 2026

Chairperson Aaron Crane has accepted & signed the previous minutes.

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

3. BUSINESS & ACTIONS FROM THE PREVIOUS MINUTES

- No outstanding actions.
 - Gary mentioned he was going to look into the grants, but due to personal circumstances was unable to, and will be unable to for a few weeks yet. He asked if anyone able to spare some time and look at the grants. Aaron Crane agreed to do this. Thanks Aaron.
- Information was sent to Aaron following the meeting. **ACTION: Aaron Crane**

4. PRESIDENTS REPORT (Aaron Crane)

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



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 25th March, 2026

Venue: Secret Harbour Surf Life Saving Club



5. SECRETARY'S REPORT (Gary Mayes)

- Gary let the members present know that Corrie & Jennifer Schutte have been accepted as members. An email has been sent to the Treasurer to issue an invoice & sort out badges.
- Totally Workwear Mandurah has been sold. Now Chilli Workwear, trading as Totally Workwear Mandurah. Pauline advised Gary via email that red tops are unavailable. Gary advised that Rockingham Totally Workwear may be the next best option.
Julie also mentioned that Rockingham store accepts orders via email, however needs to be paid for up front.
- Gary advised everyone that he will send through a final list to ARB Rockingham this week for the trade discount card.
- Gary contacted Secret Harbour Surf Lifesaving Club in regards to which area we have. A response was received just prior to the meeting, which Gary read out. We will be in the upstairs Function Area for the remainder of the year, except for the August meeting.
- Westpac Statement & Post Office Box renewal received.

Business for the Secretary:

- No business for the Secretary.



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 25th March, 2026

Venue: Secret Harbour Surf Life Saving Club



6. TREASURERS REPORT (Dave Knudsen) (Apologies)



Business for the Treasurer:

- Could the Treasurer please pay the invoice for the Post Office Box renewal.
ACTION: Dave Knudsen.
- Issue invoice for membership to Corrie & Jennifer. **ACTION: Dave Knudsen**
- Brisey asked when membership fees are due. Action: Gary to send to Brisey. *Complete*



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 25th March, 2026

Venue: Secret Harbour Surf Life Saving Club



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) (Apologies)

- Nothing to report.

Business for the Property Officer

- Glenn & Matt now have the gazebos for the Easter Trip. These were signed out after the meeting.

9. ENVIRONMENTAL OFFICERS REPORT (Duane Buckenara) (Apologies)

- Nothing to report.

Business for the Environmental Officer

- No business for the Environmental Officer.

10. DELEGATES REPORT (Ray & Sharon Warry) (Apologies)

- Couple of emails sent through from Ray & Sharon.

Gary advised he thinks it was the Automotive magazine that caused the emails to be marked as spam.

Business for the Delegate

- Mark Skeels advised those in attendance that Liz Harding is stepping down as Chairperson of the WA4WDA. There will be a temporary person in the role until the upcoming AGM.

Gary asked if anyone would like to take on the role, however no-one took up the offer 😞

11. MAGAZINE EDITORS REPORT (Brian Tanner)

- Brian reminded everyone to send through any ideas for magazine content.
- Brian also advised visitors that he send out the magazine in a couple of days.

Business for the Magazine Editor

- No business for the Magazine Editor.

12. WEBMASTERS REPORT (Gary Mayes)

- Gary read out the stats for the website.

354 website visits in the last 30 days. 67 in the last 7 days.

69 social views in the last 30 days. 20 in the last 7 days.

- Gary let everyone know that Microsoft have blocked the Secretary email account, flagging them as spam. Gary let everyone know that the sent emails may all come through at once, and apologised in advance for if it does.

Business for the Webmaster

- No business for the Webmaster.



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 25th March, 2026

Venue: Secret Harbour Surf Life Saving Club



13. TRIP COORDINATORS REPORT (Steven Power)

- Steve went through the list of upcoming trips, with a brief discussion of each trip.
 - Friday 3rd April to Monday 6th April 2026. Black Point & Augusta
Trip Leader: Steven Power
Steve advised that there were only two spots left
 - Friday 10th April to Wednesday 15th April 2026. Lake King & surrounding areas
Trip Leader: Pete Dawes
Pete advised that the final decision will be made on 4th April, and will be based on fuel availability at Lake King
 - Saturday 11th April 2026
Dwellingup Fenceline & Captain Fawcett Track
Trip Leader: Gary Mayes
Gary reminded everyone that a winch is mandatory. Brian also reminded everyone that visitors are restricted to only Easy or Medium rated trips.
 - ~~Tuesday 14th April, for a couple of weeks. Balladonia to Flinders Ranges.~~
Trip Leader: Max Milbanke and Duane Buckenara
Cancelled due to fuel shortages
 - Sunday 26th April to Friday 2nd May. Norseman to Balladonia
Trip Leader: Mark Skeels
 - Sunday 3rd May. Guilderton to Seabird
Trip Leader: Ray Warry
 - Saturday 16th May 2026 – Social Event. Trashy Temu Night @ the Powers
Trip Leader: Julie Power
 - Sunday 17th May 2026. Mornington Road
Trip Leader: Duane Buckenara
 - Thursday 28th May 2026 to Saturday 25th July. Finke Desert Race – 50th Anniversary
TBA. Trip Leader: Mark Skeels
 - Sunday 7th June 2026. Julimar Tracks
Trip Leader: Ray Warry
 - Friday 19th June to Sunday 21st June. Hoddy Well (Toodyay). Archery Park.
Trip Leader: Ray Warry
 - Sunday 5th July 2026. Collie Fenceline Track
Trip Leader: Dave Knudsen
 - Saturday 25th July to Sunday 26th July. Peel 4x4 Club – Annual General Meeting
Trip Leader: Peel 4x4 Club Committee

Business for the Trip Coordinator

- Those doing the Whitehills Cleanup, it is not a club trip.



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 25th March, 2026

Venue: Secret Harbour Surf Life Saving Club



14. GENERAL BUSINESS

- When discussing the Powerlines Trip, it was mentioned that there are tracks that run off this. Brian advised that these are Water Catchment tracks, and dieback areas, and are signed as such. The issue is that the signs are always cut down or removed, so no-one is always aware of this.
- Kim asked what the Insurance Officer & Property Officer roles entail. Gary explained this to everyone.
- Brian put his apologies in for the AGM. He also let everyone know he is happy to nominate for another term as Magazine Editor.

15. TECHNICAL SEGMENT

- Gary advised that he nothing planned for this meeting for the Tech Segment due to no time to prepare. He explained to the visitors what has been run previously for the technical segments.

NEXT GENERAL MEETING: Wednesday 22nd April 2026. Secret Harbour Surf Lifesaving Club.

NEXT COMMITTEE MEETING: Wednesday 8th April 2026. Hosted by Aaron & Tara.

NEXT DELEGATES MEETING: Monday 20th April 2026. Gosnells RSL Hall, starting at 7:30pm.

Meeting closed at: 8:26pm

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

Aaron Crane

Peel 4x4 Club Chairperson

Date:

19-4-2026



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 22nd April 2026

Venue: Secret Harbour Surf Life Saving Club



Meeting Opened: 7:32pm

Safety Briefing.

ATTENDEES & VISITORS. As per attendance register.

APOLOGIES / PROXIES. As per attendance register.

1. TRIPS SINCE LAST MEETING

- Easter Long Weekend. Black Point & Augusta. Trip Leader: Steven Power
 - 10th April to 15th April. Lake King & surrounding areas. Trip Leader: Pete Dawes
 - 11th April. Dwellingup Fenceline & Captain Fawcett Track. Trip Leader: Gary Mayes
- Trip leaders gave a briefing of their trips.

2. CONFIRMATION OF MINUTES FROM PREVIOUS GENERAL MEETING – 25th March 2026

Chairperson Aaron Crane has accepted & signed the previous minutes.

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

3. BUSINESS & ACTIONS FROM THE PREVIOUS MINUTES

- Aaron was looking into grants for the club that Mark Skeels sent through. This has been followed up, however we fall outside Madeline Kings jurisdiction. **COMPLETE**
- Treasurer to pay PO Box invoice. **COMPLETE**
- Treasurer to invoice Corrie & Jennifer for membership. Dave Knudsen said that he will invoice Corrie & Jennifer as part of the next club year.
- No other business from the previous meeting.

4. PRESIDENTS REPORT (Aaron Crane)

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

5. SECRETARY'S REPORT (Gary Mayes)

- Gary reminded everyone that the AGM is coming up, and to please consider nominating for a position on the Committee. It is what keeps the club going
 - Jacob has sent through his resignation within the club due to work commitments.
 - Brisey will re-nominate for Magazine Editor.
 - Gary to complete ANFWDC questionnaire. Info received from the Treasurer. **ACTION: Gary**
 - Mail. Westpac Statement
- Business for the Secretary:**
- No business for the Secretary



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 22nd April 2026

Venue: Secret Harbour Surf Life Saving Club



6. TREASURERS REPORT (Dave Knudsen)

- CREDITS: \$420, which includes reimbursement of \$340 from the WA4WDA.
- DEBITS: \$896, being for website renewal (671.43), PO Box (\$170) & badges.
- PENDING: Nil
- CLOSING BALANCE (22/04/2026): \$4550.71

Business for the Treasurer:

- Karen asked about membership renewals. It was reported back that these will be appearing in the magazine very soon. Membership expires on 30th June each year, with the club year beginning on 1st July (if paid). Memberships not paid within 60 days of the start of the club / financial year will expire. Members to be financial if attending the AGM.

7. INSURANCE OFFICERS REPORT (Julie Power)

- Julie mentioned the possibility of new insurance forms. Other than that, nothing to report.

Business for the Insurance Officer:

- No business for the Insurance Officer.

8. PROPERTY OFFICER (Jacob Yardley)

- Nothing to report.

Business for the Property Officer

- No business for the Property Officer, however Gary asked if anyone would like to volunteer.

9. ENVIRONMENTAL OFFICERS REPORT (Duane Buckenara)

- Nothing to report.

Business for the Environmental Officer

- No business for the Environmental Officer.

**GENERAL MEETING OF THE PEEL 4X4 CLUB****General Meeting Minutes**Date: Wednesday 22nd April 2026

Venue: Secret Harbour Surf Life Saving Club

**10. DELEGATES REPORT (Ray & Sharon Warry)**

- Elizabeth Harding the president has taken a job opportunity in Karratha so she is not currently able to come to any meetings but the Vice President has now stepped in to take a lot of the responsibility and work until the AGM. Liz will be able to give some support and advise to the 4WD Association.
- The Quorum was unable able to be met at the last meeting, so the minutes will be approved at the next meeting.
- Sharon asked how the \$10 refund for each club member gets processed. They said the club treasurer needs to let Robert know the membership numbers and bank details. Now received.
- Kaarakin still looking into what's going on. No one is answering the phone, so it was suggested at the meeting to go and visit, and inspect, and put a sign on the container that indicates it belongs to the 4wd association.

Southwest Australian Way encourages anyone to report any issues of the tracks. Gary explained to those at the meeting what the South West Australian Way is.

Insurance

- The National meeting in June 2026 will be still talking about the waiver documents. Claim process flow chart document was discussed of the process steps. Policy wordings were sent to delegates and secretaries of the clubs.
The waiver will be further discussed at the June meeting in Melbourne.
- The Association Online form has to be completed urgently. For Consumer Protection-Self check. This needs to be completed each year by each club, otherwise your club can be cancelled. They are basic questions. **ACTION: Gary**
- The Association is planning another gathering for next year. Open for suggestions for a good place to stay with 4WD tracks. Will need a sub-committee to help organise the gathering activities on booking location. Will discuss further in next meeting.
- AGM for the Association is coming up. The WA4WDA is asking for any interests.

Business for the Delegate

- No business for the Delegates

11. MAGAZINE EDITORS REPORT (Brian Tanner)

- Brian mentioned that 1 or 2 of the visitors email addresses are bouncing back.
- Brian also mentioned that at the Committee Meeting, he said that he would put together a training package / course. This is now somewhat put together, and will incorporate bush & beach driving.

Business for the Magazine Editor

- No business for the Magazine Editor.



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 22nd April 2026

Venue: Secret Harbour Surf Life Saving Club



12. WEBMASTERS REPORT (Gary Mayes)

- Website views: 245 in the last 30 days. 46 in the last 7 days.
69 social views in the last 30 days. 20 in the last 7 days. Gary advised that the "social views" appear to be from the Google business profile.....
Gary also advised that we have renewed GoDaddy (website hosting) This has now been extended to 21/04/2029, however has raised a case with Consumer Protection WA to get this extended to 30/12/2029 as promised by GoDaddy.
Ultimate Domain Protection expires on 23/10/2027. For website hijacking, etc...
- Last facebook post for the meeting reached..... 13,600 views..... 18 likes & 4 comments.
- Mark Skeels sent through the New Friends of Wilbinga website to the members facebook page. It has some good info on there.
- Julimar Day Trip & Guilderton to Seabird trips now events in Members FB Group.

Business for the Webmaster

- No business for the Webmaster.

**GENERAL MEETING OF THE PEEL 4X4 CLUB****General Meeting Minutes**Date: Wednesday 22nd April 2026

Venue: Secret Harbour Surf Life Saving Club

**13. TRIP COORDINATORS REPORT (Steven Power)**

- Sunday 26th April to Friday 2nd May. Norseman to Balladonia

Trip Leader: Mark Skeels

From Mark Skeels:

The planned OTT trip from Norseman to Balladonia has been listed as postponed...I have spoken to the "people who know things" at Norseman and the ongoing t/storms and rain (yes it has been raining a lot everywhere except the Perth metro area) has caused the track to be washed out and pretty cutup and rough in places...yippee I said. Unfortunately there is more rain and T/storms due over the next week which will not make the track any nicer...I may have forgot to mention there are a few salt lakes to cross.

We then discussed the availability of Diesel and I was told deliveries are keeping up with use and no shortages so far or anticipated...she also said there has been a drop in tourist traffic using the diesel. Currently 331.5cpl - 324.9cpl.

So what does all this mean...at this stage as the war continues and certainty about anything is uncertain I will attempt to have some form of adventure somewhere...the dates remain the same 26Apr-02May and the distance to be covered will be approx 2k kms. No towing remains.

I have 3 club members listed as going and have spoken to them already...if anyone else is wanting to come along I need to know by the end of Sunday 19April.

If you have read this far then well done and thank you.

- Sunday 3rd May. Guilderton to Seabird

Trip Leader: Ray Warry

- Saturday 16th May 2026 – Social Event. Trashy Temu Night @ the Powers

Trip Leader: Julie Power

- Sunday 17th May 2026. Mornington Road

Trip Leader: Duane Buckenara

Gary advised this may be cancelled due to potential for damage to vehicles. **ACTION: Gary to follow up with Duane.**

- Thursday 28th May 2026 to Saturday 25th July. Finke Desert Race – 50th Anniversary

TBA. Trip Leader: Mark Skeels

- Sunday 7th June 2026. Julimar Tracks

Trip Leader: Ray Warry

- Friday 19th June to Sunday 21st June. Hoddy Well (Toodyay). Archery Park.

Trip Leader: Ray Warry

- Sunday 5th July 2026. Collie Fenceline Track

Trip Leader: Dave Knudsen

Dave advised this is now cancelled, or at least postponed for now.

- Saturday 25th July to Sunday 26th July. Peel 4x4 Club – Annual General Meeting

Trip Leader: Peel 4x4 Club Committee.

Advised General Meeting will be around 4:30pm, for an hour or so, then have dinner, followed by formalities of the AGM. Club will supply meat. Members to bring a salad or desert.



GENERAL MEETING OF THE PEEL 4X4 CLUB

General Meeting Minutes

Date: Wednesday 22nd April 2026

Venue: Secret Harbour Surf Life Saving Club



- Saturday 15th August 2026. Wilbinga Dunes; Sovereign Park
Trip Leader: Gary Mayes
Brian mentioned that there is a map of this track on the club website.
- Saturday 22nd August 2026. Koorda Drive-In.
Trip Leader: Mark Skeels
- Steve also asked for suggestions for the Australia Day Long Weekend.

Business for the Trip Coordinator

- No business for the Trip Coordinator.

14. GENERAL BUSINESS

- Gary mentioned about the hall use, and that he would check with the surf club what is happening with this.
- Discount cards for the Rockingham ARB store were handed out.
- Raffle was conducted. There were many winners 😊

15. TECHNICAL SEGMENT

- Dyneema Rope stuff (Conducted after the close of the meeting)

NEXT GENERAL MEETING: Wednesday 27th May 2026. Secret Harbour Surf Lifesaving Club. Upstairs.

NEXT COMMITTEE MEETING: Wednesday 17th June 2026. Hosted by Dave & Sarah.

NEXT DELEGATES MEETING: Monday 22nd June 2026. Gosnells RSL Hall, starting at 7:30pm.

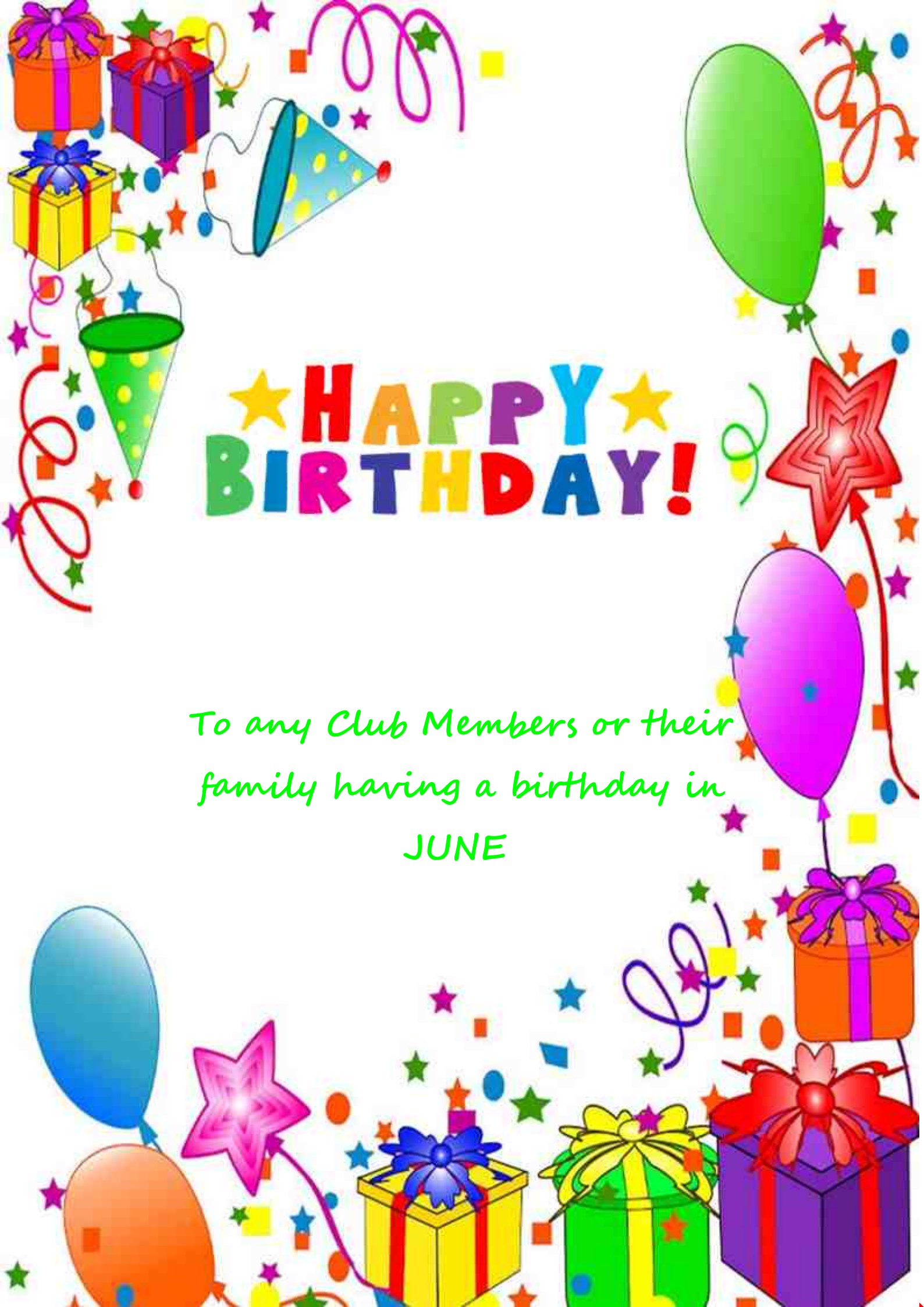
Meeting closed at: 8:37pm

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

Aaron Crane

Peel 4x4 Club Chairperson

Date:



HAPPY BIRTHDAY!

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



8 essential things you need for a safe off-road adventure



Before going bush, you need to make sure you're well prepared and have the right gear for whatever your adventure might throw at you. Here's what you need to carry with you for safe off-road driving.

It's important to plan for your level of experience and needs when four-wheel driving. Even the most experienced bush basher must start every trip by telling a friend or family member who's not on the trip where and when you're going.

Travellers should make themselves aware of local conditions, particularly when it comes to flood or fire warnings, and keep informed while on (or off) the track. Seasonal factors such as overly wet and slippery conditions need to be well considered, as do extreme heat and dry conditions that increase the risk of fire danger.

It's also vital to familiarise yourself with your vehicle's 4WD system and understand the various drive modes and functions. And as for any trip, ensure your tyres and brakes are in tip-top condition before you head off, and that your vehicle's servicing.

It's also important to check that you have appropriate insurance coverage in place for a 4x4 car.

Important essentials for a safe off-road adventure

1 Communication equipment

If you're travelling alone or in remote locations, a satellite phone is essential. Working ultra-high frequency (UHF) equipment, both in-car and hand-held, with the right



antenna range should be considered mandatory for any journey, particularly when travelling in groups.

2 Water and supplies

Water is best stored in solid-colour food-grade containers that don't allow light to pass through. They can fit inside external jerry-can holders, or squat-style containers can be strapped into place in roof baskets. It's a good idea to cover water and fuel carriers to keep dust and contaminants out. Remember that four-wheel driving is thirsty work for your vehicle, and ensure you have more than enough fuel on board to keep you going in challenging terrain.



Ensure your tyres and brakes are in tip-top condition before you head off-road

3 Recovery kit

A full recovery kit for retrieval of a bogged or stuck vehicle is vital for off-road trips. Remember that in any recovery operation it's important to be cautious and follow safety instructions. Make sure to know how to use recovery gear ahead of time, or travel as part of an experienced group as recovery can be dangerous if done incorrectly.

Your kit should include the following equipment:

- **Recovery straps:** Recovery straps are part of a basic set of aids for recovery by another vehicle. These are used in place of recovery ropes and have various breaking strengths and a stretch factor to help the process. Winch dampers should be considered when using ropes and straps as they help reduce the impact force of snapped ropes or straps.



- **Shackles and ropes:** Shackles are used for connecting recovery cables or straps to vehicle recovery points, and can be traditional metal-rated shackles or 'soft shackles'. Paired with ropes and/or straps, they are used in an assisted secondary-vehicle recovery.
- **Recovery winch:** Usually powered by a 12-volt motor, recovery winches are used to recover a vehicle when assisted recovery by another vehicle is not possible. They are handy – if not essential – for solo recovery operations.
- **Recovery track and shovels:** Recovery tracks come in both roll-up or ridged forms and help a vehicle gain traction when bogged. Shovels are handy to clear mud and sand to better position the recovery tracks.
- **Receiver hitches:** These turn your tow hitch point into a recovery point, and vary depending on whether they are being paired with traditional metal-rated shackles or soft shackles.
- **Tree trunk protector:** If you find yourself in a situation where you are using a tree as an anchor point to aid a recovery, a trunk protector helps preserve the tree. They also minimise any damage the tree can cause to your ropes.

4 Tyre compressor

When you're on an off-road track, tyre pressure needs to be regulated according to the surface or terrain you're on. In some cases, you'll need to partially deflate the tyres, then inflate them back to regular levels when you get back on the road. Check the litres-per-minute of the compressor as that determines how long it will take to reinflate your tyres. It's also important to consider the duty cycle or 'run time' of the compressor before it needs to be rested for re-use. There are plenty of 12-volt compressors on the market that vary in air-volume delivery capacity.

5 Tyre gauge and repair kit

These kits are handy for the emergency repair of punctures on the tread face of a tyre. Try having a practice run before your trip so you know what to do. It's important to remember these repairs are temporary fixes, so you should seek a professional tyre repair as soon as possible. Tyre gauges help you ensure the repair is holding pressure, and also measure a tyre's desired pressure over varied terrain.



Consider investing in a tyre pressure monitoring system before going off road

6 Solar tyre-pressure monitoring system

Early detection of leaks or punctures in tyres reduces risks to safety and potential damage. This kit frees up your vehicle's 12-volt accessory socket by using solar power with an internal battery. It can be expanded to monitor the pressure of up to 10 tyres, so you can check your vehicle as well as camper trailers, caravans, trailers and spare wheels.

Lights

When it comes to additional lights for your off-road adventure, there is a huge range of options available, from light bars to spotlights and mounting hardware to get them attached. Consider how and when you will use them and get specific advice for your situation and vehicle setup.

Gloves

Gloves are a no-brainer for boosting grip when handling wet equipment and for general hand protection when the going gets tough. Glove should form part of your car emergency car kit if you're a regular on off-road driving trips.



Dyneema is a registered trade name, for a Ultra High Molecular weight Polyethylene (UHMPE) or High Modulus Polyethylene (HMPE) fibre developed by DSM in the Netherlands around 30 years ago.

- Density of less than 1, meaning it will float on top of water.
- Diameter for diameter, just as strong as steel, but only 15% the weight of steel.
- Also marketed as, on a weight-for-weight basis, it is up to 15 times stronger than steel.
- Working temperature from cryogenic temperatures (at least -150°C), up to 70°C.
- Melting point generally between 144°C & 152°C.
- No low temperature brittle point found, even at temps as low as -150°C.
- Is affected by creep (static load vs temperature), where the fibres elongate irreversibly. Of all fibres, Dyneema has the lowest creep, with the longest creep life.
- Mechanical properties not affected by the presence of water. Hydrophobic, therefore does not absorb water.
- Very resistant against chemicals.
- Not electrically conductive.
- High fatigue resistance
- Generally opaque, but has dyes added to give different colours.
- Long term UV exposure is extremely low compared to that of other high strength fibres.
- Generally 12 strand braid.

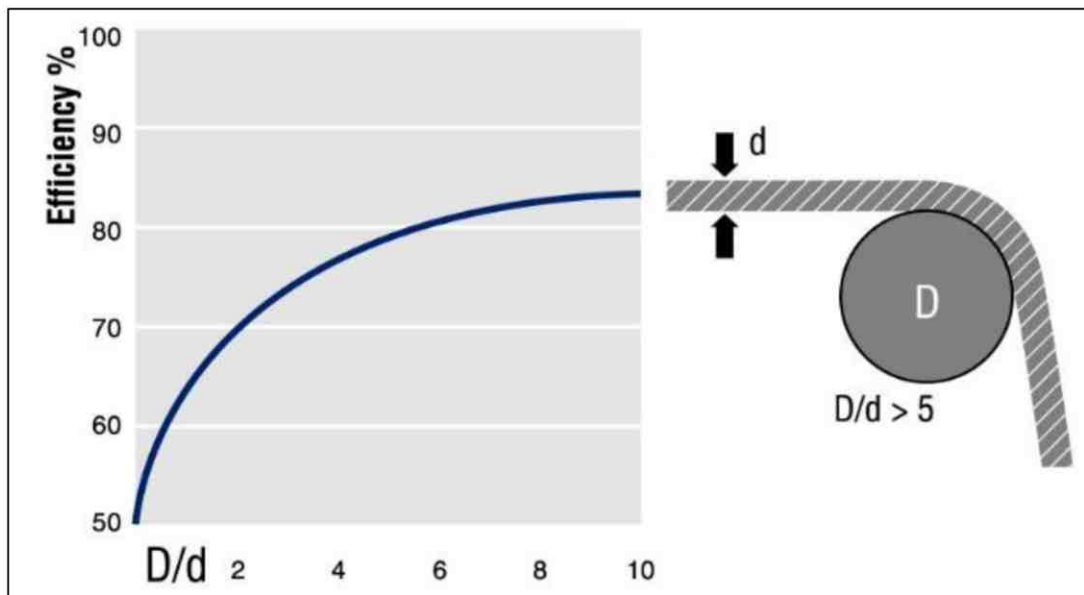
Grades of Dyneema

- **SK38**
A lower grade of Dyneema now often used in economy products. Whilst cheaper, SK38 does not have anywhere near the strength of higher grades of Dyneema.
- **SK60, SK62 & SK65**
First generation of Dyneema fibre mainly produced in Japan. Strength is ~20% lower than SK75 & SK78
- **SK75**
For many years the strongest Dyneema grade and the standard material that everybody understands. Due to newer and improved grades, SK75 is being used less and less. SK75 is still available as it has been considered as the industry reference for years.
- **SK78**
SK78 has become the standard grade used by reputable manufacturers. SK78 has the same strength as SK75, but offers significantly improved creep characteristics than its predecessor.
- **SK90**
Launched in 2009 and offered approximately 10% – 15% strength improvement over SK75/78. However, SK90 only has the same elongation and creep characteristics as SK75. Was replaced with SK99.
- **SK99**
Launched in 2013. SK99 Dyneema has ~20% strength advantage over SK78, however retains the same elongation and creep characteristics – out-gunning SK90 on all levels! SK99 has an unmatched strength to weight ratio.



- **3G12** (for maximum cut protection)
Dyneema fibres have long been the material of choice for cut resistant gloves.
- **DM20**
Developed for offshore use, surpasses industry standards for (deep water) permanent mooring solutions, and will outlast the operational life of the installation.
DM20 has slightly lower strength than SK78, but has one major advantage in that it exhibits virtually zero creep.

Bend radius. General rule of thumb, is the bend radius should be around 5x that of the rope.





The Great Central Road runs from Laverton to Yulara spanning just over 1100km. From there it is another 446km on the bitumen to Alice Springs, or you can keep the adventure going and drive via Kings Canyon and the Mereenie Loop, which is 628km of dirt road and requires a separate travel permit from the Central Land Council.

The West Australian section of the Great Central Road is dirt road with a few short stretches of bitumen. The condition of the road changes depending on the length of time since it was graded and the season, but you can expect a variety of corrugations, bulldust, rocky sections, and nice gravel road. Once on the dirt road we adjusted our tire pressures down from 40 to 28psi on the front and 45 to 35 on the rear, and our caravan was left at 40psi. With those pressures we reduced our speed to 65-70kph and didn't exceed 80kmh. At these speeds the vehicle has an improved comfort level against vibration, it reduces road noise and allows you time to enjoy the journey. You'll see a few road trains and other travellers, but it's mostly a quiet drive.

The Great Central Road passes through Aboriginal Land and you will need to apply for two permits before you start your trip. Both can be done online and there is no cost for these permits. The one for the West Australian section takes about three days to be processed and returned to you, and the one for the Northern Territory section is usually processed within a day. Both require you to nominate the dates of your travel, the Northern Territory allows you four days, and the West Australian one is valid for three days.

permits@clc.org.au

<https://www.wa.gov.au/government/document-collections/apply-permit-access-or-travel-through-aboriginal-land>

Note: If you're travelling east to west you will need to show your transit permits at the entrance to the Uluru Kata Tjuta National Park to be allowed through without a current park pass. (This is the only time we've been asked to show the permits).

There are plenty of different places to camp along the road, most are just open clearings away from the road, gravel pits, and so on. WikiCamps is helpful with this, giving you many to choose from. The rest area at Giles Breakaway is about 50km past Laverton and is worth stopping at. It's a large, flat area and offers a lovely view over the breakaway. Another good place to stop overnight is just west of The Olga's/Kata Tjuta, it's called Russel's Gravel Pit and it's about 6km west of the intersection with Kata Tjuta Road. This is a large flat area and it's quite popular as it has lovely views of Kata Tjuta at sunset and sunrise.

We prefer to shop and stock up at home before we leave, then just top up any last items in Kalgoorlie for the drive to Alice Springs. The Roadhouses along the Great Central Road have some supplies; however these can be expensive with limited variety and availability. If you're planning to buy alcohol in the Northern Territory, you'll need to show ID before you can purchase it and be aware that bottle shops there have limited hours of operation.



Fuel is available at all the Aboriginal Communities, with Warburton often being the most expensive. We only have an 80litre fuel tank, so we carry an extra four jerrycans of fuel with us. We top up the fuel tank regularly and keep the Jerrycans for any unexpected situations, such as roadhouses being closed or out of fuel.

Distances between fuel stops:

Kalgoorlie to Laverton	361km
Laverton to Cosmo Newbery	90km
Cosmo Newbery to Tjukayirla	216km
Tjukayirla to Warburton	246km
Warburton to Warakurna	233km
Warakurna to Docker River	119km
Docker River to Yulara	237km





10 convoy rules every 4WDer should never ignore

Convoy travel works best when everyone follows a few simple, often-overlooked rules



Most convoy problems aren't caused by bad terrain or bad luck. They're caused by one person doing their own thing, be it wrong spacing, no radio call, a line change nobody mentioned.

Small habits that don't seem like much on their own, but multiply fast across a group. One vehicle tailgating kicks up enough dust to blind the next two. One unannounced deviation splits the convoy at a junction. One driver who's never quite ready adds twenty minutes to every stop. Ask anyone who's done the Gibb River Road in a group of eight, or nursed a convoy through the Munja Track: the terrain rarely breaks trips. People do.

None of what follows is complicated. But it only works if everyone actually does it.

1. Don't lose sight of the vehicle behind you

If you can't see the vehicle behind you at any turn, intersection or track split, stop and wait.

That's it. No radio required, no guesswork, no doubling back three kilometres later because someone missed the turnoff to the campsite. Anyone who's lost half a convoy at the Connie Sue Highway junction in the Gibson Desert knows exactly what a ten-second pause at the right moment is worth.

2. Don't tailgate

On dusty corrugated tracks, the kind you get for long stretches on the Oodnadatta or the Tanami, sitting too close to the vehicle in front means you're driving blind. On technical terrain, it means you've got nowhere near enough time to react if they stop suddenly or need to adjust their line.

It also puts quiet pressure on the driver ahead to hold a pace they might not be comfortable with – which is how mistakes happen. If you're eating their dust, you're too close. Back off.



3. Use the radio properly

Most groups run channel 18 UHF as a default, and a decent radio – a GME mounted properly and tested before you leave – makes a real difference to clarity over distance. But none of that matters if the channel is full of chatter when something actually needs calling.

Keep it short. “Soft edge, left side, after the crest” is more useful than a thirty-second description of what it looked like. Call what the next driver needs to know, then get off the channel.

4. Be ready when the convoy is moving

Everyone’s been there: Twelve vehicles packed and waiting, one still faffing around with a roof bag or hunting for sunscreen. The first time, fine. By the third stop outside Birdsville or halfway up Cape York, it’s grinding on people.

It’s not about perfection. It’s about being broadly ready when the group is ready. That rhythm adds up over a full day, and losing it at every stop makes everything slower and more tiring than it needs to be.

5. Call out hazards for the vehicles behind

Just because your rig walked through it doesn’t mean the next one will. A washed-out edge that your 285s just clipped on a tight line could drop someone else’s vehicle a foot sideways, especially if they’re running a longer wheelbase or a heavier build. A loose climb that felt fine in a Prado might be a completely different story in a loaded Troopy.

Call it out. Even a quick “rocky line, stay left” gives the next person a chance to set up properly rather than finding out mid-obstacle.

6. Don’t stop in stupid spots

Pulled up on a blind corner. Halfway through a water crossing. Sitting on the crest of a climb, the kind you get approaching Old Andado or working through the Tip Track, where nobody behind can see you until they’re already committed.

If you need to stop, think about where. A good pull-off gives the convoy room to stack up without anyone being forced into a bad position. Choosing poorly, especially repeatedly, is the kind of thing that earns you a nickname.

7. Stick to the agreed pace

Drive too fast and you’ll stretch the convoy until someone misses a turn. Drive too slowly on easy open sections and you lose the day’s momentum and make the trip feel longer than it is.

The goal isn’t uniform speed, it’s consistency. A rhythm that suits the slowest capable vehicle and adjusts when conditions actually demand it. Convoy driving is a group activity, not a procession of individuals who happen to be heading the same way.

8. Don’t change the plan without saying so

Spotted a better line? Think there’s a shortcut worth trying? Great, say so on the radio first.

Taking a different route, turn or track without a word creates immediate confusion for everyone behind you. Half the group follows the deviation. Half sticks to the original. Now you’ve got two separate convoys trying to figure out where the other half went. Run it by the group. It takes ten seconds.

9. Help with recoveries

When someone gets stuck, and someone eventually will, the group response matters. Not everyone needs to grab the Bushranger snatch strap or rig up the MaxTrax, but everyone should do something. Spotting, shovelling, shifting gear out of the way, relaying instructions ... all of it helps.

Standing at the back of the group watching while three people do all the work is the kind of thing people remember. And not fondly.



10. Leave the ego out of it

Convoys have a way of surfacing this. The driver who has to push harder than the group. Who won't take advice on a line. Who turns every obstacle into a personal challenge rather than a shared decision.

A few other things worth mentioning:

Show up with a full tank. Running low mid-route delays everyone, and finding fuel between Marla and Finke isn't a given.

Test your radio before you leave, not when you need it. A flat battery or a loose antenna connection discovered at the first obstacle is nobody's favourite surprise.

Get to the pre-trip briefing. Repeating it on the track for latecomers wastes time and patience.

Check your tyre pressures. Wrong pressures don't just affect you, they slow the whole group down. Most tracks warrant dropping to 28-32 psi on unsealed roads; anything technical and you're going lower.



The 10 types of 4x4 drivers you always see on the tracks



Every off-road trip brings a cast of familiar characters – from over-prepared gearheads to quiet experts – and chances are, you know a few of them



Spend enough time on the tracks and you start to notice patterns – not just in the terrain, but in the people behind the wheel.

Every trip has a mix of personalities, from the keen rookies who are just learning the ropes to the experienced drivers who quietly keep everyone safe. Some make you laugh, some make you groan, and some make you rethink your own driving style. Here's a look at the 10 types of 4x4 drivers you'll always see on the tracks – and maybe a few you recognise.

1. The overloaded enthusiast

You hear them before you see them. Twin spares, four jerry cans, rooftop tent, awning, maxtrax, shovel, axe – all permanently mounted. Their rig could tackle almost anything, and they're ready for every scenario imaginable. The catch? Half the gear never gets used, and the extra weight can slow them down. Still, when the unexpected happens, this is the driver everyone flocks to, because no one else has quite that level of preparation.

2. The "it'll be right" rookie

Bright-eyed, enthusiastic and often a little clueless, the rookie is usually underprepared. Tyres are overinflated, recovery gear is minimal, and their knowledge of low range or winching is mostly theoretical. They mean well and are eager to learn, but they're often the reason trips run late, recoveries happen, and group patience is tested. Everyone starts somewhere, though, and with a few trips under their belt, this driver usually grows into someone much more capable.



3. The convoy commander

With UHF in hand and eyes on the whole group, the convoy commander treats every washout, rut, and puddle like a tactical operation. They love structure, spacing, and check-ins, and they thrive on keeping the group moving safely and efficiently. Add in their running commentary and quips over the radio – they're often convinced they're a budding stand-up comedian – and you might groan as much as you laugh. Still, deep down, everyone appreciates their organisation. Trips with a convoy commander are smoother, safer and usually less stressful.

4. The lone wolf

The solo adventurer prefers quiet tracks, minimal chatter, and the freedom to explore without a convoy. They usually come well-prepared, carrying the right gear and knowing how to use it. You rarely see them, except for tyre tracks fading into the bush, but when you do, they're often navigating terrain with impressive efficiency. The lone wolf's independence can be inspiring – or intimidating – depending on your perspective.

5. The camp set-up king

First to arrive and last to leave, the camp set-up king turns a simple stop into a full production. Awning up, walls installed, lights strung, table laid out, fridge slide deployed, cooker running – by the time they're done, the campsite is the envy of the group. Everyone gravitates to their spot for comfort, food and a proper place to sit. Packing up the next morning is another story, but no-one complains – the campsite experience is always worth it.

6. The send-it specialist

Momentum is everything for the send-it specialist. Rocks, mud, climbs – they attack every obstacle with confidence, throttle steady, and minimal hesitation. Sometimes it works flawlessly, and they look like a hero; other times, it ends in wheelspin, bouncing, or a recovery that could have been avoided. Watching them is entertaining, occasionally nerve-wracking, and always a reminder of the fine line between skill and bravado.

7. The cautious crawler

Slow, steady, and deliberate, the cautious crawler approaches obstacles with careful planning. Tyres are aired down, lines are picked with precision, and nothing is rushed. Their methodical approach takes longer but significantly reduces the risk of damage or getting stuck. They may not be flashy, but they're effective, reliable and often a calming influence on the group when conditions get tricky.

8. The social media shooter

Every stop is a content opportunity. Drone up, camera out, perfect bonnet shot, sunset reel – progress slows to a crawl, but the final footage is impressive. They're the ones who later show everyone the trip highlights and make it look incredible, even if it took twice as long to capture the perfect shot. Trips with a social media shooter might test patience, but the memories are worth it.

9. The borrower

Always missing something, the borrower asks, "Anyone got a spare strap?" or "Can I borrow some water?" They're usually underprepared, but the 4x4 community has their back. Over time, other drivers start remembering what the borrower might need, and somehow, with everyone's help, they make it through the trip. Their good humour and reliance on teamwork often make them endearing rather than frustrating.

10. The quiet expert

Silent, calm and highly skilled, the quiet expert rarely speaks but always commands respect. They know terrain, recoveries and vehicle limits like the back of their hand. When something goes wrong, everyone looks to them for guidance, and they solve problems efficiently without drama or ego. Every convoy benefits from having one quiet expert on board – trips run smoother and safer with their steady presence.



Special mentions

Some drivers don't fit neatly into the main categories, but they're impossible to ignore:

The gear tester: Always experimenting with new tyres, lifts, or recovery gear mid-track. Helpful at times, chaotic at others.

The storyteller: Every puddle, rut or obstacle comes with a tale. Campfire chatter is their stage.

The snack supplier: Always has chocolate, chips or cold drinks on hand. Instant hero.

The weather watcher: Obsessed with forecasts, radar apps and cloud formations. Knows when it's safe to push on – or call it a day.

Every off-road adventure is better because of the mix of personalities on the tracks. Some make things smoother, some more entertaining, and some downright challenging. Which type are you – and which one drives you mad?



10 most annoying 4x4 driver habits every off-roader hates



Some 4WD habits drive everyone else on the track mad – here are the ones that top the list



Four-wheel driving is supposed to be about getting away from it all – remote tracks, good mates and a bit of adventure.

However, like any hobby, it comes with its fair share of habits that can quickly test everyone's patience. Whether it's poor track etiquette, questionable driving techniques or just plain laziness, some behaviours seem to pop up time and time again. Here are 10 of the most annoying habits you'll encounter on Australian 4WD tracks.

1. Driving the middle of a narrow track

Anyone who's spent time on tight bush tracks knows visibility is often limited, especially around corners or over crests. Yet some drivers seem determined to sit right in the middle of the track as if they're the only vehicle out there. Sticking to the centre makes passing difficult and can force awkward reversing manoeuvres when two vehicles meet unexpectedly. On narrow tracks, the basic rule is simple: Keep left where possible and stay alert for oncoming traffic. It's not always practical, but making the effort makes everyone's day a little easier.

2. Not airing down tyres

Watching a vehicle rattle along a corrugated track on full road pressures is painful, both for the occupants and the vehicle itself. Tyres pumped up to highway pressures reduce grip, make the ride harsher and increase the risk of punctures. In sand, the consequences are even worse. A vehicle struggling to climb dunes or constantly bogging often just needs lower tyre pressures. Airing down increases the tyre's footprint, improves traction and reduces strain on the vehicle. It's one of the simplest things you can do to improve off-road performance, yet plenty of drivers still skip it.



3. Spinning wheels unnecessarily

Few things destroy a track faster than uncontrolled wheelspin. Whether it's someone attacking a climb with too much throttle or trying to power their way through a bog hole, spinning tyres quickly dig deep ruts and holes that make the track harder for everyone else. In most cases, smoother throttle control, better line choice and lower tyre pressures would get the vehicle through without tearing the track apart. Wheelspin might look dramatic, but it's rarely the best solution.

4. Leaving rubbish behind

Remote campsites and scenic bush clearings lose their appeal quickly when they're littered with empty cans, food wrappers and broken gear. Unfortunately, rubbish left behind by a minority of drivers is one of the biggest frustrations in the 4WD community. It also has real consequences. Poor behaviour makes it easier for authorities to justify closing tracks or restricting access to popular areas. The rule is simple and widely accepted: leave the place cleaner than you found it.

5. Driving with every light bar blazing

Modern LED light bars are incredibly effective, which is great when you're travelling remote highways at night. The problem is that some drivers forget to dim them when other vehicles appear. Being hit with several thousand lumens of light around a blind corner isn't just annoying – it's dangerous. Like high beams, light bars should be switched off for oncoming traffic. It's basic courtesy that too many drivers ignore.

6. Blocking tracks while airing up or down

Tyre pressure adjustments are a normal part of four-wheel driving, but where you stop to do it matters. Pulling up right at the entrance to a track, beach access point or narrow section of road can quickly create a queue of vehicles waiting behind you. Most tracks have small pull-off areas or wider sections nearby where you can stop without blocking the way. Taking a few extra seconds to move aside makes life easier for everyone else.

7. Refusing to reverse

Eventually every 4WD driver encounters a narrow section of track where two vehicles meet head-on and one needs to reverse to a wider spot. It's part of driving in the bush. The frustration comes when someone refuses to budge, insisting the other driver should reverse regardless of who is closer to a passing point. A bit of common sense and cooperation usually solves the problem quickly. Without it, a simple situation can turn into an awkward standoff.

8. Overloading the vehicle

Some touring rigs look like they're preparing for a six-month expedition across the desert when they're only heading away for a long weekend. Roof racks piled high with gear, multiple jerry cans, heavy accessories and packed drawers can push vehicles well beyond their safe limits. Excess weight affects braking, handling and suspension performance, especially off-road. It also increases the chance of mechanical failures on rough tracks. Packing sensibly and keeping weight under control makes a big difference to both safety and reliability.

9. Ignoring basic recovery etiquette

Recoveries are a normal part of off-road driving, but they're also one of the riskiest situations you'll encounter on the tracks. Despite that, you'll still see people standing too close to recovery straps, using unrated recovery points or rushing into a snatch without thinking it through. A safe recovery requires planning, communication and the right equipment. Taking a few extra minutes to set things up properly can prevent damage, injury or worse.



10. Treating public tracks like a racetrack

Shared tracks are used by all sorts of people – other 4WD drivers, dirt bikes, hikers, cyclists and sometimes even horse riders. Yet some drivers approach them like a rally stage, sliding through corners and charging along at high speed. Aside from the obvious safety risks, high-speed driving kicks up dust, damages tracks and creates unnecessary hazards around blind corners. Slowing down and driving to the conditions makes the tracks safer for everyone using them.

Special mentions

Hogging camp kitchens or fire pits. Staying at prime spots for too long prevents others from using facilities. Using the horn for every minor thing. Excessive beeping adds stress rather than improving safety.

Ignoring wildlife on tracks. Not slowing down for smaller animals like wombats, birds, or kangaroos creates unnecessary risk.

Poor reversing signals. Failing to clearly indicate or communicate when backing up can confuse other drivers.

Leaving trailer brakes off. Forgetting to secure trailers or leave them properly braked increases accident risk.

Overenthusiastic recovery attempts. Pulling someone out too aggressively or without checking the setup can damage vehicles or gear.

Not checking track closures. Showing up at a washed-out or closed track wastes time and can put vehicles at risk.

Using cheap or incorrect recovery gear. Under stress, substandard gear can fail catastrophically, creating hazards for everyone involved.

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CHORIZO BAKED BEANS WITH EGGS

Bring a touch of Spain to breakfast and impress the family with this easy one pan breakfast. Ole Ole...

Serves 4-6 people
Prep Time 25 Minutes



1 tbsp	Olive oil
1 small	Red onion
1 clove	Garlic (chopped finely)
400g	Canned cannellini beans
400g	Canned diced tomatoes
1 tsp	Paprika
2	Chorizo (cubed)
6	Eggs
	Bread to serve (at least one slice per person)
	Salt to taste

1. Heat a large frypan on medium heat with olive oil.
 2. Add diced red onion and finely chopped garlic clove. Sauté until onions are soft and translucent.
 3. Add chorizo and cook until chorizo browns and forms a crust.
 4. Add cannellini beans and paprika and stir until all combined and then add canned tomato and salt to taste.
 5. Simmer on medium heat for approximately 5 minutes so mixture thickens a little but should still have a little liquid.
 6. Crack eggs on top of the beans and chorizo mixture and cover with frypan lid or foil (tightly & shiny side down).
 7. Reduce to low heat and simmer until eggs are cooked.
 8. Serve on toasted bread, scooping all in one go the beans and chorizo with egg and placing on toasted bread.
- Sourdough bread is ideal for this meal, however any bread you have will work.
 - Avocado cubes and crumbled feta over the top will take this dish to another level.
 - Left overs make a great filling for burrito's!

THE OUTDOORS MADE EASY.



MEXICAN STYLE CHICKEN WITH CORN SALAD

A yummy and fresh dinner for all the family to enjoy and different to your typical Mexican taco and mincemeat meal!



Serves 4-6 people
Prep Time 30 Minutes

800g	Chicken breast or thigh
40g	Mexican style seasoning (in Mexican section of supermarket)
4 large	Corn cobs
½ tsp	Each salt and pepper
¼ cup	Mayonnaise
¼ cup	Sour cream
1 cup	Coriander chopped
½ cup	Parmesan cheese finely grated
1 tbsp	Jalapeno finely chopped
½	Red onion sliced thinly
1 cup	Spring onion chopped finely
2-3 tbsp	Fresh Lime juice plus extra to taste
60g	Feta cheese
	Extra Virgin Olive oil

1. Place chicken in a bowl and cover with Mexican seasoning with a splash of olive oil, mix so all the chicken is covered evenly with the seasoning. Set aside.
2. Pre heat BBQ grill to medium heat. Spray corn cobs with olive oil and place on grill until cooked.
3. Once they are cooked, remove corn and start cooking chicken on the BBQ grill. Note: corn and chicken can be cooked at the same time if there is enough room on your BBQ.
4. Cut corn kernels off the cob by holding corn upright in a bowl and using a sharp knife, cut downwards as close as possible to the base of the kernels. Add salt and pepper to corn.
5. Add mayonnaise, sour cream, lime juice and parmesan cheese and mix so all combined
6. Add remaining ingredients, coriander, onions, jalapeno and mix again until all combined.
7. Crumble feta on top of the salad and serve with chicken.
 - Add capsicum and/or avocado to the corn salad.

THE OUTDOORS MADE EASY.



FISH FILLETS WITH TOMATO SALSA

This is a quick and easy recipe for lunch or dinner. Grab some fresh fish and nice tomatoes ripened on the vine for a healthy Mediterranean meal.



Serves 4 people
Prep Time 20 Minutes

- 4 pieces** White fish fillets (barramundi used in photo)
- 1 clove** Garlic minced
- ½ tbsp** Extra Virgin Olive oil
- 1 tbsp** Butter
- 1** Lemon
- Extra Virgin Olive oil
- Salt and pepper to taste
- TOMATO SALSA**
- 4** Ripe vine tomatoes diced
- 2 tbsp** Extra Virgin Olive oil
- ½ clove** Garlic minced
- Salt to taste

1. To make the tomato salsa, dice tomatoes and place in a bowl. Mince half a clove of garlic and add to tomatoes. Salt to taste and add olive oil and mix to combine. Set aside.
2. In a large frypan, heat olive oil and butter on medium heat, add garlic. Salt fish portions on both sides and place in frypan skin side down once butter melted and garlic soft.
3. Cook until skin is crispy and brown and then turn onto other side. The amount of time to cook fish will depend on the thickness of the portions. Generally, 6-8 minutes turning once.
4. Once cooked squeeze some fresh lemon over the fish, place on serving plate and spoon over the salsa and drizzle some of the olive oil from the salsa over the tomatoes.

- Serve with rice vegetables or salad.

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Selling 7x5 box trailer with cage, canvas cover, large toolbox, 4x jerry can holder, tent and awning for camping

Can be used multiple things, camping, go cart bike trailer or just as is, Registered till Sept

Asking \$2000 ono pick up is Warnbro

Steven 0422895120 or Julie 0422885121





For sale

Slot car set AFX Super international set with extra track pieces, crossovers and some scenery. Permanently mounted on a tabletop. 4 lane HO scale 1:64 .

I was building this set up for the grandkids but they played it once and lost interest (and so have I).

\$400.00

Contact Brian 0429110957





Trip date 11/4/26

Trip leader Pete Dawes : Patrol, accompanied by Dave Rothwell : Prado, Anne Discombe : D Max; Max Millbanks: Pajero.

Day # 1

Leaving Pete's house at 06:00, it was like getting the band back together.

Anne joined us at Wagin, we had a leg stretch and a chat, & then onto Lake Grace for great brunch at 10:30 (nice new place on North side of main road).

Fuel deemed too pricey (bloody Trump) so headed onto Newdegate to find no fuel! Max slightly nervous now as he left home not full (Diesel)

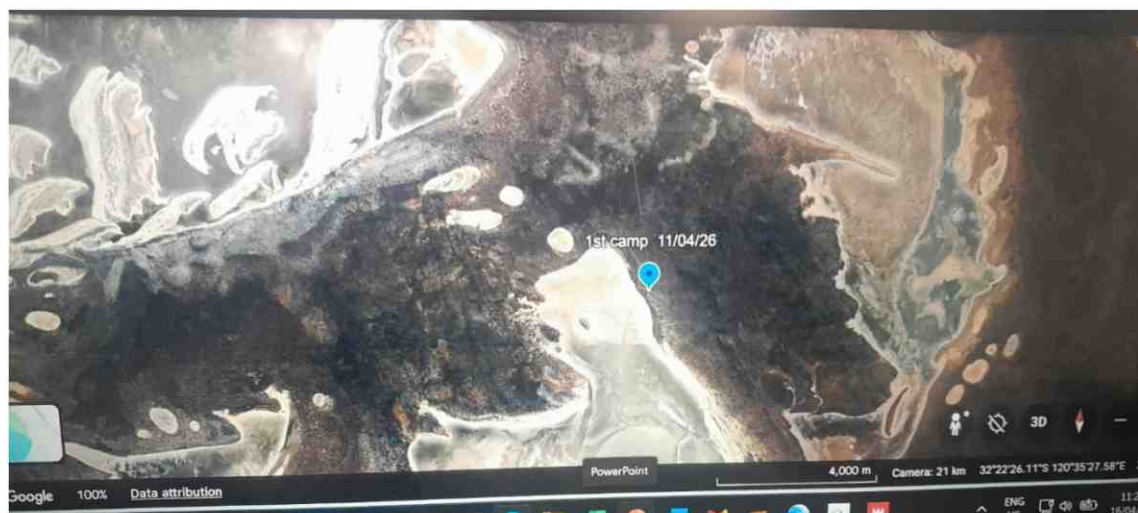
Onto Lake King ... fuel \$3.259 (bloody Trump).

All fueled and onto gravel, and onto Frank Hahn NP. Turned north toward Lake Hope but took wrong track. With some good navigation, rejoined correct track & found plenty of washouts & mudholes. Evidence of ex cyclone Narelle dumping plenty amount of rain.

Set up camp at 16:15 adjacent to nice salt lake with nice views.

Camp Location reference : 32 23 26.7S 120 35 54.7E

Distance covered today : 635kms





Day # 2

Up bright & early, and departed at 08:30 after repairing broken trim / mudflap on Pajero cable ties are wonderful things. Shadows over track caused Pete to nearly run into fallen tree, (missed it by that much 200mm). Tree successfully removed & then we found a new mining road instead of crossing southern edge of Lake Hope as we did 3 years ago. This took us straight onto Hyden – Norseman Road as planned but much easier.

Morning tea at Mc Dermid Rock – nice toilet! Made our way then onto old Hyden – Norseman Road, finding a few mudholes ... we wont mention Anne becoming “forward-momentum-challenged” & being recovered by Max.

Then Incident #1.... the Hema died. However, Max had his old Hema on board & Pete worked his magic between power supplies, SD cards & various bits & got a unit working - sort of, as it kept having a sleep. Tried to turn north on track to a soak but found it to be overgrown.

Onwards to Incident #2

A stick flicked off Pete’s snorkel & shattered front left window of his car into roughly 5 million (didn’t count them all) bits of glass. Cleaned up best we could & onwards into Norseman. Fuel top off at \$3.282 /l (bloody Trump) & as it was Sunday with no Hardware shop open for window temporary repair plastic, Anne came to the rescue with bubble wrap from a friend in town.



Headed south via Dundas historical track & onto Old Telegraph track. Few mudholes & some small trees over track. We met a specced up 79 Series with medium sized off road caravan heading west, which is the first off road caravan that I’ve ever seen off road. Camped a bit further on, around 16:00. Bubble wrapped Pete’s window to a very high standard. Max had a ‘tub’ ---- (not a pretty site, therapy required afterwards). Whilst cleaning my teeth around 21:00, looking south I saw 2 stars / bright objects dancing around each other & disappearing, then reappearing close by each other. Watched for 3 minutes. Dunno what it was (UAP ?) No alcohol involved !

Distance today : 248kms.



Day # 3

Departed 07:30 & carried on east on OTT for 25 kms & followed a big mob of camels (approx 25, had trouble counting them but easier than glass bits) before turning south onto Fraser Range track.

This turned out to be worst track so far with many mudholes & large stretches of previously burnt scrub with small tree remains littering the track. Very slow progress.



Incident #3.

The return fuel line on Anne's D Max broke at fitting on top of fuel tank, spewing diesel everywhere. Pete to the rescue. Using bits of tubing / hose / stuff, the return fuel from the pump was diverted to a jerry can lashed to bull-bar. Worked a treat, but as it returned about 1l / km, it had to be emptied back into tank every 15km before it overflowed.

Onwards! Some parts of track were horrible, with an occasional good bit thrown in, still very slow progress. Original plan was to follow Fraser Range Track (FRT) about 150km & exit at Grasspatch, but with fuel line issue & hence time constraints, we exited at Salmon Gums.

Pete then had a lightbulb moment & modified the D Max using Max's water siphon hose to return fuel straight to tank, hence no more jerrycan & stopping every 15km. Brilliant!

Anne could now carry on as normal & repair at home instead of abandoning remainder of trip to repair in Kal. Onwards to camp at Peak Charles arriving just on dark at 17:30. All tired from harrowing day, so no camp fire, Max super tired & went to bed at 19:30. Early night for others. No UAP either !

Distance today : 255 kms



Day # 4

Decided last night that we would have a cooked breakfast tomorrow, & late start heading towards an early camp. Departed at 09:45 onto the slightly familiar Dunns Track heading west (Pete, Anne & myself did Dunns 3 years ago, but easterly).

Ex cyclone Narelle had left her mark here as well, with many mudholes (not many with chicken tracks) & as there were so many, we decided to count them.



And as we were counting them, it seemed logical to rate them as well. . .so a linear Mudhole Scale was devised (as a linear scale is so much easier than an exponential scale, just ask Max), with 1 = Big Puddle, thru to 10 = Holy Shit.

Snatch straps were in place but miraculously weren't

needed. We came across several holes that surpassed at least an 8, including one that was over 100m long & went round a corner with no end visible. Aaaarrggghhh !

Pete as lead vehicle nearly got stuck in a 10 . . . but just managed to get out unassisted. We then found a Chicken Track around it !!

On just about all mudholes we could see a high water mark, so if we had attempted this a few weeks ago the depths (& hence difficulty) would have been a lot more.

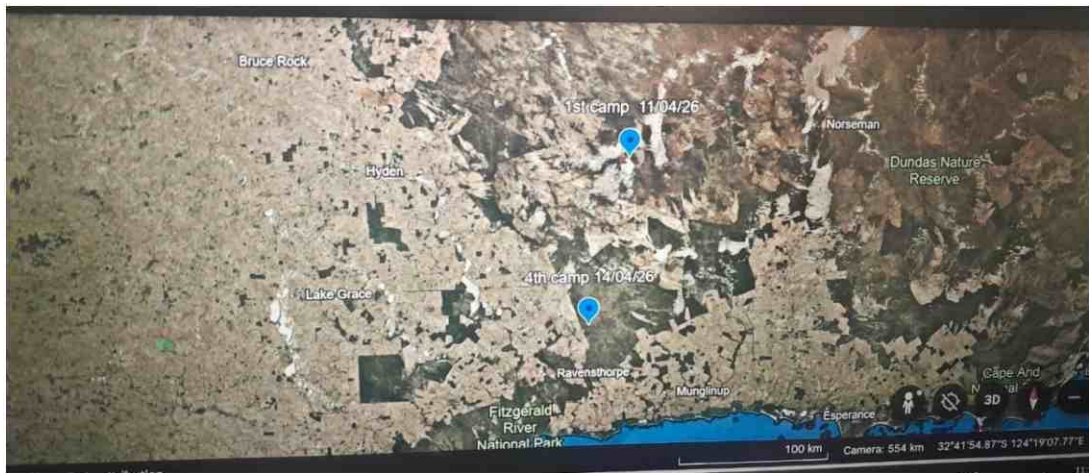


After approx. 20 mudholes the perfect camp spot was found & we stopped at 14:00 for a relaxed afternoon. Once again, a great fire & good company with roast chicken swirly things from Anne with vegies in camp oven. Yum!

Distance today : 100kms.

Camp Reference point:

33 19 16.2 S 120 20 75.4 E.



Day # 5

All awoken at 04:45 by large thunderstorm & rain which lasted through to 06:00.

A hasty pack up with no breakfast (was gunna be Pancakes a la Rothy) & onto the last 25kms of the Dunns towards Lake King.

Fuel at Lake King still \$3.259 (bloody Trump) After airing up, it was onwards to brunch in Lake Grace at our favourite place again.

Mudhole count on Dunns = 25. Headed home, staying around 95 -100 km/h to alleviate flapping of bubble wrap.

Home at 15:30.

Distance today : 548 kms.

Trip Distance Total : 1785 kms.



- Dirtiest Car Award : P. Dawes**
- (Reckons because he went through mudholes first !)
- Best Breakdown Award : A. Discombe --- fuel hose.**
- Unscathed Award : D. Rothwell --- not breaking anything.**
- Honorable Mention : P. Dawes --- broken window & Hema going kaput.**
- 2nd Honorable Mention : M. Millbanks --- mudguard & trim + bent antenna**

Thanks Pete for organizing another great trip.

Old cliché ---- A great time was had by all !



All references pertaining to the Mudhole Rating Scale remain the intellectual rights & property of the author. All rights reserved. Seasonally adjusted.





Peel 4x4 Club – Guilderton to Seabird Trip

Today we ran a great trip from Guilderton through to Seabird with a solid crew onboard.

We kicked things off at Cafe Verge 301... only to find it closed. A few disappointed faces, but we quickly regrouped and headed to the Guilderton Roadhouse for a quick brekky (coffee could've been better).

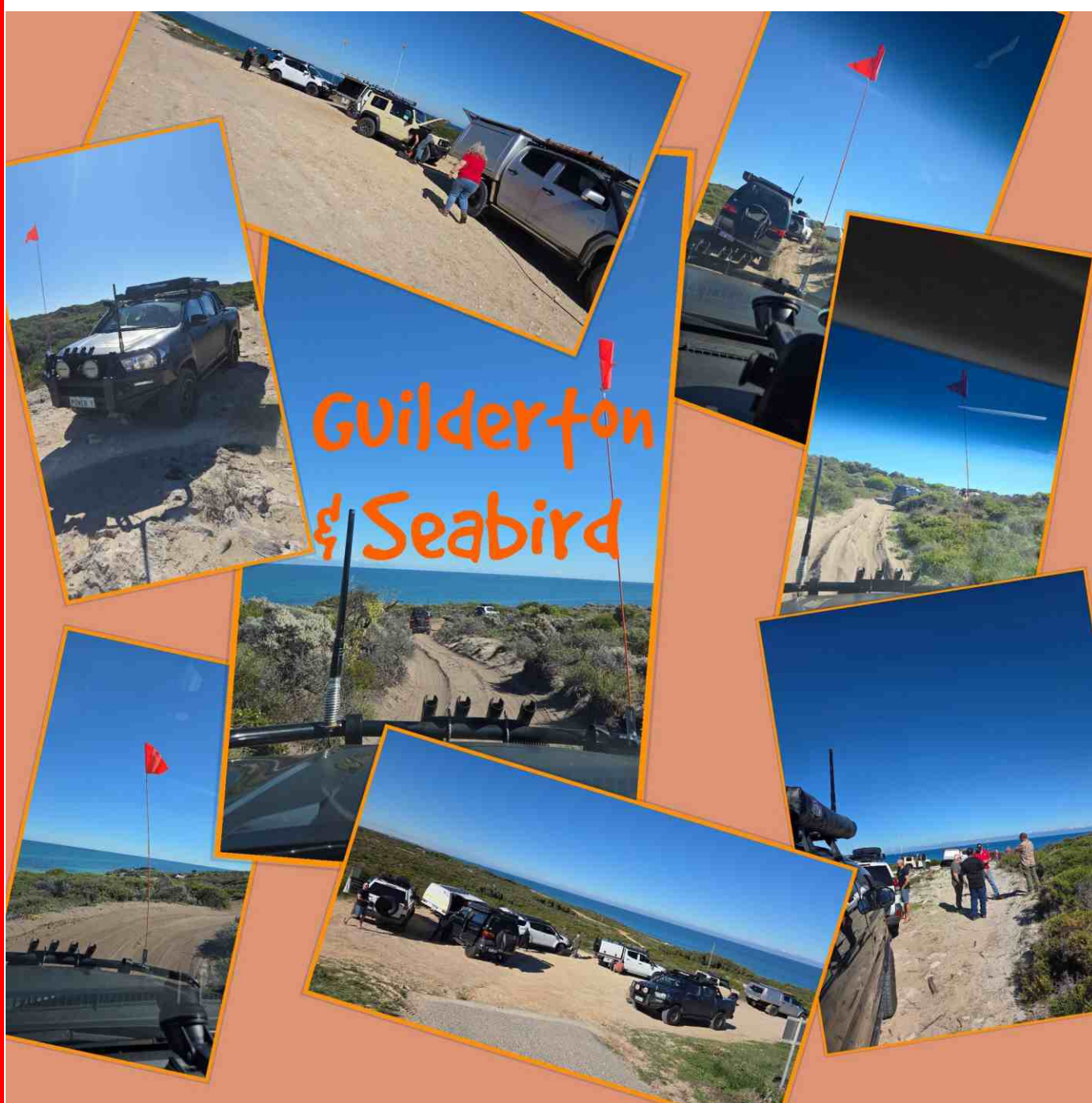
After that, it was down to the base of the Guilderton Lighthouse to air down and hit the tracks. The inland run to Seabird was a good one, with a bit of challenge thrown in. One tricky hill climb had a visitor needing a hand, but with a bit of teamwork and a proper run-up, we got it sorted.

We rolled into the Seabird Tavern for a well-earned pint and feed. From there, half the group peeled off for home, while a few of us pushed on to the Yanchep Lavender Farm for great coffee and top-notch scones.

All up, a great day out with a good bunch of people.

It was my pleasure to lead the trip today.

— Ray Warry





TRIPPING OUT



GUILDERTON TO SEABIRD





TRIPPING OUT



GUILDERTON TO SEABIRD





PEEL 4X4 CLUB

WTF AW?

26APR – 02MAY 2026

The plan...head to Norseman and then the Balladonia R/house via the Old Telegraph Track and return home via the Trans Access Rd and Kalgoorlie.

The plan then became a trip Nth of Leonora and back home via Mt Elvire and a friends farm near Nungarin. If only there wasn't some idiocy going on in the Middle East. Always be prepared for plans to change at any time for any reason...ancient Mesopotamian proverb.

Day 1 Sunday 26April

We met up at Karalee Dam with all arriving by 4pm. What a popular place it is with maybe a dozen other campers around the place. Anyway nothing of incredibleness apart from the repairs done to the flow pipe from the rock into the dam. Well done Track Care on the work...brickbats to the Heritage Council who have decided nothing can be touched on the "toilet" and it is closed due to nothing being done to empty or clean or do anything.

Day 2 Monday 27April

Easy drive into Kalgoorlie via Coolgardie with no pies at the pie shop and apparently very ordinary coffee at the coffee house...and it was raining.

Into Kal to refuel and out on the road to Leonora. Again, just an easy run and as no fuel was req'd it was just a very brief stop then onto the road and then track to The Terraces. The Terraces are approx.. 70kms NNE of Leonora and are a series of "Breakaways" running roughly Nth-Sth for 20kms.

The road/track in is ok this time (far more exciting when last there a couple of years ago). A bit of "jump up" onto the top of the Breakaways and campsite located with a view.

We set up and it was going to be a 2 night stay. Bit of rain around in the distance and not much to worry us.

Day 3 Tuesday 28April



Time for a drive to see what's what and locate a super secret campsite I had located last time I was there.

Nothing difficult but just a pleasant drive South along the Breakaways and some looking and walking and climbing (I was first through here maybe 30yrs ago and I don't remember the climbing to be quite as "challenging" as it is now).

Up and playtime and another little "jump up" and some more walking and time to return to camp and do camp stuff.

A nice night with nice sleeping took place.

Day 4 Wednesday 29April

Up early to try and miss the rain...nice rainbow/s passed overhead and put little wet spots all over the place. Into Leonora to refuel bellies and 4wds and visit some of the cleanest and nicest public toilets in Australia...yes in Leonora.

A nice simple but longish drive along dirt roads and then a track into Mt Elvire Conservation Reserve. As it was getting a bit late it was straight past the homestead and onto the edge of Lake Barlee for the next couple of nights.

It was while setting up the camp there was either thunder or mining trucks or monsters making a rumbling noise...we were to find out soon.

Sun goes down and fire time and food and oh no..."what's that to the West?"...hmm

Anyway, it arrived with a rush and noise as it whipped up awnings and tried to roll over swags and sent everyone into their cars and then nothing. Ha ha we said as the second rolled in and this time brought heavier rain and then a third and a fourth and FFS hope this doesn't go all night. It didn't and around midnight all was sort of calm with all were tucked up in their beds.

Day 5 Thursday 30April

Well the day dawned with magnificence and sunshine and a coolish wind and time for a bit an explore and after driving maybe 2kms where the arvo before was a nice dry track was water water all over. As we drove Sth it was obvious we had really dodged what could have been a disaster the night before. Plenty of rain had passed by our little camp on the lakes edge.



The homestead visited (nothing like it once was) and in some circles trying to find tracks to explore and...anyway we eventually made it through to the middle lake.

From there some more looking around took place and then some went retrieve/rescue a flynet they had misplaced and while I went to check out some tracks a couple of others showed their navigation skills but unfortunately broadcast there predicament over the UHF...at least one fine on the way.

The difference in the late arvo and night after the previous was dramatic. Clear sky with mysterious lights and a promise of not a very warm night on the way. Magnificent fire thought.

Day 6 Friday 01May

Up sort of early and off to Nungarin to camp the final night at a friends farm.

The weather was nice and sunny and once again BOM was correct with their forecast ("It's Jess not Jeff" was on the money) and the wind was bitterly cold and it was nice inside the 4wd.

Again, an easy drive along dirt and sealed roads but this time a bit more mining traffic (well we were passing through working mines). Into Nungarin as everything was closing (3pm) and out to the farm. Camp set up and time to stock up for the fire and get ready for ISS passes and review the last few days and...just like that the wind stopped and the temperature decided to drop further.

Day 7 Saturday 02May

Up nice and early and some went to do some tree removal and fence repairs for the owner of the farm. Didn't take too long and a "tour" of the lake area undertaken...might be worth a visit and lakeside camp September/October.

So it ended...people went their own way home and that was it for this trip. Kellerberrin had diesel @ 233.9cpl a really nice pie shop and bakery (pie excellent...snotblock 6 out of 10). Busy drive along the GEH and Roe and Fwy and...done by 2.30pm.



Big thanks to all who came along and hopefully enjoyed the experience...especially the t/storms.

Philp	BT50
Philip	BT50
Stuart	Mux
Anne/Ian	Mux
Alan	Mux
Bernie/Walter	Dmax
Me	BT50

One final little bit of comment...the one constant from before sunrise until after sunset were the flies...not just a few but millions of gazillions of teeny bush flies that got into everywhere and everyone...character building experience it was.

Mark Skeels













TRIPPING OUT



TRASHY TEMU PARTY





TRIPPING OUT



TRASHY TEMU PARTY





PEEL 4x4 CLUB – DAY TRIP

JULIMAR DAY TRIP

SUNDAY 7TH JUNE

TRIP LEADER

Ray Warry

MUSTER POINT

Gingers Road House
6069 Great Northern Hwy
Upper Swan WA 6069

SAFETY BRIEFING

9:30 AM (Sharp)

WHAT TO BRING

- Basic recovery equipment
- Snacks & drinks
- Picnic lunch

TRIP INFO

Join us for a great day exploring the Julimar State Forest

OPTIONAL STOP

Little Eedon Honey Farm (Chittering)
Time permitting

ENJOY THE TRACKS – STAY SAFE – HAVE FUN



WEEKEND SOCIAL CAMPOUT

Hoddywell Caravan Park

Event Details

Dates: Friday 19th June – Sunday 21st June

Check-in: Up to 6:00 PM

Location:

1027 Clackline Toodyay Rd

Toodyay WA

Pricing

\$39 per night – drive-through site

Archery hire extra

Important Information

- Check-in strictly up to 6:00 PM
- Must be fully self-contained
- No camp kitchen available
- No children allowed after hours in caravan park

What to Expect

- Relaxed social atmosphere
- Outdoor activities and good company
- Great weekend getaway

Bookings & Contact

Hoddywell Caravan Park

Phone: 0407 081 110

Website: www.hoddywell.com.au

Email: hoddywell@bigpond.com

Come Along for a Great Weekend Away!
(Limited sites available – bookings essential)



An update for the Finke Desert Race trip

The proposed trip to the Finke Desert Race, if it goes ahead, will not include the Madigan Line or Hay River Track or Binns Track. This changes the dates to Dep Kalgoorlie 30May and return Perth 18Jun. These changes are because of the flooding that has taken place in the NT and also the uncertainty about diesel supply in the remote areas.

Depart 30May 1000hrs from Kalgoorlie.

Arrive Alice Springs pm 03Jun

Depart Alice Springs for Finke Race track camping Sat 06Jun

Arrive Alice Springs am Tuesday 09Jun

Depart Alice Springs 1200 Wednesday 10Jun

Arrive home pm Wednesday 18Jun

Due to flooding there is no longer any Madigan Line or Hay River Track or Binns Track adventures.

There may be others but that's yet to be sorted out.

Need whoever is going to commit to contact me by 1200hrs Friday 15Jun.



Peel 4x4 Club – 2026 Calendar of Events



Sunday 8th February 2026

Surf Club Carnival.

Trip Leader: Gary Mayes

Friday 13th February 2026

Dwellingup Night Trip

Trip Leader: Dave Knudsen

Friday 6th March 2026

Wagin Woolarama.

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

Trip Leader: Mark Skeels

Sunday 8th March 2026

Mundaring Powerlines

Trip Leader: Gary Mayes

Sunday 15th March 2026

Museum of Pubs – Gidgegannup

Trip Leader: Ray Warry

Friday 20th March to Sunday 22nd March 2026.

Koorda Drive In - Saturday 21st March 2026

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

Trip Leader: Mark Skeels

Friday 3rd April to Monday 6th April 2026

Black Point & Augusta

Trip Leader: Steven Power

Friday 10th April to Wednesday 15th April 2026

Lake King & surrounding areas

Trip Leader: Pete Dawes

Saturday 11th April 2026

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

Captain Fawcett Track & Lennard Track

Trip Leader: Gary Mayes



Peel 4x4 Club – 2026 Calendar of Events



Tuesday 14th April 2026 to

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

NOTE: Tailing off from Pete Dawes' Lake King trip

Trip Leader: Max Milbanke & Duane Buckenara

Sunday 26th April to Friday 2nd May

Norseman to Balladonia

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

Trip Leader: Mark Skeels

Sunday 3rd May 2026

Guilderton to Seabird

Trip Leader: Ray Warry

Saturday 16th May 2026 – Social Event

Trashy Temu Night @ the Powers

Trip Leader: Julie Power

Sunday 17th May 2026

Mornington Road

Trip Leader: Duane Buckenara

Thursday 28th May 2026 to Saturday 25th July

Finke Desert Race – 50th Anniversary

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

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

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

Thursday 18th June. Return to Alice Springs.

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

Saturday 11th July. Arrive at Timber Creek.

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

Trip Leader: Mark Skeels

Sunday 7th June 2026

Julimar Tracks

Trip Leader: Ray Warry

Friday 19th June to Sunday 21st June

Hoddy Well (Toodyay). Archery Park.

Trip Leader: Ray Warry



Peel 4x4 Club – 2026 Calendar of Events



Sunday 5th July 2026

Collie Fenceline Track

Trip Leader: Dave Knudsen

Saturday 25th July to Sunday 26th July

Peel 4x4 Club – Annual General Meeting

Trip Leader: Peel 4x4 Club Committee

Saturday 15th August 2026

Wilbinga Dunes

Trip Leader: Gary Mayes

Saturday 22nd August 2026

Koorda Drive-In

Trip Leader: Mark Skeels

Saturday 12th September to Saturday 19th September 2026

Koorda & Karrara Ranges

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

Trip Leader: Mark Skeels

Sunday 13th September 2026

Moondyne Track

Trip Leader: Aaron Crane

Friday 25th September to Monday 28th September 2026

Kings Birthday Long Weekend

3 Bears Track & surrounds

Trip Leader: Brian Tanner

Saturday 10th October to Thursday 15th October 2026

Kennedy Ranges Loop

Trip Leader: Duane Buckenara

Sunday 11th October to Saturday 31st October

Flinders Ranges; Drags at The Bends

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

Trip Leader: Mark Skeels





Peel 4x4 Club – 2026 Calendar of Events



Saturday 17th October 2026

Piggery Road Day Trip

Trip Leader: Steven Power

Saturday 14th November 2026

Mundaring Powerlines Track – Night Trip

Trip Leader: Gary Mayes

Sunday 22nd November 2026

Lancelin Dunes

Trip Leader: Dave Knudsen

Saturday 5th December 2026

Buffalo Beach to The Dawesville Cut

Trip Leader: Ray Warry

Sunday 13th December 2026

Peel 4x4 Club Christmas Party

Trip Leader: Peel 4x4 Club Committee

Thursday 31st December 2026

New Years at Beverley

Trip Leader: Steven Power

Trips TBA

Mexican Night

Trip Leader: Julie Power

Wilbinga Dunes; Sovereign Park

Trip Leader: Gary Mayes

Fremantle Prison

Trip Leader: Gary Mayes

Holland Track

Mentioned by Glenn French



Thursday 28th May 2026 to Saturday 25th July
Finke Desert Race – 50th Anniversary
Great Central Road to arrive in Alice Springs
3rd June
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Wednesday 10th June. Depart for Maddigan & Hay River Tracks
Thursday 18th June. Return to Alice Springs.
Sunday 21st June. Depart Alice Springs for Binns Track.
Saturday 11th July. Arrive at Timber Creek
Saturday 25th July. Return Home.
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Trip Leader: Dave Knudsen

Saturday 25th July to Sunday 26th July
Peel 4x4 Club – Annual General Meeting
Trip Leader: Peel 4x4 Club Committee

Saturday 15th August 2026
Wilbinga Dunes
Trip Leader: Gary Mayes

Saturday 22nd August 2026
Koorda Drive-In
Trip Leader: Mark Skeels
Saturday 5th September
Swan Valley Social Trip
Trip Leader: Pauline Jones

Saturday 12th September to Saturday 19th September 2026
Koorda & Karrara Ranges
Trip Leader: Mark Skeels

Sunday 13th September 2026
Moondyne Track
Trip Leader: Aaron Crane

Saturday 10th October to Thursday 15th October 2026
Kennedy Ranges Loop

Trip Leader: Duane Buckenara

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

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Trip Leader: Steven Power

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Holland Track
Mentioned by Glenn French