

DRIVE

eNEWS



TORQUE

DEC
2025





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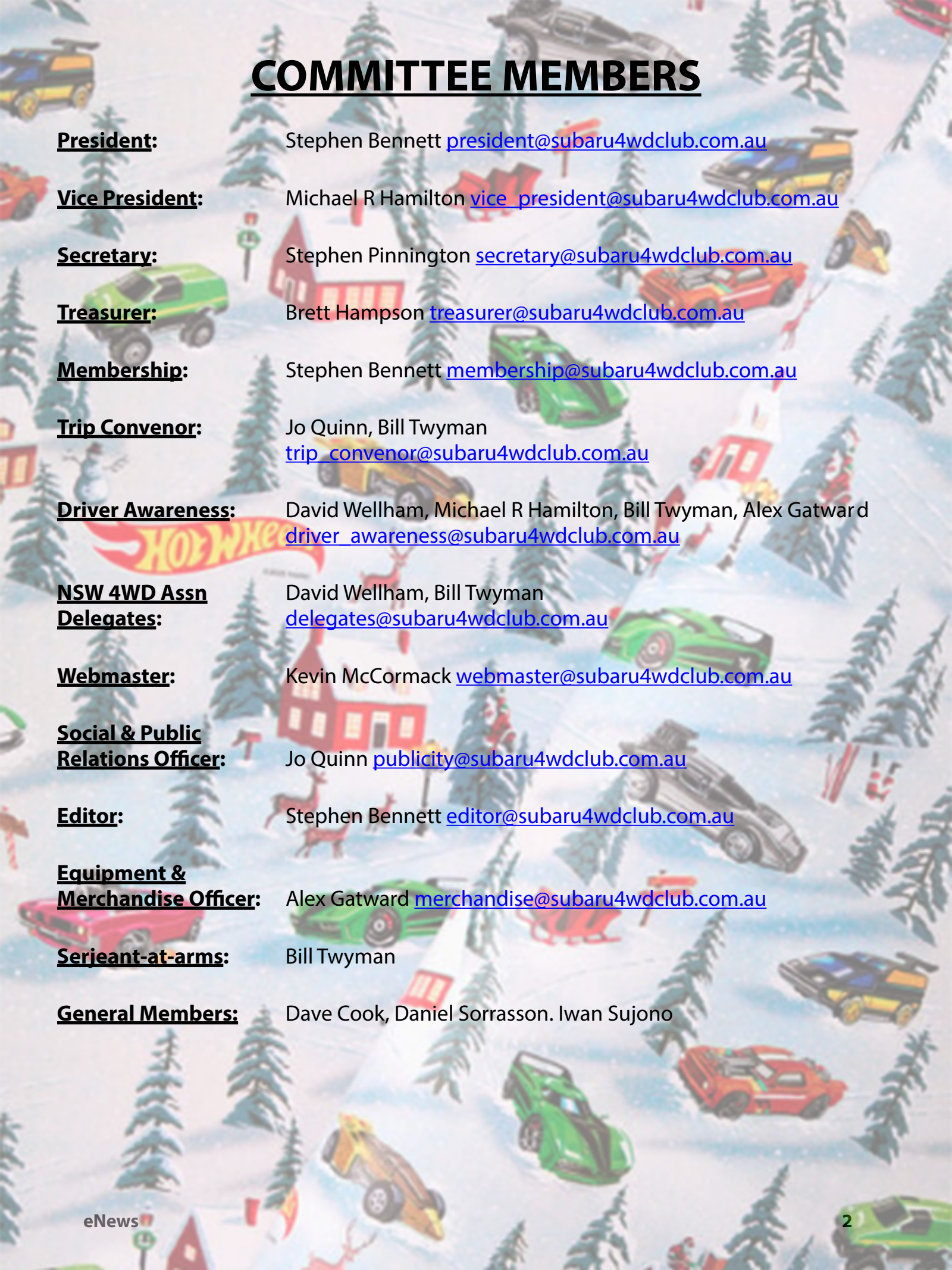
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COMMITTEE MEMBERS



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Presidents Message

2025 almost over. Looking back there were some good trips/functions where members have had happy and memorable times. Thank you to the people that organised these events. Thank you to the people who attended, without you there would be no trips.

Looking into the New Year, the calendar does not show a lot of activity. Lets see if we can change that. Think about running a trip. If you are unsure about doing it solo, join up with somebody else and organise it as a team. Lets get some more trips/functions happening. We will always welcome new ideas, more trip leaders and others to share their experience during the coming year.

I would like to thank all the committee members for their support and effort during the year. Thanks to you, the members who attend trips, meetings and social events. Without your support and enthusiasm clubs like ours could not operate.

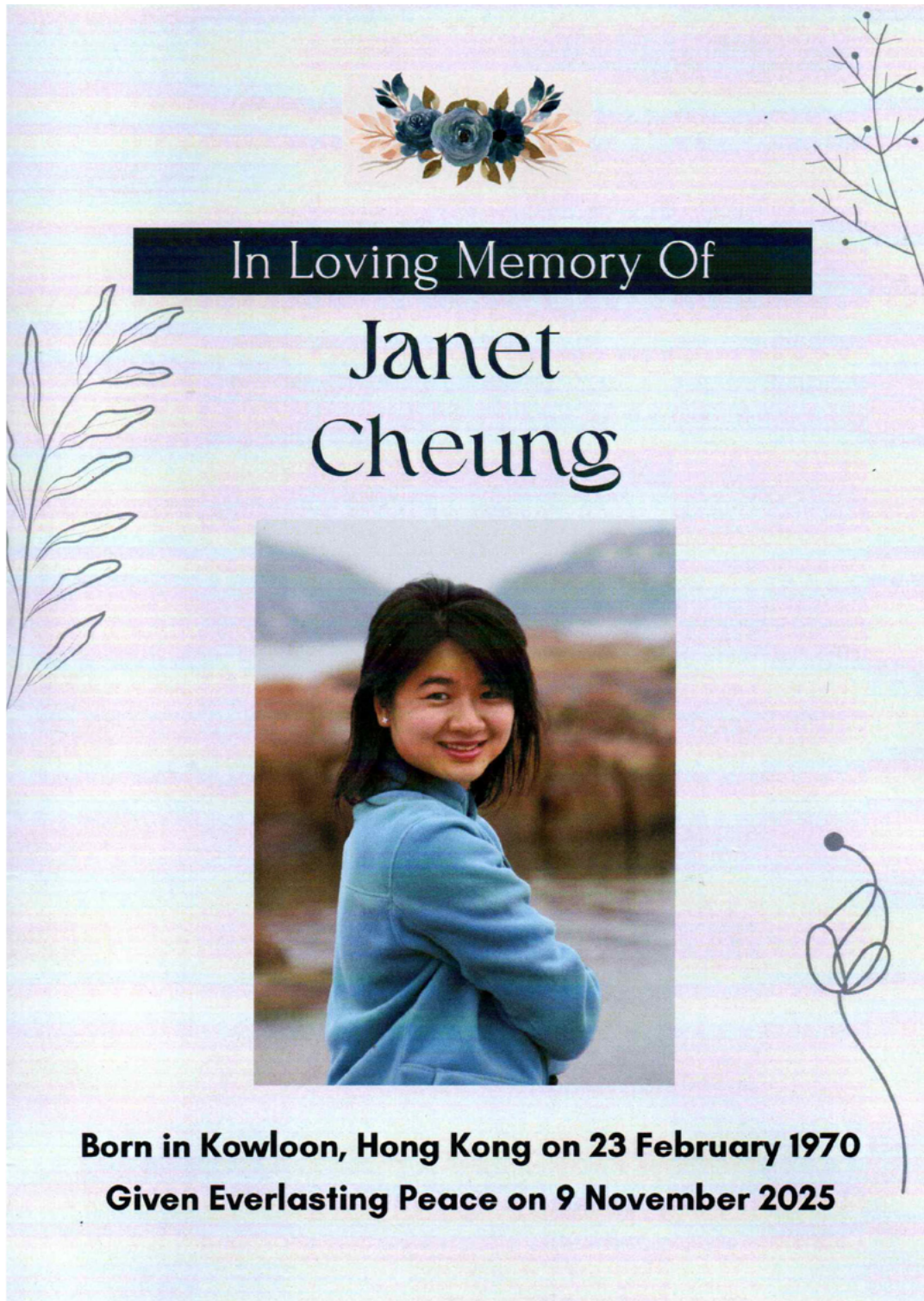
Please take care during the holidays, you do not have to stick to a timetable, spend that extra few minutes to reach your destination. Remember it is better to arrive late than not at all.

Following is a Vale to Janet Cheung. For those who didnt know her she was member Patrick Carmodys wife.

From all Committee Members and Myself, have a Happy and Prosperous New Year.

**Stephen B
(or as some members are calling me Pappa Smurf)**

VALE



Trip Convener Report

Barefoot Bowls General Meeting (January)

17th January 2026

Australia Day Picnic 2026

26th January 2026

February General Meeting Crossroads Hotel

19th February 2026

Case Closed – Investigative Picnic Bents Basin

25th February 2026

March General Meeting Rosehill Bowling Club

10th March 2026

Abercrombie River NP Camping at The Glenn

11th & 12th April 2026

Details for all trips and meetings can be found on the club website. Bill Twyman

JANUARY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	Barefoot Bowls General Meeting Rosehill Bowling Club 17
18	19	20	21	22	23	24
25	26 Australia Day Picnic 2026 Bonnie Vale	27	28	29	30	31

FEBRUARY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7
8	9	10 Club Meeting Crossroads Hotel	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25 Case Closed Investigative Picnic	26	27	28

Campfire Recipe

PORK & CHORIZO STEW



Picture this: the fire's glowing low after a big day on the tracks, everyone's pulled up their camp chairs, and there's a pot of Pork & Chorizo Stew bubbling away in the camp oven. Big, bold, and smoky, this stew is the kind of feed that makes the whole crew happy. Pork shoulder melts down to tender bites, chorizo adds its spicy kick, and beans keep it hearty enough for hungry campers. It's a proper camp classic

INGREDIENTS YOU'LL NEED

- Pork shoulder (chunked)**
- Chorizo sausages**
- Bacon**
- Tinned tomatoes**
- Butter beans**
- Onions**
- Chicken stock cubes**
- Smoked paprika**
- Oil**
- Salt & pepper**



How to Cook Pork & Chorizo Stew

Step 1: Brown the pork

Heat your camp oven over the coals with a splash of oil. Sear the pork chunks until golden, then set aside.



Step 2: Sizzle the chorizo and bacon

Add chorizo and bacon to the pot. Let them fry until they release that smoky, rich fat. Toss the pork back in.



Step 3: Build the stew

Pour in your tomatoes, beans, onions, paprika, stock cubes, and season well. Stir it all together.



Step 4: Slow cook it

Lid on, coals tucked around and on top. Let it bubble gently for around 2 hours until the pork is fork-tender and the sauce thick. Give it a stir every now and then so it doesn't stick.



Step 5: Serve it up

Spoon out steaming bowls with crusty bread, creamy mash, or risoni pasta to soak up all that sauce. Even better...serve it up with some of our

Pumpkin Damper Bread.



PRO TIPS FOR THE PERFECT PORK & CHORIZO STEW

- **Campfire hack:** Nestle coals under and on top of the camp oven for even cooking – swap them out every 30–40 minutes to keep the heat steady.
- **Gear swap:** No camp oven? Cook it in a big skillet with a lid over the BBQ or camp stove.
- **Storage tip:** This one actually gets better overnight. Store leftovers in a sealed container in the esky, then reheat gently the next day.
- **Variation:** Swap pork for beef chuck, or add extra beans and veggies if you want to bulk it out without more meat.



Trip
Leader

CONVOY

Procedure



UHF Channel

Radio communications will be on **UHF channel 15** (or an alternative if busy). Follow convoy procedure regardless of ability to communicate.

When travelling with your Club, you will most commonly be travelling in convoy.

It's very important that Convoy Procedure is followed at all times.

Trip Leader & Tail-end Charlie

- The **Trip Leader** will typically be at the front of the convoy. Your position within the convoy will be decided by the **Trip Leader**, taking factors such as communications, vehicle type and driver experience into account.
- The **Trip Leader** will usually appoint a **Tail-end Charlie**, whose job is to repeat directions given over the radio, and let the **Trip Leader** know when the end of the convoy has reached significant points such as turns. This effectively lets the **Trip Leader** know how much the convoy is spread out.
- The **Trip Leader** will normally announce all track deviations as they proceed (on UHF), but please note, convoy procedure still works without UHF communication.
- **Tail-end Charlie** can also let the convoy know if faster vehicles (which may want to move through the convoy) are approaching from the rear.



- All vehicles are to remain in the given position in the convoy and must inform the Trip Leader if they leave the convoy.
- **Each vehicle is responsible for the vehicle directly behind them in the convoy.** As much as possible, you should be able to keep this vehicle in view. If you feel that you have not seen this vehicle for longer than average time, stop and wait for the vehicle to catch up, or check on them over the radio.
- **Stop and wait at every turn.** Indicate the direction that you will be proceeding off in. Do not move off from the intersection until the vehicle behind you acknowledges that they have seen you (usually by using indicators). They will then wait for the next vehicle. Again this is very important to ensure all vehicles proceed in the correct direction.
- If the vehicle ahead of you stops for any reason, you will need to stop and wait behind them until they are ready to proceed. In the event of a "call of nature", the car ahead of you may request that the convoy behind them stops some distance behind (to maintain some privacy), and will announce they are moving again for you to proceed.
- When travelling in dusty conditions, all vehicles in the convoy should have their headlights on for better visibility, and the convoy will naturally want to spread out.
- With very long convoys, it may not be possible for the Trip Leader and Tail-end Charlie to hear each other over the radio. In this case it will be necessary for messages to be relayed through the convoy.

It's the responsibility of each driver to ensure the vehicle ahead has cleared an obstacle before proceeding. (One vehicle at a time in a river crossing, mud hole or steep section).

All gates are to be left as found. The **Trip Leader** will announce any gates that are passed and whether they are open or closed, and instruct **Tail-end Charlie** to leave them accordingly.

By definition, the convoy as a whole will only travel as fast as the slowest vehicle.



Abercrombie Driver Awareness Day and Weekend trip 8 & 9 November 2025

I was watching the weather all week and hoping that we didn't have a repeat of the rain affected trip to this area in July. I was able to leave work early in my old blue Subaru Forester and drive the Friday afternoon to Oberon – note to self – book earlier and do not stay in the pub again. We met at the local Chinese for dinner, way under \$40 each and more than we could eat. I was up early and ready and raring and revving to go as it had been years since we had driven some of these tracks.

Saturday report by Iwan & Evie in Isuzu MUX

It was a beautiful day on Saturday 8th of November 2025. The ground was dry and the sun was up. We've visited 'windy' Oberon many times in the past but that day was particularly calm and still. Our meeting point - the Oberon Information Office was unusually busy as the town was preparing itself to welcome visitors to the Fossicking Frenzy weekend. A family friendly weekend which offer opportunities for all to learn the unique skills of fossicking.



The intended 8:15am meet was slightly delayed due to 1 of the nine cars not arriving until 8:27am. Fortunately though, we still managed to beat the planned 8:45am start. At precisely 8:29am the convoy made its move towards Abercrombie National Park leaving behind Chris' stock Outback with highway terrain tyres at the Information Office for safety reasons. The Grenadier picked up two passengers - Chris and the whale!

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Led by David Wellham at the front and Michael in the Grenadier as Tail End Charlie, the eight-vehicle convoy made its way towards the National Park via Black Springs. From there, we turned left onto Abercrombie Road then right at the Felled Timber Road to meet with JD with his LC300. We stopped by the side of the road not far from the 4/5G tower for briefing and a chance to air down our tyres.



Briefing was short but informative and by 9:02am we were ready to make our way into the National Park. The (now) nine-vehicle convoy proceeded to the National Park through the 'dry weather access only' Brass Walls Fire Trail with the two Subarus (the Forester and the Outback) leading in positions 1 and 2.



The dense trees must have slowed down evaporations as the ground we drove through was just a little damp around this area. A few shallow boggles along the way but once we reached the clearing the track was dry and quite dusty. We then turned right to the Little Bald Hill Fire Trail.



Soon we came to a very steep descent, in fact (I believe) it is known as one of the steepest and most challenging tracks in the Abercrombie National Park. The track seemed to simply dropped off in front of us all the way down to cross the Daveys Creek then followed by a steep ascent immediately after. A tricky conditions for the two Subarus as without low range gearing, more momentum is required to tackle very steep incline - and there simply was not a lot of room to gain momentum down the bottom of that trail.



The two Subarus made it through... and we think we later uncovered the secret.

The rest of the vehicles shifted their gear to 4 low to take advantage of engine braking - minimising the need to rely on the brakes which can easily overheat. Furthermore to avoid any chance of loosing traction, those vehicles equipped with selectable locker had theirs set to engaged. Each vehicle descended slowly one by one. Only after the vehicle in front had crossed the creek another began its descent. Some experimented with their descent control but due to its reliance on the brakes the operation was quite noisy and unbearable.

Once we arrived at the top of the hill, the veer right to become the Bald Hill Fire Trail. We soon arrived at the intersection with The Middle Fire Trail where we took a left.



The time was about 10:30am and it seemed our trip leader was enjoying the trip too much. Morning tea break was missed! The two-way got busy for awhile and at the end the blame was placed on the vehicles with low-range being 'too slow'. Suitable places for leg-stretching opportunities came-by and quickly gone along the way but our request kept being denied only because we were apparently not too far from our lunch spot. We all silently agreed but I think it was because we were all thoroughly enjoying the

drive so much.

We travelled for 2.8km along the Middle Fire Trail, then we turned left at The Silent Creek Fire Trail - all the way down towards the campground at the Southern end of the National Park.



Left turn to Silent Creek Fire Trail



Silent Creek Fire Trail (not suitable for trailers)

We did not arrive at the campground until about 11:30am that day no wonder our Morning Tea/ Lunch felt so fulfilling.



Lunch at Silent Creek Campground



Lunch at Silent Creek Campground

By 12:15pm all our stomachs were full, our thirst were quenched and all our legs were fully stretched out. The convoy made a move - this

time we skirted around the Southern perimeter of the National Park along the Abercrombie Fire Trail crossing the Silent Creek to head towards The Beach. Along the way we passed a lime green Jimny who was travelling solo and a convoy of two vehicles who kindly shared the track for us and waited to let the 9 vehicles through.

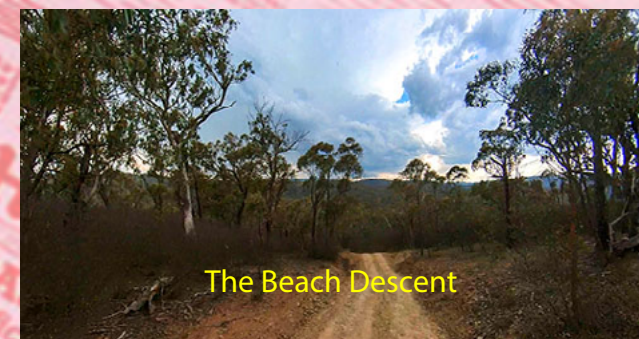
At 12:34pm we arrived at the sign posted The Beach turn off and we made the 150m or so descent to the camp area in just around 6 minutes. Dark clouds partly covered the sun and it appeared the beach was not patrolled and no one was able to see any flags. No one dared to step into the water.



Abercrombie Fire Trail



The Beach Turn Off



The Beach Descent

It took us just about 6 minutes to traverse the next 6.8km of steep ascents and descents to arrive at the Beach Camp area at 12:40pm. Those with slight 'leg cramps' were given a chance to stretch once again.



The Sink



From the Sink, we headed our way up North along the Retreat Fire Trail. After a few bog holes, we crossed the Retreat River for the second time. We also passed by a private property on the opposite side of the river. David believed the river must contain a lot of gold providing the prospector owner with enough provisions to support improvements around the property which now seemed to have included a set of solar panels installation.

A 10 minute quick chat and laughter passed by and we then swiftly made our way to our next destination - The Sink. This time we turned left at Abercrombie Fire Trail. First, we had to cross the Retreat River which was about half a tyre deep then we turned right at Retreat Fire trail. We arrived at the Sink at about 1:20pm. This was a campground with no toilet facilities and yet we saw 4 tents.

(trip leader note – the long drop is up in the bush and hard to see from camp)



Retreat River 2nd Crossing



Abercrombie Fire Trail to the Sink



A much developed private property by the river



Retreat Fire Trail turn off

We travelled for a further 5.5km and then we took a left at Ledinghams Fire Trail and a further 2km to arrive at the Ledinghams Hut Picnic Area at 2:15pm. No one was able to enter the hut as it was fenced off with a tape by National Park. It appeared that conditions must have deteriorated quite badly posing potential risk of injuries due to either falling objects or structural instability.



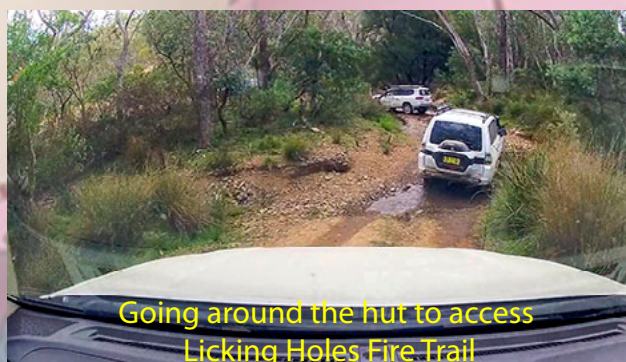
We did not visit the Glen campground this time (check out our calendar for a weekend camping trip to The Glen in April 2026), but from Leddinghams Hut we continued down via the upper side of the Retreat Fire Trail. It was around 2:38pm at that time - the sky cleared up, the sun came back and temperature climbed back up - so much so the radio chatters were busy with discussions about transmission oil temperature.

After we briefly stopped to let a convoy of 5 cars heading in the opposite direction, we continued our journey and turned right at Black Hill Fire trail heading South towards the Licking Hole Hut. After crossing the Licking Hole Creek, we arrived at the hut and the campground. This was our longest water crossing for the day (although not necessarily the deepest). We were unsure how it happened, but there were two dead kangaroos inside the hut.



It was here at around 3:15pm the group discovered the secret of the famous Wellham's Left Foot Braking technique for the Subaru. A trick which may have enabled the Subarus to tackle the Little Bald Hill extreme descent and ascent at the beginning of our trip. No one had time to check if Johnny also utilised this trick but David wore his shoes the wrong way around. Our guess was that the inverted curvature of the shoes would facilitate easier access to the brake

pedal and this would also give steadier (side wall touching) grip to the accelerator pedal. The club was so impressed by this and it later decided to present David with the Golden Shackle trophy at our November General Meeting! (PS. This is a worthy note for Chriski and the Whale) The time was 3:34pm and it had been a long day. The convoy made its way back towards the Park entrance. We made our exit through the other side of the hut - driving along the creek for a brief moment then up to travel through the Northern part of the Licking Hole Fire Trail. In just about 600m, we crossed the same creek again and after a further 2.6km the trail veer to the right to become the Felled Timber Fire trail which led us out back to the entry of the Park.



At 4:15pm the majority of the convoy stopped to air up at the intersection of Brass Walls Road then we proceeded to meet up with David & Johnny under the telecom mast at the intersection to Abercrombie Road for a short debrief at 4:38pm. The group headed back towards Oberon for dinner and their pre-arranged over-night stay except for the MUX which travelled back straight to Sydney.

It was a long day but thanks to David Wellham we all had an absolutely amazing drive!

(Trip leader – JD in 300series went back into park to camp at The Glen and Michael in Pajero went south to spend the night at Taralga pub).

Sunday trip report by Robert in Toyota Landcruiser

A lovely Sunday drive was on the schedule after a relaxing Saturday night dinner at the Royal Hotel where some lucky guess drank Moet like we drank beer. Its good to know how the other half lives and I guess they like to spend their kids inheritance, smart people.

Once again we assembled at the Oberon tourist centre to be briefed on today's tour led by David Wellham, whom promised us a Sunday drive surprise. To be fair to David that is a huge tyre to fill as Saturday's adventure in the beautiful Abercrombie River National Park was truly unforgettable and spectacular.

The convoy led us to the historic village Taralga for a quick coffee break and a pit stop if needed, shame we only scratched the surface of this wonderful place, need to return another time soon, maybe the Cave to Cave trip. We headed towards the magnificent scenic Tarlo river where even the road name sounds exotic, Swallow Tail fire trail and Narrow Gut creek. David led us to Tarlo Causeway where the place radiated a challenging aura to conquer a certain hill, luckily Michael Hamilton saw the challenge and is now totally focused on the sole purpose of the Day. Which Michael Hamilton you might ask? The one with the Grenadier and certainly not the one without, a licence to thrill some might say. Reflecting on the past and lost opportunities, I should have followed our fearless leader and climb that wall and smile just like JD, I think he still might have that smile tattooed on his face now.

We continued up the valley along Brayton road where we stopped for light lunch and immerse in conversation of all thing, tow mirrors and Toyota taxes. David led us to more creek crossings via closed gates and grazing cattle but sadly we realised our magnificent weekend adventure was fast approaching the final scene. We ended our trip at the Hume Hwy where we bid farewell to our new and old friends, thank you for organising a wonderful trip, keep making new tracks and stay safe.

Nathan & Cherie in Toyota Landcruiser who
eNews

camped at showground in camper and didn't come on Sunday drive. From start to finish the tracks were great, I enjoyed the hills, there was, what I call, minor technical stuff that helped keep it interesting, but it was the views and the company along with all that, that really made the day out a perfect package.

Johnny in Subaru Outback with fantastic green wheels

The weekend meet was good all round , the driving was technical enough and we had some river crossings saw some nice camping spots and stayed and ate in town which was civilised . Very enjoyable indeed ta David for leading a good drive
Cheers Johnny

Trip Leader notes

On Saturday we had 9 cars drive including Iwan (who didn't attend Sunday drive) and wrote the Saturday report & Robert who wrote the Sunday report – I am very grateful for the reports, Nathan & Cherie and Johnny (who have written about the trip) and of course me in the blue Subaru Forester. Chris in the standard Outback a was passenger on Saturday and drove on Sunday.

Michael in Mitsubishi Pajero who will never eat at Taralga pub again and was very sick on Saturday night and therefore didn't attend Sunday drive.

Notes from **White Mitsubishi Pajero – I'm so glad that my driver replaced the old Jeep & Land Rover so that I could see this wonderful country and show him how a real 4WD handles these tracks.**

Stephen in Mazda BT50 and he said when are these hills going to level out, so we can have a cuppa and cake. Notes from **White Mazda BT50 – I am having so much fun on these tracks that I do not need to stop for a break, I just want to keep going and going and going but never be gone.**

Note from Editor.. **I believe the Trip Leaders comments are an exaggeration of the truth.**

JD in Toyota 300 series Landcruiser was waiting, what seemed like forever, for us on both days at the turnoff to National Park – sorry we always have late people. Notes from **White Toyota 300 series Landcruiser – I might not have the V8 of past models but I can still climb that hill with ease – OH what a Toyota, I mean feeling.**

Michael in fungi coloured INEOS Grenadier acted as a guide and awareness officer for most of Saturday to show Chris. Notes from **Mushroom INEOS Grenadier** – I've taken my owner to Abercrombie in the past but this time I decided to show him the best tracks and spend a lot of the day in low range – there aren't no pub out here.

Chris in Subaru Outback sat in Grenadier for most of Saturday and some in the blue Forester – drove his car on Sunday. Notes from **Blue Subaru Outback** – I'm glad after talking with the whale about the standard of tracks that I stayed in town – just hope my driver took notes for next time, but I did have a great Sunday tour.

A special mention to James in the near new Prado – arrived in Oberon on Friday but wasn't well and had to travel home on Saturday morning – hope he can come along next time

Stephen B. My thoughts of the weekend.

I did have a very enjoyable weekend. I agree with most of what has been written, except the comments to which I have noted and responded to. There was one thing that I was keeping an eye on, and that was the weather. There were a couple of times there where I thought we would be driving in the rain and negotiating the clay tracks, But the weather god smiled upon us and the storms by-passed us.



Following is a radio conversation between MR Hamilton & myself.

SB. Michael do you have a copy?

MRH. Yes Mr Bennett

SB. Do you think we will be stopping for a morning tea break shortly. I really need to stretch my legs, they are starting to cramp up.

MRH. I dont know. I will check with the trip leader. David do you have a copy?

DRW. Yes.

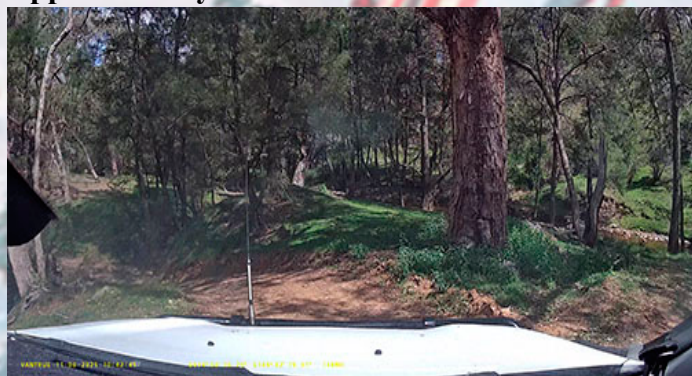
MRH. Stephen & I would like to know are we stopping for a morning tea break as he needs a leg stretch.

DRW. I was planning on stopping at Silent Creek. Could he wait about 15min.

MRH. OK.

SB No response.

Approximately 20min. later.



MRH. Stephen do you have a copy?

SB. Yes.

MRH. That would have been a nice spot for a leg stretch

SB. Yep.

A bit further on.



MRH. Stephen do you have a copy?

SB. Yes.

MRH. That would have been another nice spot for a leg stretch

SB. Yep.

CLUB CHRISTMAS PARTY

**Grady's Riverside Retreat Burrier
6th-7th December 2025**

Attendees: Julie & David Bennett, Michael Carney, Geoff Adcock, Kelly & Chris Mifsud, Cheryl & Ray Bonello, Dave Cook, Bill Twyman, Michael R Hamilton, Craig Fitzpatrick, Jo Quinn, Michelle & John Dziewa, Sandi & Troy Strickland, Liza Szabo, Evie & Iwan Sujono, John Hocking, Jess, Evan King & the boys, Bernadette, Chris Tiller & Grandsons, Susan & Stephen Bennett.

Susan & Stephen arrived on Wednesday 3rd, and after setting up, found the Shoalhaven River very inviting to cool down, as it was very warm. Thursday saw more people arrive and finding the river the place to be because of the heat. The rest of the group arrived over Friday and early Saturday, with 3 members staying in Nowra and commuting to the site daily. The weather was very hot and extremely hot on Saturday, so most of the day was taken up with finding a shady area and socialising with other members or cooling off in the river in groups. Sandi and Troy had brought their recently brought canoe and did some paddling up and down the river. Of an evening the weather would cool down considerably (except for Saturday night) and after the evening meal, we would set up in a circle with our chairs and reminisce about previous trips and talk about what had happened on the day.



Saturday lunch was a combined seating around tables set up under the clubs marquees, with the overflow under Bills vehicle awning adjacent to the marquees. After we had eaten our lunch, we were treated to a dessert of pavlovas, with cream and various fruit toppings, which you had to assemble yourself. Thank you Michael H.



Also in the marquees was a christmas tree with the secret santa presents for those who chose to participate. These were handed out via the raffle ticket system. Before you placed the present (male present from a male and female present from a female) under the tree, you stuck half a raffle ticket to it, with the other half placed into a container, BLUE for a male present and PINK for female. When the time came to hand out the presents those participating would draw a ticket from the container and match it to the present. This was working fine, until a present number was called and the present had a pink and a blue ticket on it,



The excuse from the offending person was “the present could be for a male or female”. The present was a bottle of wine.



Sunday, the weather was cooler, all but four camps, were packing up to leave for home. Everyone commented on how good the weekend was and that they all had a good time, even though it was very hot. Someone commented on how it was the HOTTEST christmas party that they had been to. Another said that we didnt have a fire on this camp, but then said it was to bloody hot to have one I guess. There was also a total fire ban on the Saturday.

So until next christmas, start thinking of where you would like to go for the PARTY!

Other gifts were handed out at the luncheon. Jo gave out christmas tree decorations, that she had made, for everyone at the function. Susan had made christmas cakes that were placed into a decorated container and given to each adult



Midweek Wanderers Christmas Function 10th December 2025

Venue: Shark Island

Attendies: Cath & Tom, Jan & Bill, Deanne, Michael (Big Mick), Cherie & Nathan, Kelly & Chris, Sue & Stephen

The day began with meeting up at Circular Quay at 9:00am, to catch the ferry to Shark Island, where we found out that the trip leader would not be attending. Jo had to have a surgical procedure relating to an injury she suffered at the club christmas party.

On arrival at the island, we found that we were the only group there. We set up in the pavilion and started to explore the island. The weather overcast but warm with a nice cooling ocean breeze.

After a while we unpacked the goodies that we had brought to share for lunch and started to graze. There was a good variety of delectable food.

During the day two groups arrived by canoes to check out the island. One party stayed for the day, while the bigger group left after about an hour.

Around 1:00pm we packed up and made our way to the wharf for the ferry at 1:30pm. We had a very pleasant ferry ride back to Circular Quay, where we said our good byes to make our way home. A good day was enjoyed by all.



FOR YOUR INFORMATION PAGE

AGENDA • NEWS

RESCUE VIA SATELLITE

Even without mobile coverage, iPhone users can now call for NRMA roadside assistance

STRANDED DRIVERS with an iPhone 14 or newer (including the latest iPhone 17 models) can now connect to NRMA roadside assistance even when they have no mobile coverage.

It's the first time this technology has been available in Australia and will provide a lifeline for drivers in rural areas where phone reception drops out.

"Australia is a vast country, and a breakdown in a remote area without mobile reception can be incredibly stressful," said the NRMA's interim group CEO, Carolyn Darke.

"Apple's satellite feature is a game-changer - this means Australians who would previously have been unreachable can now connect with the NRMA and get the support they need, when they need it most."

The service will be included free for two years from the activation of a new iPhone 14 or later that is running iOS 18.4 or above. Membership will be confirmed when the member makes a request, while non-members can still sign up on the spot and get help straight away.

However, the service is not available for off-road recovery and requires a clear line of sight to the sky so it can connect with a passing satellite.



HOW TO CONNECT TO A SATELLITE WITH YOUR iPhone 14 (OR NEWER):

1. Swipe down on the screen from the top right and open the Control Centre.
2. Select the 'Satellite' option at the bottom of the screen.
3. Follow the on-screen instructions to connect to a satellite.
4. Choose 'Roadside Assistance' and follow the prompts.
5. Your iPhone will guide you through a short questionnaire to send your details and location to the NRMA.



HAPPY BIRTHDAY

**TO THOSE CELEBRATING THEIR
BIRTHDAYS IN DECEMBER**

Jo Quinn

James Simmons

The Unknown



"It keeps me from looking at my phone every two seconds."

Until Next Time
STAY SAFE