

May 2013



SUBARU 4WD NEWS

IMPORTANT NOTICE!

The MAY Meeting of
THE SUBARU 4WD CLUB of WESTERN AUSTRALIA INC.
will be held at 7.30pm on Tuesday May 14 at

**SUBARU AUSTRALIA'S REGIONAL OFFICE AT
21-25 ILDA ROAD CANNING VALE**

Subaru 4WD Web Site: <http://www.subaru4wdclubwa.asn.au>

SUBARU 4WD CLUB of WESTERN AUSTRALIA INC

P.O. BOX 434, SOUTH PERTH, WA 6951

SUBARU 4WD NEWS

2012 COMMITTEE

PRESIDENT:	David Peck	0402177886 president@subaru4wdclubwa.asn.au
SECRETARY:	Phillip Read	0438926274 secretary@subaru4wdclubwa.asn.au
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	Keith Low	9459-3358
	Ian Johnson	9448-5419
	Jim Wilcox	0419040969
	Adrian Longwood	9279-8993
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4WD ASSOC DELEGATE:	David Peck/ Tony Richards	0402177886 9386-7705
M'SHIP CO-ORDINATOR:	Keith Low	9459-3358 membership@subaru4wdclubwa.asn.au
PROPERTY OFFICER:	Keith Wilcox/Simon Newton	

Club member of the year 2012: Travis Maskey

LIFE MEMBERS

Fred Offer, Keith Anderson, Jonel Householder, Ray Stewart,
Ian Johnson, Peter Andruszkiw and Ron Counce.

PRESIDENT'S REPORT - MAY 2013

Tony and Jim dropped in to see DEC at Geraldton on their way to the Murchison Off-road Adventure Park and requested permission to do a trip to Warriedar Station later in the year.

They had a positive conversation with the regional officer who welcomed the clubs offer of help. He also offered us access to other areas in the mid west and in return asked if we could do things like checking tracks, noting locations of animals, rubbish, camping spots etc. which is similar to what we did at Lochada and well within our capabilities.

Even though Track Care are doing restoration works at the homestead what we would do would supplement their work and give DEC a better understanding of the whole property.

Tony is also trying to get us access to the state barrier fence in return for small jobs like reporting on the state of the fence and possibly clearing any fallen trees or saplings growing on the track.

David

Thanks to Travis for providing us with the Friday Frenzy deals being offered by Covs and setting up a COD account so members can use any branch.

Regards
David

THE VIEWS EXPRESSED IN THIS MAGAZINE ARE NOT NECESSARILY THOSE HELD BY THE SUBARU 4WD CLUB OF W.A. INC.

Please send articles and photos to the Editor by the Thursday before the end of the month (earlier is better).

[PHOTO'S SHOULD BE 400KB MIN.](#)

Email: editor@subaru4wdclubwa.asn.au in Word format or plain text

Subaru 4WD Club WA Website:

<http://www.subaru4wdclubwa.asn.au>

NEXT MEETING - SUBARU CANNING VALE

We have been invited to hold our next general meeting in Subaru Australia's Regional Office at 21-25 Ilda Road Canning Vale on May 14th at the usual time of 7:30.

They will have a few vehicles for us to have a look at and they may be able to answer any questions you have about Subarus.

TRIP CO-ORDINATORS REPORT - MAY 2013

Thanks to John and Adrian for leading the Murchison Meanderings trip. I thought it was fantastic. I think every car has had a bit of damage to it one way or another, but we all made it home, with a lot of stories and a few silly awards to hand out at the end of the year.



Ray's Coalmine Collective is later this month and looks to be a cracker as well. Fishing and 4WDing - sounds good to me.

Tony's Julimar Conservation Park trip looks like it could be an easy and fun day out.

If you have a great place that you think we might like to go to let us know. We are always looking for new places to explore.

See you all out there.

Travis

VALE

The Club would like to pass on its condolences to Ray Stewart and his family on the recent death of his sister, Jan.



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TRIP PROMOTIONS/INFORMATION

JULIMAR CONSERVATION PARK

Sunday 12 May 2013

The plan is to easy wander through Julimar Conservation Park.

Julimar Conservation Park, which lies between Toodyay and Bindoon, comprises a 28,317 hectare tract of bushland. It is managed by DEC.

It is a hot spot for reintroduced native fauna. Species re-introduced in



the last decade and now breeding prolifically include chuditch, woylies, quendas and brush-tailed possums.

The 4WD'ing is expected to be easy.

Meet: Gingers Roadhouse (Gull Service Station), Great Northern Highway, Upper Swan.

Time: 9.15 for 9.30am start.

Bring: A tank of petrol, food for lunch, water etc.

Contact: Tony Richards - Ph: 9386 7705(H)

SPANISH RESTAURANT
Saturday 18 May

We have decided on a Spanish restaurant for our next club meal. Spanish Flavours is situated near the top end of Oxford St in Mt Hawthorn. I have booked for 15 seats so get your name down quick or you might miss out. Meals range from \$11 for individual Tapas through to \$28 for Paella. It is a BYO with corkage of \$5. ¡Buen provecho.

To have a look at the menu visit www.spanishflavours.com.au



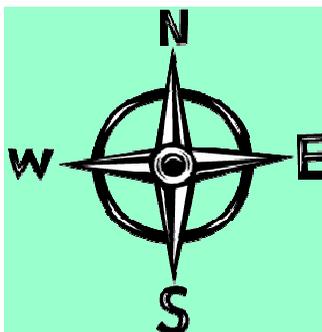
Where: Spanish Flavours, 413 Oxford St, Mt Hawthorn

Date: Saturday 18 May

Time: 7.00pm.

Contact: Keith Wilcox 0413 266 245

WARRIEDAR WANDER



JUNE 1 TO JUNE 3

We will have a wander around the northern end of the station as a follow on from our explore of the southern end 2 years ago.



There will be a limit of 10 cars.

Bring everything required for a 3 day camp. There are NO facilities.

Bring an extra 20 litres of fuel as we will do 400km from Wubin to Warriedar and return plus exploring.

Tracks may get scratchy as

they have not been used for years.

Meet at Gingers Roadhouse on Great Northern Highway ready for prompt departure at 8.30am. Please don't be late.

Contact: Jim on 0419040969



NEW SMARTER SAFER FURTHER FORESTER



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*4WD Club members must show this ad to redeem offer. Offer valid for the purchase of 2013 Foresters only.

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FIDDLES AND NIBBLES

SUNDAY JUNE 16



Are there any jobs that you would like to do on your car and maybe need a bit of guidance to achieve them? Well this is the idea of the day. It allows you to get in there and tackle small projects (tasks you could reasonably expect to get done in an hour).

Start 9.30 onwards, BBQ available if you are staying through lunch. BYO everything.

Extra details are on the Members section of the website.

Call Jim: 0419040969 if you have any questions or need further details

CLUB CALENDAR

May 2013

S	M	T	W	T	F	S	
			1	2	3	4	Tue 7th: Committee Meeting
							Sun 12th: Day Trip Julimar
5	6		8	9	10	11	Tue 14th: General Meeting
	13		15	16	17		Sat 18th: Spanish Restaurant Meal
19	20	21	22	23	24	25	Mon 27th: magazine articles deadline
26		28	29	30	31		

June 2013

S	M	T	W	T	F	S	
30							Sat 1st - Monday 3rd: Warriedar Wanders
			5	6	7	8	Tue 4th: Committee Meeting
9	10		12	13	14	15	Tue 11th: General Meeting
	17	18	19	20	21	22	Sun 16th: Fiddles and Nibbles
23	24		26	27	28	29	Tue 25th: magazine articles deadline

July 2013

S	M	T	W	T	F	S	
	1		3	4	5	6	Tue 2nd Committee Meeting
							Sat 6th-Thur 25th: Forester Foray Ian and Nina –Trip full
7	8		10	11	12	13	Tue 9th General Meeting
	15	16	17	18	19	20	Sun 14: Gymkhana and Camp Cookout – Barton’s Mill
21	22	23	24	25			Fri 26th: magazine articles deadline
	28	29	30	31			Sat 27-Sun 28: Fishing comp.

THE SUBARU 4WD CLUB OF WESTERN AUSTRALIA INC.

August 2013

S	M	T	W	T	F	S	
					2	3	Thur 1: Cape York trip commences
4	5		7	8	9	10	Tue 6th: Committee Meeting Sun 11th: Mundaring Munchings (Social)
	12		14	15	16	17	Tue 13th: General Meeting
18	19	20	21	22			Fri 23rd-Sun 25th: Wildflower Weekend
		27	28	29	30	31	

September 2013

S	M	T	W	T	F	S	
1	2		4	5	6	7	Tue 3rd: Committee Meeting Sun 8th: Captain Fawcett Track
8	9		11	12	13	14	Tue 10th: General Meeting Sat 21st : Casserole Night (TBC)
15	16	17	18	19	20		Mon-23rd: magazine articles deadline
22		24	25	26	27	28	
29	30						

SCHOOL AND PUBLIC HOLIDAYS

School Holidays: April 20-May 5, July 6-July 21, Sept 28– Oct. 13

Public holidays: June 3, Sept. 30, Dec 25-26

Potential members are most welcome to come along on any Club activities before joining. Please phone the Trip Leader for further information.

Register with the trip leader if you are wanting to join a trip or social. Also contact the trip leader if you have to cancel, as we don't want to wait for someone who does not turn up!

Some trips are ideas only and may be subject to change. Some of the later trips need trip leaders – volunteers please.

CHALLENGE



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TRIP & SOCIAL REPORTS

Mundaring Powerlines Trip Report (Feb 17)

It was an odd morning, with plenty of cloud cover threatening rain, but with predicted temps of 32 degrees, so I wasn't too sure what the day would bring, a bit of rain always makes the powerlines that little bit more interesting...But the trip must go on and the attendees assembled promptly at the BP servo, that was most of the attendees, I was running a few mins late and Vernon was a short distance behind me.

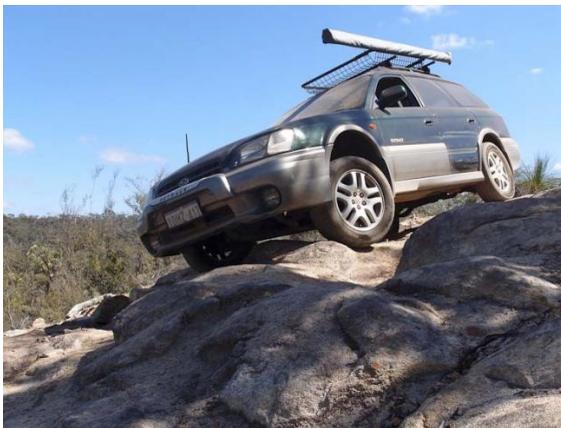
After everyone was assembled and had enjoyed a bite of breakfast I gave everyone a rundown of the days plans and what to expect along a warning that now is your chance to change your mind and head back home. No one chickened out and we got on our way, It was a short convey as we headed out along Great Southern Hwy until we came across West Talbot Rd, which is the road to access the end of the powerlines that we usually exit from. We pulled over and aired down our tires to around 20psi for 2 reasons, one was that we were about to hit some corrugations, and secondly was that we would get better traction across the rocks and gravel along the track.

We got moving again and turned off at the entrance, with a bit of

dust around from the dry gravel the convoy lengthened and Jim Wilcox at TEC got further away, he just followed the dust trail, we all managed to turn off the right, but the wind blew the dust to the left and Jim followed the dust trail as he caught up to the left. This caused a bit of confusion over the airwaves and a few giggles but we waited up ahead until he got back in the right direction.

With the clouds throwing down a few rare drops of rain, we weren't sure how the track would turn out, but the rain was soon driven away by strong winds and a really hot sun. we progressed along the track and found it all to be completely dry, which gave us the opportunity to see how deep some of the rutted trenches actually were, turns out deep, very deep, and very rutted, our cars would struggle to get through most of them in the dry. Let alone adding 2-3 feet of sticky, sloppy mud.

We reached our first main obstacle, which was a boulder section we normally attempt to get up, but going downhill in theory should have been easier. Well not really, it was still fairly tricky, most gave it a go, but a few other took the 'chicken' track around, in previous trips, going up this part was actually the chicken track, despite its level of difficulty, this time after the track grading there was another virtually flat



option to take. Had it been there a few years ago, it may have saved me a clutch or two.



We found a large enough clearing and to stop for a quick morning tea where the previous owner of Matts oversized orange liberty went past in a group of other 4wd drivers.

We trekked on and got bunched up at a rutted soft sandy junction that troubled a few drivers temporarily. Next was what's normally the river crossing, but this was completely empty and dry. We went on past and up the other side where a bit of careful negotiation was needed as there were some large ruts diagonal ruts. Turned out to be a good articulation challenge.

Next we came across Flynn road, the usual entrance to the powerlines for previous trips, this came in good timing for Rajesh to leave as he had to get home for other things. The rest of the group continued on and found the section to be a bit bumpier. Further on we found a good softer section with deeper diagonal ruts and after I gave it a test run, most other members gave it a go, with others on



the sideline recording videos and taking pictures. I did get interesting to watch as some struggled. Even the comparison of different cars, and lifted/unlifted cars and how each go through it, also to watch the AWD system perform at its best when we were getting 1-2 wheels in the air at any given time, with the full

articulation limits being tested. Mark Edmund gave the corner of his front bumper a good thud, and Jim W managed to find a tough spot that required a few goes at it to get through.

Further along we came across assorted 4wd's and even a custom large off-road comp buggy that was hooning along the track. It was a much slower trek towards this end of the track. We stopped for lunch and found shade as best we could as it was actually a very hot and beautiful day by that point.

Once the bellies were full we



gathered and moved on to find a way out, following a decent gravel crossroad back towards GT Eastern Hwy. Turns out that we found ourselves pulling out at the most eastern Servo in Sawyers valley, which we parked at to pump our tires back up to road pressures. Dave P took advantage of this stop to grab an ice-cream. It was here that the powerlines trip ended and the Lake Leschenaultia afternoon trip began. Not all carried on but those who did were in for a strange turn in the weather, while pumping up the tires it was still warm, but as we finished the wind picked up and the dark clouds in the west loomed closer.

We arrived at the lake at 1.45pm which was about 30 mins driving, to find it a dark, dreary, windy afternoon.. not the hot sunny pleasant weather we had only half an hour ago. We are were unable to swim in the water as it was shut by the ranger for health reasons. The remaining group were soon joined by Charlie, the trip leader for the afternoon. I ended up cooking up some snaggers on the BBQ in the rain while others chatted away in the nearby shelters. The numbers peeled off quickly as the weather deteriorated rapidly and in the end, the last few of us left. It was only a short while at the lake, but at a better time of the year could be a good spot to return to again.

Adrian

Murchison Meander - Easter Saturday 30 March

We left Eagles Nest near 9:30 for the planned 9am start - 11 cars and a quad bike (Shane) wound around River Rd following the river bank. Rob, Wendy and Jo decided they would head to Kalbarri for the day, swapping red dirt for ocean vistas. We arrived at Playskool Wide gully where there were a number of steep tracks into and out of a creek bed with



varying degrees of difficulty. Jim starred with ForestR which proved to be very adept at traversing the steep tracks.



Morning tea was had here while the

cars were maneuvering and Reba, Luca and Mikey (four legged campers) decided they were going to be friends. While at this site Adrian commenced the modification process of his new car.



From here we moved on to Buttclencher a rugged



track along the river's edge. This was handled with relative ease by all concerned. Next was Musterer's track described as challenging and rambling. Some cars travelled along this track, and others who chose not to take up the challenge made

their way to the homestead early to partake of a cold drink, in the bar/restaurant which is a converted shearing shed.

We ate lunch at the shearing shed then at about 1:30 we moved off and took the river crossing to the other side of the river for the first time. We travelled



on the track to the start of the 30 km dash, a one way track that wound it's way back towards the river. This was enjoyed by all, an opportunity to put the cars through a tight turning track with a relatively smooth surface and imagine yourself as a rally driver.

At the end of the dash, tyres were let down to 15 and we set of to discover the trails and tribulations of the Big Balls Ridge and the All Bran Track. The first obstacle of a creek bed crossing resulted in the first and second recovery procedures for the day. We all set off again, but the convoy managed to get split in two ending in the big balls up on Big Balls Ridge. The two separate groups managed to find their own way back to the homestead arriving at similar times. Some took the opportunity to use the showers and toilets while others headed back to the campsite. Over the day we travelled on a small number of the 24 tracks that are available to the off-road adventurers at the park.

When back at the Eagles Nest campsite everyone set about preparing their evening meals and readying themselves to join the ghost tour run by the MOA management. This was to be a nighttime tour and someone in our group was advised that the track out to the dam where the tour ended and the story of the ghost in the blue dress was suitable for a two wheel drive. With this information most set about pumping their tyres up in preparation for the trip to Kalbarri the following day.

We arrived at the homestead at the appointed time along with a large number of heavies that were also staying at the park. Club members switched their radios to channel 17 which was the channel used by park management. Daniel the trip leader sent off at a rapid rate with Subis and heavies intermixed behind him. We travelled along a track flanked by trees and bushes which looked lovely lit up by headlights in the dark of the night. After a short time we started to realise that the track was a little trickier than we thought it was going to be. We later found out that the tour for the evening, as explained on the notice board visible to all, was on the Bushchook Track, not the two wheel drive track we were expecting. As the track started to soften the vehicles started to stretch out over a fair distance and concern about losing contact with vehicles ahead started to be expressed. A number of people tried to contact Daniel the trip leader, to tell him that his convey was splitting up, but he couldn't be

reached. We finally realised the he didn't have a radio.

When the convoy hit the soft sand of a river bed a number of vehicles started to have problems. Some vehicles required a bit of a push. Others felt it was time to let the tyres down. Vernon and his family had difficulty with a steep soft slope. Concerned that they were going to hold the vehicles behind them up even more Vernon decided that they would turn around and head back along the track we had come along. The rear end of the convoy was starting to fall well behind the lead group. Adrian, John and Tony tried to keep the following vehicles informed about the route they had passed, but describing landmarks was a little difficult in the dark. With the increasing disarray in the second half of the convoy Jim managed to reverse his vehicle over a large stump and found himself stuck! With the help of a snatch strap and about a dozen people the green Forrester was lifted off the stump. By now the second half of the convoy was dropping even further behind. With the help of the Keith Wilcox family who left their vehicle to show the correct track we got back onto what we hoped was the correct route. However, we had to wait further for the Wilcoxs to get back to their vehicle, and were receiving reports that there were a few heavies at the rear of the convoy that were stuck and being extricated. We made a decision to stop and wait for them, concerned that they would become lost from the rest of us.

By this time Daniel had reached his destination at them dam and the following vehicles let him know about the problems behind. He started to head back to try to get everyone safely to the final destination. While the second group were stopped waiting for Daniel to return and the cars behind to catch up a mysterious light suddenly appeared outside the passenger side window of Katie and Travis' car. A scream was heard ringing throughout the bush. There were unconfirmed reports that a flash of blue was seen in the area.

While this was going on we started to get messages from Vernon who was getting concerned that he had become lost. John was in continual communication with him over the radio to try and get him safely back onto the track, but this was proving difficult. John decided it would be best if he returned back along the track and guided the Lee's back to the homestead. Vernon was able to provide

him with GPS coordinates John set out on his rescue mission. He eventually caught up with them and guided them back to the homestead and arrived about the same time as the vehicles returning from the dam.

Daniel finally arrived back to gather the stationary group of cars. The lagging heavies had arrived in the meantime with the assistance of a couple of lads on quad bikes who went back to show them the way. Eventually all vehicles except for John and Vernon arrived at the dam to hear the history of the property and the story about the resident ghost, a girl in a blue dress, who has been regularly sighted. As soon as the story was finished we made a quick dash back to our vehicles to try and escape the insects that were thick in the air around the dam. We made our way back to the homestead via the more direct route, then the campsite. All told our short journey out to the dam took over two and a half hours. Unsurprisingly, there was no revelling around the campfire that night.

Joanne and Ray

Murchison Meander - Easter Sunday 31 March

Waking up with the sounds of the surrounding bush is the only possible consolation to loosing the fabulous stars from the night before. This morning the birds had to take second place to the mischievous chatting of the Easter bunnies as they left their sweet treats at our tent's entrance. After seeking a safe storage spot for our eggs, the entire camp grouped together and made the 50km trek onto the bitumen.

At the entrance to the National Park, we split into two conveyes. One group headed into Kalbarri looking forward to a relaxing day at the beach for some swimming and kayaking. And I believe Keith should be commended for providing the entertainment, as he attempted to take a turn on a kayak.

Nick and I went with the Kalbarri National Park group made up of John, Tony & Jeanette, Adrian & Steve, Mattie, Jim, Vernon, Joyce and the kids. Ross Graham lookout was the first stop, the short hot hike down to the bottom immediately had us craving for a swim, so off came the shoes and the kids and I followed Nick into the slippery



stream to enjoy the cooling water.

Hawks Head lookout was next and we were able to enjoy a refreshing breeze as we took in the scenery. We were still eating lunch



when Tony generously offered to 'look after' Claire's Easter egg. After a short deliberation, she wisely declined and kept her



chocolate stash close at hand.

We left the grandeur of the gorges and made our way to Murchison House and then the plan was to follow the

Murchison River bank for about 25kms, ending in Kalbarri, to meet up with the rest of the gang, providing we could make it over 'the rock' that a Subaru wouldn't be capable of climbing.

The river looked very camp-able and paddle-able (lock that away for later use) with loads of river gums. All the cars easily stepped over 'the rock' and we went on at a leisurely pace to explore the winding track along the riverbank. We all tried to figure out which land mass

NEW DIESEL AUTOMATIC SUBARU LAUNCHED

This engine/transmission combination has been on the “wish list” for many Subaru enthusiasts ever since the release of the Subi diesel motor. A number of Club members have been hoping for a Forester with this driveline. They remain hoping, as this new driveline combination has only just become available in the Outback. Subaru Australia reportedly has no current plans for a Forester equivalent.

The new Outback diesel auto will be available in 2 specification levels-standard (\$42,490) and premium (\$45,490). The Continuously Variable Transmission (CVT) has been strengthened to cope with the greater torque output of the diesel. The transmission can be driven as a 7 step manual equivalent. Official fuel consumption figure is 6.5 l/100 km.

Hopefully, a comparable Forester variant will eventually appear on Australian roads and tracks.

was the island – still not clear, so I can't really comment. We finally got our ocean swim and a catch up chat with the others before fuelling up on ice cream and heading back to camp. Nick and I peeled off at the homestead for a shower then relaxed away an hour in the homestead bar waiting for everyone's return for dinner.

We ate, chatted, then made an early trek home, just quietly loving the night navigation minus a pair of guiding red lights in front. It turns out I really do rely on my GPS mapping abilities, which is kind

of sad because, in the good old days, I used to pride myself at my night track navigation.

Thanks to John for organising such a fun filled weekend and thanks to everyone else for being such a great bunch to enjoy it with.

Leanne.





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1. Based on a highway cycle of 5.6 litres per 100km and fuel capacity of 65 litres and tested in accordance ADR81/01. 2. Ground clearance at kerb height. 3. Price is the manufacturer's recommended all-inclusive retail price only and may vary between Retailers. Price is based on a private purchaser with a good driving record and may be higher for other purchasers. Vehicles may only be purchased from Authorised Subaru Retailers. Offer excludes fleet and government buyers. 4. Rating by Australasian New Car Assessment Program. SUB908