

# Subaru 4WD News



June 2021



## How do we get down THAT?

It looks easy in these images, but some of the less inexperienced drivers on the Julimar Jaunt were scratching their heads on how to get down this steep eroded slope.

The trip leader stopped the crew at the top of the hill and invited them to find the best way down.

Answers varied, a lot, but the solution was deceptively simple - and relied on something prepared earlier.

**Read how we did it on pages 3-7**

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

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**Joanne Norton**

**Life members**

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



*Discussing how we got down in one piece*

# Back roads to busy Toodyay and a challenging forest jaunt

## Julimar Jaunt Day Trip April 18

It was a cool start to the day when we convened at Puma Sawyers Valley for this scenic day trip through the forests and small towns in the Hills east of Perth. With the

eleven-car convoy led by Stephan all briefed and good to go we headed off just after 8.30 with David tail-end Charlie.

Stephan led the convoy off Great Eastern Highway along the back roads through

Chidlow, sharing information about local attractions including the Tavern and Chidlow's Well, once a refuel spot for old locomotives.

Passing through Wooroloo just after 9 we crossed the

**Cont. p.4**

## Inside your magazine

- The one we prepared earlier, **p.7**
- Karl's bad day, **p.8**
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- Bumps, grinds and bottoming out, pp **15-21**

Fancy a week of coral reefs, exciting gorges, whale sharks, snorkelling and lazing about? Then sign up for the **Exmouth Expedition in August**. We have to finalise numbers soon.

## Julimar jaunt

From p.3

path of the recent bushfires and headed down Bailup Road toward the Toodyay Road turnoff. After a short run on Toodyay Road we took a left turn onto Morangup Road and followed a gravel road past Avon Valley National Park by 9.15.

Once we made more space between cars to allow for dust, the sound difference between 40 and 80 channel radios was noticeable but we followed Stephan's advice, taking it easy and enjoying the view while travelling along the rutted dusty road.

As we crossed the railway for a dog walk and leg stretch stop at Cobbler Pool on the Avon River we did another radio check. We were all parked up at 9.45 and back



*The surprising interior of the Toodyay Memorial Hall*

on the road around 10. On the way our we followed a track down the valley, parallel to the rail line, before before crossing the train line back onto Cobbler Pool Road and heading to River Road. We headed up Folewood Road to enter Toodyay over the top of a hill and were soon enjoying the view across the valley to Toodyay.

Once in the town's surrounds

we headed back up the hill to the town water supply and Pelham Reserve lookout where some had a comfort stop and all admired the lovely views down into the town and across the Avon River. From there we headed into Toodyay for snacks and toilet breaks. Toodyay is obviously a popular spot for day-trips as the streets had a lot of foot traffic and the car parks were busy. But we did arrive in time for Deb to explore the local markets while others explored the main street and enjoyed some treats from the popular bakery.

We were back on route by 11.15 and Stephan led the convoy out of town following the river on the north side through West Toodyay and onto Julimar Road. We left Julimar Road, taking a right in

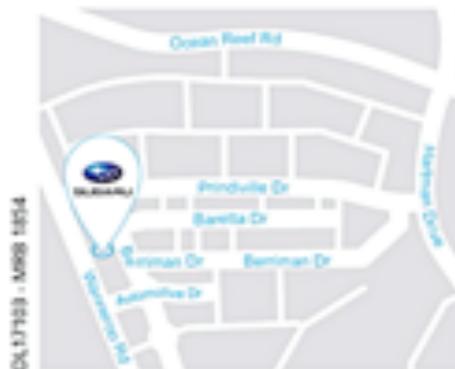


Lunch in the forest.

**Cont. p.6**

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## Julimar jaunt

From p.6

to Heine Road a track heading into Julimar State Forest. Stephan advised turning traction control off and taking it easy over the rocky road and the convoy pulled up to let tyres down. When we were all good to just before midday Stephan led us through the forest along the rocky, hilly and mostly dry track, communicating with a small convoy of 'heavies' who pulled over to allow us to continue our journey. Following the track into Wandoo country, we all safely negotiated the rutted steep inclines and gutters, but having to pull over to plan our journey down the biggest challenge of the day ... (see page ....)

Around 1.15 We stopped for lunch in a small clearing that held all the cars and were all packed and back



on track by 2pm. We followed mapped tracks before heading out of the forest on to Stephens Road where we inflated our tyres and headed through to Bindoon, stopping at the small Clune Park carpark near the bakery. Jo and Sam detoured for ice-creams on route, joining the rest of the convoy in the park, from where Henry headed

home.

Leaving Bindoon, we diverted from Great Northern Highway to follow the Chittering Valley Tourist way, a lovely winding road through pretty countryside. We re-grouped in Bullsbrook, From there we all made our various ways home, Deb having left the convoy to join up with her family nearby.

**Vanessa Carn**

**How we did it.** *The way down the toughest bit of the track through Julimar was easy in retrospect. Most drivers made the mistake of trying to solve the problem from where they first noticed it. The trick was to walk back up the track and to see the whole landscape, not just the giant rut running down the middle. By kicking out a small dead stump and moving some branches on the side, there was a clear path to take (with care!) down the side. There was some bottoming out, but everyone made it - and smiled at the end. Stephan's dog Oak did not care!*



*The one we prepared earlier...*

The Julimar Jaunt was to be my first trip into this forest as leader and I needed to be sure I could take a convoy of possibly inexperienced drivers through safely. So I put the call out for help in checking out the course I had charted, to make sure it was safe for all members, but also interesting. Ross came along with

Hanna and me and together we reconnoitred the route - what the club calls a 'recce' trip. The upshot was that Ross and I devised a day that would be a safe and somewhat challenging adventure. Feedback from the convoy was that this trip was a good training course for new members. Thanks everyone. **Stephan Millett**



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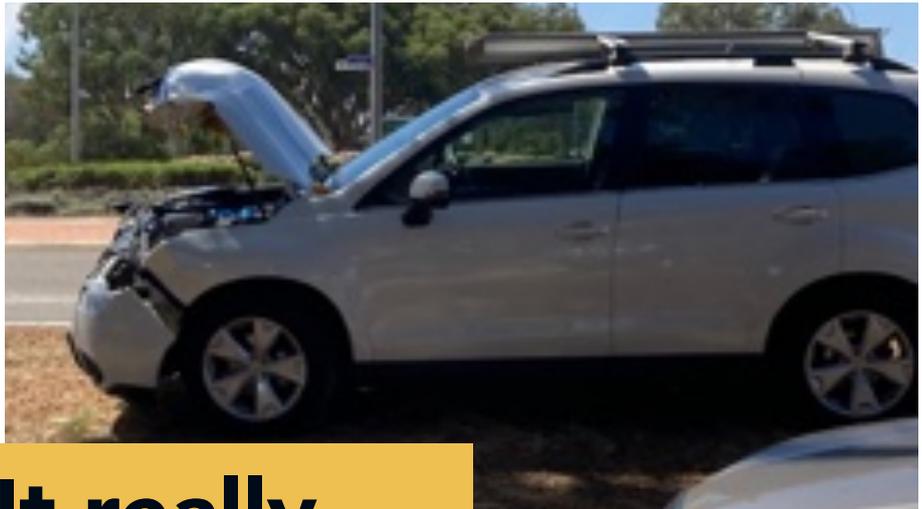
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**Richard's Tyrepower**  
Osborne Park Belmont Claremont

## My Easter Murchison Trip. April, 2021

It was a strange start to my Easter Murchison House Station trip. The meeting point was at the Callacabardee Fuel Service Station. On the way there I drove east towards the sun and was blinded and couldn't see any street signs. I became lost in the suburbs, but the trip leader piloted me to the meeting point by radio. With a delay of 20 minutes we got on the road. Many motorhomes on the road slowed down our journey, but finally, we were in Geraldton and there an accident happened. At the roundabout Adrian and I saw a car coming from the right, then very suddenly Adrian had stopped in front of me. I only heard a crash because I had been close behind him. It was hard to believe, his car was hardly damaged but mine was extremely damaged.

I was shocked and unable to make calls (my phone is damaged). My 4WD friends then called the RAC. And 20 minutes later the towing service was there and we drove to Daynite Towing yard. The owner, Franklin (who saw my condition), did all the formalities with my insurance. While he was busy



## It really was a bad Friday for Karl

with the insurance matter, he asked his wife to organise a place where I could stay. All perishable items (food etc.) were brought to the office, which was cooled to 18 ° C ( and the aircon was kept on overnight night).

### With special thanks to Franklin of Daynite Towing, Geraldton

Then we drove to the Belair caravan park where I stayed one night. Unbelievable what he did for me.

I looked around the park and with nothing to eat I met two friends at a BBQ full of sausages and hamburger. I asked them if they would sell me a sausages and hamburger. When they heard

my story they invited me to eat with them. Finally, they gave me breakfast rolls that I heated up in the microwave in the morning.

In the morning Franklin picked me up from the caravan park, and we took care of the rental car, which took more than an hour (because of insurance costs). The rental car was a VW (didn't know how to start, indicator and sheibenwischer all in the wrong place) with a push button starter. It was complicated because of the electronics . We drove back to the yard, packed all of the Forester's things into the rental car and then I followed him to the highway. From here I knew how to get home. Unfortunately, when I drove onto the motorway in Perth, I was flashed (double demerit points). But what would I have done without the friendly help of Franklin! Yes, the Australians are generous!

**Karl Boeing**

More p. 15

## **Hanging out in Hyden**

*June 5 - 7*

This trip is a couple of easy days of bush camping near Hyden and seeing the sites around the local area before meandering our way home through the wheat-belt.

Around Hyden, we can check out Gnamma Hill and Roe Dam, the old Holleton gold mine area, Bates Cave, Mulka's Cave, The Humps, Wave Rock and Hippos Yawn. We may even take a short drive along the legendary Holland Track to check out Graham Rock.

Of course, we are likely also to be able to fit in a stop at the excellent Hyden Bush Bakehouse.

We'll come home via the famed art work along the Tin Horse Highway to Kulin then through to Lake Yealering, Pingelly, North Wandering and onto the Albany Hwy and Perth via North Bannister.

Bring your standard bush camping gear for two nights. No need for extra fuel or tyres as most of the trip is on bitumen or good gravel roads.

## **Parky Lunch**

*June 20 - Day trip*

Join other members for a social lunch at the Parkerville Tavern. The table has been booked from 12 and the

## **Forthcoming Club trips**

venue allows individual payments so let's get social and have a good chat over lunch. Social trips are always good for new and old members to get to know each other.

The venue is <https://parkervilletavern.com.au/> Numbers need to be confirmed a week before so please ensure you have RSVP'd by then if you plan to come along.

## **Fiddles and nibbles**

*July 11 - Day trip*

This day is mainly for pre-trip work for long remote upcoming trips, and installing CB radios, lights and other basic accessories.

Jim Wilcox kindly offers his place and workshop to host a day of tinkering, learning, installing and general socialising

The priority on the day is for members to prepare, service and inspect cars ahead of long remote trips. Major work such as lift kits and mechanical repairs cannot be done on this day. However, there is plenty of experience and tools on hand to help install lights, UHF radios, dual batteries, and other similar accessories.

While all this is going on we will run through basic mechanical checks on cars such as fluid levels, tyre tread and wear, brakes, suspension and air/cabin filters so you can identify if any of these need replacing and prevent major repairs.

Morning tea and lunch and a relaxing chat in the shade of the patio is generally the most popular part of the day.

BYO eats, drinks, plates, cutlery etc. BBQ available.

## **Exmouth Expedition**

*August 6 - 15*

On this trip we will take two days to travel to Exmouth before spending seven days camping at Yardie Creek (outside of town) and exploring Cape Range National Park, Ningaloo Reef, various gorges and other sites the area has to offer. We will then take two days to drive home.

We'll leave at 7.30am sharp from north of Perth heading up Great Northern Highway, camp overnight south of Carnarvon before making an early start to reach Exmouth just after lunch.

Due to limited camp site availability in the Exmouth area we could only book five sites so this trip is limited to 5



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**From p. 8**

vehicles (10 people). New members are encouraged to join the trip.

Because the trip to Exmouth involves early starts and long distances each day, please have a co-driver. Any convoy needs spare drivers in case someone gets sick or injured.

Yardie Creek campground is in the Cape Range National Park near the spectacular Yardie Creek Gorge. All campsites are within 80 metres of the beach. There is a toilet but no showers – there is plenty of water around for swimming!!

Cost is \$210.00 (per two-person site) for the seven nights. A deposit to secure these sites for the club trip has already been made.

Day trips will be planned while we are there, and members can make their own arrangements to go on boat trips to swim with whale sharks or manta rays.

## **Karijini, Millstream & Murchison coast**

**14-28 August**

This trip takes in some of the most beautiful sites in the Murchison. It will involve self-sufficient camping, including in National Parks campsites. It is worth buying an annual Parks Pass before you go as it

## **Forthcoming trips**

covers all park entry fees. Camping fees are extra. The passes are available online. If you are an RAC WA member you can get a good discount on the pass.

### **Christmas in July** **July 25 - Day trip**

Break out the ugly Christmas jumpers and join us for a yummy good-value lunch at Dirty Nellies in the city.

There will be roast turkey and ham and Christmas pudding. There is also cheap Guinness, mulled wine and Irish coffee for those who fancy it. But numbers are limited to a maximum of 30, and our session is for only an hour and a half between 2.30 and 4pm. But there is live music and we can retire to the bar after our meal. Oh, and don't forget, there will be prizes for the best (or worst) Christmas jumper and giveaways.

Dirty Nellie's is in Shafto Lane, 397 Murray Street Perth.

### **Lancelin Sand Dunes**

**August 21 - Day trip**

Join us for a day out cruising around the dunes.

If you haven't driven on dunes in your Subi, now is the chance to find out just how capable our cars are. You'll get lots of help and advice, and you'll be

in a group of people with similar levels of experience.

When we group up at the dunes after the trip from the northern suburbs meeting point we'll split into groups depending on experience and start off easy, and progress to something more challenging. It is a fun day in a safe area, with experienced members who will give you advice on all facets of driving on sand, including tyre pressures, choosing the right gear ratios and how to get out after getting stuck in the sand.

This is suitable for all model 4WD Subarus (except unlifted Libertys or Imprezas).

Outbacks have had a few front clearance problems in the past, so if these owners have any concerns please contact the trip leader. Also it pays to remove the plastic splash tray under the engine if it has not already been replaced with a sump guard. Bring lunch, drinks, snacks, a tyre pump and tyre pressure gauge if you have them, a hat, sunscreen and a camera. And make sure you have a full tank of fuel.

### **Cocktails and Jaffles with the Landcruiser Club** **September 10 - 12**

Once again the Toyota Land Cruiser Club has invited us to join them for their Cocktails

**More p. 13**

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**From p. 10**

and Jaffles night at the Qindanning Race Course.

Campers, tents and vans are welcome and the course has toilets and showers.

Attendees will be split into teams and each team has to create a savoury jaffle, dessert jaffle and a cocktail for the group to taste test and be voted on.

The trip leaves on Friday afternoon and dinner is at the pub. Saturday and Sunday is set aside to explore some bush tracks and looking for wildflowers.

Check the Club's website for costs.

## **Melangata camping & camp oven cooking**

### *September 25 – 27*

This is a chance to camp at historic Melangata station, NNE of Yalgoo and around 650km from Perth.

The homestead was designed by Monsignor John Hawes, who also designed a number of churches in the mid west.

This station is run by Jo Clews, who is famous for her camp oven cooking and if you wish you can have a camp oven cooking lesson with help from Jo.

<https://www.joclewscooking.com/melangata-c16kf>

**Forthcoming trips**

We will be camping at the station on unpowered bush sites which are suitable for tents, camper trailers and caravans. There are flushing toilets and hot showers at the campsite..

If you fancy taking up the camp oven cooking classes, this will cost \$85 per person and includes two nights camping, Damper making on first night, Homestead tour and extended station tour the next morning, getting back around 3pm. Then there's the camp oven master class on the second night and a shared long table dinner

We will learn to cook (mains and some desserts) that we will share for the Sunday dinner.

If you don't have a camp oven you can borrow one as we will have spares, or join in and help someone else. You can also compare the different style camp ovens, cast iron and spun steel, which both have their own pros and cons. If you don't want to do the camp oven classes you can pay for the camping and tours separately. Bring your own meals for Saturday night, lunch and breakfasts.

Bring everything for a bush camp.

**Thanks from the editor**

**O**n each trip the leader will get one of the members to write a report for the magazine. If you can't write the report assigned to you, please let the trip leader know.

Try hard to send your trip reports in as soon after the trip as you can.

Send photos with your report if you have them.

The more the merrier.

Please send photos as separate files, and please don't embed them in the document, as quality suffers a lot if you do.

Large images are usually OK to send via email. If you have lots of photos or large files, you may also choose to send a link to your cloud image storage folder (eg Dropbox).

**Things to include.**

At the top of each report

- Put your name
- The trip name
- The date and the day of the trip you are writing about. (eg Saturday May 8)

**Thank you all for writing reports for the newsletter.**

*Stephan Millett*

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



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## **Murchison Station Refresher – Day 1 – (Good) Friday, 2 April**

I was up earlier than expected in the morning. I think I got up at 5am so I was away from home just after 6. and I actually got to the meeting point at 6:45 (for a 7.30 departure). Just a little bit early! I was there on my own for almost the entire time, as other trip attendees did not arrive until much closer to departure time. I think Adrian arrived next and was then almost immediately involved in helping Karl get to the meeting point, as Karl had failed to take the Gnangara Road turnoff from Tonkin Highway.

After a few phone calls, he finally made it to the meeting point. Adrian then gave us a quick briefing and we immediately left the meeting point (at 8.01) straight on to Tonkin Highway heading north. Tash met us just a bit further up the Highway, coming in at Neaves Road and slotting into the convoy just behind me.

Our first stop was at Badgingarra. We got there about 10.00, fuelled up our cars and had a quick morning tea. We were there only for about 15/20 minutes and back on the highway by 10.20. The weather was good. There was a bit of



## **An accident on the way, a quiet camp by the river and some testing tracks**

traffic on the road, but it was moving along OK. The slow points were vans and trailers which could only (legally) travel at a maximum of 100 km/h, when we were looking to do 110 km/h actual. Things were all going fairly smooth until about an hour later when we passed a truck stopped on the side of the road, parked behind a ute and a boat trailer which had lost its load! You could see where the boat had been dragged along the road for a short distance, before the driver noticed that something was wrong!

We kept on going. We were originally going to stop in

Northampton for lunch but, because of the late departure and slower going than hoped, Adrian decided that we would now stop at the Gull 440 Roadhouse just north of Geraldton. But just short of the Roadhouse, at a roundabout, there was an accident – Karl ran into the back of a Adrian's car! The time was 12.37.

It seems they had both been stopped at the roundabout giving way to traffic (Karl behind Adrian) when Karl thought it was clear to go, and ran into the back of the still stationary Adrian, pushing in the front of his own car

**Cont. p. 15**

**From p.15**

(destroying the front bumper, bending the radiator and pushing the bonnet upwards at 90 degrees). Karl was OK but, unfortunately, this meant Karl's trip was over and his car was put on a flatbed truck to be taken back to Perth. Karl also returned home to Perth. Thankfully, because Adrian's car had a steel rear bumper and spare wheel carrier on it, the damage to his vehicle was relatively minor and he was able to continue on the trip. I lead the rest of the group to the 440 Roadhouse and some 20 minutes or so later Adrian joined us. He had waited until assistance arrived for Karl. After lunch, close to 2.00, we got back on the road. And then straightforward motoring all the way through to Kalbarri (for fuel), as Adrian wanted us all to have full tanks before we got on to Murchison House Station. By then it was 3.30.

**From the President**

Attention members, new and old. It's time we renewed the Knowledge Pages on the Club website. General advice for newer members is about to be put, up. But what other information would you find useful? Send me an email.

**David Peck**



After filling up, we travelled back down the road a short distance to the turn-off to the Station. Quite a few people (and cars) were already waiting to

check in. After checking in (and letting our tyres down), we crossed the Murchison River using the causeway and headed north alongside the river, which was flowing. It didn't take long to find a nice sandy camping spot on the bank of the river. There were a few ants around but, provided you picked your spot, it was pretty good. Camp was soon established and Adrian expertly got a fire going.

A pleasant evening was enjoyed by all, with some time spent gazing at the stars in the clear sky.

My thanks to Adrian for leading the trip, which involved much more 4WDing than I expected, including lots of sand and rock ledges!

**Tony Richards**

## Bumps and grinds and bottoming out, but we weren't really lost!

**Murchison Station – Day 2 – Saturday 3 April**

**W**e woke to a buzz of energy as fellow members were already up and about getting into breakfast and preparing for the 8am departure I'd set. Bacon and egg wraps filled our bellies and we got ready to depart. Igor and his family were the last ready and by 8.15 and we got on our way. I took the first part of the drive out of camp but put Mel in the driver's seat once back to the River Road track. We were camped amongst soft sandy patches and had already had one vehicle bogged in it the night before. Mel led the convoy along River Road heading upstream through mostly firm rocky tracks. The road weaves

**From p.16**

along beside the river with good views. There was a steady flow all along with some deep and wide sections worth coming back to. We deviated off River Rd to 'Stone Wall' which led us into a valley with a good few goats before ending at a large rocky breakaway. Quite a stunning spot. We spent some time walking around up the rocky hill and along the empty but deep river bed. Getting the group moving again we back-tracked on to River Road and continued in to Goonerburalager Pool for a morning tea stop. It's a large open swimming hole that looked very inviting. We gathered the group up and moved them on to a rocky stepped hill climb. Cameras and spotters were out guiding the group up the ledges. This is what sump guard protection under the engine is super useful for!

Taking it slow and steady all of the group worked their way up, with a few bumps, clunks, a little wheel spin and some magic from X-Mode for those lucky enough to have it. There's been a video made and shared on the club Facebook page which includes this section so check it out.

That was the beginning of what was more to come. Mel in the driver's seat, nervous



and deep and a popular swimming hole. There was another group further up having a swim, doing bombies and playing with the GoPro. Even their pooch was in on the action. After a bite to eat and stroll

with what was ahead, made the most of the low-range gearbox in my Forester. Rocky ledges came and went for a fair while as the track went on. By this point we were more than two hours in to a slow bumpy 4WD track. Although Mel got a bit anxious she got through it all, along with the whole group – and all gained valuable experience from it. The day was getting on and our bellies were becoming vocal. I took the group out to Wilgamia Pool. It's at the end of River Road and there's a rocky gorge with small cliffs down to the waters edge. Despite being 3-5m up (vertically) the pool was wide

around it was time to continue on to Mt Curious.

Winding back along the track a short distance before turning off and heading north-east away from the river line towards a junction, we still came across some good hills, valleys and washaways to cross. Real good test of the approach and departure angles. On one of the soft sandy muddy creek beds Igor's XV took a huge mouthful of dirt. It had bitten off more than it could chew, so Igor had to back it down and empty its mouth out. We cleared the track, and he came on through with a

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manageable snack-sized bite this time.

Coming to what was meant to be a 5-way junction and only seeing 3 tracks had me a little confused, but I continued on in case it was just the way the map was sketched. Going on in search of the missing turn off led us a little too far so we stopped for a map check. Martin had Explore Oz with Topo images and it was very useful to help locate us, and show where the track was. It turned out it was at the junction, but overgrown a little and over our shoulder and out of sight. I got everyone back in line and on the right track and led us into Mt Curious. This was a softer sandy track and fairly different terrain to the rocky river road. Pulling up near the base in a small circular end to the track, we crammed in. Some fought the flies and got straight in to lunch while Mel, me, Martin, Jason and Rowan scampered to the top of this steep-edged flat-topped mountain. Curious by its name we curiously explored. Seems we weren't the first as there was a large amount of goat poo.

The climb down was a little slower but Mel slipped after making it most of the way back down. A couple of cuts and grazes on her hand were quickly patched up back at the car. We'd planned to

reheat leftovers for lunch but were greeted with many friendly flies and ended up eating lunch cold – retreating in the car. Lunch was devoured and it was time to get moving back to camp. I led the group back to the 5-way junction and instead of taking the River Road we opted for the Pipeline track which was more direct and a faster more open gravel road. It was much smoother sailing along this track, however there was some deep short and sharp ravines and creeks that washed away the track as they made their path to the river. Some of these took some careful driving but all were successfully crossed. A few members had to give some of them a second attempt as the first pass wasn't successful.

By mid-afternoon we were approaching the main central road. We came up to the 'Amphitheatre' which is a large open rock wall. You start at the top centre with

magnificent views and follow a steep track down the side of it. Beyond this we passed the crop fields and headed back to camp. A few members popped to town to top up on supplies and look around. Mel and I got a fire going so we could make a beef bourguignon for dinner. While the fire was going, and the stew was on we ended up soaking in the shallow flowing river on our doorstep. A cold beverage after a hot day while sitting in the river was the perfect way to spend the last part of the day. Soon half the club ended up sitting in a group in the river.

The night was spent around the fire with good conversation while under the clear skies and endless stars. We were also lucky to spot a few shooting stars. It had been a really good day of adventures, challenges, mishaps, flies and good company.

**Adrian Longwood**

## A sunny morning

### Day 3

**W**e awakened to another nice warm sunny morning at camp and said goodbye to Maria and David who were heading back to Perth. Now down to seven cars, we left camp soon after

8am and set off towards Great North Road, retracing yesterday's steps – travelling up past the hay paddock and shearing shed to the amphitheatre. With its grey barren rocky hilly appearance it was likened to Afghanistan. Not far over the back of the



amphitheatre hill we rolled into a lush grassy valley with grass growing alongside the stream that had attracted a large gathering of goats.

We continued north past the Pipeline track turnoff that we took on Saturday on to new tracks for the weekend. We started to see a lot more animals – kangaroos, emus, goats as we headed up through York gum gate where the goats were resting, then on to the appropriately named ar's hill. It wasn't a particularly steep hill or large hill but it was

covered in rocks, a lot of rocks! Slow going. Lucky it didn't last too long and we were up and turning off Great North Road onto the shortcut which took us up to Lake Culcurdoo. It was a huge dried up wetland.



## ... for dune digging

The tracks were a little scarce and it was hard to see turns at times but we managed to keep left and pick the correct track to take us around to the west and towards Beerinarrah. We headed onto the sandy bush-flanked track and had

eyes on the ocean pretty soon. This track led us directly onto the White's camp track. As we got closer Adrian spied tracks on the beach and decided we must go down on the sand. Going down was fun. We had

**Cont. p.20**



### From p.19

morning tea on the beach and watched the crabs running around and ducking into their holes every time we got close. Getting back up was easy for trip leader Adrian, but as we soon discovered it was tough for others and a little beyond the capabilities of the XV, which we did manage to get up. Team work, snatch straps, a lot of Max Trax and digging was required. Most of the Foresters made it up on their first, second or third goes with the help of the Max Trax. It was a great learning experience for all. We worked up a good appetite and once we were all off the beach we headed to White's shack for some much needed shade

and lunch. It was an old, mostly unused-looking fishing shack made of sheet metal and broken surf boards amongst other things. After lunch we set off south on the coastal track. It was quite rocky in some sections but nothing compared to the upcoming rocky road. Very bouncy. Coastal track after that had some nice flat sections where we could pick up the pace a little, but this soon led into the final section of the coastal track which was quite overgrown, and despite being soft and sandy, very bumpy and corrugated in patches.

I had been enjoying animal spotting before we got to the beach so was disappointed when there was not a single

goat or other animal on the coastal track. From here we swept left down to Tatula Mill which provided us with a nice river view before hitting the Great North Road again and heading back to camp by 3.30pm. Most of us went straight for the river to cool off before cooking our dinners and settling in for another night around the camp fire. Adrian was keen to showcase his projector and treated us to a movie night shown on the side wall of the awning, and camp fire oven cooked damper later. After the movie we all headed off to bed reluctant for some of our holidays to end.

**Melanie Street**

There was another amazing yet brief sunrise over the Murchison River and people were getting ready to depart in various directions. Maria and Dave left a day early to avoid the traffic, Tony was heading further north to find some birds around Hamelin Pool and Monkey Mia while Tash was looking forward to a few extra nights at the station, but closer to the homestead, and a bit of a look around Kalbarri. The rest of us were making our way south with no real fixed time frame in mind.

Rowan and I were planning to stay an extra night at Hamelin Outback Station but when I checked my work emails I had neglected to book the extra

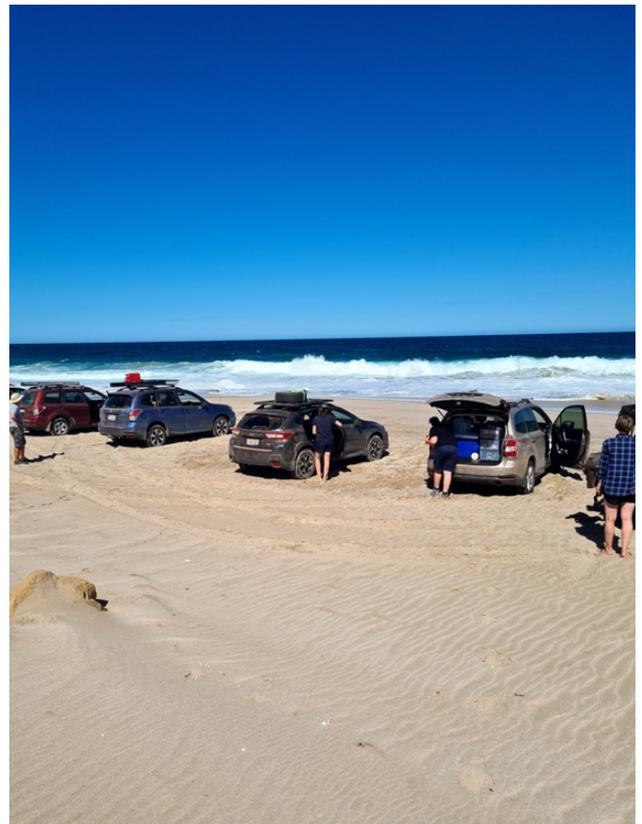
leave day (my bad) so we headed into Kalbarri for fuel and to check tyres before heading south. It was just near the airport turnoff that my Tyre Pressure Monitoring System (TPMS) low pressure alarm went off. A quick stop revealed that the small rubber insert inside the transmitter had become wedged into the valve stem so it wasn't sealing correctly. A few minutes of pulling it out, re-seating it, re-inflating the tyre (from 25psi) and we were off again – best

***... and Mark, what was the rookie mistake with the loo?***

\$40 I've spent.

We caught up with Martin in Geraldton and passed him but then encountered

some traffic on the south side and he caught up with us at Eneabba. It seemed like each place we stopped at there were crowds of people all wanting fuel and food, so for us it was a late lunch at Cataby before the final stretch arriving home just before



4pm.

I made a rookie mistake on my part when it came to emptying the chemical toilet, but that's a detail you don't need to know. Thanks for the belated advice Adrian.

**Mark Smithers**

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