ACT 4WD CLUB NEWSLETTER



August 2026 – Issue 439

TABLE OF CONTENTS

Your Executive Committee 3

President's Report August '26 4

Meeting Minutes 5

Kids Colour Me In 9

4WD Hardware (Article) 10

Fire Feast Fun and Friends (Trip Report) 14

Paddy's River (Trip Report) 16

ACT 4WD Club Revised SOP Updated Documents 18

Social Club Activities 22

ACT 4WD Club Clothing 23

Dad Jokes & Curry by Adhikary 26

For Sale 27

UHF 80 Channel Cheat Sheet 29

ACT 4WD Club Convoy Procedure - Updated 4/25 30

ACT 4WD Club Property 32

Essential Trip Equipment 32

Trip Grading And Classification 33

YOUR EXECUTIVE COMMITEE

President Eddy Hoek
(email: President@act4wdclub.org.au)
Vice President Garry Chalmers
Secretary (Andrew Rudder) Sue Power
Treasurer Colin Imrie
Trip Coordinator Josh Kidney
Newsletter Editor Pip McQueen
Public Officer Clem Tozer

EXECUTIVE APPOINTMENTS

Property Officer Andrew Rudder
Training Coordinator Peter McQueen
Web Master Eddy Hoek
Memberships Richard Wdowik
Club Clothing Greg Kidney

president@act4wdclub.org.au
vicepresident@act4wdclub.org.au
secretary@act4wdclub.org.au
treasurer@act4wdclub.org.au
memberships@act4wdclub.org.au
newslettereditor@act4wdclub.org.au
propertyofficer@act4wdclub.org.au
publicofficer@act4wdclub.org.au
trainingcoordinator@act4wdclub.org.au
tripcoordinator@act4wdclub.org.au
webmaster@act4wdclub.org.au

CLUB BANK ACCOUNT
ACT 4WD Club
BSB: 325 185 Account: 0337 0382

Membership fees are as follows, were due July:

- Annual Renewal Membership: $60.00
- Nomination Fee: $50.00
- Initial 2-Year Membership: $120.00

Up and Coming Trips and Training!

TBA in the new year

LIFE MEMBERS

Norm & Lesley Syme, Jeff & Jenny Shepherd, John & Cheryl Southwell, Peter & Sally Edwards, Richard & Elaine Wdowik

GENERAL MEETING:

The next General Meeting will be:
Tuesday August 11, 2026
Eastlake Griffith
3 Oxley St, Griffith ACT
Dinner 6/6:30pm in the Bistro
Meeting 7.30 1st Floor Function Room

More details can be found on Facebook and the website.
ACT4WD Club Public Facebook Page
ACT4WD Club Private Facebook Page
ACT4WD Club Website

2026 GENERAL MEETING DATES

- Tuesday September 08 2026
- Tuesday October 13 2026
- Tuesday November 10 2026
- Tuesday December 08 2026

Next Executive Meeting:

Wednesday June 24, 6.30pm via Zoom

EDITORIAL POLICY

Please send contributions to
newslettereditor@act4wdclub.org.au

This newsletter has a wide circulation and is easily shared. The Editor reserves the right to edit any material submitted for inclusion in the newsletter to ensure that the club and its members and families are seen to be promoting safe and responsible enjoyment of the environment and the pastime of four-wheel driving, or for clarity and readability.

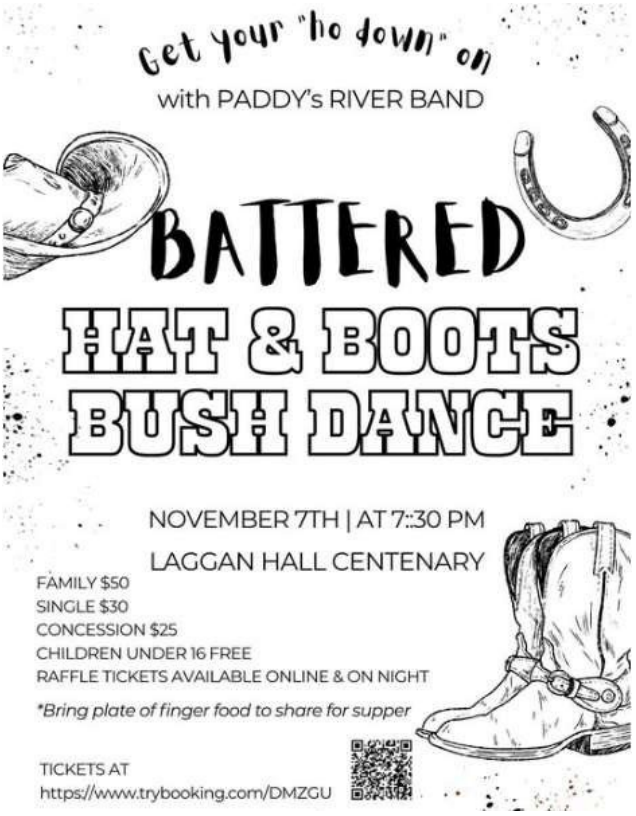
The views and opinions in this newsletter are that of the individual, and do not represent the views and opinions of the club as a whole

President's Report August 2026

AGM – The Agm will be on at the October 13 meeting, all positions are always declared vacant. If you would like to stand for a position, please let us know before the meeting. We definitely need a Secretary at this stage as Sue has gone north but you can put your hand up for any position.
The positions to be voted on are:

- President
- Vice-President
- Secretary
- Treasurer
- Trip and Activities Co-ordinator
- Newsletter Editor
- Public Officer

Please send nominations to secretary@act4wdclub.org.au before the meeting or orally at the AGM.



25/26.7.26 Christmas in July Weekend at Tarago: what a great weekend we had, we will definitely be repeating it each year. We were very lucky it wasn't as cold as the weekend before, very little wind which was lovely. See the report in this newsletter.

ACT4WD Club Social Events: email if you're going **Social@ACT4WDClub.org.au**

- **August Meeting 6.30 + Trivia (bring $5).** Remember, the August club meeting runs from 6.30 to 7.15 because the Trivia night kicks off at 7.30 and we'll need a 15 minute setup time for the room. We're planning to bring our meals upstairs to eat at 6.10 as we'll have tables setup for the trivia.
- **6-8.11.26 Laggan Bushdance - 4wding, Camping and Bushdance weekend.** I'll send a Trip Advertisement this week so please book in. We are going 4wding on the Saturday before the Bush dance at 9am so you will have to camp Friday night or arrive by 8.45.
- **21-22.11.26 Christmas Party @ Gundillion Hall** – pay $10 per adult going to the club account with your names against the payment. Visitors are welcome, $20 per adult, $10 per child under 18.

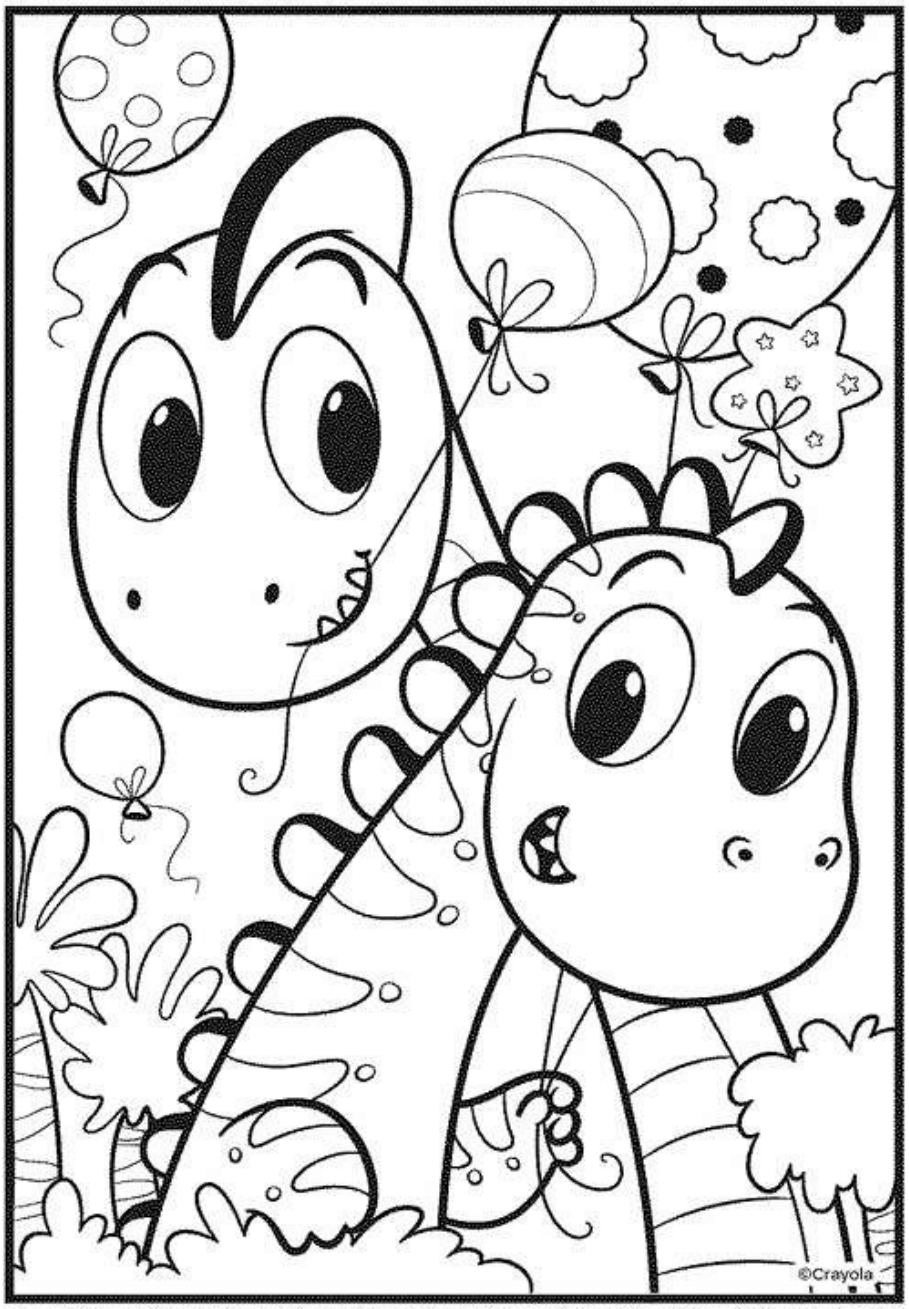


Pres Ed

This will be me next Xmas in July at Tarago!



Kids - Colour Me In



4WD hardware (To ensure your 4WD is prepared for the big trips)

Before travelling remote or going on a long trip, servicing the 4x4 is a MUST!!

While getting the 4x4 serviced, if anything looks a bit worn and will require attention in the future, it would be wise to replace now before you embark on a remote trip, not doing so is asking for trouble, the same goes for anyone joining your expedition.

If one companion doesn't get his vehicle checked and serviced before a trip it could spoil the entire trip for other travel companions.

There is be nothing worse than towing someone else's vehicle back to town, which could be 100's of kms away, especially if it was due to something easily avoided if a service had be done prior to the trip.

There is of course always the possibility of something breaking down (even after a service), but it will be less likely. Prevention is always the best course of action on the 4WD hardware.

Travelling solo (single vehicle).

I personally wouldn't recommend travelling solo in a remote area unless you have very good survival skill and that rules most city people out.
Travelling solo will mean being 110% self-sufficient, carrying spare parts for the vehicle in case of something going wrong.

Travelling in a group (2+ vehicles) still means everyone needs to be self-sufficient however you will have help and extra parts, fluids, tools and water if needed. It would be unlikely that both vehicles would require repairs.

4WD hardware, Spare parts include.

Nuts & bolts (a good mixture including wheel nuts), radiator hoses (all of), a spare CV joint, fuel line, spark plugs, spark leads and fan belt, just to name a few.

The list can get very long if you start adding a fuel pump, alternator, etc. Best way to narrow it down is to get a mechanical inspection done (during a vehicle service) and from there assess which parts are most likely to cause problems.

4WD hardware, Spare Vehicle Fluids include.

Engine oil, coolant, brake fluid, power steering fluid, diff oil (both front and rear as some carry different types from front to rear), WD40 (for the electrics and loosening seized metal), distilled water (for batteries) & extra fuel.

If two vehicles are diesel or petrol, one could carry the oil and the other coolant. This will help cut down on space and weight. I wouldn't recommend any less than 5 L between two vehicles, so if a third 4x4 is coming along it would be safer to carry another 5 L.

Example: 5 4WDs plan a trip, 3 are diesel and 2 are petrol.

3 diesel 4WDs carry 10 litres of diesel oil and 10 litres of coolant between them, as all 3 vehicles are about the same year of make (if one was an old make, say pre 2000 the engine oil would be a different grade compared to post 2000 make and models),

2 petrol 4WDs will carry 5 litres of engine oil and coolant between them as both vehicles are using the same grade oil and coolant.

4WD hardware, On-board Tools.

To fit all these spare parts, fill up on fluids and repairs will require TOOLS!!

Every vehicle will have a tire iron and a standard jack this is part of any 4wd hardware, but this will only allow a tire to be changed and that's if it's done road side as a standard jack won't work off road in most situations.

There are many different types of tools as well, so what would you need?

It's not too hard to narrow it down; the entire tool shed/box won't be required. Take electrical tools as an example, a wire stripper is not a requirement and neither is a soldering iron. A pair of wire cutters and electrical tape can get you home.

With spanners you don't need to bring the entire set just the smaller ring spanners, the bigger nuts and bolts can be twisted with a pair of adjustable spanners.

If you have the space an off road tool kit could be made bigger to make track side repairs easier to fix. All you need to make sure of is that every job/repair (within reason) can be achieved.
Recommended tool kit:
Adjustable spanners 1 big 1 small, small set of ring spanners (the most common used), 3/8 socket set , small hammer, rubber hammer, screw driver set, a few clamps, small hack saw, wire cutters, electrical tape, duct tape, Tarp (to lay on), zip ties, tyre repair kit, roll of wire, torches, tie down straps (great for holding heavy/forceful things together, jump start cables and a long handle shovel.

With these tools most repairs will be possible.

The 4WD hardware which I carry to the bush:

The following is what I carry in my Hilux on ANY trip (note this list increases if embarking on longer or remote travels:

Spare parts:
A good selection on nuts and bolts (have helped companions and strangers out with these), wheel valve caps and cores, spare hose for compressor, wheel nuts and light globes.
(On longer trips a CV joint, spark plugs spark leads, fan belt and all hoses will be added)

Engine and diff fluids:
Brake fluid, power steering fluid, diff oil, WD40 & spare washer fluid soup.
(On longer trips engine oil & coolant will be added to the spares)

Tools:
A full 1/2 & 3/8 socket set, 8 mm-17 mm ring spanner set, 2 adjustable spanners 1 big 1 small, wire cutters, long nose pliers, hammer, rubber head hammer, full screw driver set, 3 torches, nippers, strong tie wire, zip ties, 4 clamps, tie down straps, tire repair kit, tire lever, high lift jack (kangaroo jack), jump start cables, hack saw and a garden saw.

Tires and Remote/Long tips:

The tires are an important part of any trip, having just one spare won't be enough on remote travel, carrying 2 spares is a must.

If planning a big trip into a remote area it really pays to have a good amount of tread left on the tires including the spares. if any less than 75% tread left I would highly recommend getting a new set, there is a big difference between 75% - 95% of tread.

If requiring a new set of tires make sure you get the correct tread pattern for the terrain that will be encountered during the trip.

I personally think the mud terrain tyre is the strongest tyre one can get; a less aggressive tyre may just not be enough in some areas.

Checking and maintenance while travelling.

After long drives through the bush or outback it's a good idea to check over the vehicle when stopping for the day.

Checking for signs of damage, unusual wear, CV boots (on an IFS vehicle, these can tear easily), oil leaks, tires, oil level and coolant/antifreeze levels.

Check the air filter and tap any loose dust out of it, unless you were driving the lead vehicle expect a fair amount of dust to be present.

The next morning before continuing the trip check the vehicle again, if there was a leak overnight it should clearly be visibly on the ground.

Checking the oil and coolant levels again will indicate if anything has slowly leaked overnight.



Track side repair.

Vehicle fires.

Vehicle fires usually start from either the engines fuel system, excessive heat in the engine bay or from long dried grass getting stuck under the 4x4 near an exhaust pipe or other hot surface.

Getting the 4WD regular services should prevent engine and fuel problems.

Driving through overgrown tracks can pose a few risks, especially if the overgrowth is dry dead grass.

Stop to check underneath the vehicle now and then if the track is densely overgrown.

When stopping/parking a 4x4 try not to park above long dry grass or any other dry vegetation that could reach the underside of the 4 wheel drive.

Everyone should have a fire extinguisher as part of their 4WD hardware and this should be placed so it's easily accessible. If your fire extinguisher is buried underneath all the camping gear you may as well not have one.

Fires in Australia start very easily and burn faster than most people could imagine.

Have an extinguisher in an easy accessible place will give you a fighting chance.

Fire, Feast, Fun and Friends



Thank you to everyone that came along to our Christmas in July event. The weekend was a success with a delicious feast and great fun.

A few campers stayed on Friday night with the rest of the camps arriving on Saturday.

With all the camps lined up and decorated in a Christmas theme from lights, decorations, Santa's sleigh and a gingerbread house it was beginning to look like Christmas.



We had a smaller fire which everyone gathered around with multiple bonfire piles around which was great to watch. In the spirit of things, the Christmas attire came out and we even had Santa and Mrs Clause join us.



The games got everyone out of their seats and challenged some. It was good fun with lots of laughs. Some of the games were musical crates, pass the rope through your jumper, pass the parcel with oven mitts and pass the toilet roll with a broom.



We certainly have some talented cooks amongst us with the cook off providing the most delicious feast of casseroles, curries, rice dishes, marinated meats, pastas. There were so much food and it was all so delicious. Thank you to everyone for your efforts.



And then there was dessert, plum pudding, bread and butter pudding, layered cakes, custard and icecream.

Bellies were full. It was a relaxing night around the fire with bonfires and Christmas lights lighting the camp.

Sunday was sleep-ins, breaky around the fire and saying goodbye.

A fantastic weekend of fire, fun, feast and friends, and look forward to Christmas in July 2027.







What's happening in the social scene!

11th August - This night won't be just a night of questions, we have thrown in a few fun things too. So join us after the monthly meeting, trivia will start at 7.30pm.

7th November - Get the boots on for some good old fashion hospitality. The Laggan Bush Dance is held on Saturday night at the hall and there will be free camping in the grounds across the road. Camping will be open for Friday and Saturday night.
More details will follow in the coming weeks.

21st November - Christmas Party - Lets celebrate another wonderful year with our ACT 4wd Club christmas party. This year it will be a catered meal on the Saturday night at Gundillion hall. Cost is $10 per adult for members. Camping will be available in the grounds of the hall so we can make the most of the weekend
More details and how to register for the party will follow in September.

If you have any suggestions or requests for a social event please contact the social committee via social@act4wdclub.org.au

Paddy's River Dam 18 – 19 July 2026

Greg and Emily	Patrol
Josh	Patrol
Jaymes	Triton
Darren and Tracey	Isuzu ute
Dazza and Bec	Ranger
Greg and Tammy	Jeep
Andrew	Haval H9

We set off over the valley via Piccadilly and down into the valley. An uneventful trip to our first turn off the main road into the mud. We picked our way through the tracks to Bramina road, then followed Barnetts road onwards to Micalong Swamp. An easy run through the bogholes and then headed back to the Brindy road and on to Tumut for lunch (and a bit of fuel).





The road to the top of Blowering Dam is still closed (an electrical problem, apparently) so it was a short run down the highway, turning across Jounama Pond dam just short of Talbingo. We followed the boundary track along the pond before climbing up to Buddong Falls. The falls were flowing well after recent rain, definitely worth a look. The track in was very slippery in spots.

As it was getting late in the day, we opted to avoid the difficult red clay climb out of the falls, picking the easier route to the powerline track and then Stockman's Creek track to get to our campsite….which became a major construction site as it appears a new powerline heading west is being put in place. After a quick chat with some workers, we crossed the site, avoiding the large excavator and several trucks on a good gravel road, before picking up the old track and finally arriving at camp around 6 pm (still not the latest arrival time at this camp!). The fire was quickly lit and we settled in for the night, with an accompanying birthday party on the other side of the creek.

After a cold night, after dropping into Paling Yards horse camp we headed across to the other campsite on Paddy's River dam. Lots of frost on the ground as it is more open than our usual campsite. After checking out the ice on the dam, it was a looping route through the forest, but due to fallen trees and an overgrown track ….we arrived back at the track into our overnight stop a few hours later we left.

The climb up Granite Mountain was wet and slippery, with a quick recovery of the Patrol required after Emily slipped off the track. No snow on the mountain this year. We saw snow on Main Range in the distance – as close as we were to get this weekend. We picked up the Bago powerline track – which had a 'closed' sign for the construction, so we backtracked and eventually made our way to the Elliot way. We aired up and followed the Elliot Way to Tumbarumba, then home via Tumut and the Brindabella road.

A fun trip as always.
Greg T



ACT 4WD Club Revised SOP and Updated Documents

- The 2 examples show the only changes needed for trip leaders and attendee's as far as club documentations goes.
- *Note: The trip attendance form is to be taken printed blank and filled in by all attendees at the pre-trip briefing.*
    - All current forms to be used in the new format, they are located in the club website- https://act4wdclub.org.au/club-documents-risk-assessment-trip-procedures-etc/
        - **Please download the new forms for any trip notices.**

- All club members are to be inducted into the club risk assessment. It is up to every club member to '*self-induct*' by reading the risk assessment, this forms a part of the club's documentation.

Following the introduction of new club documents and updated club SOP (Standard Operating Procedure) please take some time to read the 'Why' we need this and FAQ's below.

1. The club, while nowhere near the level of a commercial enterprise still has a duty of care, limited yes! But still a duty of care to not put people and their vehicles at risk while they are attending a club organised event, they acknowledge that there is risk and they have read the Risk Assessment (RA).

2. There is plenty of information in the public domain that other 4x4 clubs are doing this, as they realise the need to meet insurance terms and conditions, club policy terms and meet current community expectations. We promote a '*No environmental harm attitude*' and correctly so, we should do the same for safety of members, visitors and our vehicles.

FAQS

1. **Why do we need this!**
    a. We don't! until we have an incident happen where an insurance claim is triggered, minor or serious, insurers will find every way to not pay and ways to appoint blame to another party, they do that. Having a documented risk assessment and suite of supporting documents and training will protect the club and the trip leader, as long as we use it.
        i In this age of litigation, we need this as a part of our toolkit (that is a summary, I can elaborate)
2. It does not change what we do! there is no arduous paperwork for the trip leaders and attendees.

3. There is no more responsibility on any trip leader than what already exists, in fact it removes risk and responsibility away from the trip leader and the club, and shifts that to the actions of individuals, they accept there is risk in the activity and for their own actions.

4. Every risk assessment is meant to be a summary statements, identify the risk, identify a risk mitigation action, "Black and White" keep it simple. EG:
    a. *If you go swimming with sharks, you will get A; eaten alive =High risk, B; bitten=Medium risk, elimination = do not swim with sharks.*

5. The Club constitution.

a. Item 3 states - *The aim of the Club is to conduct sporting events involving four-wheel driving, to promote safety in these activities and to promote an exchange of knowledge and experience relating to the sport of four-wheel driving.*
    i. There is no matrix of what that is, the risk assessment provides that.

6. ARMA, NSW &ACT 4WD association, the QLD 4WD association, and all the other associations recognises and promotes safe 4x4 activities, they cover us on that basis that risk is acknowledged and controlled within reason and the reasonable ability of the executive and the reasonable ability of attending members. This RA sets out the matrix for that and brings us into line with current community expectations, just like tread lightly, take out your own rubbish ETC, this is an extension of that.

7. It will not stop anyone from making a bad decision.

8. It will not stop a group of people from making a decision that seems good at the time, that turns a little pear shaped.

9. It WILL help protect the club and any trip leader from claims and possible prosecution if an notifiable incident happens on a trip, The only exclusion to that would be a clear lack of care or actions that are clearly irresponsible, or a person or persons are alcohol or drug affected.

10. It does not make the ACT4WD overburdened with paperwork and formalities, this is a generic RA, it is just another tool in the toolbox, we just need to follow the process.

11. There will be an announcement when all the new forms are available on the website, please download all current forms from the website.

TRIP TEMPLATE – THIS IS AN EXAMPLE ONLY

Trip Details (to be completed by Trip Leader and forwarded to tripcoordinator@act4wdclub.org.au)

Trip Name & Destination	
Trip Date	
Does the club risk assessment apply to this trip	Yes / No EG: There will be steep descents and river crossings
Trip Leader Name Contact Details (Mb and Email)	
Trip Grading and Total time (see Trip Grading in newsletter)	
Departure Time & Departure Point	
Fuel Availability	
Maps or Google Map reference	
Max Number of vehicles	
Camper Trailers/Caravans	
Special Equipment needed (note some gear can be shared)	
Meal stops	
Comments ie: planned trip details	
Note: Trip leader to record the names of all participants for insurance and report purposes. All participants to make themselves familiar with our Clubs risk assessment, Convoy Procedure that is available on the club website. Follow the link below for al current update club documents https://act4wdclub.org.au/club-documents-risk-assessment-trip-procedures-etc/	

ACT4WD Club Trip Attendance Form – THIS IS AN EXAMPLE ONLY

Please fill this in and email it back to the Trip Leader. Please make sure you fill in the ICE Form and leave it in an envelope in your glovebox and update it regularly.

Names of all people and put an asterix (*) next to under 18's	Mobile	Email	Car make and Rego	ICE form in vehicle Y/N	Club risk assessment acknowledged	Signature of attendance
Thomas Crown	0438123123	Thomascrown@outlook.com	Cruiser	Y		
Lightning McQueen	0438123123	LMQ@Waltdisney.com.uy	Pixar special	Y		
Captain Hilts	0438123123	Igotaway@warmovie.com	1961 Triumph TR6 Trophy	Y		
Lieutenant Frank Bullitt	0438123123	Nobsjustaction@hollywood.com	1968 Ford Mustang GT 390 Fastback	Y		

It is recommended that all vehicles carry a First Aid Kit, and basis recovery equipment.

T Jriv a

-Night

FAMILY · ENVIRONMENT · ENJOYMENT · ACT 4 WHEEL DRIVE CLUB

Our .Augustmon1hltt mee1,ig will be fallowed

b4 IA tnv·i1tAl 11ght

11 August 2026 | 6.30pm - 9.301Pffl

Upstairs - E•sfl1kesKingsf011

tall

- 6.30pm join us.fror dimer - order IPU'[?]l Qt1d bring It upst1irs
- 6.Q5pm shortmee'IMQ
- 1.15pm teGm,12flocdhonsfor1nva
- il.30pm triv1:1 night

$5 per person for trivia

Cash pdzes

n ul

sod,,@ac1tJ.wddub.org.au

act4wdclub.org.au

UHF20

ACT 4WD Club Convoy -

IIC1'1-WDC/ub Clothing 78·11·21./-

Please email a completed 01rder form to Agnes.kidney64@gmail.com **$8 extra for your name on your shirt. 1** garment minimum order, $20 post, freepost for $300 or more. *(SIS* - Short Sleeve LIS - Long Sleeve L/W - Light Weight MIW - Medium Weight)

Stock on hQnd - reduced lby 1/3 to clear them. They are now about 40% *of* the new price ,if re--ordered today from RB Selllers suppliers.



14 L/S Ladies shirts - Stock on hand (at old prices):
1 - 10 Blue (LIS½ button, ACT4WD words on front) $4.§ $30
4 - 12 Pink (LIS½ Button, ACT4WD words on front) $-49 $30
1 - 12 Blue (L/5 ½ Button, ACT4WD logo on front) $4§ $30
4 - 14 Pink (L/S, ACT4WD words on front) $4§ $30
1 - 16 Pink (L/5, ACT4WD words on front) **$4§** $30
2 - 18 Pink (L/S, ACT4WD words on front) $4§ $30
1 - 18 2nd Hand VGC - Pink Polo Shirts L/S, ACT4WD words $10



5 Men's shirts - Stock on hand (at old prices):
1 - L Polo *SIS* M/W with ACT4wd logo $4-9 $30
1 - L L/S M/W with ACT4wd logo $49 $30
1 - L LIS MIW with ACT4WD words -$49 $30
1 - 3XL S/S with ACT4wd words ,$4§ $30
1- 5XL 5/S M/W Half Button with ACT4wd logo -$4§ $30

3 Jumpers - Stock on hand (at old prices):
1 Medium.Jumpe!r with ACT4wd logo+ Words on the back - $36 $47.40
1 Medium.Jumper with ACT4wd words on front - $32 $47.40
1 Large Jumpers with ACT4wd logo - $32 $47.40

22 Caps and 25 Beanies with ACT4wd logo - $1.2 $16

(Ed has 12 Caps and 12 Beanies)

zing CM• Flat **Measu:rements**

The si2e table	D	08	10	12	14	Hi	18	20	22	24
opp.ostte is rlandar,d ·for the cur'l'en,t R8 SeHers Clothrrig	Bust	46	48.5	S	53.5	56	58.5	61	63.5	66
	Lenglh	62	64	66	68	70	*n*	73	74	75
	Me s	*i.! $*	X'S		H		X..J.,.'lf.J.		L-	SX1L
and th.e new eloth&#xfffd;ng &#xfffd;uen m JB We.or- Polos.	Chest	8.		.5	6	8.5	61	63.S	66.	7 .5
	Length (from top of coUar to waist)		6	70	-,	75	7.	80	81	82 83

New Clothing with Club logo - new supplier orders (+$8 for your name)

1. Jb 's pocket polo royal blue $37 with logo
2. Jb's Ladie's 210 polo (hot pink, royal blue) $33 with logo
3. B,is,ley lightweight drill *SIS* shirt royal blue $57 with logo
4. B,fs,ley cool lightweight drill L/S shirt royal blue $62 with logo
5. Bocini unisex adults pull over hoodie pink and royal blue $47
6. Hard yakka bomber Jacket - navy $65
7. Syzmik men's 1/4 zip brushed fleece navy/charcoal $77.00
8. B,is,ley flex & move heavy duty dobby j,acket $85
9. B,is,le men's soft shell·acket na $92

1



2



3



4



5



5



6



7



8



9.







Email a completed order form to Agnes.kidney64@gmail.com

UHF20

ACT4WD Club Clothing Order Email completed order form to Agnes.kidney64@gmail.com

Clothing order – Ozzieworkwear (Prices with logo)	**Size**	**Colour**	**Qty**	**Name on Shirt? +$8**	**Total $**
Member name:			Date:		
JB's Men's Pocket Polo S - 5XL, Royal Blue, $37		Royal Blue			
JB's Ladies 210 Polo Size: 8 - 30 Hot Pink or Royal Blue, $33		Hot Pink or Royal Blue			
Bisley Cool Lightweight Drill S/Sleeve Shirt, Royal Blue, S-6XL $57		Royal Blue			
Bisley Cool Lightweight Drill L/Sleeve Shirt, Royal Blue, S-6XL $62		Royal Blue			
Bocini Unisex Adults Pull Over Hoodie Hot Pink & Royal Blue, XS-7XL $47		Hot Pink or Royal Blue			
Hard Yakka Waterproof Bomber Jacket, Navy, S - 5XL $65		Navy			
Syzmik Men's 1/4 Zip Brushed Fleece Navy/Charcoal, XXS-5XL $77		Navy/charcoal			
Bisley Flex & Move HD Wet Weather Jacket, Black, XS - 6XL $85		Black			
Bisley Soft Shell Jacket, Black or Navy, S - 6XL $92		Black or Navy			

Dad Jokes

- How do you catch a squirrel? Climb a tree and act like a nut!
- What did one wall say to the other wall? I'll meet you at the corner!
- Why did the math book look sad? Because it had too many problems!
- What did one hat say to the other hat? You stay here, I'll go on ahead!

Maple Beef Mince Stir Fry

Ingredients

- 300g pkt Singapore egg noodles
- Boiling water, to soften
- 80ml (1/3 cup) Coles Finest Pure Canadian Maple Syrup
- 3 tsp chilli oil
- 2 tsp Coles Simply Vegetable Oil
- 500g 4-star lean beef mince
- 300g pkt Coles Kitchen Julienne Cut Vegetable Stir-Fry
- Extra Coles Finest Pure Canadian Maple Syrup, to serve (optional)
- Extra chilli oil, to serve (optional)

Instructions

- Place noodles in a medium heatproof bowl. Cover with boiling water and stand for 2 minutes. Separate noodle strands with a fork, then drain well. Combine maple syrup and chilli oil in a bowl.
- Heat vegetable oil in a large non-stick wok or deep frying pan over high heat. In 2 batches, stir-fry beef mince, breaking up any lumps with a wooden spoon, until browned all over. Return any mince to the wok and add half of the maple mixture. Season. Stir-fry for 3-4 minutes or until mince caramelises and starts to char.
- Add Vegetable Stir-Fry mix to the pan. Stir-fry for 2 minutes or until vegetables just start to soften. Drizzle with remaining maple mixture and toss to coat. Add drained noodles and stir-fry for 1-2 minutes or until combined and heated through. Serve drizzled with extra maple syrup and chilli oil, if using.

For Sale

One Wheel and Tyre, Dynamic Sunraysia 16 x 7, 5/120 bolt pattern, 25, Black Satin fitted with a BFG ATK02 LT 245/70 R16. Both new and unused, $200 ONO.

Contact Peter Armstrong 0410 414 919

Protect your paint work

For sale - **Bush barrier (panels)** – complete set, black, for 200 series Landcruiser, (with snorkel cut out) Plus a 150mm pipe made for storage and transport, with end caps (sealed).
$550 ono

Contact: Geoff Wood ggwood@bigpond.com.au 0419 491 834



Off-road camper trailer 4 sale

Soft floor - inside room approx. 1.5 times as wide as trailer bed.

Includes:
Goodyear wrangler mud tyres (+spare). Recently installed black tawnie cover.
Outdoor kitchen: hooded BBQ, Wok burner, pantry, utensil drawer, water tap (electric/hand pumped). 1 x 4.5kg gas bottle.
Batteries/power: 2 x 90 amp batteries, folding solar panels, recently upgraded internal power plugs.
Tools: chainsaw, axe, jack, shovel, poles/pegs/ropes. 2 x 80L water tanks.
Internal: innerspring queen mattress, redesigned steps (instead of ladder), TV.
Extras: hot water system, foldable camping table, portable toilet, 2 x folding camp chairs, outdoor floor mat.
Registration paid to 04/2027 (ACT).
We've loved our trailer and had lots of adventures. We're only selling as we're moving into a caravan. Only genuine offers will be considered.
Selling as is. All reasonable offers will be considered.

Call Mark McGahey on 0429 665 603








UHF 80 Channel Cheat Sheet

THE CHANNEL CHEAT SHEET

CHANNEL	TYPE	OFFICIAL OR ACCEPTED USE
1-4	O	Duplex channels (output)
5	▲	Duplex channel: For emergency use only
6-8	O	Duplex channels (output)
9	■	General chat
10	⊓	4WD clubs/convoys/national parks
11	▲	Call channel (use for initiating calls, then move to another channel)
12-17	■	General chat
18	⊓	Caravanners/campers convoy
19-21	■	General chat
22-23	▲	Telemetry/Telecommand (used for automated data communications only)
24-28	■	General chat
29	≡	Road safety (Pacific Highway, Pacific Motorway: NSW and QLD)
30	■	General chat
31-34	×	Duplex channels (input)
35	▲	Duplex channel (input): For emergency use only
36-38	×	Duplex channels (input)
39	■	General chat
40	≡	Road safety (Australia–wide)
41-48	O	Duplex channels (output)
49-60	■	General chat
61 -63	▲	Reserved for future use (restricted)
64-70	■	General chat
71 -78	×	Duplex channels (input)
79-80	■	General chat

Legend: O Duplex (output), ▲ Restricted use, ■ General use, ≡ Safety, ⊓ Groups, × Duplex (input)

ACT 4WD Club Convoy Procedure - Updated 4/25

All members please read carefully as we have updated this procedure.

(Updated 30.4.25)

A convoy comprises of a group of vehicles including a trip leader, a 'Tail End Charlie' at the end of the group, and any number of vehicles between the two. The club utilises the following convoy procedure on all club trips to help ensure safety and group cohesion:

- Remember you are responsible for the vehicle behind you!
- At the commencement of the trip, the Trip Leader shall arrange the convoy order to spread vehicles out with winches and recovery equipment and nominate a vehicle to be last in the convoy ('Tail End Charlie') each day. All vehicles shall stay in the convoy order unless directed otherwise by the Trip Leader
- All vehicles are to have their headlights on while in the convoy
- At the start of the trip, the Trip Leader shall check that radio communication is working effectively for all in the convoy. This will generally be a simple on-air radio check by all cars calling out their position number in the convoy. If at any time on the trip you are unable to make radio contact, flash your headlights onto the vehicle ahead. This is a signal for the rest of the convoy to stop
- The trip leader will keep a record of all vehicle's registrations and attendees for safety and insurance purposes and email it to the Trip Coordinator after the trip
- Fuel tanks must be filled prior to the start of a trip, and participants need to be made aware that 4wding uses more fuel than normal driving so allowances need to be made for fuel stops on the trip if necessary. Vehicles can carry extra fuel but it must be on the roof as it is illegal and unsafe to carry fuel inside the vehicle. Only diesel can be mounted on the rear of the vehicle



- Seat belts must be worn at all times
- All vehicles must be road registered and well maintained
- The convoy will utilise the normal club radio channel (channel 20), unless decided otherwise
- Please keep radio conversations short and relevant
- The trip leader will call directions at each intersection. These are to be acknowledged and repeated by the vehicle at the end of the tail of the convoy ('Tail End Charlie') . Vehicles in mid convoy need not acknowledge
- Where the intended route may not be obvious, each driver is to wait at the intersection until satisfied that the following driver had identified the proper route. The trip leader will determine at which intersections to wait
- Drive at your COMFORTABLE and SAFE speed. Generally, keep 4-6 vehicle lengths distance between vehicles and keep the convoy moving
- On steep inclines / obstacles proceed one vehicle at a time and allow more space between vehicles
- On very steep or difficult terrain, call the next vehicle through when you are clear

- 'Tail End Charlie' is to radio the trip leader once he/she has cleared each intersection or hazard. The trip leader will acknowledge and repeat ‘Tail End Charlie' messages to confirm for all cars to hear for clarification
- When negotiating hazards such as steep grades or rivers, maintain sufficient convoy spacing so as not to endanger yourself or the vehicle in front. In particularly hazardous terrain, wait until the vehicle in front has negotiated the hazard before proceeding. At times it may be necessary to radio and check if it is ok to proceed, or the vehicle in front may need to advise it is clear of the hazard
- If in any doubt of the best / safest way to proceed through hazards / obstacles, ask the Trip Leader or more experienced driver for advice. Remember you probably won’t be the only one experiencing difficulty
- The trip leader will generally reply on the regular radio acknowledgements from 'Tail End Charlie' to ensure that the convoy retains radio contact. In larger convoys and particularly in dusty or hilly conditions, when vehicle separation distances are likely to increase, radio relay through the convoy may be necessary to maintain contact – a ‘Relay Vehicle’, may be organised by the trip leader
- After negotiating a hazard, wait at a safe distance to ensure that the following vehicle has also negotiated the hazard, and if necessary, provide assistance
- At the start of the journey, or at any time after stopping, tail-end-Charlie is to identify themselves to the trip leader and advise the leader once underway
- The trip leader will advise by radio of any hazards
- The trip leader will advise by radio of any oncoming vehicles when traveling on single-lane roads and tracks confirming number of vehicles and basic vehicle description and colour to help convoy vehicles identify when they are clear. Tail-end-Charlie will acknowledge when they are clear of all vehicles
- The lead driver (generally the trip leader) is to report gates as either open or closed as they are encountered. Gates should be left as they are found. If gates were identified as being closed, a member of the convoy should remain at the gate to prevent the movement of stock through the open gate. Unless directed otherwise, 'Tail End Charlie' has the responsibility for any gate closures
- In the event of a breakdown, the vehicles behind will wait and organise assistance. The trip leader is to be informed of any breakdowns or hold-ups
- Any driver leaving the convoy must notify the trip leader.

(End of ACT4WD Club Convoy Procedure - Updated 30.4.25)

ACT 4WD Club Property

The following items are with members (Feb 2026)

- Data Projector - Clem/Eddy
- Label Maker - Memberships Secretary

Essential Trip Equipment



The following items are the minimum items of safety and recovery equipment required for club trips. More information can be found in the Member's Handbook.

- UHF Radio
- Recovery Pack (straps, shackles, chain, etc)
- Damper (two, to put over winch cable / snatch strap)
- 2 Rated Shackles (3.5t minimum) or Soft Shackles
- Leather Gloves
- Snatch Strap
- First Aid Kit
- Tool Kit
- Fire Extinguisher
- Recovery Points
- Shovel



The Golden Shackle Award

Trip Grading and Classification





4WD Recreational Track Classification

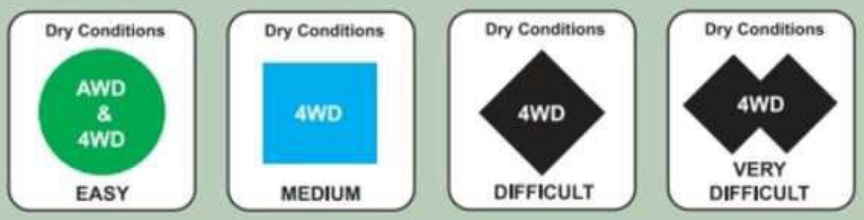
Why is the System Being Developed?

Four Wheel Driving is a popular recreational activity on roads and tracks across Victoria's National Parks and Reserves and State Forests. The classifications will enable visitors to understand the nature of a track before beginning their journey. It will allow them to plan their trip for enjoyment, safety and comfort.

	Easy	Medium	Difficult	Very Difficult
Overview Description	All Wheel Drive and High Range 4WD. Novice Drivers.	Mainly High range 4WD but Low Range required. Some 4WD experience or training required.	Significant Low range 4WD with standard 4WD ground clearance. Should have 4WD driver training.	Low range 4WD with High ground clearance. Experienced Drivers.
Advisory Sign	**Green Circle**	**Blue Square**	**Black Diamond**	**Double Black Diamond**
				
Expected terrain and track conditions	Mostly unsealed roads with no obstacles and minor gradients.	Tracks with some steep and/or rocky/slippery/ sandy sections. May have shallow water crossings.	Tracks with frequent steep and/or rocky/ slippery/sandy track sections. Possible water crossings.	Tracks with frequent very steep and/or rocky/ slippery/sandy sections. May have difficult river crossings
Vehicle suitability	All Wheel Drive and High Range 4WD. Can be low clearance with single range and road tyres.	Suitable for medium clearance vehicles with dual range and all terrain or road tyres.	Suitable for medium to high clearance vehicles with dual range and all terrain tyres.	Suitable for high clearance vehicles with dual range and tyres suitable for the terrain. (Mud Terrain tyres).
Recovery Equipment				Winch/ Recovery equipment required.
Driver Training / Experience	Suitable for novice drivers.	Recommended that drivers have experience or 4WD training. Recommended to be done in groups of vehicles.	Recommended for drivers with reasonable experience or 4WD training. To be done in groups of vehicles.	Drivers with extensive experience and advanced training should only attempt as there are several technical challenges. Recommended to be done in groups of four or more vehicles.
Weather	May be more difficult in wet conditions.	Will be more difficult in wet conditions.	Will be more difficult in wet conditions.	Will be more difficult in wet conditions.



4WD Recreational Track Classification



What is the 4WD Recreational Track Classification?

It is a new classification system for Four Wheel Drive tracks on Public Land across Victoria.

Who is Developing the System?

The Four Wheel Drive Advisory Group and representatives from Parks Victoria, Department of Sustainability and Environment (DSE) and Four Wheel Drive Victoria are working together to develop and implement the system.

How Will it Work?

A standard four level color coded system will indicate the degree of difficulty of 4WD tracks and routes. Pre- visit and targeted information will be made available for four wheel drive visitors via brochures, web-sites and four wheel drive clubs and associations.

What Should Visitors Consider When Using the System?

There will be six criteria used

1. Standard symbols/signage
2. Terrain and track conditions
3. Vehicle suitability
4. Recovery Equipment
5. Driver training and experience
6. Weather variations

Can You Explain the Criteria Further?

1. Standard symbols and signage will be used depicting easy to very difficult tracks
2. The terrain and track conditions will aim to provide a general description of the likely terrain and have limited subjective comments such as boggy or rutted as these can be interpreted differently by individuals
3. The suitability of a vehicle relates to high/low range capability, ground clearance and tyres.
4. The recovery equipment is advisory only and in line with Tourism Adventure Activity Standards and is not mandatory.
5. This is to guide the inexperienced driver that it may be in their best interest to have driver training or further experience before attempting more difficult terrain.
6. Drivers need to be aware of changing weather conditions and how this may affect tracks they are using or planning to use. The tracks will be classified in dry conditions and most medium, difficult and very difficult tracks will become more difficult in wet weather.

When Will Tracks be Classified?

Assesment will be done by accredited assessors on identified touring routes and tracks during the coming months.

Where Can I Get Further Information?

Further information on the project can be obtained by visiting the Parks Victoria website on www.parkweb.vic.gov.au

Thanks for reading, Pip