

January 2014



SUBARU 4WD NEWS

Meetings of
THE SUBARU 4WD CLUB of WESTERN AUSTRALIA INC.
are **normally** held at
7.30pm on the second Tuesday of each month at the
Rotary Hall, 55 Sandgate St., South Perth

Subaru 4WD Web Site: <http://www.subaru4wdclubwa.asn.au>
SUBARU 4WD CLUB of WESTERN AUSTRALIA INC
P.O. BOX 434, SOUTH PERTH, W.A. 6951

SUBARU 4WD CLUB NEWS

2014 COMMITTEE

PRESIDENT:	David Peck	0402177886 president@subaru4wdclubwa.asn.au
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	Adrian Longwood	9279-8993
	Alex Tayler	0439929373
	Joanne Norton	6468-2774
MERCHANDISE:	Tony Richards	9386-7705
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4WD ASSOC DELEGATE:	David Peck/ Tony Richards	0402177886 9386-7705
M'SHIP CO-ORDINATOR:	TBA	membership@subaru4wdclubwa.asn.au
PROPERTY OFFICER:	Keith Wilcox/Simon Newton	

Club member of the year 2013: Jim Wilcox

LIFE MEMBERS

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

PRESIDENT'S REPORT January 2014

Hi All,

Well here we go for another year, I hope you had an enjoyable and safe Christmas and New Year.

This year instead of one big trip we have a couple of smaller ones planned. Firstly to Steep Point staying at Tamala Station at the bottom of Shark Bay for about 10 days as a combined Easter and AN-ZAC day long weekend trip in April. Other trips are still in the planning stage and will be advertised when confirmed.

We have expressed a Club interest with the Department of Parks and Wildlife to do some handyman jobs at Muggon Station. This is about 100 km inland from the turn off to Shark Bay. DPaW have no projects for 2014 at Muggon, but there is a possibility for a mid-year trip there in 2015.

For interest I have just returned from Cairns, where I left my car during the Cape York trip, and I also had to replace a clutch along the way at Mackay after 76000km (Greg had to replace his in Weipa). It was fine one day and slipping the next and when they showed it to me it had less than the minimum of 1mm left on it. We both have diesels and without the dual range it looks like it's harder on the clutch.

Cheers
David

CLUB MERCHANDISING

Club T- shirts, long-sleeved tops, jackets, and hats as well as car stickers and other items are available for purchase from our Chief Merchandiser, Tony R. These items bear the club logo.

Call Tony on 9386 7705 or speak to him at a General Meeting.



TRIP CO-ORDINATORS REPORT January 2014

Hi All

I hope everyone is having a safe and happy festive season.

Peter's Beach Run is happening on the 12th of January. It's always good, so put your name down for that one.

The Cape Naturaliste, Seabird, Malloy Island, Gnangarra Pines and the Easter Grub Crawl trips are all up on the net. Have a look, there might be something that may take your fancy.

The Western Wanderer's trip has had to change camp locations. As a result there is room for 16 on this trip. At the moment there is only 5 places left, and they won't last for much longer.

See you all out there.

Travis

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TRIP PROMOTIONS/INFORMATION

ANNUAL BEACH RUN SUNDAY 12TH JANUARY 2014

Our annual beach run is on again second Sunday in January. Again it will be in the area between Tims Thicket and Myalup. We will decide closer to the day as to whether we go North or South. This is always an excellent day to experience a lot of beach driving. Suitable for everyone. If you have just joined the Club please come along. Weather permitting you will get a chance to have a swim at the lunch break.



SEABIRD SOIREE

DAY TRIP SUNDAY 9TH FEBRUARY

We will be embarking on a short but interesting beach cruise, starting at Seabird and heading south to Moore River, where will we finish up. People can stay around in Moore River for an afternoon BBQ and swim. Bring the Kayak or Fishing Rod and stay later into the afternoon. Trip is suited for intermediate sand drivers but beginners can be accommodated.

Join the trip on the website or contact Trip Leaders Adrian or Travis.



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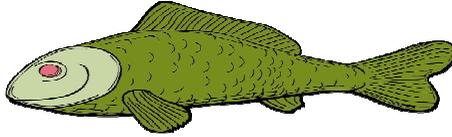
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*4WD Club members must show this ad to redeem offer. Offer valid for the purchase of 2013 Foresters only.

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FISH AND CHIPS BY THE SEA



SUNDAY 23RD FEBRUARY 5.30 ish

What you eat is up to you. If you would prefer to bring a picnic instead that is your call.

The concept is to meet at City Beach, North of Clancy's Fish Cafe, share the company of Club Members and generally relax with a meal plus a drink or two.

There are a limited number of public access BBQ's



The sun sets at 6.59 pm

You may wish to incorporate a swim beforehand. The beach has a surf patrol until 6pm on this date.

There are a number of local options if you wish to purchase food: More details about this on the Club website

Bring: folding chairs, drinks

Optional: utensils, folding table, picnic etc.

Contact: Tom on 9382 4678

TRIP PROMOTIONS/INFORMATION

LAZY LEEUWIN-NATURALISTE 25TH - 27TH JANUARY

On this trip we will take a relaxed wander through Leeuwin-Naturaliste National Park on the numerous 4WD tracks within the Park, including along part of the Cape (Leeuwin) to Cape (Naturaliste) Walking Track. PLEASE NOTE THERE IS A LIMIT OF 7 CARS ONLY! trip highlights include:

- ◆ bush camp at Point Road
- ◆ possibly visit Hamelin Bay
- ◆ travel from Yallingup to Cape Naturaliste, mostly along the Cape to Cape Walking Track
- ◆ visit the coast including the mouth of Margaret River
- ◆ vineyards and Margaret River Chocolate Factory

Join the trip on the website or contact Trip Leader Tony R.



MALLOY ISLAND MOSEY 1ST - 3RD MARCH LWE

Augusta, Black Point and Lake Jasper.

Camping at Malloy Caravan Park on the beautiful Blackwood River, a short drive from Augusta and Margaret River (7 powered sites booked at \$30/night).

This trip is limited to 7 cars only, so first in best dressed. I will put names on a standby list if the trip becomes full. If you want more details or to be put on the standby list please call or text Travis on 0422 815 737.

Join the trip on the website.



TRIP PROMOTIONS/INFORMATION

WESTERN WANDERS

A trip is proposed to Steep Point and Francois Peron National Park for **18-26 April 2014**. I had an amazing response as soon as it was put on the website so much so that it filled fast and I have upped the number of starters.



The club has not been to Steep Point and Francois Peron National Park since 1998 when I led a trip there with the then 2 year old Teleah.

Easter 2014 and Anzac Day are only a few days apart and they fall within the school holidays so I thought it might be a good opportunity to visit the most Western part of mainland Australia again. For those working it would require taking 3 days holiday.

The trip would be limited to 16 vehicles (2 convoys of 8 vehicles). Camper trailers/caravans & boats are permitted as we are making a base camp at Tamala Station. The day trips from there will encounter soft sand so no trailers out of the base camp and no dogs are permitted in National Parks.

Hurry- only 5 places left, then names will go on a standby list. Join the trip on the website. Keith W.

SUBARU 4WD CLUB NEWS

CLUB CALENDAR

January 2014

S	M	T	W	T	F	S	Sun 12th: Annual Beach Run p7 Tue 14th: General Meeting Sat 25th-Mon 27th: Lazy Leeuwin -Naturaliste: Point Road camp p10
			1	2	3	4	
5	6	7	8	9	10	11	
 12	13	 14	15	16	17	18	
19	20	21	22	23	24	 25	
 26	 27	28	29	30	31		

February 2014

S	M	T	W	T	F	S	Tue 4th: Committee Meeting Sun 9th: Seabird Soiree p7 Tue 11th: General Meeting Sun 23rd: Fish and Chips at the Beach (Social) p9
						1	
2	3	 4	5	6	7	8	
 9	10	 11	12	13	14	15	
16	17	18	19	20	21	22	
 23	24	25	26	27	28		

March 2014

S	M	T	W	T	F	S	Sat 1st-Mon 3rd: Molloy Island Mosey p10 Tue 4th: Committee Meeting Tue 11th: General Meeting Sun 16th: Burns Beach Cafe Breakfast Sun 30th: Gnangara Pines Loop
 30	31					 1	
 2	 3	 4	5	6	7	8	
9	10	 11	12	13	14	15	
 16	17	18	19	20	21	22	
23	24	25	26	27	28	29	

SUBARU 4WD CLUB of W.A. INC

April 2014

S	M	T	W	T	F	S	
			2	3	4	5	Tue 1st: Committee Meeting Sun 6th: Lo Quay Cafe Tue 8th: General Meeting Fri 18th-Sun 27th: Western Wanders- Steep Point Fri 18th-Mon 21st: Subi Grub Crawl
	7		9	10	11	12	
13	14	15	16	17			
							
	28	29	30				

May 2014

S	M	T	W	T	F	S	
				1	2	3	Tue 6th: Committee Meeting Tue 13th: General Meeting Sat 31st-Mon 2nd: LWE tba
			7	8	9	10	
11	12		14	15	16	17	
18	19	20	21	22	23	24	
25	26	27	28	29	30		

SCHOOL AND PUBLIC HOLIDAYS

School Holidays: Dec 20-Feb 2, April 12-27, July 5-20

Public holidays: Jan 1, Jan 27, Mar 3, Apr 18 & 21 (Easter), Jun 2

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.

TRIP & SOCIAL REPORTS

Lancelin Dunes 17 Nov 2013

A Trip Leader's perspective

Though we have been doing this run for around 30 years there is always an air of excitement in the thought of another Lancelin run. I have often asked myself why another one and I think the answer is that I get something out of seeing others take their cars and tackle the "dunes" firstly with a degree of intrepidity which then turns into "hey that wasn't so hard after all". For those doing it for the first time, confidence in car handling is boosted tremendously. Learning and developing skills, in this case 4WD skills is what we aim for in an atmosphere of a little bit of fun.

This year was no exception, 10 others joined me to have this day in the dunes. For some it was the first time, for some it was the first time behind the wheel having been passenger on other occasions. For others, a revisit to a playground. I think it's great and very important for the person that's normally the passenger to have a go behind the wheel. You never know when you might have to.

We know that the dunes can be dangerous but so can crossing a road. To take either for granted and not observe the basic safety processes is foolish. With a healthy respect for the dunes a day in the dunes can be great fun and done very safely.

Interestingly enough, no two years have been the same. Whilst the dunes are in the same geographical location, the dunes themselves are very much alive and throughout the year depending on the wind velocity and direction, the dunes move around and it's always challenging to find a way in that's easy enough for the first timers, then at the end of day finding a way out can be equally as challenging.

Anyone can get up a hill at excessive speed, the down side is potential damage to the vehicle. I often say that the skill of a driver is shown in how they overcome the challenge of a hill with minimum revs not maximum revs..

From a trip leaders perspective you cannot pre trip the route that you will take through the dunes. Yet you know that you have to

increase the difficulty level of challenges (ascents and descents) in an orderly way so as to make the journey seamless.

The 17th Nov was another good day in the dunes. The first timers were very surprised at what the Subaru can achieve and what they themselves could do, the passenger turned driver now feels very confident in a sand situation. The rest of us learnt a little more about our cars and improved our driving in sand skills. Lunch time (the same place that we have been using for many years) is always a good time to get to know someone, look to see what others have done to their cars, and to exchange stories and this one was no exception. As always we had a tech topic session on equipment(pumps gauges snatch straps etc) that we use.

I enjoyed the day very much and from the comments so did every-one else.

Peter A.



SUBARU SUMP GUARDS

One of the first mods Club members do to their cars is to replace the plastic factory issue sump guard with something that is more durable and provides better protection in the rough.

If you are after steel sump guards for your Forester or Outback give 'Fats' a call at Japanese Wholesale Spares in Wangara, on **93023519**. Custom fit for most models.

State Barrier Fence DAY 3 Report 2



BEFORE



AFTER

After about 10 minutes of rain last night I awoke to find the sandy ground had absorbed most of it. Jim invited me to a welcome breakfast of eggs and bacon which was much more appealing than my cereal. The threatening clouds were still there so Travis and Katie packed up and left early, obviously worried about the bogged episode when Travis was here a few weeks ago. The remaining three cars left some time later

The trip home was uneventful with a short stop off at the abandoned Bullfinch swimming pool, so it gives me an opportunity to comment on the fuel economy of the first trip out of the city in my Forester Series 3 diesel.

The trip up with Travis towing the trailer we were travelling between 90 & 100kph so I decided to treat it as an economy run, slower up the hills and coasting faster down. With a concerted effort I managed to get it down to 5.8L/100km by the time we got to our destination. The trip home Jim sat on 108kph (actual GPS reading) so my economy was certain to go down. On cruise most of the way the diesel managed 6.8L/100km an average of 6.3 L/100km for the whole trip. I travelled the 925km without

filling up, the red light came on just passed Toodyay and when I arrived home the computer said I still had about 80km of fuel left. All in all a very satisfying result.

Keith L in his Forester Series 4 petrol also got a good economy of under 8L/100km. Subaru have certainly got their act together and are getting very good economy on their newer models.

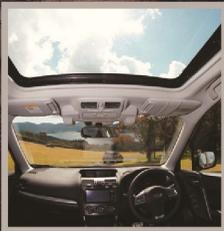
Keith W



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Friday 9 August

Up at my usual 6.30 and went for a walk down the track a bit (along the river) to have a look at what was there. There were a few other people camped there, but not that many. I also saw some more bush turkeys walking around – they seem to be everywhere. Back for breakfast and packed and ready to go by 8.30. Then the guys from further up the camping ground, Craig and Alex, with whom Greg had arranged a tow, drove up. These guys were classic bush gentlemen – only too happy to help.

Greg gave them the diesel he had onboard the trailer to lighten the load on the trailer, to make it easier for Dave to tow out. Then Greg put the towing eye in the front bumper of his vehicle, the guys hooked up a tow rope and off we went. They towed the Forester out quite easily, along a track (from the river) that we simply hadn't known about, that lead to the main road. Had we known about the track, we most certainly would have taken it, as it was in good nick; quite firm and there wasn't much sand at all. That's life!

Once out at the main road, we pumped up our tyres. Dave was pleasantly surprised how well the camper trailer towed behind his Forester. Greg then said that he had been able to pump up his clutch a bit. So, he got it into gear and drove away, but unfortunately only got about a kilometre down the road before the clutch gave up again! By the time we had finished pumping up and were heading out, we first passed Greg and then passed the truck coming in to get him.

We would see him back at the Weipa camp-ground.



On the way out, I spotted a long neck tortoise on the road and stopped and called the guys. They came back and got some photos of it and then we continued on up the road to

Mapoon. We stopped at the Mapoon War Memorial and then drove through to Cullen Point and went for a walk along the beach. Cullen Point is at the mouth of the Wenlock and Dulcie Rivers, which come together and form Port Musgrave. There were a fair few people fishing from the beach. We had some lunch at a nearby picnic area. We also stopped to look at a Memorial to the Duyfken.

We then had a look at the track into Janie Creek, as we had been thinking about visiting the Camp Chivaree Turtle Camp, at which research is conducted into critically endangered turtles. However, it was all just soft sand, so we gave that a miss. [It seems the Camp was, in any event, actually closed by the Mapoon Aboriginal Shire Council on 22 July].



We were now heading back to Weipa. On the way, we stopped to have a look at the old (abandoned) Batavia Downs Homestead. Well worth it, although there is not much left at all. From the homestead, we were able to follow a walking track down to the Wenlock River. It was very brown and very wide and there was heavy vegetation along the bank. There was also an interesting, old metal boat there, which was in a



state of decay. After that, we went on down to Clough Landing, on the Wenlock. It had a big parking area and a small public, dirt launching ramp, which I expect could only really be used by small watercraft. Using a trailer on the ramp might be an interesting experience, as the ramp was not in very good condition at all. From the ramp, we could see a large catamaran (with tender) that was moored on the river. Dave also changed a tyre, as he had a slow leak that was becoming annoying.

From there, we pushed on through to Red Beach, on the Mission River just north of Weipa, where we propped for a while, until the bridge re-opened. In a text Greg had sent earlier in the day from Weipa, he had told us that the bridge was closed from 2.00 until 4.00. We left the

beach just before 4.00 and, by the time we got to the bridge, the road work was complete and the traffic was moving. We drove straight through to the camping ground and Dave dropped off the camper trailer at Greg's cabin, number 16. We then set up camp.

At about 6.15, Greg picked us all up in a Nissan Xtrail, which was a hire vehicle, and we all headed off to the Bowls Club for dinner. It was very popular and a bit more expensive than the Golf Club. We were back at the campground by 8.00. We have a big day tomorrow, heading up to Bramwell Junction and perhaps on to the Overland Telegraph Track ("OTT").

Saturday 10 August

Up and packed. Greg came around at about 8.15 to wish us well and we hoped that we would see him in Seisia. At 8.30 we went to the supermarket to buy some food and drink. We were away from there around 9.15, then went to the Shell service station at Evans Landing for some petrol.

It was about 9.30 before we actually left Weipa. On the way out, we saw the Massey Ferguson Tractor Club on their way into town. Their ultimate destination was the Tip. We had morning tea at the Batavia Downs turnoff at about 10.15. Then we headed off on the road. It was in reasonable condition and, certainly, was in much better condition than I thought it would be. Turned left onto Telegraph Road heading north and our first stop was at Moreton Telegraph Station, which is on the Wenlock River. The original telegraph station had been demolished and a newer homestead now sat in its place. There was not a lot to see and you couldn't get any petrol. We arrived at about 11.30. As they were an agent for the QPWS, we decided to organise a permit for our stay at Elliot/Twin/Indian Head Falls. Unfortunately, we had to change things around a bit because we couldn't get two nights at the Falls when we wanted them, and had to settle for two nights a day later. We therefore decided to camp at Captain Billy Landing, coming off the OTT using the Gunshot Bypass. We had intended to stop there, but on the way back down from the Tip, rather than on the way up. So, with the required permits now in hand, we decided to have lunch on the north bank of the Wenlock River before heading further north.

At about 1.00, we were on our way and heading north for Bramwell Junction, some 40km up the road. Upon arrival we fuelled up and had ice creams. I enquired about the condition of the OTT. They were not very helpful, other than to say they had seen a few people go up the track and not come back, so they figured people were getting through okay! Out front of the roadhouse was a “work of art” – a gum tree with lots of number plates nailed on to it! And on the other side of the road was a large number of huge termite mounds. We didn't actually go into Bramwell Station. We thought we would probably visit on the way back.

We decided to head up the OTT and see for ourselves what the first crossing, Palm Creek, was like. When I had enquired about the condition of the crossing before we left, I had been told that Palm Creek was muddy and vehicles were winching out!



When we arrived at the first crossing, yes, it looked suitably treacherous. But there was also a second crossing to have a look at. It was passable and, while we were there, we saw big 4WDs get through without too much trouble. In the end however, while we thought we could possibly get through, the question was, if we had to come back, could we get back out, and that was potentially doubtful. So we stayed and spectated for half an hour or more and then, about 3.00, after some afternoon tea, we headed back out to Bramwell Junction and beyond, hoping to find a camping spot in the bush somewhere outside the National Park.

We found a good spot on an old bend in the road, which had been cut off when the road had been realigned. We got there about 4.30 and set up camp. Dinner followed. A great meal of sausage hot pot mix and veggies, followed by dessert.

During the day, I had an issue with the circuit breaker under the bonnet tripping out for some unexplained reason, which I will need to resolve in the morning. After that, we planned to use the Gunshot Bypass to get to the OTT.

Sunday 11 August

It was an interesting night's sleep. Slept well until 1.00, when we heard what sounded to me like a cow – very close! Dave thought it could be pigs. We wondered if it was going to attempt to walk through the camp. Jeanette was ready to escape into the car. I just stayed where I was, quietly. Eventually, whatever it was went around the camp and joined up with another one of its same kind. After that, sleep was a bit patchy!

Up at the usual time and had breakfast. No sign of any large bovines. I had problems yesterday with my second battery not charging, as the front circuit breaker (under the bonnet) was tripping out. I thought there might be some sort of short-circuit, but couldn't find one. With Dave's help, I determined that the front circuit breaker seemed to be tripping out because of over-heating. When reset, 13.5 volts was going into the circuit-breaker, but only 13.1 was getting out to the back battery, so the issue did seem to be with the circuit-breaker. After swapping the circuit-breakers, the problem settled down and (checking later) 13.5 volts was once again getting through to the back battery; and there was no more tripping out. However, I may need to look at getting a new circuit-breaker.

We finished packing up and got away just a little later than usual. Then on to the Gunshot Bypass. It had a "road closed" sign on it! No reason given, but closed it was. Not good. As they say, "The best laid plans of mice and men"! While we were there (at the turnoff), we had a look at the Memorial to Kennedy's Camp 84. We then decided we would go straight on to Captain Billy Landing and come back to the Bypass Road the following day, hoping it would be open and we could get to the OTT.

It was an uneventful drive to the turnoff for Captain Billy Landing. We stopped along the track for morning tea. The single lane track was lined by rainforest – very pretty. There were a few corrugations, but they weren't too bad. We also stopped at a couple of viewing points on the way and got some great views (and photos). From one of the viewing points, we could see a large fire burning to the south-east, generating lots of smoke. We hoped it wasn't coming our way!

We got to our destination at about 12.00. There was a nice shelter there and we had lunch in it. At 1.00, we went for a walk up the beach – about an hour up and then an hour back – very pleasant. We saw plenty of crab holes, but very few crabs. And not much else, apart from a couple of sea birds and a fair bit of rubbish that had washed up on shore.

Back at the campground, we put our tents up. Then Keith and I went to the bat caves. Lots of bats! Well worth the visit. That was at about 4.30. I then took Jeanette and Dave back to see them, because the caves are a major part of the attraction of visiting Captain Billy Landing. We all enjoyed the visit.

We had a bit of rain come through early afternoon and it was cloudy all day. It's also a bit cooler here on the coast.

For dinner we had a chicken dish with lots of veggies and other bits and pieces in it, which was very tasty, followed by some Tim Tams, which were a special treat. Off to bed at 9.00. Tomorrow we will hopefully be able to do some of the OTT! **Tony R** [to be continued.....]



***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

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