

March 2020



## ***SUBARU 4WD NEWS***

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

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**SUBARU 4WD CLUB of WESTERN AUSTRALIA INC.**

**P.O. BOX 434, SOUTH PERTH, W. A. 6951**

### **NEXT MEETING**

**Mopoke Room, South Perth City Council Library**

**Corner South Tce and Sandgate Street**

**Tuesday 10 March, 7.30pm**

## SUBARU 4WD CLUB NEWSLETTER

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### SUBARU 4WD CLUB OF WA Inc. 2019/2020 COMMITTEE

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#### COMMITTEE MEMBERS:

David Peck **0402 177 886**, Jim Wilcox **0419 040 969**, Ross Mead **0417 920 848**, Mark Smithers **0415 954 898**, Karen Eldridge **0412 133 629**

**Contact 'all committee' on** comm@subaru4wdclubwa.asn.au

<b>MERCHANDISE:</b>	David Peck	<b>0402 177 886</b>
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	Jim Wilcox	<b>0419 040 969</b>
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***Club member of the Year 2018-2019:*** Stephan Millett

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

## Hybrids arrive and a decision on National Assoc.



**HYBRID INFO NIGHT WED 18 MARCH 6.30-8PM**  
*Get along to either Wangara Subaru or Osborne Park Subaru and check out the newest Subarus. There's food and drink!*

There's a buzz of excitement going around due to the release of the first Hybrid Subarus in Australia! The

hybrid Foresters and XVs have now landed and are available for test drives. So, get along to one of the dealership info nights put on by club sponsors **Wangara Subaru** and **Osborne Park Subaru**.

The **club meeting** is back to our new regular venue, the **Mopoke Room at South Perth Library** and at the usual time of 7.30pm. This month we will be running through the features of our great club website and how you can log in and get around. It is a mobile-friendly website, so you can login on a phone, iPad or similar devices. Bring them along to follow along.

Thanks go to **Glen from Ranger Outdoors Bentley** who hosted us last month. We were treated to really great discounts on the night. Couldn't make the meeting? Pop in to see Glen at any time and he'll look after you: tell him you are club member, or wear your club shirt. Looking further ahead we are having a **Dieback info night** at the April meeting.

Other news around the grounds is the **National 4WD Association** is facing numerous issues and is in a fragile state. The committee can pass on to you what information it has. Following a special WA 4WD Association meeting of club representatives to discuss the National council situation there's a **high chance WA will formally withdraw**. There will be a motion put to clubs soon and we need to discuss the matter at the upcoming meeting.

There's plenty of action on trips and socials ahead. Please get your name down, get involved and get out there amongst all the fun.

That's all the updates we have for now. Look forward to seeing you soon.

Safe Subaruing! **The Pres. – Adrian Longwood**

## Tell us what trips you want

**Hi All.** The trips for the **4WD Gathering near Bunbury** are finally in. There is a list on the website, and you need to be quick to put your name in for them. If you let one of the committee members know, we can put your name on the list. Like I said be quick, as they fill fast.

The trips that we are running this year are looking good. That being said if people don't go on them, they get cancelled. If that happens we'd like to know why that happens. If there are reasons as to why you can't go on trips, please let me know, so we can improve what we do. Also, as always, we are looking for new places and, importantly, **new trip leaders**. If you have an idea for a trip or would like to lead or help lead a trip, let me know.

Speaking of leading, we are looking to run a **trip-planning workshop**. It will cover everything that trip leaders do. We are looking to run them following our meetings. They won't last long, about half an hour or so. The other option is to run it over a weekend: we head somewhere and run it over a day or weekend. Let me know if you are interested in participating.

See you all out there. **Travis Maskey, Trips Coordinator**

## COMING TRIPS

**28 March. Finska Cup**, If you haven't played Finska yet, now is your chance. It is a fun game and a great picnic day.

**10 – 13 April, Murchison House Station, Easter.** Murchison House, outside Kalbarri. We will have a camp area to ourselves and access to some great coastal scenery.

**3 May, SupaGolf**

**9 – 17 May, Wheatbelt Wander.** This trip will visit museums and local attractions. A great, relaxing run through nearby country.

**16 May, Wilbinga cleanup**

**29 May – 1 June 4WD Association Gathering** near Bunbury. Lots of people, lots of great trips led by locals who know the good tracks, and a chance to defend the Club's honour at the Quiz night.

**7 – 13 June. Hyden Hideouts.** With trip leader Ian Johnson. For those new to camping in the bush, a trip with Ian is a great way to learn good habits.

**14 June, Fiddles and Nibbles**

**18 July – 31 July, Kimberley Caper.** Trip leader David Peck. Trip is nearly full.

**31 July-23 August. Kennedy Ranges, Mount Augustus**



**Night sky at Mungerannie.** Wayne Ratcliffe captured this image at the Mungerannie Pub, on the Birdsville Track. See the second half of the magazine for more on crossing the Simpson Desert and starting the trip home on the Birdsville Track.

## Product report – ExplorOz Traveller app

I have been using ExplorOz on my computer for a number of years and the EoTopo maps in OziExplorer and have been very happy with them. When I got a new phone I purchased the ExplorOz Traveller app which is available for both android and iPhone/iPad – though your device will need a GPS to operate the full navigational features

It is a mapping and navigation app that can be used offline to provide moving map (shows where you are on the map) and turn-by-turn navigation (**GoTo** where you want to go). I used it to direct me to Grey, which was not recognised by Google maps, and found the map easy to read.

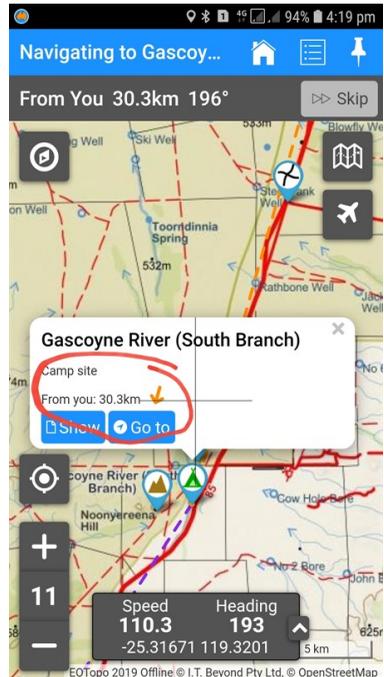
It has a database of 90,000 Places and Points of Interest (POI) so you can see what interesting things are nearby as you drive along. Selecting a POI on the screen allows you to **Show** the information about it which is great. it will also create and save 'snail trail' on the screen of where you have been.

There are two ways to use the app. Firstly, select any existing "Place" (POI/waypoint) marker on the map and click **GoTo**. The app will calculate a route to get you from where you are to this location.

Secondly, use Treks which contain a series of POI/Places that have been prepared in advanced and saved for future use. You can also use the **GoTo** to start active navigation.

The app includes 187 readymade ExplorOz Treks, but you can also create your own Treks. A Base offline map is included in the purchase \$59.99 price of the app but it doesn't have much detail. A full EoTopo map licence \$49.99 is required to enable you to download the five, more detailed map packs for offline navigation. Get the details at <https://www.exploroz.com/traveller>.

I think this is a good alternative to something like a Hema Navigator. **David Peck.**



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- ✉ [new@subaruwangara.com.au](mailto:new@subaruwangara.com.au)



To receive offers members must mention they are Westcycle members at time of bookings or prior to negotiations. Offer excludes Impreza.

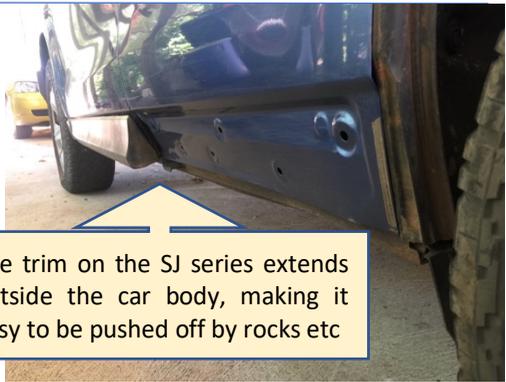
## Repairing doors on the SJ model with checkerplate

I am pretty happy with my SJ diesel, but not with the lower door trim. A bump from a rock or sand ridge can easily rip the trim off because on this model it juts out from the door and creates a fulcrum for rocks and other things to lever it off.

The first time I lost some trim in this way was in early 2015 at Bertha Creek near the Dr Hicks Range, east of Laverton. OK, it was a BIG bump! Back at home I stuck it on again with some silicone, ingenuity, handmade connectors and a lot of swearing.

Another piece came off in the deep water traverse of Kalgan Creek outside Newman in August 2017. That one is still in the creek somewhere. Two more came off crossing a dry creek bed east of Marble Bar on the same trip.

Insurance would only replace like with like, but a panel beater liked my idea of replacing with checkerplate and suggested I do it myself. I bought 1.2mm aluminium checkerplate, made a template and cut my first piece of aluminium moulding. This failed to stick. After trial and error, I hit on a design and a method of fitting. Each piece had edges folded so the door effectively sits in an aluminium pocket. After applying masking tape to the door (really important!) the finished moulding was then glued to the door using SikaFlex and clamped in place with as many clamps as I could fit. It took time and frustration, but the result protects the lower part of the door and have not budged since being installed – despite continuing adventures. **Stephan Millett**



**do** more of the  
**fun stuff**



## SUBARU 4WD CLUB MEMBER'S OFFER

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This ad must be mentioned at the time of service booking to receive the 10% discount. Offer valid until 30 June 2018. May not be used in conjunction with any other discount or offer.

## Re-pairing fixed Subaru keys

This method works on 2004 – 2012 Foresters and should be like this for all Subarus of a similar age without push button start. Later models (2013+) use a keyless transmitter which requires special programming.

Subaru keys of the type pictured have a common little problem that can cause them to stop working suddenly. The issue is that the terminals on the battery holder break away from the PCB and need to be re-soldered. This is easy enough. But if the broken keys have sat for a long time they can lose their pairing with the vehicle and need to be re-paired. Luckily, you can re-pair them with the car without any special tools.

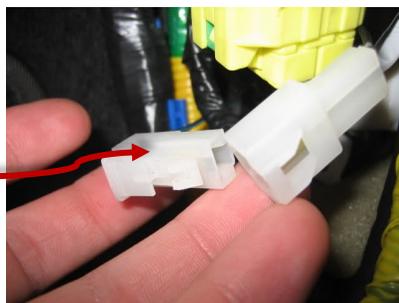
Here's how:

1. Remove the key from the ignition
2. Remove the driver's side trim cover (the triangle shaped piece by the driver's right foot) and CONNECT the registration connector (it's a white single pole connector, it might be pushed behind some other wires)
3. Push the UNLOCK button on the driver's side door. The interior light will start flashing and there will be a strange buzzer noise. This means you are in registration mode
4. Whilst holding down the UNLOCK button on the driver's side door, press the LOCK button ON THE TRANSMITTER to be programmed TWICE
5. If registration is completed successfully, the car doors will lock, then unlock. If nothing happens repeat step 4.
6. For all additional keys, repeat step 4
7. Once complete, disconnect the registration connector and put the trim cover back in place. The lights should stop flashing, and everything will be back to normal.



**Note 1:** A maximum of 4 keyless transmitters can be registered to each vehicle

**Note 2:** You need to program all of your keys in the same session for them to all work



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- tips, tricks and tire pressure adjustment
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Subaru 4WD Club Members receive \$20 discount on all courses. enter "SUB4WDWA" when booking



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- \$8.50 - Shackles 3.25T
- \$13.00 - Shackles 4.75T
- \$29.95 - Digital Tire Gauge
- \$32.00 - Dial Gauge & Deflator
- \$38.95 - Tire Repair Kit
- \$60.00 - Hitch Receiver w/shackle
- \$70.00 - SUV Snatch Strap (6T)
- \$88.00 - Digga 3pc H/D Shovel
- \$239.00 - Shade Awning - 2x2.5m
- \$126.50 - 3pc 2/3m Sand Flag
- \$250.00 - Black Max Compressor
- \$350.00 - Max Air III Compressor

#### SUV/Small 4WD Snatch Kits

Basic Kit: \$96 \$85

1x 6Ton Snatch Strap. 2x 4.75T Shackles

Regular Kit: \$249 \$199

1x 6Ton Snatch Strap. 2x Dampener Blankets.  
2x 4.75T Shackles. 2x 3.25T Shackles. 1x Bridle

Complete Kit \$292 \$230

1x 6Ton Snatch Strap. 2x Dampener Blanket.  
2x 4.75T Shackles. 2x 3.25T Shackles. 1x Bridle. 1x Hitch Receiver

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

SUBARU 4WD CLUB NEWSLETTER

**CLUB CALENDAR**

MARCH 2020						
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	31				

**Tues 3.** Committee meeting  
**Tues 10.** General meeting  
**Sat Feb 29- Mon 2 March.**  
 Nambung station stay  
**Fri 28 Feb -Mon 2 March.**  
 Chingarrup  
**Sun 28.** Finska Cup

APRIL 2019						
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 7.** Committee meeting  
**Easter Fri 10-Mon 13.**  
 Murchison House Station  
**Tues 14.** General meeting

MAY 2020						
S	M	T	W	T	F	S
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	30

**Sun 3.** SupaGolf  
**Tues 5.** Committee  
**Tues 12.** General meeting  
**Sat 9 – Sun 17.** Wheatbelt Wander.  
**Sat 16.** Wilbinga cleanup  
**Fri 29 – Jun 1.** 4WD Association Gathering, Bunbury

**CLUB CALENDAR**

JUNE 2020						
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				

**Fri 29 – Jun 1.** 4WD Association Gathering, Bunbury  
**Tues 2.** Committee  
**Tues 9.** General meeting  
**Sun 7 – Sat 13.** Hyden Hide-outs  
**Sun 14.** Fiddles and Nibbles  
**Sat 27 – Sun 28.** Camp oven cookout

**Some camping tips**

- Heat your (empty) camp oven on the fire and use it as a food warmer while cooking the second course.
- Square frypans are worth their weight in gold.
- Bread etc. keeps much better in insulated Coles/Woolies bags.



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# Crossing the Simpson Desert



## Lambert's Geographical Centre of Australia to Dalhousie Springs 28 July 2019

We set off from Lambert's Geographical Centre of Australia aiming to reach Purni Bore on the French Line Track, our first camp in the Simpson Desert. From the Lambert's campsite we made our way back out on the sandy track and turned left onto the Finke/Kulgera Road heading back into Finke. Being a Sunday everything was quiet and closed when we arrived.

From there we began our trip towards the start of the Simpson Desert. The road continued to be quite corrugated and rough all the way out to Mt Dare. This was the final refuelling opportunity to



get the convoy across the Simpson Desert – nothing now between us and Birdsville! The Mt Dare Hotel and fuel pumps were busy and there were some hold-ups with getting served. There were the inevitable conversations with other travellers in regards to road conditions and what lay ahead. We had heard there was a very bad grid crossing somewhere along the track around Dalhousie Springs and that someone had done significant damage to their vehicle taking it at speed. During the day we did pass two trucks carrying recovered vehicles heading out of the Simpson: a salient warning of what lay ahead for us! Once clear of the Mt Dare Hotel we pulled into a shaded creek bed for lunch where we had to compete with swarms of flies. **Cont. p.15**

**From p. 14.** All was going well until one ‘drowned’ in the last of the mayonnaise in my bowl! Shortly after our lunch break we made another border crossing from the Northern Territory into South Australia and the Witjira National Park which covers the first part of the Simpson Desert before it becomes the Simpson Desert Regional Reserve.

It was becoming clearer that the convoy would be hard pressed to make Purni Bore as planned by the end of the day so it was decided that an overnight camp at Dalhousie Springs would be preferable.



Before reaching Dalhousie Springs we explored the ruins of the Dalhousie Homestead. From the stone ruins it seemed that the station would have been

**All was going well until a fly ‘drowned’ in the last of the mayonnaise in my bowl!**

quite a substantial set up in its day. What was also clear was that the owners would have had to endure harsh

conditions in a very remote area with extreme heat and, apart from the water source, it was very dry. I have the utmost admiration for the settlers who lived in and tolerated these conditions.

It was exciting to arrive at Dalhousie Springs and don the bathers for a swim in the warm artesian waters. Pool noodles and other fun flotation items were available at the top of the stairs before entering the springs. The water was unbelievably warm and



so lovely to relax in the water. It was so warm that after about 20 minutes it started to get a bit hot so I got out. **Cont. p.16**

**From p. 15.** The flies were bad on arrival and the campground hosts advised that at sundown they would be replaced with mosquitoes! We were not disappointed and I had already been subjected to their attention and had a number of bites. At sundown, despite wearing a fleecy shirt, I continued to be bitten and David and Jason came to my rescue by putting me under their mosquito net 'dome' so I could eat my dinner! The electric bat bug zapper from our quiz winnings in Karratha also came in very handy!



*Deb took the veil in a very big way. The bug zapper made a fitting fashion accessory.*

However, worse was to come on a pre-dawn trip to the toilets the next day trying to beat them before sunrise. I had never experienced anything like it and still bear my 'war wounds'! **Deb Thyne and Keith Wilcox**

## **French Line conditions sends the convoy south**

29 July 2019. Sandflaps were installed on all vehicles ready for our entry into the dunes of the Simpson Desert. We had an 8am departure from Dalhousie Springs with the aim to have morning tea at Purni Bore – that we achieved. The road out to Purni Bore was corrugated but relatively easy driving. The grid we had been warned about was quite bad but taking it slow and with the right line worked well. There was plenty of bird life at Purni Bore and a lovely mosquito-free long drop toilet! From here we entered the dunes of the Simpson Desert. It had been reported the French Line track was fairly cut up and this soon proved to be true. It was hard work for drivers and vehicles. We stopped for lunch at the Rig Road junction and a group discussion was held regarding the track condition, alternative routes, **Cont. p.17**

**From p.16.** distances and available fuel. On information received the WAA Line was meant to be in better condition so a decision was made to travel south along the swale (which would be quicker) and then take a left turn to head east again on



*Stephan does some plastic surgery on Jo's car*

the WAA line. The going was still very challenging but we told ourselves it was a little 'easier'!

During lunch Jo's Oscar underwent some modifications to his rear bumper to reduce the amount of sand it dragged along with it. The remedy was drastic but effective, with modifications that involved Stephan taking to the bumper with a sharp pruning saw and cutting a giant slice off the bottom. After listening



*Steve from Adelaide joined the convoy*

in on the conversation one of our party thought Stephan was a genuine 'plastic surgeon' not just a bumper butcher!

On our travels this day we came across a motorcyclist undertaking the crossing on his own. Daniel was later able to help him out with some fuel to keep him going. As you will read, the next day he (Steve) joined us for the remainder of our crossing to Birdsville – and he was great company for the Subaru convoy.

**Cont. p. 18**

**From p. 18.** Steve is an Emergency Department Registered Nurse from Adelaide, who had been out in the Simpson before, but with friends, and he admitted that being out there travelling and camping on his own was something he had not considered the impact of. I did not realise until we were in Birdsville that Steve had sustained nasty bruising to one of his arms when he came off his bike the day before we met up with him.

After enough lumpy dunes for the day we pulled into a swale about 4pm to make camp. It was our turn to cook but I was happy that our meal of massaman curry had been pre-cooked back in Alice Springs and it was a matter of heating it up for a quick dinner. This also allowed time to clean out the bottom of the crate with our dry food in as the corrugations and rough travelling resulted in a cool drink can perforating and the spillage needed to be cleaned up! However, this was just the beginning of a few spillages and food 'decompositions' in the rough conditions! Consider if you will, how fine a packet of potato chips can become in such conditions, especially when they end up under the drawers. I did discover though that no matter how pulverised a Crunchie becomes it still tastes great. **Deb Thyne and Keith Wilcox**

### **... and a biker joins the convoy** Tuesday, 30 July 2019

It was very mild overnight at 13 degrees and overcast when we got up. We left at our normal time of 8am and continued on the WAA line.

An oncoming vehicle told us about motorbike rider up ahead who was concerned about his fuel situation. A little later on we met Steve. We invited him to tag along, which he did as we proceeded east on the WAA line. He preferred to go in front.

Jason did a professional job of advising our position and direction as we went along. It was stressful worrying about oncoming vehicles that may just be over the crest of the dune and if Steve was clear of the dune.

After we turned onto the Knolls track going north we were driving between the swales, and the track got rocky the further north we got. We stopped at the Knolls for a photo and we walked to the top. We turned east onto the French Line and found a camp 6 km from Knolls turn off. **Cont. p.19**

**From p. 18** Steve stayed with us and we had a couple of drops of rain as we were setting up camp. Stephan and Keith did 'French Line' chicken curry and Deb followed on with her Golden Syrup dumplings. The day had been overcast which made for a more pleasant day's driving and it was about 28 degrees. We did 115km. **David & Jason Peck**

## The Mudcrab saga

Wednesday 31 July

This morning was cool (10C overnight) and there were many more soft dunes after we left our camp. Some dunes needed more than one attempt to get over for some in the convoy, and some of the dunes needed multiple attempts, gardening, MaxTracks and even lower tyre pressures.

Our rescued motorcyclist also had some troubles and had to be pushed

over a couple of dunes. We came across a bogged Nissan towing a trailer on one dune. Luckily he had backed up and we had enough room to pass, so we carried on. I was following Stephan and Keith and noticed that Stephan's vehicle was crabbing to the left going up the dunes and upon inspection it was found that the left lower control arm was bent. As there was nothing that could be done in the desert and all was safe enough, Stephan continued to drive towards Birdsville – but that was the start of Stephan's transition to the Simpson Mudcrab – and the poem he read out at the annual dinner. **Cont. p.20**



*Stephan's car was crabbing up the slopes*



*Stephan is extricated from the bog and acknowledges expressions of support from the others*

**From p.19** Then it was on to Poeppe Corner – where the borders of Queensland, South Australia and the Northern Territory meet. It's a popular spot, with many names in the visitors book. The NSW Subaru club had been there earlier in the year and, as the shelter was covered in many stickers of clubs and other users, we left our club sticker too – on the underside of the roof of the information shelter.

Of course Gnomey had to have his photo taken standing on the corner post. From here it was a fast (60km/h) smooth run up a salt lake and then across it onto the QAA line and what was to be my last bush camp. We did 120kms today and that evening Dave was given the wooden spoon and I demonstrated how to boil water in a plastic bottle. **Ron Penfold**

## Up the creek

Thursday 1 August

QAA camp was chilly this morning – a refreshing 3 degrees. I carried Steve the motorcyclist's gear today to take some weight off him and make it easier for him on the dunes. When we reached Eyre Creek it was clear that a submarine was needed to cross, but I had heard of another easier crossing south of the main Eyre Creek crossing. We investigated and found a lovely shallow stretch of the creek with a firm stony bottom and we thought we would be in Birdsville for lunch. But another kilometre east we came to the end of our luck as we were confronted with a second arm of the creek with a crossing point that was simply impassable. **Cont. p.21**



*Gnomey at Poeppe Corner*

**From p.21.** There was nothing for it but to take the 35km detour along the west bank of the creek to the only point where crossing was



possible – and then travel another 35km down the east side to get back on to the track. On the way north Stephan followed the track into an area with heavy ruts and then called out on the radio that he was geographically embarrassed. What he should have said was that he was bogged in mud.

With a car that crabbed and with boggy mud up to the wheel arches, the stories told that night were what gave rise to the Simpson Mudcrab and Stephan's verse.

After making the detour along the creek and finding the track again, we headed east and finally came in sight of the last dune of the Simpson – Big Red. We all made it up the western slope of Big Red – some of us trying a number of different routes to see whether we could make it up more and more difficult approaches. And then, after some photos, inflated our tyres and we headed

*(Above) The convoy sizes up the last dune on the Simpson (Below) Jason and David atop Big Red.*



into Birdsville. Most of us camped in the caravan park and a shower was most welcome after four days without one. Dinner that night was at the pub, no cooking or washing up, and Steve shouted us all a beer or two. **Ron Penfold**

## **Epilogue 2 August**

The next day, after a sad farewell, I left the group in Birdsville and headed home to Brisbane. I had travelled 4,000 km to Birdsville from Karratha by then and another 1,500km to Brisbane and had done a total of 13,000kms in 6 weeks. I had no problems with the Hilux and camper I drove, except for having to replace two unsuitable tyres on the rear in Halls Creek. **Ron Penfold**

## Birdsville to Mungerannie

3 August 2019

We had all done different things during our time in Birdsville, Deb and Jo found the fresh food van, Stephan got his car fixed, we ate at the pub and enjoyed the lagoon beside the campsite.

On the day we left, there was a delayed start due to people finalising fuel and packing the cars. Jo arrived at the meeting point outside the Birdsville Hotel for 10am with a spare rim and no tyre as she could not get it repaired and

had to order a replacement which – all going well – would meet her in Coober Pedy. This meant she now had no spare to travel the Birdsville Track.

After we all met and took photos of the cars outside the Birdsville Hotel, Dave led us out of town, but not for long as we stopped quickly at the Burke river for a look then just up the road we

**Cont. p. 23**



The history behind this tree is: On the 20th August 1860 Robert Burke and William Wills set out from Melbourne to chart a course to the Gulf of Carpentaria. The first south-north crossing of Australia was made up of 13 men, 20 camels and over 20 tonnes of provisions. Though successful in their quest, both Burke and Wills perished in the return journey. Seeds from a Waddi tree found in the diary of William Wills, verify their passage thru this region. The disappearance of the Burke and Wills expedition stimulated exploration of the channel country as parties from all over Australia set out in search of survivors. The Burke River and Wills Creek are memorials of their inspiring and tragic journey.



*A pensive Julie sits inside the busy, welcoming Mungerannie Pub while we waited to be seated in the surprisingly busy dining room. No wifi, no telly, but food, drink, showers and toilets*

**From p. 21** stopped again for the Burke and Wills tree.

Shortly after leaving here we crossed the SA border. The next point of interest was the Page family grave. Updated versions of maps said there was no access, but that did not stop us from trying. In the end we conceded and moved on to lunch at Koonchera Dune before finding Lake Surprise had no water, “Surprise”!

The road was dusty and stony but without problems we pulled in to our stop for camp that night at Mungerannie. We were glad to find they had a cold beer, showers and toilets and somewhere for an evening meal, which we all booked in for. After dinner Stephan was awarded the wooden spoon again, this time for losing the wooden spoon in Birdsville (Keith W had found it 100m from the tents!). A fire was then lit so we could all keep warm and gather around while Wayne and Daniel tried their hand at some night photography. **Wayne Ratcliffe and Julie Shrubshall**

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