



Official Newsletter of the Subaru 4WD Club of WA

FEBRUARY 2022

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Holy Moly! WEDGE LIVES UP TO ITS NAME



Photograph by Keith Low

What a day! A beautiful beach that's easily accessible. As someone said, "you could drive your Golf GTI on the beach sand". Unfortunately, that wasn't the case for our adventure in the dunes...(story continues Page 5)





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President's Report

David Peck



The City of South Perth have updated their requirements for the use of the meeting room to include

- social distancing
- minimal shared equipment that should be cleaned regularly
- maintaining a patrons register for COVID-19 contact tracing
- signing in with the Safe WA or Service WA app, or sign on sheet
- ensuring everyone entering the facility is vaccinated

and complying with any other associated/future government directive that may be issued.

The Subaru 4WD Club of WA will be asking for Proof of Vaccination for people to attend General Meetings in person. It can be provided at the meeting or an image of the certificate can be sent to the Secretary at secretary@subaru4wdclubwa.asn.au . This is only required once and we will keep a record of members who have provided Proof of Vaccination.

On a related item we have been informed that exemptions for mask-wearing (when required) are if the nature of a person's work or the activity they are engaging in means that clear enunciation or visibility of the mouth is essential This will mean that the Committee, or guest speakers who are talking at the meetings would not have to wear masks while speaking

Also there are a number of locations that we travel to on trips that are now requiring people to provide Proof of Vaccination as well, so please ensure that you have it with you when travelling. Unfortunately this will mean that some trips will require people to be fully vaccinated and unvaccinated people will not be able to attend, unless they have a medical exemption.

A reminder that we will be having Eddy Wajon as a guest speaker at the February General Meeting. He will tell us about the Chingarrup Sanctuary that the club is going to on the March long weekend. This is a 572 hectare, ecologically rehabilitated privately owned bush block about 40 minutes drive East of Bremer Bay. Eddy will tell us about the work that has been done to revegetate the former farm property with the help of hundreds of volunteers, including Subaru 4WD club members.

It is pleasing to see how quickly the Dirk Hartog Island trip filled up. This is a good example of someone wanting to go somewhere and suggesting it as a club trip. If there is somewhere you would like to go to let the committee know and we can assist with the organisation and running of the trip.

Regards
David



Highlights from January General Meeting

Vanessa Carn



Adrian demonstrating how to use a chemical toilet when the club 'thunderbox' is not an option

See the meeting minutes available on the club website for more information about what was discussed

Congrats!
MARK & ROWAN SMITHERS
Better late than never ...
2021 Annual Awards presentation



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Nice Slice of a Wedge

KEITH LOW & ADRIAN LONGWOOD



The day was windy as is often the case on this coastline. So not a lot of time was spent splashing about and soaking up the rays. Instead, after a brief stop on Wedge Island beach for some morning tea and a swim, we headed into the dunes.

The wind had kicked up a bit of a fine powdery sandstorm, with the effect of blowing away some of the sides of dunes creating some dramatic drop-offs and deep depressions.

It was into one of these depressions that our tour leader, Keith Low and 4wd recovery expert Adrian Longwood ended up in nose-first. Was this a planned recovery demo? No, but it was a great test of the collective recovery skills and resources available on the day.

According to Adrian, when the lead vehicle gets bogged, other vehicles should wait, which they did. **“The last thing we want is for everyone to keep coming and also get bogged”**.

Another vehicle was required though, for a snatch recovery. But this vehicle also got bogged. Digging, lowering tyre pressure some more and the use of recovery tracks did the trick in getting this vehicle out. It would take a lot more to get Keith's car out.

Cruz to the rescue! He had dropped his tyre pressures from 15psi to 12psi before coming up but he also had some trouble. He then dropped them to 10psi to reduce the risk of getting bogged in the recovery process.

Keith's tyre pressures were also reduced further to help in his extraction. His car was dug out a little and an equaliser strap was connected to the front across the two tie-down points and linked to a 5-ton Kinetic Rope. The pulling vehicle (Cruz) then made themselves a firm track by going back and forth.

Spectators were cleared back (further than the length of the snatch strap) and the Snatch recovery commenced. The first pull was gentle and moved Keith about 1metre. This was sufficient to remove him from the deep hole. We then re-aligned and pulled gently again to free him completely.

What a day! Two more vehicles were snatch recovered shortly after Keith's rescue. The other vehicles came into trouble picking the wrong lines across the undulating terrain. These were simpler quicker recoveries. Luckily!

We had had enough of four-wheel driving for the day. Off to lunch.

Order of recovery techniques:

1. Digging to clear sand - Self Recovery
2. Dropping Tyre pressures to gain traction/reduce resistance - Self Recovery
3. Place Recovery Boards/tracks under 2 or 4 wheels to increase traction on spinning wheels - Self Recovery
4. Have Bystanders push the vehicle - Self Recovery
5. Bring in another Vehicle for a gentle Snatch Recovery.
6. Bring in another vehicle with a Winch (very rare for our cars to have a winch)
7. Bring in another vehicle to use with a Hand Winch (not often brought along.)

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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.

Nice Slice of a Wedge

FROM P5



The equipment we used:

5 Ton Kinetic Rope (30% Stretch, protective sheath) correctly rated to the vehicle weight.

Note: Snatch straps should be 2-3x times the GVM of the lightest vehicle in the recovery. (Most Subarus have a GVM from 1950kg > 2200kg so a strap from 4 Ton > 6.5Ton is the suitable range. Check your own Vehicle's GVM on the compliance plate/VIN plate. Some members had Snatch Straps rated at 8 ton which is too heavy and not suitable for use.

Other items were a Winch extension strap, but this is not 'stretchy' and not suitable for Snatch Recovery.

We used an **equaliser bridle** on the front across the 2 points to distribute the load. It was 3m long

Note: The ideal length is 5-6m but 3m is all that's usually available.

We used a **hitch block** within the 50x50mm square tow bar slot. (not a tow ball itself. that's very dangerous)

Nice to have but we didn't:

Dampener blankets - As well as the snatch strap dampeners are used as weighted blankets. In the event of a component breaking there could be severe damage or death from metal shackles or parts slung into either car or bystanders. The dampener is used to bring the debris down to the ground quicker, before any severe damage is done. Two of these are the ideal number to use.

****if you want to know more about the pieces used, terminology or any other info, email Adrian.**



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Melangata Station

Day One Saturday 25 September 2021

VANESSA CARN & DEBORAH THYNE

The morning was fine and sunny, car temperature 13 degrees, when we left home just after 7am on the day of the historic first AFL Grand Final in WA.

Excited and anxious about the long drive ahead, we arrived at the BP Truckstop past the end of Tonkin Highway just after 8, where trip leader Deb, Tony and Keith, Mary plus two (daughter Jasmine with friend Taylor) and Margaret had already convened.

False start from Henry traveling with partner Debbie and daughter Erin who headed to the Swan Valley, thankfully rerouted in time to join us as well as Neil just before the 8.30 departure.



Morning tea in Coorow



It was a nice feeling to be heading out on the Great Northern Highway, out of range of COVID 19 news. Soon after we left Muchea the convoy along with others had to pull over to the side of the road for a wide load merely minutes into our journey.

With a long day of travel ahead, this hold-up was slightly frustrating, but also a good opportunity to get the phone playlist sorted and paired with the car.

Shortly after Bindoon the convoy turned left up the Midlands Highway and travelled on to Coorow stopping for morning tea at 10.15am. Greg was feeling lucky after finding \$5 while using the bush loo but opted not to follow Henry over the road for a lotto ticket.

Back on the road 20 minutes later the convoy turned right to take a shorter route across to Morawa. We stopped to have a look at some wildflowers around midday. A search of the roadside revealed fringed lilies and donkey orchids.

We then travelled into Morawa for our lunch stop at 12.30. Typical of such a country town not much open past midday. Some took the opportunity to top up with fuel, enjoy a park lunch and take advantage of the clean toilets.



Wildflower pitstop

Melangata Station

Making ourselves at home

FROM P9

Margaret's co-driver had unfortunately had to pull out of the trip at short notice so Tony took over driving her relatively new Subaru for the next leg of the trip.

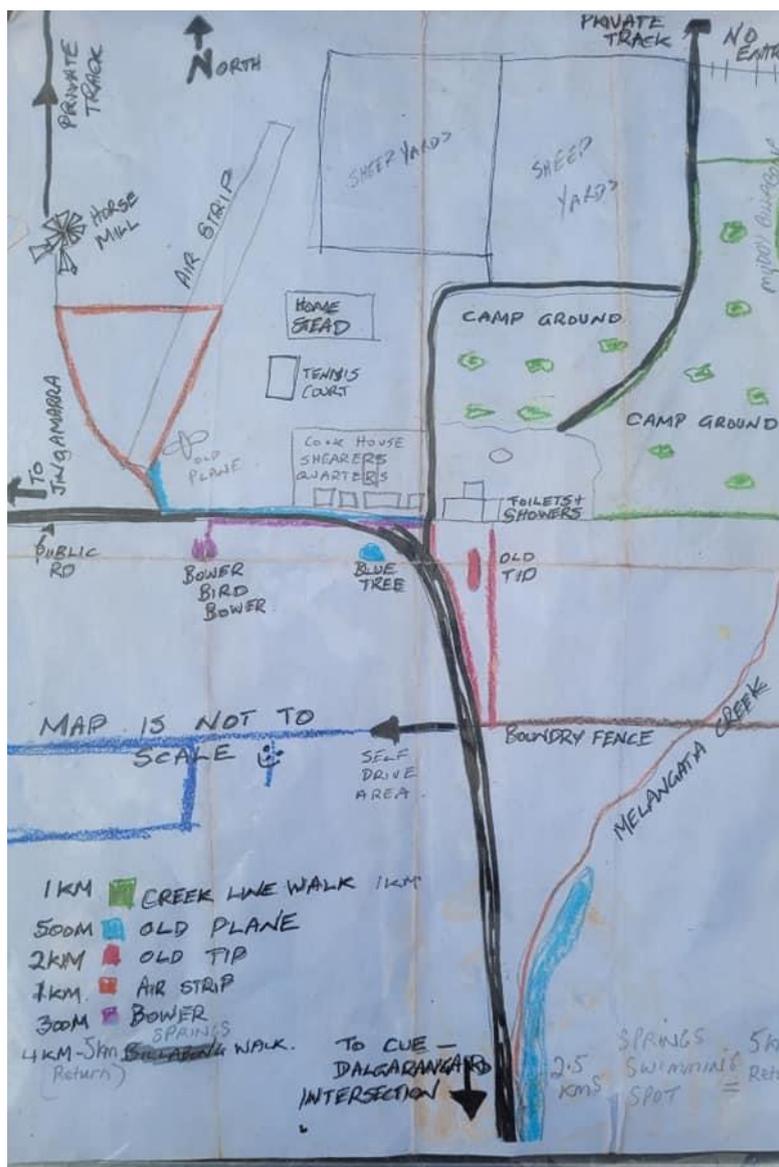
The convoy travelled onto the self-service pre-paid fuel at Yalgoo before heading off out of town and towards Melangata Station.

After a long day's drive it was great to arrive at Melangata Station and camp host Lynette warmly welcomed us when we arrived.

We all chose a spot to pitch our tents which saw us spread out across the camp ground while Margaret checked into her room in the homestead.



Camp host Lynette helping us read the map



Station mud map



Flushing toilets and hot water showers!



One of the resident dogs, Samson

Melangata Station Campsite Scenes

FROM P10



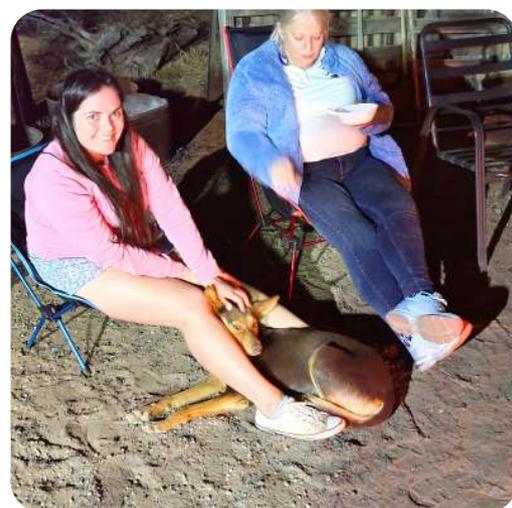
Camp Carn was the place to congregate for drinks and nibbles and to listen to the start of the AFL Grand Final on ABC radio before sunset. Tony and Neil took advantage of our set up stove to cook their meat while we heated up our soup.



We all gathered around the campfire for Deb's golden syrup dumplings and chats with the camp hosts

Despite a strong wind, we all gathered around the campfire for Deb's golden syrup dumplings and chats with the camp hosts and a German family who were traveling with their young children.

The wind brought light rain before we retired for the night and the wind persisted overnight.



Melangata Station

Day Two Sunday 26 September 2021

FROM P11

Most of us were up with the birds and the conditions were quite chilly. The resident dogs did the rounds of everyone along with the sheep some of which had very shaggy coats, and Mary even managed to capture a selfie! Keith and Tony headed off early to explore the 'billabong' and seeing what birds they could find to photograph.



Margaret shared her lovely cake with everyone for morning tea in Mary's annex



Melangata Station Tour

FROM P12

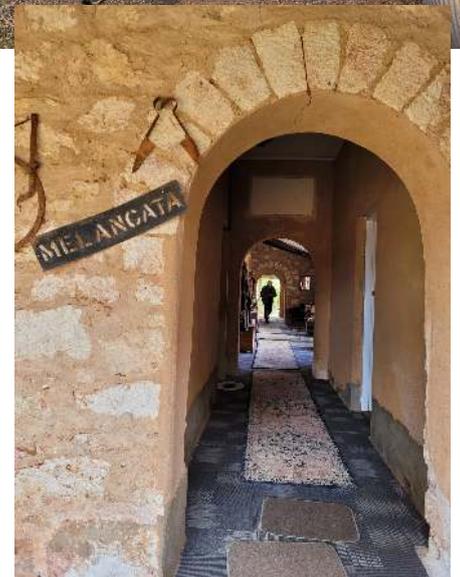
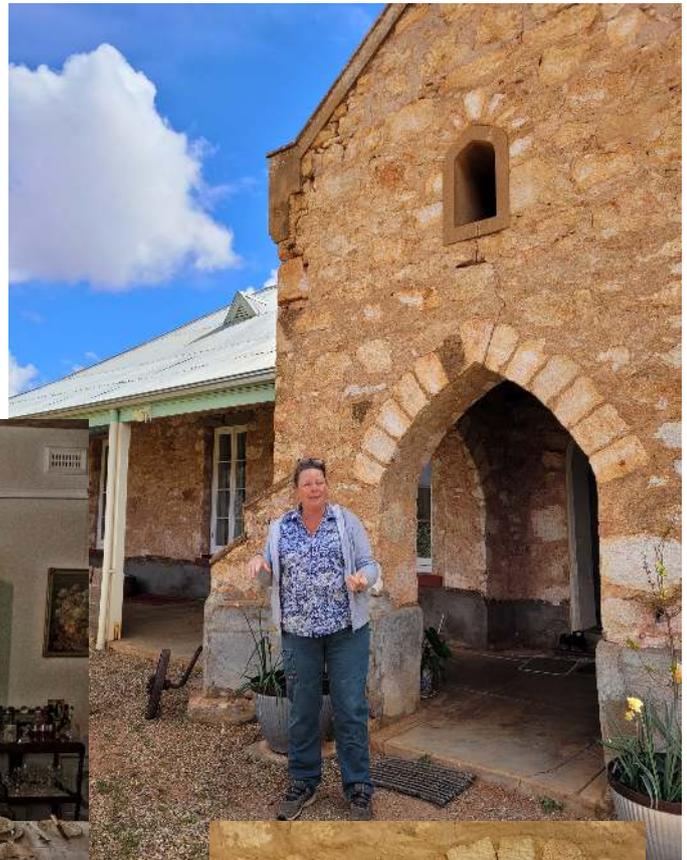
We all gathered at the Melangata Station homestead for the tour at 9.45am. The homestead was designed by Monsignor Hawes who is better known for his work on the Geraldton Cathedral. Interestingly the homestead does not have any doors – at all! It is thought this was to take advantage of the breezes to keep the homestead cool during the hotter months. Not sure how it helps in the colder months.

There are other interesting features of the design of the homestead including alignment with the movements of the sun during the year. There are several rooms in the homestead that are available for tourists to stay in. The same area of the homestead has a lovely dining room that is used every day by the family and their guests.

Jo Clews then revealed the small chapel behind the doors in the dining room! The homestead has hosted weddings in the chapel. Some took the opportunity at the end of the tour to purchase the next edition of Jo Clews' camp oven cook book.



Samson followed us over to meet Jo Clews for the start of the homestead tour



Melangata Station Tagalong Tour

FROM P13

Following the homestead tour we all got into our cars ready for the tagalong tour of the 46,000-hectare station led by Jo's partner Ken. We were soon to learn of the rehabilitation of the property.

In some of the trackside gullies, branches and vegetation had been laid to prevent erosion during heavy rainfall. This method had been very effective and an abundance of wildflowers were growing in some of these areas but they were also prolific across most of the areas we travelled through.

Some of the terrain provided the group with some 4WDing opportunities and our host enjoyed poking fun at whether the Subaru's could get through, or not. One dry creek bed crossing saw most of us come out using only three wheels. At one point we crawled our way up a rocky track that provided great photo opportunities.

We made our way to some stunning breakaway country both in formation and colour. We were shown Aboriginal artwork that comprised hand prints. The Aboriginal people would prepare ochre and put it in their mouths and 'spray' it on their hand on the rock to make the prints. There was a creek across from the breakaway where, many years ago, an attempt to dam it had been made. Such can be the force of flood waters the rock wall had been washed away and was found in several pieces further down the creek.



Scenes from the tagalong tour

Tagalong Tour

FROM P14

From this part of station it was relatively short drive up onto a plateau where we stopped for lunch. From here the 4.5 hour tour began the return trip to the station homestead and campground.

On the way back the group stopped at request of Deb and Margaret to see the 'poison tree' that tour leader Ken had mentioned earlier.



Lunch on the plateau



Greg taking note of the 'Poison tree'



Tour leader Ken pointing out the 'Poison tree'



*Wreath flowers images
Henry Kujda*



Camp Cooking with Jo Clews

FROM P15

Rain settled in just as we returned, so we set up the awning so Greg could prep his curry for dinner. Margaret decided to join him, and soon both were ready to add their camp ovens to the coals outside the camp kitchen.



We were all able to learn a lot from Jo's experience and guidance.

The camp hosts had started the fires for the camp oven cooking lessons in the usual spot in the middle of the camp ground, but the persistent wind and then rain saw the fires 'moved' across to outside the station cookhouse where it was much more sheltered.

Jo Clews demonstrated making and cooking scrolls with dough made with flour and Greek yoghurt. They were very simple to make and very tasty. After this, Jo provided help to those who needed it to get their respective dinners underway and she provided guidance throughout the cooking process despite having house guests and ducking back and forth to the homestead to sort their dinner out too!



Keith and Tony watching Jo prepare scrolls

Jasmine & Taylor waiting for dinner



All agreed that the Jo Clews camp cooking demonstration was an interesting experience, as was listening to the one-man band inside the wool shed with the house guests afterwards.

Photographers Henry and Margaret led an impromptu tour beyond the camp ground to view the spectacular carpet of stars, which has inspired Margaret to plan a club trip with her photography club.

Melangata Station Day Three

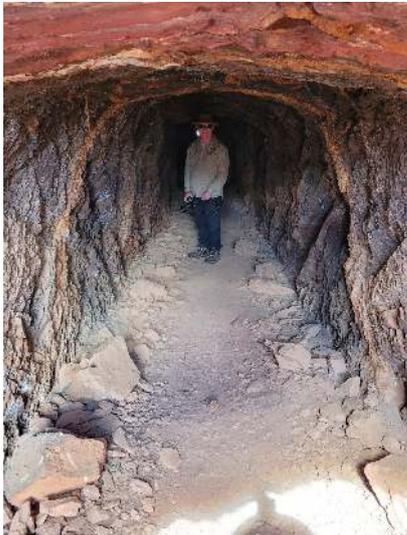
FROM P16



The next morning we were up before 6, planning to have breakfast and pack the car ready for an 8am departure. Due to Mary and the girls wanting to wait until the light rain cleared away before packing their tent, it was closer to 9 when we departed Melangata Station and headed toward Yalgoo.

Alternative journeys home included Henry, Debbie and Erin who were off to Jurien for a night, while Keith and Tony headed off exploring Cue and surrounds.

After passing through Yalgoo the five car convoy turned off onto the Payne's Find/Yalgoo Road and headed for Jokers Tunnel. Some of the group set off to explore with a walk through the tunnel where some even spotted bats. Morning tea was enjoyed in the shade outside Jokers Tunnel.



Morning tea at Jokers Tunnel



After leaving Jokers Tunnel we travelled on for about an hour and stopped to check the map and took advantage of a bush pit-stop. Here the flowers were fantastic including vivid pinks, yellows and blues. We continued on through Thundelarra and Warriedar stations to link up with the Great Northern Highway about 25km north of Mt Gibson. At this point, Vanessa and Greg discovered they had acquired a souvenir windscreen chip.

Deb consulted with the group regarding a suitable spot to stop for lunch and everyone agreed to push through to Wubin for a lunch and fuel stop 109kms down the road. The only fuel available was at the BP service station where you had to pull in on the correct side for your fuel cap otherwise staff wouldn't start the pump.

Margaret requested some assistance with the driving and Greg stepped in for the long drive home. Vanessa travelled solo to Bindoon, listening to ABC Radio live from the Perth Royal Show.

Thanks and farewell in Bindoon, home!

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Trips & Socials

Please refer to the club website for all dates and details www.subaru4wdclubwa.asn.au

FEBRUARY 2022

Sunset Picnic & Paddle
Saturday 5 February
Kent Street Weir

Wandoo Night Drive
Saturday 12 February
David Peck

Fish & Chips by the Beach
Sunday 20 February
Jo Norton

Resting on a Ledge
Sunday 27 February
Adrian Longwood

MARCH 2022

Chingarrup Sanctuary Ecological Experience
4 to 8 March
Joy Unno

Zamia Breakfast
Saturday 19 March
Jo Norton
Maximum 30 people

Lake Clifton Thrombolites
Saturday 27 March
Joy Unno

APRIL 2022

Murray Valley Meander
Sunday 3 April
Ross Mead

Kojonup Kamp Out
15 to 18 April
Jo Norton

Let's Have a Peak at Charles
15 to 18 April
Ross Mead

Motor Through the Anzac Weekend
23 to 25 April
Jo Norton

MAY 2022

Camp Fire Cooking Demo Day
7 to 8 May
Adrian Longwood

Wilbinga Reserve Clean Up & Moore River Camp Out
14 to 15 May
Adrian Longwood

Cruise to Cunderdin
Sunday 22 May
Jo Norton
Maximum 25 people

JUNE 2022

Karri on in Winter
4 to 6 June
Ross Mead



The Club is running trips for members in accordance with the latest advice issued by the WA State Government COVID-19 Guidelines.



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Golden Syrup Dumplings

DEBORAH THYNE

IF COOKING FOR A CROWD THIS RECIPE CAN BE SUCCESSFULLY DOUBLED.

DUMPLINGS

1 ½ cups S.R. Flour
50gm Butter
2 Tablespoons Golden Syrup
¾ Cup Milk

SYRUP

2 Cups Water
50gm Butter
1/3 Cup Golden Syrup
¾ Cup Brown Sugar

DUMPLINGS

Using your fingertips rub the butter into the S.R. Flour. Then add the golden syrup and milk and stir to combine. It will become a sticky dough. Using floured hands take golf ball (or a little smaller if desired) amounts of the dough and drop into the simmering syrup.

SYRUP

Combine all ingredients in your cooking pan (saucepan, dish or camp oven) and stir and bring gently to the simmer. When simmering add the dumplings as above.

Simmer for about 10 – 15 minutes and serve. If needed add a little drop of water to prevent sticking.

Serve with lashings of custard!

* To make it easier when camping you can prepare the flour/butter for the dumplings before leaving home and store in a container or zip lock bag. These containers can then be used to add the syrup and milk to prepare the dumplings saving time and additional dirty dishes and hands!

Handy Tip

It is always easier to premeasure and put the syrup ingredients in a container for the trip and saves carrying bulkier items such as bags of sugar etc. I apply this principal to a lot of planned camp cooking to save bulk and weight on trips. An example is damper or scone ingredients and mixing as much as you can in advance and carrying in a zip lock bag. You can also use vacuum seal bags.





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