

May 2018



SUBARU 4WD NEWS

Meetings of
THE SUBARU 4WD CLUB of WESTERN AUSTRALIA INC.
are usually held

At 7.30pm on the second **Wednesday** of each month in the

John McGrath Pavilion, South Perth

Enter off Hensman St, between Sandgate St and Allen St

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

2017/2018 COMMITTEE

PRESIDENT:	Adrian Longwood	0424 723 558 president@subaru4wdclubwa.asn.au
SECRETARY:	Deborah Thyne	0420 791 762 secretary@subaru4wdclubwa.asn.au
TREASURER:	Tony Richards	9386 7705 treasurer@subaru4wdclubwa.asn.au
SOCIAL ORGANISER:	Joy Unno	0429 374 709 social@subaru4wdclubwa.asn.au
TRIPS CO-ORDINATOR:	David Peck	0402 177 886 trips@subaru4wdclubwa.asn.au
EDITOR:	Stephan Millett	0405 221 845 editor@subaru4wdclubwa.asn.au
COMMITTEE MEMBERS:	Katie Maskey	0408 937 924
Travis Maskey	0422 815 737	Joanne Norton 0411 151 024
Alex Tayler	0439 929 373	Jim Wilcox 0419 040 969 comm@subaru4wdclubwa.asn.au
MERCHANDISE:	Adrian Longwood	0424 723 558
WEBMASTER:	Rob Griffiths	0411 249 933
	Jim Wilcox	0419 040 969
4WD ASSOC DELEGATES:	Adrian Longwood	0424 723 558
	Stephan Millett	0405 221 845
MEMBERSHIP CO-ORDINATOR:	Travis Maskey	0422 815 737 membership@subaru4wdclubwa.asn.au
PROPERTY OFFICERS:	Tony Richards & Jim Wilcox	
ENVIRONMENT OFFICER:	Joy Unno	0429 374 709 environment@subaru4wdclubwa.asn.au
SOCIAL MEDIA:	Jason Moore	0423 088 587 socialmedia@subaru4wdclub.asn.au

Club member of the Year 2017-2018: Adrian Longwood

Life members: Fred Offer, Keith Anderson, Jonel Householder, Ray Stewart, Ian Johnson, Peter Andruszkiw, Ron Counce and Jim Wilcox

Tribute to a soldier

Deb Thyne carried a wreath with her on the recent Mundaring-Albany trip and was able to lay it on the Anzac Memorial after the Dawn Service on Anzac Day. The wreath was in memory of her husband Chris's great grandfather Albert Victor Berry who died on Anzac Day 1918. Chris had flown to Villers-Bretonneux in France to commemorate his relative, taking a crochet poppy wreath made by his mother. Our group's attendance at the Anzac Dawn Service was coordinated by Jo Norton. Thank you. **Albert Berry's story and a personal reflection is on pp.22, 23** Right: Deb lays her wreath, watched by Erica Auld, with camera .



For all your 4WD Subaru tyre and wheel needs, see our friendly sales teams at the following locations:

Belmont 9277 5418 www.belmonttyrepower.com.au	Claremont 9286 2299 www.claremonttyrepower.com.au	Osborne Park 9484 3231 www.osborneparktyrepower.com.au
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PIRELLI **BRIDGESTONE** **DUNLOP** **Continental** **GOODYEAR**

FALKEN **BF Goodrich** **MICHELIN** **Cooper TIRES** **MAXXIS** **TOYO TIRES** **YOKOHAMA**

Richard's Tyrepower
Osborne Park Belmont Claremont

Tyrepower

PRESIDENT'S REPORT



The year is racing along quickly and we are getting in to the middle of the year where it's all happening! Long trips, short trips and socials galore! Before I get too far ahead, I'll quickly recap what's just happened. The Finska Tournament went off with a tense battle. Didn't make the day? Read on to find the results and see who's the new champion.

Last meeting we were treated with a presentation by Richard Wilson from Richard's Tyrepower, which gave us good information on tyres and pressures. We're all a little better off for having a better understanding of all the number and letter codes on tyres. Richard's Tyrepower outlets have also taken an advertisement in the magazine. Thank you!

The April meeting came with a motion to award Life Membership to Tony Richards. With his many years of service to the club on and off the committee it's well deserved and well-supported. As per the constitution and with the notice given further in the mag, there will be a vote on the motion at the next meeting.

We're looking for more numbers at the 4WD Association Gathering in Kalgoorlie, at least so we can fill a table of 8 for the quiz night and bring home some prizes! Names must be in by May 5! It's shaping up to be another good weekend away. I'm heading there via Uluru as a little side trip—can't wait!

There's updates and developments on a few trips so I suggest checking the website often to see the latest details.

The committee will be sitting down soon for an extra meeting to discuss changes to the Constitution that all members abide by. Should you have any suggestions please forward them on to any committee member by May 10 so we can look to incorporate them.

For the past two months our editor has had a hidden question in the mag (yes I missed it too!) and last month Jim was the first correct answer (can't get past his careful eyes), he earned a prize for his efforts, maybe this month we'll pay more attention? As the committee prepares more meeting guests and presentations, we welcome any suggestions or industry contacts you have.

A lot of us have done a variety of custom set-ups on our vehicles, and I urge any of you who have to take some pics, do a small write-up and then send them to the editor so others can see and get inspired!

Thanks for reading. See you again soon. **The Pres, Adrian Longwood.**



The Canning Stock Route is closed between Well 23 and Well 26, for the next six weeks or more. This picture by Nina McLaren near Well 25 (on a trip a few years ago) shows what can happen when it rains on the CSR — beautiful, but the track just stops.

TRIP CO-ORDINATOR'S REPORT

It's been a busy month with Bremer Bay and Back Roads to Albany trips and the Finska Cup. There is plenty to do in May as well, with something happening each weekend. We have tried to ensure a variety of trips and socials to appeal to everybody.

I can recommend Ian and Nina's 'Where's Waly' trip as they always put a lot of effort into organising their trips and always take us to some fantastic places. If you haven't tried bush camping before this would be the trip to go on. The granite formations in the Wheatbelt are interesting and the Great Western Woodlands are truly wonderful.

The Fiddles and Nibbles later in May is a good chance to come along and see what other people have done to their cars to make them better for camping and touring. There are always new ideas and different ways of doing the same thing. It's also a great social event with a chance just to sit around and chat. Bring a plate for morning tea and a bit of lunch.

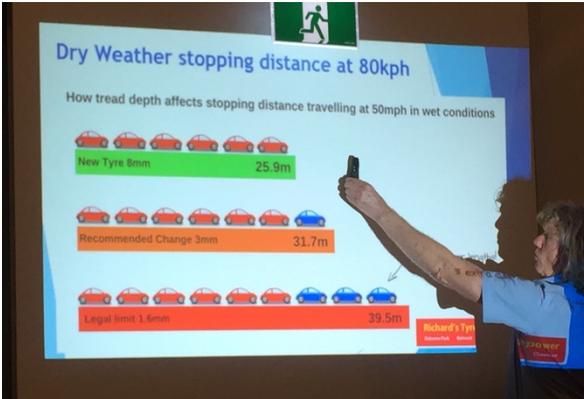
Look closely at the trips being offered and let the leader know if you are interested.

If anyone knows of any good websites or Facebook groups that we could use to find new places to go please let us know as we are always on the lookout for fresh ideas.

Cheers, David

A Trip Leader is never lost, just exploring!

NEWS



Richard talks tyres

Stopping distances, what all the numbers mean on the sidewall, why tyres make road noise—and what can be done to avoid it—and why some tyres shed water better than others. All this and more was the content of a talk to the club meeting on 11 April from Richard Wilson, of Richard’s Tyrepower. And to follow that up, Richard has taken out an advert in the magazine. Thanks Richard for the informative talk and for your support.

Eagle eyes needed.

Somewhere in the magazine the editor has hidden a question. There is a prize for the first person to email the editor with the correct answer. Last month’s prize went to Jim Wilcox, who beat three others.

Read the magazine closely as the answer is within these pages. Finding the question, now that is entirely another matter. It’s like a game



of but you may not find it where Waly points.

Tony Richards nominated as Life Member

Tony Richards has been nominated to become a Life Member. In accordance with the Club constitution, a vote on Tony’s nomination will be held at the May meeting.

Amongst other contributions, Tony has been Club member of the year 3 times, and over many years has held every position in the Club.

New members will know that Tony is among the first to welcome you. Those who have been on trips with him will also know what a valuable contribution he continues to make to every activity the club offers. Come along and vote. If you cannot attend, please send your written proxy vote to the President.

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TRIP PROMOTIONS/INFORMATION



Lake Brown from Eaglestone Rock. Photo: Ian 2018

Where's Waly? May 15- May 20

This trip with a mystery element offers exciting new areas never visited by the club, with some of the best bush camping in the state.

The plan is to take you on a 6-day 5-night trip via Westonia, then north east on three bush tracks (all unfamiliar to the club) heading beyond Baladjie Rock and Lake. The explorations into the Great Western Woodlands start from the north side of the lake. On their recce for the trip, leaders Ian and Nina found some stunning camping areas with great 4wd tracks and scenery. It's likely that some sections could need a bit of 'gardening'. There will be a couple of two-night camps for loafing or more exploration of tracks, some of which are only to be found on Google Earth (i.e.



not on the main maps). All of the offroad sections are new to the club. The last leg of the trip is south through 'Muka' to Eaglestone Rock another newly-discovered granite outcrop, a spectacular place facing Lake Brown. The trip home is via Goomalling Road and Toodyay Bakery! Extra fuel will be required.

The trip is suitable for all Foresters. New members are especially welcome! This is a great opportunity to learn about true bush cooking on an open fire.



Put your best foot forward

Come to Wembley Golf Course on Sunday May 20 to channel your inner Greg Norman and Cristiano Ronaldo in a game of Soccer Golf (or FootGolf) – golf played with a round football and your feet.

Meeting times are now up on the website.

The venue is Wembley Golf Course 200 The Boulevard, Wembley Downs. Join the trip on the Club website or contact Joy on 0429 473 709

Bring soft-soled shoes and be prepared for a laugh.

TRIP PROMOTIONS/INFORMATION

Logue Brook Dam overnighter May 5-6

We will travel to Logue Brook Dam via Dwellingup and Hoffman Mill then camp overnight at the Parks and Wildlife Logue Brook Campground.

From our meeting point, we will head to Dwellingup for morning tea and then head south on either the Murray River Fireline if it is open or, if not, Nanga Road through to Hoffman Mill and Logue Brook.

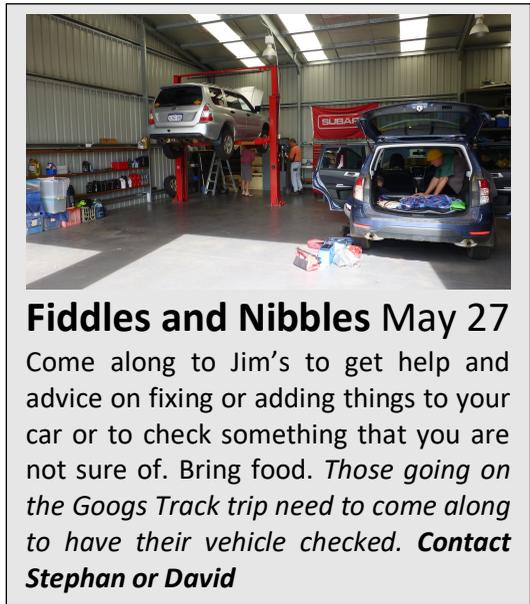
We will be travelling through Lane Poole Reserve. Entry fees apply - \$13 per vehicle (\$7 per vehicle for concession card holders). It will cost nothing if you have a National Parks Pass. It will be a leisurely drive, stopping to look at points of interest. We will be using established forest tracks and, provided the weather is reasonable and there is not a lot of water around, I expect the driving will be easy. The trip is therefore suitable for drivers of all skill levels.

Logue Brook campsite has (non-flush) toilets. There is a camp kitchen with a BBQ plate, picnic table and benches. Bring your own water. The campsite is adjacent to the Lake Brockman Tourist Park which has a café that serves breakfast and lunch. Fees are: \$11 adult, \$3 for a child over 5 and free for under

5s. **You will need to book your own camp site. The number to ring is 9733 5402** and that gets you through to the Logue Brook Tourist Park which takes the bookings. I have booked Site 10 in the Karrak area (ask me for a site map) and they are aware that I am part of a group – Subaru 4WD Club of WA.

There are only 12 tent sites available in Karrak. If you want to bring a camper, you will need to book a site elsewhere in the campground. On Sunday, we will head out to South Western Highway and home.

Contact: Tony Richards on mobile 0414 224 734



Fiddles and Nibbles May 27

Come along to Jim's to get help and advice on fixing or adding things to your car or to check something that you are not sure of. Bring food. *Those going on the Googs Track trip need to come along to have their vehicle checked.* **Contact Stephan or David**

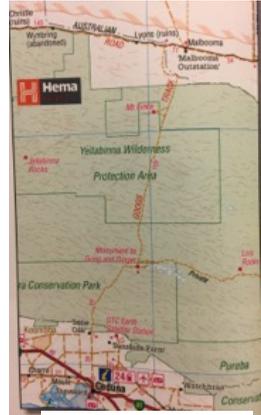
TRIP PROMOTIONS/INFORMATION

Nullarbor, Googs Track, Flinders and Gawler ranges

June 16- July 8

This three-week trip navigates the Nullarbor, gallivants on Googs Track from Ceduna to the Trans Australia rail line before frolicking in the Flinders Ranges and, on the way home, having a gawk at the Gawler Ranges.

We depart from the Lakes Roadhouse east of Perth, heading for Norseman via Hyden and the Hyden-Norseman road. We camp just before Norseman before heading to the Nullarbor where we will camp near Mundrabilla. On the third day we will get to Ceduna where we will stay overnight. The next day we



Googs Track

that run largely east-west. A sand flag is required. We will camp two nights on the Track before heading for Port

Still space for another car

Augusta via Glendambo and the Stuart Highway.

We will overnight two nights in Port Augusta, to re-provision and clean up, then head up to Hawker, the Outback Highway and Copley and from there to Arkaroola in the north Flinders. We will stay in and explore Arkaroola four nights before moving south to the Wilpena Pound area for another three nights.

Sheilas do Seabird

Women members of the club are taking the lead in exploring the beaches and bush tracks around Seabird on **Sunday July 1**. Join in. Men, take a back seat and enjoy the ride.

On leaving the Flinders Ranges we head again to Port Augusta via Hawker, fuel up and head across the Eyre Peninsula, spending two days in the Gawler Ranges before crossing the Eyre Highway at Poochera to head to Streaky Bay for a day on the coast before heading back across the Nullarbor, then to Perth via Norseman and Kalgoorlie. We should be back in Perth on July 7, with a day up our sleeves for the trip back. The above can be changed by group agreement.

Contact: Stephan Millett (text on 0405221845)

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Max Air Compressor



*Subaru 4WD Club Members receive 10% discount on RRP. Does not apply to monthly specials.

SUBARU 4WD CLUB NEWS

CLUB CALENDAR

MAY 2018							
S	M	T	W	T	F	S	Tues 1. Committee meeting Sunday 5 - 6 . Logue Brook overnighter Wed 9. Club meeting Tues 15 - Sat 20. Where's Waly? Sat 19. Wilbinga cleanup Sun 20. Soccer golf Wembley Sun 27. Fiddles and Nibbles
		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			

JUNE 2018							
S	M	T	W	T	F	S	June 2-4. 4WD Assn. Kalgoorlie. [can arrive Thurs 31 May] Tues 5. Committee Wed 13. Club meeting June 16 - July 8. Googs Track, Flinders and Gawler ranges. June 16-17. Camp oven cookout, York.
					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	

JULY 2018							
S	M	T	W	T	F	S	Sun 1. Ladies' Day Tues 3. Committee Wed 11. Club meeting June 16 - July 8. Googs Track, Flinders and Gawler ranges. Sat 14. Christmas in July July 22- August 18. Purnululu (Bungle Bungle) and Gibb River Road.
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					

SUBARU 4WD CLUB OF W.A. INC.

CLUB CALENDAR

AUGUST 2018						
S	M	T	W	T	F	S
			1	2	3	
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	28	29	30	31		

Tues 7. Committee
Wed 8. Club meeting
July 22- August 18. Purnululu (Bungle) and Gibb River Road.
tba Credo Station

SEPTEMBER 2018						
S	M	T	W	T	F	S
						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						

Tues 4. Committee
Wed 12. Club meeting
Sat 22-Mon 24. Stirling Ranges and Bluff Knoll

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TRIP PROMOTIONS/INFORMATION

Bungle Bungle Range and Gibb River Road

22 July – 18 August

Purnululu National Park is one of the world's most spectacular places. This World Heritage site – home of the Bungle Bungle Range – is in the East Kimberley about 300km south of Kununurra.

We will be in the Purnululu NP for about five days and will take five (longish) days to get there (WA is a BIG state!). After the long drive, the focus is on the Kimberley and its many attraction of scenery and adventure. There will be as many 2-4 night camps as will fit, bush camping where possible and caravan parks to freshen up.



Photo courtesy of TripAdvisor

A trip down the Gibb River Road to Derby has been added to the itinerary. From Derby the convoy will follow the coast most of the way home. You will have the option to join, depart or diverge from the trip. This may be attractive on the way back for those who cannot get the whole four weeks' leave. Out of the way places will be highlights. Let us know your available dates. It's a long trip, but *not* rated as an expedition so unmodified Subarus will be ok with a bit of preparation – some compulsory. No restrictions on numbers (yet),

but 9 cars / 14 people have signed or expressed their interest. New members are welcome. There are already several solo cars who will welcome a passenger. As with all long-distance and remote trips, for safety's sake, two drivers per car is preferred. **Please contact Ian Johnson, Nina McLaren or Trip Coordinator David Peck for a detailed overview and itinerary.**

Goldfields Gathering

The annual Gathering of the WA 4WD Association this year is at the well-appointed Goldfields Motorcycle Club, Percy Road, West Kalgoorlie.

Entry is free, but there is a \$50 fee for camping, which covers you from Thursday 31 May to Tuesday 5 June. There is unpowered camping on site for tents, caravans and swags. It is likely to be cold, and no fires are allowed except one large communal fire pit.

Numbers are needed by 5 May.

TRIPS AND SOCIAL REPORTS



Yearning for Yaegarup – Day 2, Sunday 4 March.

It felt rather cool during the night which was confirmed with three degrees showing on my car thermometer after I woke at 6. The others appeared reluctant to get up, with no movement (except Tony who went birding) until after 7 when people began to emerge from their tents and prepare breakfast. After some leisurely preparations we set off about 9.15 reaching the descent to the beach about 30 minutes later. The panoramic view of the coast and ocean is worth a pause before continuing on to the beach. By now it had warmed to a sunny 20 degrees with a south-east wind giving us ideal conditions for a smooth run along the beach to the Warren River mouth. Here we stopped for morning tea and some exploration of the beach and river estuary. The estuary mouth was closed, allowing us to continue on to Callcup Hill.



We arrived at Callcup Hill just as a group of heavies emerged onto the beach. Acting on their information we reduced tyre pressure further to 10 psi before tackling this two stage climb. I was pleased to negotiate both stages easily at the first attempt contrasting with the several tries during my last visit here. Other cars generally also made the ascent with little trouble. However Steve, who was determined to conquer this climb, had several attempts at the second stage before deflating tyres to 8 psi and easily completing the climb. This was a good demonstration of the effect of tyre pressures. **Cont. p. 16**



From p.15 We headed towards Pemberton for lunch through tall Karri forest and vineyards. After lunch we set off to visit Jasper Lake about 35 km to the west. Unfortunately, on arrival at the turnoff from Vasse Highway, a notice stated that bridge and road access to Jasper Lake was closed and advised of a much longer diversion to the north. Tony decided against going that way and instead we backtracked to Beedelup Falls only a few kilometres away. There is a pleasant walk along a new-looking walkway which circles the falls and includes a wobbly suspension bridge limited to five people at a time. The falls were more like a gentle cascade down sloping rock which would look better with high water levels. Numerous march flies attacked us so we did not linger in the open for long.

After some discussion most of the group decided to return to base while I agreed to search for Jasper Lake with Steve and Emily.

The advised alternative route involved a longish drive north along sealed roads followed by very well-graded gravel roads past farms and vineyards. The road then gave way to a steadily deteriorating track through sandy bushland until my highway-based GPS signalled we were at destination with no water to be seen. Steve had a Hema map which indicated we were indeed near a lake so we pressed on. The track was heading in the right direction but after a final fork suddenly became impassible with a fallen tree and deep ruts blocking progress. We were close but did not sight water. Without hesitation we retraced our route to return to camp. Climbing up onto Yaegerup dunes once more was a breeze after the experience of Callcup Hill. We arrived at Yaegarup Hut as the rest of the group were cooking or eating dinner. After everyone had eaten we had the usual camp conversation without a campfire as it was still closed fire season. The evening was pleasantly cool and did not get down to the temperature of the previous night showing 9 degrees on the car thermometer next morning. **Daniel Bedo**

Beautiful Bremer Day 1 (Good Friday 30 March)

The meeting point was at Getaway Outdoors Kelmscott, 7.30 for an 8am departure. There were 12 cars with 21 adults and 2 children attending. However, we were collecting Travis and Katie at Jerramungup (as they were staying there with Travis' sister Vanessa) and Ian and Nina had gone down to Bremer Bay early and would meet us at Tozer's Bush Camp. So the convoy was 10 cars only.

As we all arrived in good time, we departed early at 7.45, in good spirits. The forecast for the day was cloudy weather clearing, with a top of 29 degrees.

We arrived in Brookton around 9am for a quick leg stretch and convenience stop and some of the group also felt the need for a coffee. From Brookton we pushed on to the Giant Ram Park at Wagin for morning tea, arriving at about 10.40. By then, the sun was shining and the sky almost clear. Half an hour later we were on our way again.



Our next stop was at Gnowangerup for lunch (arriving around 12.45) in a nice park on the main street, with a playground for Nathan and Rowan and a shelter with picnic tables and chairs. Lunch was enjoyed by all. Some also took the opportunity to fuel up. Thankfully, I did not need to buy fuel as my new



Forester's fuel economy is fantastic (compared to my old 07 Forester XT) and it would get me to Bremer Bay with fuel to spare!

We got to Jerramungup just after 2pm and picked up Travis and Katie. We were away not long after and arrived at Tozers around 3.10. As the camp's 44

bays were all booked/taken, but not allocated, Ian and Nina had very kindly "claimed" bays for all of us. Thanks, Ian and Nina. It made the process of setting up camp that much more simple. **Cont. p. 18**

New Champion

The Finska Champion for 2018 is Wayne Ratcliffe. Tom Minto was runner-up and Adrian Longwood was third—and winner of the Bung Chuck for the most unlucky (worst) throw. The weather for this year's event at Tranby Park on the Maylands Peninsula was mild and sunny. There was good spirit, a picnic lunch, and enough competition to see off last year's champion, Stephan Millett, whose early exit with three misses in a row brought him the Wooden Spoon.

Beautiful Bremer

From p. 17 After pitching my tent, I grabbed my camera and walked one of the established trails on camp grounds looking at what birdlife was around. The trail was a nice walk and I was pleasantly surprised to find quite a bit of birdlife around. Unfortunately, the birds were all a bit shy and it was therefore not really possible to get close to them and, on top of that, the grey overcast weather was not helping at all. It is not easy to get good photos in these conditions. You really do need sunshine to bring out the colours in the birds.

Day 1 was successfully completed. We all arrived at camp in one piece and with plenty of time to set up. My thanks to Jo for leading the trip.

*PS: Fuel economy and distance – my Scanguage read 552kms from home to Tozers at 7.9 litres per 100 kms (LPH). However, while the car odometer agreed with this distance, the car computer readout said economy was 7.2 LPH. Refuelling in Bremer Bay the next day the actual calculated LPH was 7.61. From the fuel stats I keep, it is clear that (over 500-600kms) you need to add about 0.4 LPH to the car computer readout to get a reasonably accurate figure. **Tony Richards.***



Quiz question: Which club member/relatives are commemorated in the Anzac tributes in this magazine?



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Beautiful Bremer Day 2 (Saturday 31 March)

Easter Saturday started late with most of us going to the Easter Markets at the sports centre. There was a big crowd, long lines of traffic and long waits for food and beverages. A selection of local wares including clothing, artwork, treats and other goodies was available, along with performances by local artists, dance groups and even a mime!

From the markets, some of the group headed off to go fishing, but made it to



the Wellstead Heritage Museum – at the original homestead dating from 1885.

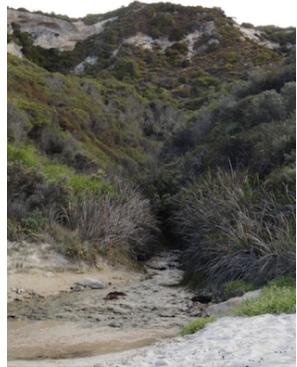
The museum houses a number of large artefacts in several exhibits from the homestead, surrounding areas and the Southwest region. Many (including us) took the time to sample the on-site café for a spot of coffee and cake before parting ways for the afternoon.

With a tired toddler and intent to take advantage of the now sunny day; we scoured the Internet for suitable beach destinations in the Bremer region and came up with Stream Beach, a destination described as “like a private beach surrounded by mountains and it has a fresh water stream perfect for smaller kids to play in!” Despite Google telling us it was only a 25km distance from the Museum, it had a reported trip time of 45mins via Dillon Bay Road – perfect length for a toddler to nap, but perhaps reason enough to question the route at the time.

Dillon Bay Road started off quite innocuously, but at the beach turn off it quickly developed into a sandy track. The sandy track opened up into a mixture of gravel, limestone and sandy tracks. The track was fairly well travelled but had many sections of disrepair; luckily there was a series of chicken tracks that could be used to bypass most of it. At the top of the steep 500m long descent towards Stream Beach there was a toilet seat hanging on a tree that read “Don’t go down if you can’t get back up”. To some this may **Cont. p. 21**

From p. 20 have been enough warning to find another destination, but someone had cheekily scribbled underneath “Did it in a Rubicon no problems”. Well, that settled the matter – if a Jeep Rubicon could do it, we could do it too.

At the bottom of the descent was 450m of pristine beach with fresh water flowing through from Mt Remarkable on one side of the beach. There were several other groups down there already, mainly a mixture of GU Patrols and 70/80 series Land Cruisers. We were by far the smallest vehicle on the beach and were met with some raised eyebrows by those already there.



Fresh water stream from Mt Remarkable

After a stop for lunch we had a play in the cool waters of the stream. The beach fully met its description and was perfect for our boy to splash around in.

Around 3pm we decided to pack up and make our way back to Tozers, allowing ourselves ample time to overcome any obstacles in the return trip—we thought. We were glad to have left time as it did prove slightly more challenging than expected.

Part way up the steep ascent we were presented with a choice of two rutted tracks to choose from. Whilst traction was fairly good in the soft, powdery sand, the size and frequency of the holes and ruts meant that we couldn’t pass one section without locked diffs, as the car directed all power to the wheel that was not properly in one of the deep ruts. After an attempt or two we decided to air down the tyres a bit more to 10psi, mistakenly thinking it was a traction issue rather than time to get out the shovel or recovery tracks.

After another failed attempt we managed to knock the bumper whilst reversing back down, so I jumped out, grabbed the shovel and TREDs and began to fix some of the ruts in order for us to get up. After a bit of digging and strategic recovery track placements we were ready to go, which was then complicated by noticing that one of the tyres had slipped off the rim. After completely emptying the boot (our spare is at the bottom) I changed the tyre on a sandy hill using the techniques learnt during our time in the club. Two patrols did head past and offered a snatch, but as I explained I wasn’t stuck

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ANZACs remembered

Deb Thyne and Stephan Millett each had special reasons for reflection at the Albany centenary Anzac Day service: Deb's husband Chris' great grandfather Albert Berry and Stephan's father George Henry and grandfather George Herbert Millett.

Albert Berry: Vignacourt, Ypres and Villers-Bretonneux



*Albert Victor Berry
51st Battalion 4th
Reinforcement/
13th Brigade, 4th
Division*

Albert Victor Berry died on 25 April 2018. He was born in Bunbury in 1880 and when he enlisted in the army he was a timber worker in Jarrahdale. Before this he was a farm labourer at Donnybrook with his wife Minna Katherine Berry.

Initially earmarked for the 19th reinforcement draft for the 11th Battalion, Victor was transferred in Australia to the 4th draft for the 51st Battalion. In preparation for France Victor was at Rolleston Camp in the UK before embarking on the HMT Princess Victoria in Folkstone headed for Étapes. He and 54 others joined the 51st Battalion on 23 December 1916 at Vignacourt, north east of Amiens.

On the night of 13 July 1917 his battalion replaced the 14th in the front lines south of Ypres. At 1am the enemy sent a 30-man patrol against one of the outposts. This was beaten off twice, but the engagement is when Victor likely sustained shrapnel wounds to the head, right foot, and elbow. He was evacuated to England where he was in hospital until 6 Aug 1917. He convalesced until rejoining the 51st Battalion on 3 December 1917 at Dargnies, inland from Le Tréport.

In March, along with the majority of the Australian Brigades, the 13th to which they belonged, was ordered south to stem the advance of the Germans along the Somme Valley. On 25 April 1918 the 51st Battalion was surrounded on three sides by the Germans, but declined an invitation to surrender. Although the battalion war diary places the unit in Switch Trench for most of the day preparing for a counter attack on the Germans in and around Villers-Bretonneux, Victor's individual record reports place of death was not known, so he may have been killed while on outpost lookout or patrol. *Chris Thyne walked kilometres across this area to locate the area where Victor was killed and believes he has found it—it's now a field of green grass rippling in the wind.*

ANZACs remembered



*George Millett:
he was only 18
when he went to
war*

Remembering Billy and George

The Dawn service at Albany was my first. We did not celebrate Anzac Day in my family, I think because it was too painful for Dad, but this one—the last of the Centenary remembrances—was poignant for me. As I stood in the drizzle on Mount Clarence, I reflected on my Dad and his dad. My Dad, George Henry Millett, was on his way to Northam Army barracks in 1940 when he heard that his father, George Herbert—known as Billy—had died of complications from injuries he received in WWI: his right shoulder blade was shot away and this eventually killed him. George Herbert enlisted from Bunbury, having ridden his bike from Busselton to do so. He served as Corporal in the 28th Infantry Battalion for three years. He was injured and repatriated to England. My Dad was a Pilot Officer in the RAAF, flying with 454 Squadron at the time he was de-mobbed. He flew mainly Beaufort bombers over Europe and the Middle East and suffered for years with recurring nightmares of the bombs wiping out villages, towns and cities. Of course, he did not speak much of those events—my Mum told us about the 40 years of nightmares only after he died. He died 25 years ago. It seems like yesterday. **Stephan Millett**

Bremer Bay Day 2. From p. 21 ... so much as couldn't get past this one point. At least they compacted all of my freshly turned dirt to further improve the path. Once the new wheel had been fitted, the boot was repacked; it was time to give the hill another crack. With the improvements to the path, plus the recovery tracks, this time it was a breeze. At the top of the track, while airing up, we managed to mis-seat one of the tyre valves. Whilst we managed to reseat it and fix the leak, our confidence in the tyre was weakened so we called ahead to give an update on our status. We were able to get in contact with Travis and Katie, who met us on the gravel section of Dillon Bay Road to ensure we got back to camp ok. Back at camp we made a few repairs to the front bumper (cable ties of course). Despite being grilled by others for going out on our own, we were satisfied that we had never been far from others (or mobile reception) and that we had overcome the obstacles using the skills learnt whilst being Club members. **Jason Moore**

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