



WANNEROO WANDERERS 4WD CLUB



CONVOY PROCEDURE

1. Fuel tanks must be filled prior to start of trip.
2. Before moving off from a designated departure point the trip leader will appoint a tail-end charlie.
3. At **All** turn-offs, vehicles shall wait until the following vehicle is aware of the former's intention. Periodical checks for the following vehicle must be made as per convoy procedure.
4. Persons leaving the club convoy **MUST** notify the trip leader and if possible give details of their intentions.
5. No vehicle in the convoy is to pass the lead vehicle.
6. When travelling in convoy on the open road, the distance between vehicles shall not be less than 6 vehicle lengths, and keep the vehicle behind in sight at reasonable intervals.
7. At nature stops the rule to be followed is ladies to the left - gents to the right.
8. In recovery procedures to avoid injury to personnel the drivers of the vehicles involved shall ensure that the immediate area is cleared.
9. All persons travelling in convoy must be inside a vehicle

CODE OF ETHICS

1. Obey restriction on use of public lands. Respect national parks and other conservation areas, (i.e. Calm, Water Authority, Fire Authorities).
2. Obtain permission before driving on private land. Leave livestock alone and gates as found.
3. Keep to existing tracks where possible.
4. There shall be no deliberate destruction of trees, shrubs or wildlife. Respect our wildlife, stop, look and observe but never chase animals.
5. Use a well worn campsite to minimise impact on the environment.
6. No firearms to be displayed or used in campsite or prohibited areas.
7. No unofficial competition or displays of "4WDing" shall take place during trips without permission of the trip leader.
8. At club functions members shall obey verbal instructions and visual signs erected by the organisers.
9. Drive very slowly within camp area.
10. When answering the calls of nature, members are asked to take the shovel and bury the result at all times, Ladies are respectfully requested to dispose of their paper hygienically. (i.e. rubbish container or campfire).
11. Keep the environment clean. Be prepared to carry out all the rubbish you take into unserviced areas.
12. All members are requested to comply with the above codes.

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THE COMMITTEE

PRESIDENT	Steve Morris
VICE PRESIDENT	John Lyford
SECRETARY	Dave Melbourne
TREASURER	Ray Zaretsky
4WD ASSN DELEGATES	Vacant
PROPERTY OFFICER	Alan Wyatt
FINES MASTER	Keith Granland
TRIP CO - ORDINATOR	Mark Bolton
SOCIAL CO – ORDINATOR	Ray Zaretsky
MAGAZINE EDITOR	Kym Batten
INSURANCE OFFICER	Steve Morris
ADVERTISING OFFICER	John Lyford
HISTORY OFFICER	Elisa Arrigio
TEA PERSON	Lesley Armstrong

WANNEROO WANDERERS
ww4wdclub@westnet.com.au

Meetings are held on the first Wednesday of the month (except in January when it is held on the second Wednesday, and the AGM in September which is a dinner function). Meetings are held at Warradale Hall in Lansdale - 7.45pm for an 8.00pm start.

Magazine Articles: kbatten@bigpond.com.au

ABOUT THE CLUB

**WANNEROO
WANDERERS
4WD
CLUB**



WANNEROO WANDERERS 4WD CLUB INC

The Wanneroo Wanderers 4WD club is an enthusiastic group of people who have banded together to enjoy 4WD trips and excursions while conserving the natural bush ecology.

Club membership comprises families and individuals of all ages. The range of club activities caters for the novice as well as the experienced drivers. Activities include social functions, day drives, weekend and extended trips both on and off road at various times during the year.

Club members use a range of camping options from tents, troopies, camper trailers and caravans. The club has no preference to the make of 4WD vehicle owned. Personal and vehicle safety during club events is of the utmost importance. Where possible proposed trips are thoroughly planned and surveyed in advance.

The club is an affiliated member of the WA 4WD association and we support the aim to promote 4WD vehicle owners as responsible, community spirited people concerned with conservation and the environment.

The club Meets at the Warradale Community Centre, Warradale Terrace, Lansdale on the first Wednesday of each month except for January when it is held on the 2cnd Wednesday commencing at 7:45pm.

Visitors are always welcome to attend meetings and club events. Prospective members are encouraged to attend two club meetings and two club activities before applying for membership.



If you wish to obtain further information about the club, please feel free to contact us at

Wanneroo Wanderers 4WD Club Inc.
PO Box 414
Wanneroo WA 6065

EDITORIAL

Happy New Year

Congratulations to Chris & Cara on the birth of their second child Ellamarie Christine on the 29th December.

Our social calendar is quite full for the beginning half of the year. I hope we can all get behind the club and support the socials and trips.

Kym Batten

Editor
Wanneroo Wanderers Magazine

kbatten@bigpond.net.au

TRIP & SOCIAL REPORTS

Gibb River Road Trip

(Contributed by Alison Wyatt)

Paul & Mirella DeGeorgio , Tony & Jenny Downe , Bob & Lesley Armstrong, John Lyford, Sue & Steve Morris, John & Lorene Stoffels, Ray Zaretsky, Ray Willis & Bryce, Alan & Alison Wyatt left Perth on the 23rd May driving some 7462 Km. Sights visited included Windjana Gorge, Tunnel Creek, Bell Gorge, Galvins Gorge, Manning Gorge, Mitchell Falls, Lake Argyle, Bungle Bungles, Broome , Kununurra, Wyndham & Derby, which was a lot to see in just 4 weeks.

What an amazing place we live in. We saw some amazing sunsets and sunrises.

A couple of folk got stuck in the Boab tree that you could get inside of.

The red dust is part of this amazing country, but does it have to get into every nook and cranny.

Between 9 vehicles, we got 4 flat tyres, loose screws and dust in caravans, wheel bearing failure, loose diff, but really not much damage.

All returned safe and well and we had a great time.

Would we do it again? YES







Tunnel Creek



Bell Gorge



Galvins Gorge



Manning Gorge





Mitchell Falls





Pentecost River



Lake Argyle





Bungle Bungles



Cathedral Gorge



Heading Home via Broome



Ledge Point Golfing Weekend

The annual VERY AMATEUR golfing weekend.

Ledge Point, November 20 – 22 2015.

By Archie Lind

This year's event was deferred from the normal May weekend to November because of - hmmm, I can't remember, but doesn't matter. We had a rollup of Steve Morris, Mark Bolton, Kym and Glenda Batten, Phil and Judy Anderson, Archie and Karen Lind and visitors Bruce and Cherill Carmen Unfortunately Elisa was sick so Joe had to cancel their booking the day before which they were very disappointed with.



it

The Ledge Pt. Caravan Park was very accommodating by ensuring we were all camped in a block of 6 sites next to each other and pushed out Joe and Elisa's booking to next May at no charge. This was especially understanding of them as the caravan park was fully booked for the weekend.

It looked like this year was going to be a tight contest as Phil, Bruce and Cheryl informed us they played golf on a reasonably regular basis and Steve had been having a few sneaky practice games recently. I think I had played twice since the May 2013 weekend and Kym had not lifted a club since then either. Mark didn't even have clubs so we figured we'd have half a chance to beat him, although I think he could chuck a ball further than some of our shots!!

The winds for the whole weekend were howling east-northeasters that never really let up and it was very hot at about 35 every day. But it was a welcome change from the howling, cold southwesterers and piddling rain we often get on the normal May weekend. Because it was going to be so hot, we teed off midmorning. Steve, Bruce and Archie played in one group and Cheryl, Kym, Mark and Phil in the second group (with Mark borrowing a club from whoever was closest to him at the time). Karen went between the two groups doing her usual caddying and taking photos to capture the evidence. However, being November rather than May, any balls that went into the scrub were left there for the many brown slithery residents to claim. Of the first 7 tee-off shots on the first hole,



I think about 2 landed on the fairway.

We could have blamed the wind but I don't think anyone would buy it.

Most shots landed in a place the ball could be played from so it wasn't all that bad. With the warm-up hole out of the way, we headed for the second hole which is about a 130mtr par 3, with the tee up on top of a hill and the green a long way down in a hollow. Bruce and Steve had nice straight shots just short of the green. We all thought my shot had gone really long over the back of the green, but when we got down there, no one was more surprised than me to see it about 4 feet from the pin. Whooohoo, putting for a birdie. But golf is a cruel game!! – Bruce made a great chip in right next to pin and dropped it in for a par. I missed the short putt TWICE and ended up with a 4 – sigh, some things never change.....

The rest of the game was similarly inconsistent. We played some excellent shots (by our standards and considering the wind) only to follow them up with some very wild ones into the bush or a mere 3 inches further down the fairway. There were some memorable shots which gave us all a great laugh - One I had which was hooked viciously to the left and looked like disappearing for ever, only to hit a tiny distance marker post (the only thing in sight) and deflect about 50 metres further on right in the middle of the fairway with a straight line to the green. And Bruce's tee shot on the 9th that ended up way in the middle of the football field next door to the golf course. Yes

he played it from there but it ended up more of a bushwalk than a golf game from there. Steve was keeping him company and would probably have appreciated an axe and a shovel rather than a golf club. So while it wasn't always the prettiest of games, it was great fun and wasn't that bad



overall. At least we all scored 2 pars each and none ended up with those horror holes where you give up counting the shots and get lots of bad language practice instead. At the end of the 9 holes it was Steve and Bruce tied on 49 and me on 50 (Damn that missed birdie on second hole!!!). I don't know what Kym scored but his comment of 'Thank f..k that's over for another year' probably tells its own story.

Kym Comments – What a disastrous round of golf. Now I know why I don't play regularly. Whacking a little coloured ball around the greens ruins a good walk. Started out OK but quickly fell into a hole. Coupled with the fact that I dropped my camera resulting in very few salvageable photos. In our group, Mark, simply gave up scoring, but I am sure he would have beaten me if he did score. Cheryl game went from bad to worse. (There is a theme happening here), while Phil played a blinder narrowly missing winning the comp. But I think he was disqualified for playing on the same course the week before.

All in all a very sociable outing – OK I'll be there next year

By the end of the game it was very very hot, so we headed to the clubroom to cool ourselves off with a cold beer. However, it didn't open until 4.00, so it was back to camp to down a couple of quick, cold ones and then headed to the beach for a swim. After the first few gasps of cold water reaching sensitive areas, the swim was beautiful and refreshing. The easterlies had flattened it out and it was crystal clear – just perfect.

We ventured back to camp for lunch and a relaxing afternoon nap – assuming you could ignore the wildly flapping awnings that rocked the caravan. Over the usual over-catered happy hour food and drinks, we shared the golf excuse stories of 'what about...', 'if only...' and 'did you see that...'. Later we managed to squeeze ourselves onto the well-used bbq's to cook dinner and then settled in for a bit more socialising and drinks. The traditional wine-tasting activity didn't eventuate but I think that was probably a good thing in the end. By the time we went to bed the easterlies had turned to a very stiff sea breeze.



Sunday morning was a tasty bbq'd bacon and egg breakfast for most. Then we all headed down to the beach for a drive a few kilometres south to find a campsite Phil had spotted on a trip a few weeks earlier. Even though it was high tide, there was plenty of beach and it was quite nice and firm too.



We found the campsite which is nicely sheltered from the sea breeze behind the dunes and even has a few decent shady trees. It could easily accommodate about 8 campsites. Unfortunately, there was quite a lot of rubbish and broken glass lying about. I can't believe people can be such inconsiderate slob. On the way back to town we stopped on the beach where a few people (and dog) enjoyed a final swim. Then it was back to camp to pack up and head for home.

We were having all sorts of trouble trying to roll up the caravan awning and could not get it stowed away properly. Inspection revealed the metal rod connecting the roller to the arm was badly bent from the awning flapping nonstop for 3 days. Steve handed me a set of multigrips but (understandably) said it was on my head if I broke the rod while trying to straighten it. After a few nerve wracking attempts I finally managed to gradually bend it back into shape without breaking it and roll the awning back into the cover. I had visions of having to take the whole thing off of the caravan and taking it home inside the car.



Despite the wind, heat and golf, everyone had a very enjoyable weekend and we are looking forward to doing it all over again in May next year (even Kym!)

Wine & Cheese Night

Held 20th October 2015 – Host Kym & Glenda

We had 15 attendees, Steve & Sue Morris, Karen & Archie Lind, Joe & Elise Arrigo, Phil & Judy Anderson, Bruce Carmin , John Lyford, Ray & Chris Scarce, Mark Bolton and mien Host Kym & Glenda .

This year saw a better and palatable selection of wines. Criteria was similar to last year, also some seemed to still get confused and scored the wine out of 10.

(And we tried to make it easier this year)





And she claims she does not drink



Judging Panel



And the winner is Archie by a country mile



Runner Up – Steve Morris



And what can I say Phil



Thanks to Glenda and Elise for organizing the running of the night and to everyone for a great social night

Annual Christmas Bar-B-Q

Held 20th December 2015

Over 30 members attended with usual array of salads. A perfect summers night.







Archie handed out the new T-shirts and Jackets. But apparently the Jackets were not quite reversible as the logo had been sewn through resulting in a reversed image on one side





TOTAL
VEHICLE ACCESSORIES +
ALUMINIUM FABRICATION **4X4**



Ray's Outdoors

Retail and Consumer Merchandise

<http://www.raysoutdoors.com.au/>

FUNNIES

A doctor in Dublin wanted to get off work and go fishing, so he approached his assistant

"Murphy, I am going fishing tomorrow and don't want to close the clinic.

I want you to take care of the clinic and take care of all me patients".

"Yes, sir!" answers Murphy.

The doctor goes fishing and returns the following day and asks: "So, Murphy, how was your day?"

Murphy told him that he took care of three patients. "The first one had a headache so he did, so I gave him Paracetamol..."

"Bravo Murphy lad, and the second one?" asks the doctor.

"The second one had indigestion and I gave him Gaviscon, so I did sir" says Murphy.

"Bravo, bravo! You're good at this and what about the third one?" asks the doctor.

"Sir, I was sitting here and suddenly the door flies open and a young gorgeous woman bursts in so she does. Like a bolt outta the blue, she tears off her clothes, taking off everyting including her bra and her panties and lies down on the table, spreading her legs and shouts: 'HELP ME for the love of St Patrick! For five years I have not seen any man!'"

"Tunderin' lard Jesus Murphy, what did you do?" asks the doctor.

"I put drops in her eyes."

EATING IN THE FIFTIES and SIXTIES

Pasta was not eaten in New Zealand.

Curry was a surname.

A takeaway was a mathematical problem.

A pizza was something to do with a leaning tower.

All potato chips were plain; the only choice we had as whether to put the salt on or not.

Rice was only eaten as a milk pudding.

Calamari was called squid and we used it as fish bait.

A Big Mac was what we wore when it was raining.

Brown bread was something only poor people ate.

Oil was for lubricating, fat was for cooking.

Tea was made in a teapot using tea leaves and never green.

Sugar enjoyed a good press in those days, and was regarded as being white gold.

Cubed sugar was regarded as posh.

Fish didn't have fingers in those days.

Eating raw fish was called poverty, not sushi.

None of us had ever heard of yoghurt.

Healthy food consisted of anything edible.

People who didn't peel potatoes were regarded as lazy. Indian restaurants were only found in India.

Cooking outside was called camping.

Seaweed was not a recognised food.

"Kebab" was not even a word, never mind a food.

Prunes were medicinal.

Surprisingly, muesli was readily available, it was called cattle feed.

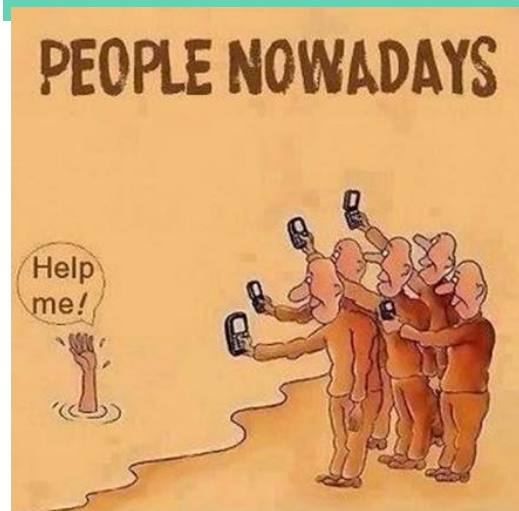
Water came out of the tap. If someone had suggested bottling it and charging more than petrol for it, they would have become a laughing stock!!

But the one thing that we never ever had on our table in the sixties " Elbows or

Phones”.



RESPECT YOUR
PARENTS
THEY PASSED
SCHOOL
WITHOUT
GOOGLE.



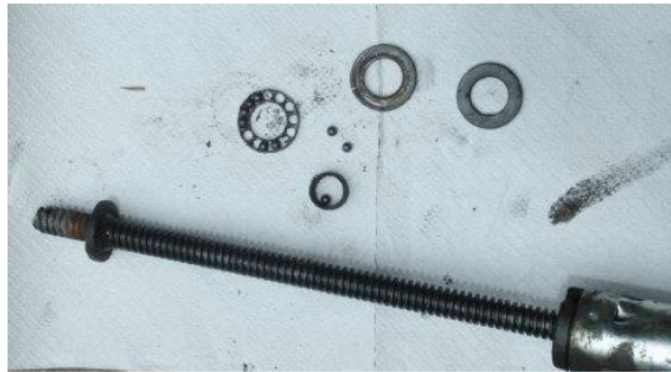


Tech Tips

Jockey Wheel Inspection

Article from Camper trailer.org

diy jockey wheel inspection



Because of their placement, jockey wheels are subject to a great deal of dust and road grime. Foreign particles find their way into the mechanisms of the jockey wheel and in particular cause corrosion and pitting of the ball race and its cup washers – components that take the load when you wind up the front of the camper trailer. This wear results in a grinding, rough feel as you turn the handle. Also the jockey wheel may not turn as easily therefore moving by hand will be difficult to manoeuvre it.

By replacing the worn or pitted ball race and the jockey wheel bearings, the trailer can be made to feel like new again. You might also consider a way to keep moisture out of the mechanism if the device is left outdoors for prolonged periods.

To start with, the main part of the jockey wheel consists of three parts

1. Outer tube
2. Inner tube and yoke
3. Winding thread (Acme Thread) and pressed nut (Acme Nut)

step by step

01 I had to raise the front of the camper trailer on a bench (previously used for potted plants). I did try to leave it attached to the car and just remove part of the jockey wheel, but found it would be easier to take it completely off the drawbar.

Note: At this stage it may have been better to remove the whole jockey wheel from the trailer and place it in a vice.

However, I chose to just remove part of unit and leave the bracket and main tube attached to the trailer.



02 To inspect the bearings and Acme Thread I had to remove the winding handle. This is done by using a parallel punch to knock out the "Dowel Spring Pin". The pin is seen in the photo below in the centre of the winding handle head, the handle needs to be free of the unit to begin the service.



03 I don't own a parallel punch, so I ground back a thick nail removing the point and smoothing it off to have a flat end (burnish the burrs from the edges) to tap out the dowel spring pin. The punch must be a near fit for the hole in the handle.

I also had to make a larger punch to remove the axle from the wheel housing (described later) but below are the two tools for the job.

04 Once an end of the dowel spring pin is protruding, it may be possible to grasp it with pliers to extract it. Keep a record of the roll pin size as you will need to put a new pin in the hole – don't re-use the old one as it may be a 'looser' fit whereby it may dislodge causing your handle to fall off.



05 Now the jockey wheel's inner tube can be removed from the outer tube.

WARNING – if you do not take off carefully, the balls from the bearing may dislodge all over the ground therefore requiring you to purchase a new bearing. In most cases you may need new bearings.

06 At the top of the core assembly and sitting above the acme nut are a series of washers and bearings called the 'Thrust Bearing'. It is made up of a bearing ring containing balls which is sandwiched between two ball race washers. A nylon tube is placed in the centre of the three parts and helps to centre it over the acme thread. The whole unit sits at the top of a thick washer which is welded to the acme thread. Below is the remains of the thrust bearing which, when taken out of the tube, dislodged many bearings although I suspect some had previously fallen out of the housing.



Below is a close up of the main ball washer and the damaged race washer with a split in it. I could only locate 9 of the 12 balls therefore I decided to track down a couple of new bearings (one as a spare and one to install).



07 I sent an email to the manufacturers of the jockey wheel 'ARK' to enquire about how to best service the unit and take it apart. They responded stating "You will notice a small indentation on the inner tube, this is where the nut is held in place, you can pop the nut out with a hammer and screw driver and pull it apart from the inner tube".

Once your winding thread and pressed nut is apart, you will need to clean the grease off and inspect for any damage or burs that may stop the jockey wheel from winding. If all is good completely grease the thread with a good quality marine grade grease and replace back into the inner tube and reverse your steps of assembly.

Below is a close up of the indentation on the inner tube. I put the whole unit in a vice and tried to remove but was not able too. I feared that if I hit with too much force that I may damage the tube, nut or myself so quit while I was ahead.



08 I wound the acme thread out as much as it would go (there is a 'welded nut' on the base to stop it winding out fully which is good to know – stops the jockey wheel being fully wound off the trailer). I cleaned the old grease and dirt off the thread with a solvent (grease remover purchased from some auto store). I then liberally applied a liberal amount of automotive wheel bearing grease (Timken Hi Temp Premium is the product I already had) then wound it back into the inner tube. At the base of the inner tube is a 20mm hole to which I applied more grease to a small piece of dowel and inserted it through the hole and tried to grease the bottom end of the acme thread.

09 Obtain a new upper bearing set to replace the worn and gritty or completely damaged set. Apply a liberal amount of grease to the new bearing set and assemble it on the shaft.



10 Next is to remove the two cotter pins from the axle. You will need to use pliers to straighten them then gently knock them out from the axle. Take off the washer and try to push the whole axle through the yoke housing, through the wheel and out the other side. I found that one of the wheel bearings was preventing the axle from being pushed through and had to knock it out using the larger punch which I had made earlier (see photo in point number 4).

Below is the better of the two bearings and it was very loose but the internal core did remain in place on this bearing. It was rusted and split on the other which I found is what prevented the axle from coming out of the housing.



11 Now I had the complete yoke free so I could inspect it for damage. I rubbed it with '00' size steel wool soaked in kerosene and polished it a bit and took off some of the surface rust and weld splatter.

You will also see a hole which I drilled into the inner tube a couple years ago – it matches a similar positioned hole in the outer tube so when they are aligned in the upright position (i.e. when the camper trailer is being towed), this prevents the wheel from moving and bashing against the 'A' frame of the trailer. I insert a 10mm cuphead bolt through the holes.



12 Follow the above steps in reverse to reassemble the jockey wheel. The only part that I didn't replace was the bracket itself or the spring which is contained on the swivel part. Note – this may not apply to people who have removable jockey wheels that are inserted within a 'clamp' type system on their drawbar.

13 To extend the life of the bearing if the camper trailer is left outside in the weather, I found the following two suggestions on the internet;

1. slot a can and place it over the jockey wheel to stop water entry.
2. Cut a 150mm length of 40mm pvc pipe, buy a 40mm end cap, then cut 10mm wide slot length ways so it will fit over the handle. glue the end on and no more water can get into the working area. hope this helps.

parts list

I sourced the following bearings from 'Statewide Bearings' in Brisbane and suspect that the same parts numbers will be available at any bearing store;

- Thrust Bearing NSK item No 51203 - \$15.47 each
- Wheel bearing – no name branded on it but listed on invoice as K35110F UNGROU item No J2210F – I was told that these bearings are the ones to replace wheelbarrows and wheel-trolleys and are pretty common. - \$7.42 each.
- Roll pin is 5/32 diameter and 1 ½ inch long (sorry, inherited a set of assorted roll pins and they are imperial sizing hence the 'old' measurements). Think that converts to 4.2 x 37mm according to my callipers.
- 2 x 50mm long cotter pins
- Timken Automotive wheel bearing grease – premium hi temp grease.

Note: ARK state they have spares available but I couldn't see them on their website. The email sent stated the following available;

- Complete swivel bracket
- Winding handle
- Thrust bearings
- Wheel bearings

Their email address is sales@arkcorporation.com

I also sourced a company in Brisbane that do spares but they were closed for the Xmas holiday break - All Trailer Spares – 605 Toohey Road Salisbury 4107 (07 3277 2802)
<http://www.alltrailerspares.com.au/catalogue%20search.aspx?categoryID=117&SubCategoryID=91>

- 91515 – Spring
- 12161 – Thrust Bearing
- 12154 – Acme Nut
- 12130 – Shaft Acme thread for jockey wheels up to 320mm thread travel

First Aid for Snake Bite

This first aid information for treating snakebite was compiled with the assistance of the RFDS on the road program. Photos of patient take during demonstration by Bob Cooper during his Snake Handling Course given at the ExplorOz National Gathering.

- Calm & reassure the patient. Be sure to keep the snakebite victim still.
- Do not cut, wash or suck the bite.
- Apply a pressure immobilisation bandage starting from the area over the snakebite. The pressure must be firm, but not tight. It needs to compress the skin without restricting blood circulation. If an elasticised bandage is available use this, if not, any other bandage or material that can be wrapped around to create a firm pressure should be used.
- Usually bites occur to limb extremities, so bandage down the limb towards the fingers or toes leaving the nails exposed. This allows blood circulation through the limb to be monitored. Continue bandaging by wrapping back up the limb, covering the existing bandage, into the armpit or groin.
- With a pen, lipstick, charcoal or any other marker, place an X on the bandage to indicate the position of the bite site below. The time of the bite can also be recorded there.
- Without elevating the limb, splint the elbow or knee. Use a stick, rolled newspaper/magazine, etc. anything that won't bend easily.
- If you are alone with the victim, and they need to be moved to a vehicle or shelter, it is best that you organise assistance. If this is not possible, keep the victim's movement to a minimum.
- Urgent medical attention is required. All snakebites must be treated as life threatening! Contact 000 OR, if in a remote location, call the Royal Flying Doctor Service on 1800 625 800 or (08) 9417 6389.

Main points to remember:

- DO NOT elevate the bitten limb.
- DO NOT attempt to catch the snake for identification
- DO NOT remove the bandage.

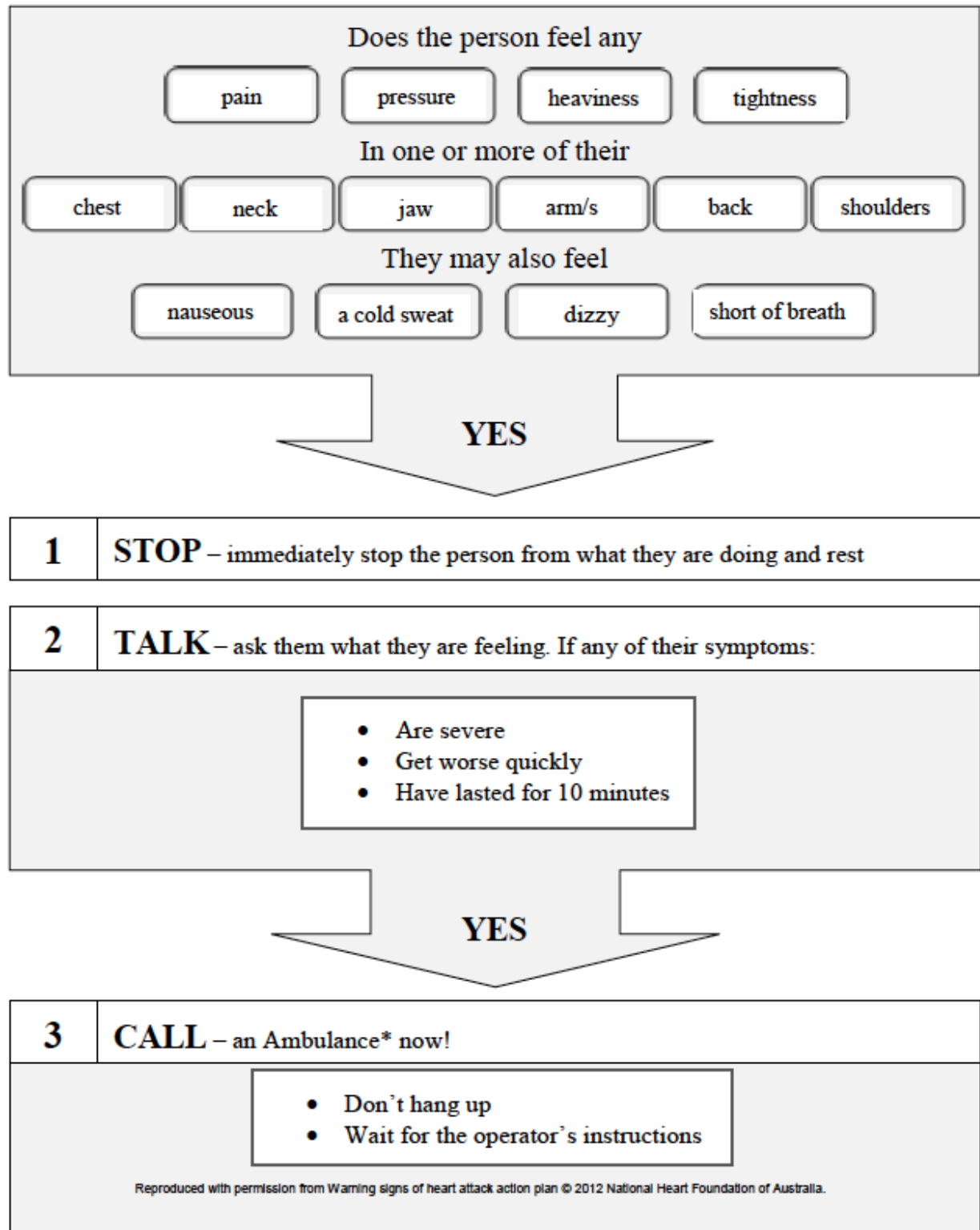


This article courtesy of Exploreoz website

Recognition and First Aid Management of Heart Attack

(From Australian Resuscitation Council Website)

Warning signs of heart attack action plan



*Within Australia call Triple Zero (000), within New Zealand call Triple One (111).

UPCOMING EVENTS

Wanneroo Wanderers 4WD Club - 2016

**WANNEROO
WANDERERS
4WD
CLUB**



Trip and Social Events – Fridge Flyer

Date	Event	Leader	Social/Trip	Van Friendly	Dog Friendly
7:45 First Wednesday of each Month	Club Meeting 2016. 13/1, 3/2, 6/4, 4/5, 1/6, 6/7, 3/8, 7/9, 5/10, 2/11, 7/12	Warradale Community Centre, Southmead Dve Lansdale			
10/1/2016	Brunch - Mandurah	Karren&Archie Lind	Social		
23-26/1/2016	Pemberton Paddock	Ken & Linda Zeffert	Australia Day Trip	Yes	Yes
14/2/2016	Valentines Day	Keith & Marian Granland	Social		
21/2/2016	Beach run – White Hil	Archie Lind	Day Trip		
5-7/3/2016	Fishing Comp	John Lyford	Trip/social	TBA	TBA
12/3/2016	Movie Night	Joe & Elise Arrigo	Social		
25-28/3/2016	Shannon Camp/Broke inlet	Bob & Leslie Armstrong	Trip	TBA	TBA
9/4/2016	Pizza Night	Paul & Mirella DiGeorgio	Social		
23-25/4/2016	Mt Trio- Stirling Ranges	Mark Bolton	Anzac Day Trip	Yes	No
7-8/5/2016	Hillside- Hot & Spicy	Dave & Penny Clarke	Social	Yes	Yes
22/5/2016	Mt Cook	Dave Melbourne	Day Trip		Yes
3-6/6/2016	Walleroo Rock	Joe Arrigo	WA Day Trip	Yes	Yes
6-25/6/2016	Laverton to Sandy Blight	Steve Morris	Extended Trip	No	Yes
9/7/2016	Bonfire Night	Ron & Angela Francis	Social	Yes	Yes
Note:					
20/4/2016	Trip Planning Meeting				
July August	Potential Cape York Trip				

CLUB EQUIPMENT LIST

	MEMBERS NAME	DATE REQUIRED	DATE RETURNED	PASSED ON TO
UHF CB RADIO				
GAZEBO X 2				
CLUB BANNER				
LONG HANDLE SHOVEL				
SHORT HANDLE SHOVEL				
CHAINSAW				
CHRISTMAS TREE				
AVAILABLE FOR FREE USE BY ALL MEMBERS ON CLUB EVENTS				

NOTE: THIS LIST IS CURRENTLY UNDER REVIEW



EQUIPMENT REQUIRED ON VEHICLES ATTENDING TRIPS

MANDATORY EQUIPMENT

SUITABLE TOW POINTS FRONT AND REAR OF VEHICLE

RECOMMENDED EQUIPMENT

- 'D' SHACKLES (Minimum Specification: BODY 13mm PIN 16mm)
- TOW ROPE AND OR CHAIN
- SNATCH STRAP
- SHOVEL
- SPARE TYRE (Same as other 4 tyres on vehicle)
- TYRE INFLATER AND TYRE PRESSURE GAUGE
- BASIC TOOL KIT TO SUIT VEHICLE
- JACK, JACK HANDLE, JACKING PLATE
- WHEEL BRACE
- 10BE FIRE EXTINGUISHER
 - (BFE Type fitted to vehicle within easy access to driver)
 - FIRST AID KIT
 - SPARE RADIATOR HOSES AND FAN BELTS
 - JUMPER LEADS
 - WATER (Enough to REFILL cooling system)



ADDITIONAL EQUIPMENT

SUBJECT TO NATURE AND DURATION OF TRIP

OIL, SPARK PLUGS, POINTS, CONDENSER AND COIL

- FUEL FILTER
- TYRE REPAIR KIT
- HIGH LIFT JACK
- RADIATOR BLIND
- AXE OR BUSH SAW

THE ABOVE MANDATORY EQUIPMENT IS REQUIRED FOR THE SAFETY OF VISITORS AND MEMBERS, SHOULD RECOVERY OF A VEHICLE BE NECESSARY.