

Subaru 4WD News



October 2021

The Club's
**Annual Dinner
& Awards Night**
is fast approaching

This year it's at the
**Bedford Arms
Hotel**
Brookton
on 30 October



Sign on to the trip, choose your meal, book somewhere to stay the night ... and remember to put in nominations for the awards, including the **Silly Awards!**

SUBARU 4WD CLUB of WESTERN AUSTRALIA INC.

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



<http://www.subaru4wdclubwa.asn.au/>

<https://www.facebook.com/Subaru4wdClubWA/>

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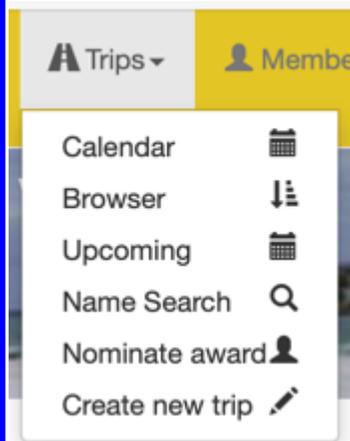
Club member of the Year 2019-2020

Joanne Norton

Life members

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

How to make an award nomination



- Log in to website
- Click on Trips
- Choose 'Nominate award'
- Select the member and/or trip you are nominating
- Create a new award for a Silly Award

Renew your membership and get 'silly'

Firstly thanks to Glen at Ranger Outdoors in Bentley for hosting our September meeting and staying open late so we could get on some of the gear that he sells.

Don't forget that October's meeting is back at our normal venue at the South Perth library at 7:30pm.

You should have received an email from Ross on how to renew your membership as the membership fees are due this month.

October is traditionally when we have the annual dinner, which is in Brookton this year. One of the highlights (apart

President's Report

from the food) is the presentation of the annual awards. We need your help in nominating fellow members for these awards. Think about trips and social events you have been on and nominate the person/s you think worthy of an award.

The main ones are "Club member of the year", "Trip leader of the year" and "Trip of the year".

Don't forget that we also have an almost unlimited number of "silly" awards for people who deserve recognition for something they would

probably want everyone to forget. If you can think of something please don't hesitate to let the rest of us know through the awards. You can place your award nomination in a number of ways. **You can follow the prompts on this page; or go to a previous trip web page and click the link to 'Nominate for award'. Or you can place your mouse over a name in the members section and a gold 'Nominate for award' star will appear which you can use. Or you can send your nominations through to Deb at secretary@subaru4wdclubwa.asn.au.**

The WA visitor centre has released a WA Wildflower Tracker app, for Android and Apple devices, to help find out where the wildflowers are.

Regards, David

Inside your magazine

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Collie Crusade

17 July. Day Trip

It was a cool and cloudy start to the day when we gathered at the BP service station, with the eleven-car convoy led by trip leader Adrian (riding shotgun with Deb) all briefed and good to go just before 8.30, with Mark as tail-end Charlie.

Unfortunately, Adrian's navigation system (involving a Garmin GPS run from a phone battery bank, mobile phone as back up navigation, laptop with Mundal trip notes and running OziExplorer) proved to be less reliable than the weather.

After the convoy headed onto Kwinana Freeway and Forrest

Finding our way to a spectacular mural



Highway, a few kilometres down the road we took an alternative route via Paull Road past Midway Farmstall.

This was a nice scenic drive, despite not following Adrian's plan to exit at Greenlands

Cont. p.6

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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.

From p.4

Road.

The clouds parted and the sun was shining as we pulled off Southwest Highway across the road from Pinjarra Bakery in Waroona at 9.15. New members Margaret and guest had arranged to meet and join the convoy there, and it was all aboard and back on the road just over half an hour later – after sampling some bakery treats and stocking up on supplies for the rest of the journey.

Adrian spotted and relayed a couple of 'photo opportunities' outside Harvey and Brunwick Junction and when we pulled into the



Wellington Dam carpark just over an hour later it was quickly evident that the mural was also a popular photography spot.

It turned out to be a lovely day for admiring the mural view, and a return visit to explore the rest of the Collie Mural trail would be a great

Cont. p.7

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 2299 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

Tyrepower

From p.6

way to spend more time in the area.

After another radio check at 11.30 unfortunately it was not clear to all that Adrian would lead the convoy out by the bridge crossing at the base of the dam. The mystery stop he had planned was abandoned once we realised that Margaret had made her own way out from Wellington Dam, but thankfully arrangements were made to re-join the convoy at Diamond Lake instead.

Collie River Scenic Drive is a 7km winding drive, and after a U-Turn when Adrian missed the turn-off from Coalfields to Ferguson Road, all cars were accounted for and the convoy arrived at Black Diamond Lake just after 12.30.

Black Diamond Lake was also a popular place to be on a day when thankfully the rain stayed away, and lunch was enjoyed by all. Mel's cupcakes and new member Margaret's carrot cake were very well received too. The Gills headed home early, and the rest of the convoy were all packed up and back on the road just over an hour later.

The convoy headed off-road past Hoffman Mill, and the narrow track and muddy puddles were fun until we hit a dead-end thanks to a



locked Alcoa gate and were forced to back-track. It is the price we pay for arranging a trip at short notice perhaps: there was no time for a recon so it would be good to head there again another time – with a clearer plan.

Back on tarmac the convoy pulled over just before the turnoff to Southwest Highway. We opted to head straight home while some

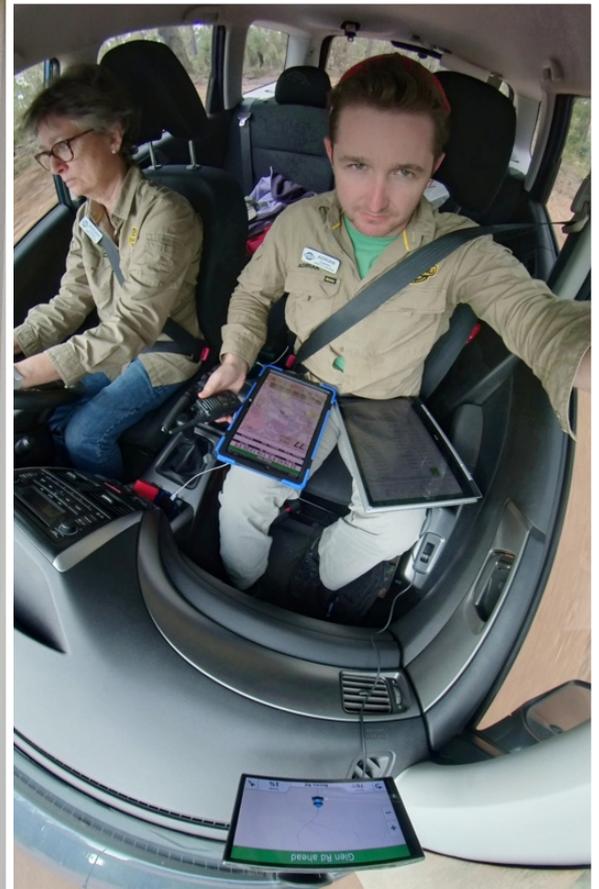


headed to Harvey Cheese to sample some more tasty treats.

Overall it was a lovely day out with lessons learnt along the way ...

Vanessa Carn





Deb and Adrian take a cheesy detour

From Collie, Adrian and I took a post trip detour to Harvey Cheese to conduct a quality control test of cheese and icecream in case any future trips are going that way!! **Deb**

The Garmin GPS setup (*that may have led to some wayward navigation Ed.*) was run from a phone battery bank, with a mobile as back up navigation. I also had a laptop with Mundal trip notes, (we did reverse direction so I converted from PDF to Excel, and changed ther order and turn instructions on the drive)

And my tablet was running OziEplorer.

Adrian

Cocktails and Jaffles with the Landcruiser Club

11-13 Sept 2021

Picture the scene from a drone's eye view (not an attack drone, just a perfectly friendly recreational machine). There's a giant racecourse in the middle of nowhere, WA, surrounded by flocks of sheep, fields of yellow flowering canola, and bush. Alongside the racecourse there's a group of caravans, camper trailers and tents clustered around a big bonfire. Around the fire, 15 jaffle irons lie on a bed of hot coals and heat beads. Also, milling around the fire are a group of odd-looking beings revelling and carousing. There are a surprising number of hat, coat and scarf-wearing people, others are nattily turned out in dark suits and red bowties, a whole lot are dressed up in medical white coats and stethoscopes and there is even the odd Cyberman or Darlek. A replica of the Tardis front door is propped up against a building while The Timelords - Doctorin' the Tardis song is playing loudly.

Yes, you guessed it! This is the Toyota Landcruiser Club (TLC) and Subaru 4WD Club WA (by invitation) enjoying the annual Cocktails and Jaffles Night at the Quindanning Picnic Club



Who's Who of Doctors, Darleks, wildflowers and jaffles ...with TLC

Racecourse. The dress-up theme for the night was, of course, anything related to Dr Who. The main event is the Cocktail and Jaffles competition with four teams

of six people preparing a cocktail, savoury jaffle and dessert jaffle for everyone to sample and then assign a score. The entries were

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Jaffles with TLC

From p.9

variously bestowed with vaguely 4WD - trip terms (or Dr Who). Representing the Subaru Team were Jo and friend Nicole, Joy, and Neil with two TLC members: Darren and Sharron (call sign SUDS). For our team the cocktail was OIL CAPirinya made with cachaça (provided by Darren), lime and sugar and served with ice plus fresh lime wedges. Savoury jaffle was called Cable Beach Sunset designed by Joy and consisting of cheese, mango chutney, pastrami, sliced tomatoes and sliced blood oranges. Dessert jaffle, called Stuck in the Mud was designed by Jo, consisting of dark chocolate, strawberry



sauce and macadamia & cashew nuts.

So, how did this all start? Well, a few years ago the TLC decided that they would host some combined club trips and invited the Subaru Club (through Jo) to come along to the Cocktails & Jaffles Night. It was only Jo that went along for the first few years but this

year there were three Subarooers (plus Jo's friend Nicole) onboard and we all had a jolly good time! The fun weekend started Friday when Neil with his Forester and camper trailer and me in my XV found our separate ways to the Quindanning Picnic Racecourse and set up camp

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From p.10

alongside the TLC group. We were welcomed by Trip Leaders (TLs) Mark and Fiona (call sign Grumpy even though they are not grumpy at all, maybe it's like tall people are called Shorty) and met various others in the TLC group. Later that evening we all adjourned to the State Heritage listed Ye Olde Quindanning Inne (aka The Quindanning Hotel, est. 1925) for drinks and dinner. The meals were good and of generous proportions but some people had to wait a long time for their dinner. The prominent ad on the blackboard for kitchen and bar personnel gave us a clue as to what was happening. The COVID ban on overseas backpackers is impacting tiny towns like Quindanning. On Saturday morning after breakfast, everyone saddled



up and we headed out onto the bush tracks of the Lane Pool Conservation Reserve for a day trip. I decided to get up front in the convoy as I wasn't keen to be last in line through the boggy bits after 12 heavies had been through. As it happened

there weren't many puddles on the forest tracks just a notable number of fallen branches and even trees, which fortunately were accompanied by chicken tracks (diversions or alternate routes as the terminology

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Jaffles with TLC

From p.11

preferred by some TLC members). We hadn't got very far along the track before I discovered that the TLC are just as wildflower obsessed as the Subaru Club when a call of "Spider Orchids" came from Fiona in the lead car and the convoy parked up and disgorged people with cameras looking for the flower shot. Fiona proved to have an eagle eye for spotting the Orchidaceae and I was particularly happy with seeing the green and white Jug orchids (*Pterostylis recurva*) in full bloom. Although some flowers were not fully out, it was a very pretty drive through the bush



decorated with the abundant yellow Acacia blooms and white to pink Honey Bush (*Hakea lissocarpha*) plus sprinklings of blue *Leschenaultia*. Many commented on the colourful displays of Coral Vine (*Kennedia coccinea*) decorating the trees.

We turned off the main track towards a wetland but the track became too muddy so we stopped and had morning tea amongst a field of bright yellow *Synaphea* and orange buttercups (*Hibbertia stellaris*). Continuing on, we came to Treestville, the site of a timber mill town near the Harris River established in 1920 and after several openings and closings, finally ceased operation

in 1956. The only signs of prior habitation left were old fruit trees in blossom and a memorial to a 1965 local called "Scotty". Continuing on for a bit, we then stopped for lunch at Hoffman's Mill – quite a large, grassed picnic spot with benches and fire

Cont. p.14



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From p.12

Jaffles with TLC

pits. Camping is only permitted from November to April, not during winter. After lunch we headed back towards camp along some gravel roads and then onto the bush tracks. There was one place where Wattles had grown right over the track and the cars had to push through a cloud of yellow flowers. Grumpy commented that it was like the buffing cycle of a carwash. One section of track was rife with fallen timber and associated diversions (chicken tracks). We all got plenty of practice in manoeuvring around tight bends and through narrow spaces between trees. This was a situation when having a Subaru was an advantage over the bigger vehicles, some of whom had to pop their side mirrors in to squeak through the gaps. I have to say though, that the TLC convoy procedure was impressive. They had a relay in the centre of the convoy to pass messages between the TLs and Tail End Charlie (TEC). Communications about travel directions all went with military precision and the use of call signs for vehicles instead of people names worked very well. No-one was



lost on trip (LOT).

Back at camp, we caught up with Jo who had arrived with her friend Nicole. The campfire was stoked up to start producing the mass of hot coals and heat beads which would be required for the evening's jaffle-making marathon. I have to hand it to the fire handlers as they did a great job throughout the night. People then went to dress up in their Dr Who-related (some very distantly related) costumes ready for cocktails. First off the rank was the Subaru Team with a tangy cachaça (Brazilian spirit distilled from fermented sugar

cane) cocktail. Personally, I thought this was the best cocktail and apparently so did a lot of other people because it was the winner in the cocktail category. Go Team Subaru! Other cocktails followed throughout the night including a mulled wine called Roadkill, or possible Tardis Fuel, and something called Inflator. Then the savoury jaffles came out, the first of which was a tasty beef mince curry called Blown Ring which later was confirmed as the winner, beating out Gravel Rash and Chicken Track and the Subaru entry.

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From p.14

The jaffle irons were removed from the fire when ready and banged both sides on the wooden bench to loosen the contents which were then halved and shared around. Then cleaned and given to the next team in line. When it came time to assemble the Subaru Cable Beach Sunset, I was very impressed at what a well-oiled jaffle making machine the team was. Each person grabbed a container and went down the line of open jaffle irons in order - slapping down the bread, cheese, pastrami, etc., until, the jaffles were complete. Voila! If there had been a prize for style and speed in assembling jaffles, we would have won it hands down. Maybe Jo's years of expertise in Scout wrangling had something to do with it.

As time went on and the coals were used up, the jaffles took longer to cook so it was a bit of a wait between desserts. This was filled by one of the TLC crew going around with mulled wine in a teapot decorated as the Tardis. Jo's Stuck in the Mud jaffle was quite popular, especially as the pastry had puffed up and some people were stuffing icecream into the air pocket to go with the chocolate and strawberry nutty yuminess. A lot of other people thought so too and Stuck in the Mud



achieved second place in the dessert jaffle category performing well alongside the other entries including Galliayan C.A.R.S., Banana al la Yuk, and Roof Top Tent/ Zygo Surprise. This event was my first go at making jaffles and there were lessons to be learned. Thicker fillings did best in the strong heat of the coals so premade casseroles were better than bacon, tomato and cheese which just seemed to melt away. Don't cut the crusts off the bread

before cooking as they are needed to form a good seal on the jaffle (thanks Jo for this tip). Hot coals are better than heat beads for cooking jaffles as the beads tend to cool down faster unless they have been properly heated. All in all, it was a great trip with the very sociable people of the Toyota Landcruiser Club. Thanks Mark and Fiona for leading the trip and we're keen to join you again.

Joy Unno

Rocky Pool Trail Walk

3 October - Day trip

Join in a lovely bush walk in the Perth Hills exploring beautiful bushland and abundant wild flowers.

We'll take the Rocky Pool loop walk in the Kalamunda National Park, 28kms (about 30 minutes) east of Perth. Meet at 9.30 for a 10am start.

The trail visits the natural swimming hole known as Rocky Pool, which was a popular swimming destination for locals in the 1930s. Parts of the walk are steep, and can be loose and challenging in places, but the more challenging sections offer spectacular hill and valley views as a reward for hikers. You can choose a wilder or milder track.

The Rocky Pool Walk is a 5km loop in the Kalamunda National Park visiting the picturesque Rocky Pool, with beautiful seasonal wildflowers and abundant wildlife. It includes a section of the Bibbulmun Track. There is a car park at the end of Spring Road, Kalamunda, at the start point of the trail. Information panels along the trail describe the history, flora, fauna and land forms of the area.

Participants can choose to do the shorter walk to Rocky Pool and return while others may like to do the whole 5km

Forthcoming Club trips

loop.

No matter which walks you choose to do the group can meet back in the car park for a relaxed picnic lunch before heading home.

Please note this walk does include sections of steep loose ascents and descents and a degree of fitness and great care is required. It is recommended sturdy walking shoes be worn and bring your hiking stick if you use one. A couple of spares may be available to borrow on the day. As always, carry sufficient water for the walk, be 'sun smart' and don't forget your camera! The scenery is beautiful and hope for another good season for spectacular wildflowers.

Mulling at Marrinup 16-17 October

NOTE DATE CHANGE

This is an overnight camping trip to Marrinup Town Site Camp. After meeting at the rendezvous at 8.30am we'll drive through the forest for about an hour to the campsite to secure our spots and drop off campers and caravans. In the afternoon we can visit the WW2 POW camp ruins, a waterfall and go for a drive through the forest, nothing

too serious. We intend to have a campfire, but that depends on the bushfire rating – bring some firewood if the rating is low and fires are permitted. On Sunday, those who are fit / brave / silly can ride, walk or run around the mountain bike trail adjacent to the campsite, then take a leisurely drive home, maybe with a stop in Pinjarra to check out the museum and grab a coffee.

Details: Camping prices are \$8 adult per night, \$6 concession card holder per night, \$3 child per night (over 5 and under 16 years) there is a payment post on site. There is a long drop toilet onsite and easy access for caravans, campers and motorhomes. No water or other facilities but Dwellingup is about 5km away for those who don't want to cook. The site is easy to find for anyone who is busy on Saturday but would like to join us later. Leader: Neil Hird

Whiteman Park social day

17 October - Day trip

The WA 4WD Association Committee invites you to a social gathering on Sunday 17th October 2021 at Whiteman Park, 233 Drumpellier Drive, Whiteman. A gazebo has been booked in the Mussel Pool East area

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www.psot.com.au

From p. 16

next to Pia's Place and the Dog Park...there is a big carpark (#21) next to the booked gazebo.

Whiteman Park opens at 8.30 am and closes at 6pm.

It is a BYO everything

Entrance to Whiteman Park is free, with plenty of stuff to see and do around the Whiteman Village precinct...

It's a great opportunity to meet members of other clubs. The Subaru Club is one of the longest-term members of the WA 4WD Association and it is worth supporting this event.

Annual Dinner and Awards

30 October - Day trip

This year's annual dinner will be held at the Bedford Arms Hotel Brookton. Join us for a fun social evening with our annual awards also being presented.

Forthcoming Club trips

This trip will be closed 2 weeks before the event to confirm numbers with the venue.

Dinner starts from 6pm with a three-course meal to be served. The cost is \$42 for the three courses. You will need to buy your own drinks at the bar. The menu and places to stay overnight (pubs, BnB, camping, caravans) are available in the Trips section of the website. When you join the trip, remember to choose your meal options and say if you have any dietary restrictions.

The Annual Dinner is also when we make the annual awards. These depend on members making nominations (do this on the **Trips tab of the website** after you log in) Don't forget nearer the time

we will be calling for your nominations for awards such as trip of the year and club member of the year... and don't forget to get your silly award nominations in for anything daft someone does on a trip.

Christmas Dip and Drinks

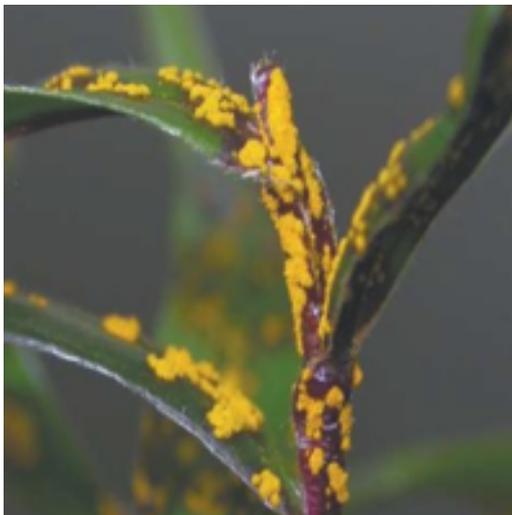
4 December - Day trip

Come along to Jo's place for a dip in the pool and food and drink with friends.

Drinks start from 2pm onwards, and the barbecue will be on from 5pm.

Bring meat or other barbecue food, drinks, salad or dessert to share, swimming gear, a chair just in case and, bring some cash to donate to the Royal Flying Doctor Service on the day. Paper plates, cutlery and bread rolls will be supplied. And... be prepared to have a laugh!

Biosecurity warning for new harmful fungus



DBCA have put out a Biosecurity warning to be alert for signs of Myrtle Rust (*Austropuccinia psidii*), a fungus that attacks plants in the Myrtaceae family. Currently only SA and WA are free of infection. The fungus can harm Agonis, Beaufortia, Calothamnus, Eucalyptus, and Melaleuca.

Myrtle Rust has unique bright yellow spores that appear on afflicted plants. First signs of infection are raised brown to grey spots, often with red-purple haloes. Report any suspect rust on Myrtaceae species to Pest and Disease Information Service on freecall 1800 084 881.

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fun stuff



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20,000 km, Covid and a windscreen

We recently got back from an epic 16-week 20,000km trip to Northern Territory and Queensland. We had planned to come back via the Nullabor after visiting former Subaru members Simon and Ann who are now in Hervey Bay. However with the Covid exploding in NSW and then back into VIC we decided to travel an extra 2000km back through the NT. It was good job we did as Covid soon got into SA which would have meant us spending 14 days quarantine (even though we had not been to any of the hotspots) probably at the border near Eucla. Anyway with a covid free NT we were able to spend the 14 days quarantining travelling around the Territory before being al-

lowed back into WA – a much better option in the winter. We applied for our WA G2G pass in Hervey Bay which got accepted but with an extra 4 days getting to the QLD/NT border we found out it expired after 14 days. Luckily we managed to apply for the pass again in Timber Creek and got to the WA/NT border on the 14th day. We discovered that it had to be 14 full days so had to overnight at the border and got through in the morning. We were very relieved to get back into our home state and certainly won't be leaving for a while.

The Forester ran faultlessly towing a small 1400kg caravan 95% of its time. We did however get a broken windscreen which I did not want to get fixed until we got

home. I contacted my insurance and got a genuine Subaru replacement. Not a big deal you might say, well the installer had the car for 3 1/2 hours and had to spend the last hour on the freeway to allow the computer to recalibrate the eye sight system. My insurance included glass damage with no loss of the no claims bonus, but I asked how much it would have cost, nearly \$3000! The moral of this story if you buy any car with this new eye sight technology ensure your insurance covers glass re-placement.

Keith Wilcox

PS Yes that is a Cassowary walking in front of the caravan

Scenic trip to Koorda drive-in

Koorda Drive in Movie Night with WA4WDA

The WA 4WD Association had organised an event at the Koorda drive-in (only three left running in WA) to raise funds for the RFDS. Our club decided to do a bit of a scenic drive on the way there and back.

We only had two cars attending so it was easy to meet and get going on Toodyay Road. We made our first scenic detour before Toodyay and turned north into Sandplain road then onto Drummond Drive giving us some good views. Then back onto Toodyay Road and into Toodyay for morning tea and a visit to the Christmas shop. We left via the Goomalling – Toodyay road and just past Goomalling we did a detour up Oak Park road to Oak Park reserve, but we didn't see the abundance of wildflowers we had hoped to.

From there we headed to Dowerin and then followed parts of the Wheatbelt Way self-drive trail. We passed Tin Dog Creek in Dowerin and Naaning Well before stopping at Minnivale for a look at the remains of the old bakery. From there it was onto Wyalkatchem for lunch, only



to find the café was closed, but luckily the roadhouse was open. From there it was into the Korrelocking Nature Reserve where we had to stop a few times to take photos of the carpets of wildflowers.

[photo]

Then onto the Wyalkatchem Tank which was made in 1881 and used as a 'stopping place for teams' and later for steam

trains. From there it was a straight run to Koorda, passing the Cowcowing lakes.

We had booked into a B&B and Stephen was camping so we parted ways. Where we were they had a few alpacas and miniature mohair goats which were very friendly.

[photo]

From p.21

We had been told to get to the pub early for dinner as the Koorda Kangaroos were in the grand final of the local football competition. We met up with Stephen there, and a few others that I knew from the 4WD Association, and it was lucky we had been warned as the victorious team and their followers soon descended on the pub and it was busy.

Then onto the drive-in for the movies, suitably rugged up as it was cool. It was over half full and they showed Rams and American Graffiti. We managed to get a spot near the front without any big 4WDs with stuff on their roof blocking the view of the screen. Marian asked when the last time we went to the drive-in was and I couldn't remember as it was so long ago.

We met Stephen on Sunday morning then headed up to the Koorda Native Flora reserve which had many different flowering bushes along the guided walk trail. From there it was west towards Cadoux with a quick stop to take a photo of the canola crops stretching to the horizon. Then to Wongan Hills for a late morning tea at a café there before heading through Calingiri before getting to Great Northern highway and heading home.

David Peck

An invitation to families to visit Chingarrup Sanctuary

The owners of Chingarrup Sanctuary will open the venue to families from lunchtime on Friday October 8 through to Sunday 17 October.

The invitation is to visit at any time between those dates for any length of time. This could be for a day, a weekend or a week.

Visitors are welcome to take part in the following activities.

- walking and recording flora data in some remote and beautiful sites on the property
- wildflower walks
- birdwatching
- replacing fox baits around the property. 4WD/SUV would be required as there are limited seats in our vehicle
- searching for Malleefowl mounds and inspecting known Malleefowl nests
- inspecting Pygmy Possum nest boxes
- collecting, looking at images of animals photographed on, and re-deploying, motion sensitive cameras
- going to the Corackerup Ochre Cliffs and/or Gold Mine Creek Spring. 4WD/SUV

would be required as there are limited seats in our vehicle

- weeding plants in Front Garden, Front Paddock, Erosion Gully track and northern boundary
- Widening and clearing the northern boundary firebreak/ access track by trimming, chainsawing and cutting vegetation.

- The property is 6.43 km north of the Borden-Bremer Bay Road. The entrance to the 'long' driveway 200m north of Chingarrup Creek is marked by an orange dome on a short pole

Chingarrup is a 572ha Conservation-Covenanted property free of dieback disease so clean your vehicle, particularly the underbody and wheel arches, of all dirt and weed seeds before leaving home and before coming in to the property.

Contact: Eddy and Donna Wajon

Phone 08 9310 2936 or 0428 345 231

Email:

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21 February

Twelve cars met at the United "Pie face" service station where Adrian outlined the day's plan before a short drive to the Gngangara off-road area. We delayed airing down to see how the cars handled increasingly sandy conditions. As expected one of the inexperienced drivers bogged in the first very soft patch we found. This was a good time for Adrian to explain the intricacies of driving and tyre pressures in soft sand. After airing down all cars easily reached the sand bowl where we were to practise. We spent time trying slopes of varying difficulty, lowering tyre pressure as needed with rising tyre temperature. I remembered it was challenging here when I was

Getting bogged - and getting out

new to the club but now after several excursions in the Lancelin dunes, beach runs and the Simpson Desert trip it was much easier. The new members to the club adapted well to the conditions with none of the cars becoming badly stuck. The failings of plastic under-body fairings supplied with new Subaru was illustrated by one being torn off on one of the slopes. The remnants left under the car had to be tediously sawn off.

Later in the morning, as we

congregated for more of Adrian's instruction four "heavies" appeared, also to practise on the slopes. They were making it look difficult with loudly roaring engines, wheel spin and incremental progress in softer patches. Adrian suggested several mistakes in their vehicle setup and technique, comparing this to characteristics of Subaru. Finally one of them slowed to a halt and bogged the car to the axles with sustained wheel spin. The group attempted to

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***Apology.** This report from Daniel Bedo was misplaced while some checks were made. Sorry it took so long to find it Daniel.*



From p.21

recover the bogged car for some time before Adrian decided to offer assistance and drove up to the stranded car for a possible snatch strap assist. Following his suggestions the car was easily extricated with Max Tracks and lower tyre pressure. It was a good learning opportunity for our group, especially since we did not have to do any digging. After the recovery Adrian set up a demonstration of correct snatch strap recovery – emphasising safety points and equipment ratings for our cars. Newer equipment items he showed us like soft shackles and recovery ropes were interesting with less weight, potentially greater safety and durability, although

It pays to get the right (lighter) gear

at a higher cost.

By 1 pm it was hot, the demonstrations and entertainment were over so Adrian called for a lunch stop which we found under some shady pine trees by the track out. We had more discussion of recovery equipment and driving techniques. Adrian

explained several instances of similar looking gear differing widely in quality and performance. This alerted us to what to look for and avoid. We made our way back to Gnangara Road to air up before heading home.

Daniel Bedo



The radiator in an older car can fail quickly

Sometimes you have good days and sometimes you have bad days. Last Friday was a good bad day for me. To explain. A while back, when getting my 2009 Forester serviced at STechnic, the owner Damian advised me to keep an eye on the condition of my radiator. He had found that Subaru's more than 10 years old were prone to radiator failure, often catastrophic. Mine is now 12 years old. The problem is that the plastic top tank on the radiator deteriorates with time as the heat from inflowing hot water affects the plastic making it brittle and more prone to split or break.

My Forester was at STechnic to get some heavier rear springs fitted and a pressure check on my radiator. When I picked up my car, Damian said he had replaced the top radiator hose. In doing that, a check revealed that the inside of the tank around the inlet was starting to deteriorate. I was told I should replace the radiator soon and definitely before doing any long or remote trips.

The next day I drove my car into Armadale and back (16 km). Coming back, I stopped at the local shop carpark and reversed into a parking bay.



As I backed in a large amount of steam came from under the bonnet. I turned the engine off and checked things.

I think my car was listening to the conversation Damian and I had the previous day. The steam was from a broken top radiator inlet jetting coolant over a hot exhaust. Fortunately, no serious damage was caused.

A quick call to the workshop told me that a radiator in stock and they would fit it that afternoon.

I called the RAC who had a tilt tray loading my Forester by soon after for delivery to STechnic (free of charge as I am a member). By 1500 hrs, my car was in the workshop having a new radiator fitted.

There was some muttering from me about having to replace the radiator but very glad that the failure happened

at a time and place that it was really only a minor inconvenience. If the same thing had happened in some of my recent remote locations, it most likely would have resulted in a very expensive recovery and repair.

The moral of the story is that if your Subaru is more than ten years old, keep a close eye on the integrity of its top radiator tank, especially around the inlet. Early failure signs may appear as white marks where the tank is going to split. Often, there may be no warning of failure. The further past the age of ten, the more likely the radiator is to fail. Replace it before this happens. The cost of a new radiator is a whole lot less than the cost of a new motor and the inconvenience and cost of being recovered from a remote location.

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