

Subaru 4WD News



February 2021

Learn bush cooking and see equipment displays

We've planned a full weekend of camping and cooking demonstrations for 15-16 May. During this weekend you'll learn from experienced cooks and campers among the Club's members, get to know people better and learn from them how they camp, how they set up their vehicles, and what equipment to buy – or avoid.

This is a family-friendly event that will cover types of camping equipment that best suit our cars and preferences. We have organised to camp at Moore River Ranch, a new bush camp with the river running through. It will be completely self-sufficient camping including bringing our own

portaloos. If you don't think you have what you need to be self-sufficient, please talk to one of the committee as there is plenty of good equipment that can be lent. We'll arrive early on Saturday to get a fire going for some lunch time cooking and to build a great set of coals for an array of cooking skills that night. Make sure to taste everything you can at this wonderful bush 'pot luck' dinner. We'll also show how to build, light and maintain a cooking fire, how to care for cast iron camp cookware, and how to set up and pack up various sorts of tents and trailers. There will be lots of equipment on show, so do come along for a fun, tasty weekend.

- **The March general meeting will be at Ranger Outdoors in Bentley.**

- **Wangara Subaru is launching the new Outback on 17 February. The Club will be there (p.3)**

- **Put your name down for a First Aid training course in May.**

- **The pitfalls of having a Tyre Pressure Monitoring System (pp 16-17)**

SUBARU 4WD CLUB of WESTERN AUSTRALIA INC.

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Club member of the Year 2019-2020

Joanne Norton

Life members

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

Jenni Ibrahim

Long-time Club member Jenni Ibrahim has died at home from cancer.

Jenni was a Club member for more than 13 years and was a lively and sociable member who enjoyed chatting round the campfire on the numerous club trips she attended.

Just before she died she was advised that on Australia Day she would be announced as a recipient of the Medal of the Order of Australia for services to community health.

Club members were among the numerous people who attended Jenni's memorial service at the Leederville Town Hall on Thursday 21 January, or who viewed the service via a live-streamed video.

The memorial service was followed by a wake at the Irish pub just down the street, where drinks and finger food were provided.

The words spoken at the memorial painted a picture of a wonderful human being who had led a rich and varied life. Jenni is survived by her partner Tom and her son Khalil, who flew in from Malaysia. Jenni did not want flowers, but



suggested people may wish to donate to the Institute for Respiratory Health, www.resphealth.org.au or make a small loan to the microfinance organisation Kiva, www.kiva.org

Launch of new Outback

The Club has been invited to view the new Subaru Outback at Club sponsor, Wangara Subaru on **17 February**.

Come along and bring your Subi - we may get to show off some of the mods we've made and tell others how great they are to go offroad - with our Club! Contact **Adrian** for details (see opposite page for how to reach him)



It was a cooler day than we had been experiencing recently and the wind was gusting as Chris and I made our way down the freeway to Kent Street Weir. I hoped it would not be too uncomfortable on our paddle on the Canning River.

The plan was to paddle upstream from our launch point at Kent Street Weir. As it turned out the location and tree-lined banks provided a perfect, mostly sheltered environment for our kayak trip.

Kayaks unloaded and lined up on the river bank there was an offer for Chris to join Ross in his double canoe. After some initial doubt Chris decided to give it a go and did enjoy himself. David followed up with a missing member but they had forgotten about the event! Seven of us set off up the river in a variety of craft. Traditional canoes, a surf ski, canoes and Jason in a sleek traditional canoe based on an historical design from Greenland. Jason informed me the original sleek design was for hunting and being able to move stealthily up on prey. The design includes the function of being able to roll it easily and become upright again as opposed to ending up in the icy waters, or with your prey! The original kayaks also had specially



Tree-lined banks, birds made for a wonderful paddle and picnic

designed paddles.

Shortly after setting off we saw a cormorant's nest in a tree, very low down to the water. The chick on the branch was probably about half grown and was being overseen by mum! We were to see many cormorants' nests along the river with the chicks varying from small very noisy ones demanding to be fed, to larger chicks, still covered in down but getting closer to fledging. At one point I saw a blue-feathered kingfisher fly across the river and alight in a nearby tree. .

The paddle was relaxing – with lots to take in, very tall bullrushes, paperbark trees and eucalypts and a few branches to navigate around. We paddled as far as Mason's Landing where we

a

It took a 1 break. Mason's Landing was the site of the State's first powered saw mill in 1865. The mill loaded jarrah from the Darling Scarp and locally cut sheoak, banksia and paperbark onto barges at and transported it down the Canning River to Perth and Fremantle. .

The return paddle was as enjoyable as the trip up. After loading the kayaks back on our cars, we settled down to enjoy a picnic tea. There were many families picnicking in the park and David and Jason had to wait to use a barbecue. It was dusk by the time we finished chatting and packed up and said our goodbyes.

A lovely evening enjoyed by all.

Deborah Thyne

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

On this Sunday morning, November 15, a large group of 17 Subarus, their owners and friends – both human and furry descended upon the BP Kwinana fuel station – the starting point for a beach run day.

After signing in and a quick morning briefing, the convoy made its way to the Crooked Carrot Café, a 'down south day-trip' institution. After a quick pie, and a break for necessities, Adrian decided it was a good idea to challenge anyone to race up the kiddies playground cargo net.

Needless to say, he went like a turbo Subaru, finishing before I could even get started.

The convoy then proceeded through Myalup, towards the white sand and blue waters of Myalup beach. After airing down and a sand driving techniques run-through, the group made their way onto the beach. Things started off slowly with those new to sand driving find their feet and getting used to the change in their cars driving characteristics. Everyone started getting into the swing of things and we made our way down the beach towards the Cut, just over the inlet from Bunbury port.

Unfortunately we had to turn around a little farther down the track as we were warned of the nesting of what was



A pie stop, blue skies and a cold Indian Ocean on this day trip

understood to be Fairy penguins, of course Tony had to carry on and do a little more research.

On our way back up the beach, we stopped by a large calccrete outcrop with evidence of iron leaching, making for awesome photographs where the iron-rich red sand meets the white beach sand. Although this was meant to be a swim spot as well as lunch, not many people were braver than to dip their feet into the frigid Indian Ocean.

After a nice and easy run back up through the beach through

the Leschenault Peninsula national park, the group parked up and began re-inflating their tyres for the drive back to Perth. An awesome day was had by all, with no major incidents or injuries, lots of laughs and smiles and hopefully a building of confidence, safety and respect for the beach and driving on it.

Thank you to all that were involved in the organizing of the day trip.

Nishal Bhikha

(Apologies to Nishal, this should have been published before Christmas. Ed.)

President's report

Firstly a bittersweet announcement, we lost **Jenni Ibrahim**, one of our long time members to cancer recently. Jenni was always great to have on a trip and she will be missed greatly. In the Australia Day honours list she was awarded the **Order of Australia Medal (OAM)** for service to community health.

We had a great turnout of visitors at both the beach run and the January meeting, and I would like to welcome them to the club. We try to cater

for a variety of different interests with social outings (such as fish and chips at the beach), day trips (e.g. the beach run), long-weekend camping (like Nornalup), and longer expeditions to various remote places (such as 2019's trip across the Simpson Desert and the Anne Beadell Highway). With the increased local tourism due to people 'Wandering out Yonder' it means that we have to book campsites earlier than before,



which means that you need to get your name down on the list as soon as possible. We have to limit the number of vehicles on most camping trips as a large convoy is harder to manage and find suitable campsites for. Remember that the March General meeting will be at Ranger Outdoors on Albany Highway

in Bentley. Please check the website for details.

Cheers

David Peck

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

<p>Belmont 9277 5418 www.belmonttyrepower.com.au</p>	<p>Claremont 9286 2259 www.claremonttyrepower.com.au</p>	<p>Osborne Park 9444 2233 www.osborneparktyrepower.com.au</p>
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Richard's Tyrepower
Osborne Park Belmont Claremont



A beach run in summer is one of our favourite club trips and I was planning a mystery day for attendees. In the end it wasn't the mystery I had planned, and the mystery was whether we'd be going at all. It'd been a hot week of more than 35°C all week and assorted bushfires had started. With a large one through the Gingin region blocking access to where we may have initially gone, Plan B was acted on, picking Wedge Island as an easy accessible beach that no bush tracks that fire/vehicle movement bans would affect.

In the final days leading up to our trip the temps remained very high and the fires weren't contained, causing some road closures and ruling out most northern options. Plan C was enacted and Whitehills/ Preston Beach was the new destination.

All 18 vehicles gathered at the BP Southbound complex

With bushfires cutting off the north, we took 18 cars on a run down Preston Beach

on the Freeway and we got on our way. Our long stretched-out convoy ended up split a little and engulfed a small group from the Toyota 4WD Club of WA as they headed to the same place.

I led our group through Mandurah and down to Whitehills rd where we aired down to 12-14psi ahead of the corrugated track on to the soft beach. With a large group and plenty of new and inexperienced drivers I ensured tyre pressures were nice and low to reduce the risk of any bogged vehicles.

A quick briefing and we were on our way, cruising along nicely. Conditions were a bit windy with high swells making some waves. We stopped briefly for a morning tea with no issues. Before we left morning tea I had Jo deliberately sink Oscar in soft sand so we could demonstrate a basic recovery. A little dig and use of recovery tracks and we drove it straight out. I then had Mary, a new member do a few tests with her vehicle

Cont. pp 10&11



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Preston Beach run





three vehicles being lightly bogged. A quick dig and use of recovery tracks had them moving again quickly. The X-Mode feature on the newer vehicles came in handy in these situations. We trudged on nearing the exit before coming across a group of five 4WDs surrounding a brand new Ford Ranger bogged and belied out on the beach.

Preston a fun test of skills

They were setting up for a

From p.8

demonstrating a basic hill climb and then with lower tyre pressures.

We continued south towards Preston Beach and I encouraged attendees to mix up driving through the soft fresh sand and firm, formed tracks. Driving beyond Preston Beach car park we pulled up a short distance past for our main lunch break and relaxed for a while. A swim was on the cards for some while sitting in the shade was for others. The morning was overcast but the clouds cleared for lunch and it finished off a bright sunny day.

Before we departed lunch I went and helped a nearby bogged Navara. It wasn't moving in the sand but luckily not

belied out. Stu and I dropped the tyre pressures a little more got the tracks under. They drove it out with a dump of the clutch and a heavy foot. Despite being down in 10psi, in low range, it didn't drive well at all. Departing the lunch stop a few opted to head back out via Preston for an early departure while the majority marched on southbound to Myalup for another 20km of driving. Letting everyone weave their own way through the different sand conditions again led to

snatch recovery so we left them to it. Just goes to show how far you can get simply by dropping tyre pressures correctly.

We pumped up in the Myalup Carpark and attendees made their way home from there. It was a pretty good day out with a mix of Members and guests with a large percentage of new and inexperienced drivers all having a good day out.

Adrian Longwood

Images: Vanessa Carn



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7 February *Fish and chips by the beach*

Pack a picnic or bring some money to buy dinner as we watch the sun set over the ocean. We meet from 4pm at City Beach, on the north side of the food venues for a social evening having dinner as we watch the sun set over the ocean.

The end time will depend on when people decide to leave. This is normally determined by the temperature and wind. Get a takeaway at one of the City Beach venues or bring an esky, and the food and drink you want, and maybe a frisbee or footie for the kids (big and small).



13 February *Star gazing and grazing*

This is an opportunity to have a guided tour of the night sky near the Pinnacles, preceded by a catered-for barbecue dinner with fresh salads, chicken, gourmet sausages, bread rolls and sauces – and a glass of wine – as the sun sets.

We are taking expressions of interest for this self-driving

Forthcoming Club trips

star-gazing trip with Lumineer Adventure Tours. In addition to great food and sky guides, we'll have a Guided Bush Tucker Walk, and be able to Explore Pinnacles Desert at Sunset.

For full costs, and meeting place and time, login to the Club website. And if you want to stay overnight, the Cervantes Holiday park has unpowered tent sites and powered van sites The Club has a tentative booking at the moment.

Besides gluten and dairy free options for the meal please let us know of any food allergies or intolerances.

February 21 *4WD Training and Recovery Day*

This is a dedicated training day for sand driving, for members only.

Come along to learn about techniques, dropping tyre pressures, and negotiating hills and obstacles. Self-recovery and snatch recovery methods will also be demonstrated. All equipment will be provided. Learn how to use the features of your car and how they help or hinder in different terrains.



March 13 *Subaru 4WD club World Championship of Finska*

It's on again. Finska. Hopefully not postponed this time. With the Championships co-winners Adrian and Covid-19 taking out the championship, we are on again for 2021. This is for members only to play. If you are not a member you can come down and have a laugh, so come down. Bring lunch and drinks. Chairs and sunscreen are a good idea too. There are BBQ facilities there so you can cook up steaks and snags.

Like last year I'll be videoing the games, to keep people honest, and to work out who will get the prestigious 'bung chuck' (the most spectacular near-miss). If you have a camera and maybe a tripod that can be used on the day we would appreciate it.

As for previous events in the series, the championship will take place at the Tranby Reserve. Located at the

do more of the
fun stuff



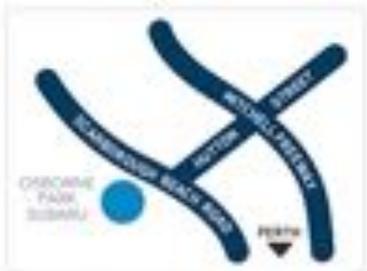
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Forthcoming trips

corner of Hardey and Clarkson Roads Maylands. Be there for 10.30 for the warm up matches.

2-5 April Murchison Station refresher

We're marching north with the masses this Easter, but hiding away at Murchison House Station which is on the



Murchison River just out of Kalbarri. This presents some bush camping at its finest.

With what seems an endless property, Murchison House Station is bordered by the river, ocean, national park and the distant highway. We will be camping there as a group over the Easter break. It's completely self-sufficient camping but conveniently a 10min drive to town so easy to top up on supplies if required. We will bring in our own toilet and shower setups and be off the grid for three nights. You will need to be fairly self-sufficient as there's no power, flushing toilets or running showers.

It will cost you \$50 entry and then \$12.50 p/person per night. Basic 4WD gear is suggested (air compressor/ deflator and recovery tracks if you have them) caravans and camper trailers welcome
<http://www.murchisonhousestation.com.au/>

2-5 April Trek around Woolibar

Join us as we explore a station the club has not been to before. Woolibar station is privately owned and has plenty ground to cover. We'll be based at a bush camp on the property east of Coolgardie. We may also do a trip into Kalgoorlie or Coolgardie to have a mooch around some of the museums and sites.

24-26 April Silo Art Trail

We'll explore the Wheatbelt following a large part of this

new trail which has brought world class murals by local and international artists to transform grain silos, public walls and transformer boxes artworks in a number of country towns.

This is a social event suitable for caravans and camper trailers. We will be driving along main roads and some maintained local gravel roads to view the new public art in Northam, Katanning, Pingrup, Newdegate, and Ravensthorpe. Because of limited time, we will leave out the part of the trail that passes through Merredin – but if you are travelling toward Coolgardie on any of our trips, make a point of asking the leader to stop at the Merredin silos.

Each overnight stop will be in a town with a choice of camping or B&B or hotel/ motel rooms. Eating out each night and on the final day in Katanning is also on the cards.



One Sunday I had a puncture to the front right wheel, caused by a piece of wood with the inevitable nails. I had nowhere to dodge, as vehicles were merging from both sides at road works.

As soon as I realised that I had run over the @\$&\$%# piece, I checked the TPMS (Tyre Pressure Monitor System) which showed all pressures as OK. Out came a sigh of relief.

I had the monitor showing as I drove, and soon it showed a lower pressure to front right. Eventually I pulled into a service station and pumped it up in the hope of changing tyres at home. But the system soon showed a low pressure light, so I went to the next servo and changed to the spare.

Now the fun started. At home I read the manual on how to reset the TPMS, as the unit was still showing low pressure. I followed the instructions on how to reset with the button in the glove box, still no joy.

On Monday I went to a tyre dealer to plug the tyre and hopefully be on my way.

The quote was \$330 to replace the tyre or \$25 each to plug 3 nail holes and relegate the wheel to use as

Saga of a puncture, and the trials and tribulations thereof

... a warning for vehicles with a built in tyre pressure monitoring system



a spare.

I left things as they were – with the spare still on and TPMS still showing low pressure. The tyre was pumped to the correct pressure. The manual says that you should see a dealer for any tyre/wheel changes so they can reset the TPMS.

On Tuesday at a Subaru dealer, I am told that the spare does not have a sensor, as it would upset the system trying to read 5 tyres, even though it only reads the road wheels to show on the screen. Again, the scenario is: to replace the tyre or plug

4 nail holes. I would have kept the tyre on the front if it were only 1 or 2 plugs, this would solve all the problems.

The final outcome was to remove the good tyre from the spare wheel, remove the damaged tyre from road wheel and swap them so that the original front rim with the sensor in the valve has the good tyre and the plugged tyre is on the spare wheel with no sensor. The system was reset by the dealer as per manual.

I expect all to be OK now. Cost \$150. So I went to my train club meeting in Bayswater expecting the system to reset after 5 km. No way, no reset.

I went back to the dealer to check, to be told I need a new sensor in my front wheel as the original sensor had been damaged by running on reduced pressure (TPMS showed 27psi when I changed the wheel). The existing unit would not show

pressure and I required new unit, but there were none in stock so it would be ordered from stores and I'd get a call to arrange fitting time. Cost would be \$220 plus fitting in the wheel.

My car is the basic MY18 Forester. The \$220 pricetag on replacement TPMS wheel units seems very high considering they can be bought for around US\$30 each online or US\$160 for a set of four. It is also really annoying that repair kits and advice on how to turn the whole system off are absent. There is no information on how to turn the annoying lights off when you have to replace a wheel

I had thought to buy the new tyre and replace the damaged tyre on the frontrim and swap it to the rear, and then put the unused

LESSONS LEARNED

- The TPMS only works on the road wheels at 40 km/h or above.
- The sensors are on the valve of the road wheels only, not the spare.
- You cannot rotate the wheels front to back, or side to side, as if you have a flat in the front, as the TPMS would show the problem is the rear. The senders are position sensitive, and have to be reset by the dealer. Cost unknown.
- The system is not instant, it could show OK for a moment even with a blowout
- If you use the spare, prepare to be annoyed by the light on the dash and the occasional chime with the tyre pressure warning on the screen.
- If a tyre can be plugged or replaced and kept on the same wheel position there would not be a problem, unless a sensor is damaged in changeover.

spare on the other side rear and put that wheel as the spare. Or leave it on the front and put the spare on the front. This would put two new treads on the front or rear.

Just think of the chaos in the TPMS system. It would show the wrong position of each wheel, and it would not work with only 3 sensors on the road.

To solve this mess would require a lot of tyre swapping at a cost each time and /or resetting by the dealer at whatever cost, and possible replacement of sensors due to accidental damage while changing tyres.

Happy motoring ?

**Ray (Rabbit)
Stewart**



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