



Subaru 4WD News



HAPPY
Easter

APRIL 2024

This issue:

BARRABUP POOL

EXPLORING ESPERANCE

KAARAKIN CLEANUP

UPCOMING TRIPS
& MORE!

Barrabup Pool

Tony Richards

Everyone arrived early at the BP Service Station for the 9.00 departure, except Keith and Fiona who had left a day early. After a quick briefing from Neil, we were away.

The weather was cloudy and there was a very stiff breeze, which was blowing as a crosswind from the east, as we drove down. When the wind gusted or we came out into an open section, it was strong enough to be noticeable, as it pushed the car towards the centre of the road.

We arrived at Boyanup at about 10.20, for morning tea. By then the weather was clearer and warmer, with just a little bit of light cloud and lighter winds, which was good. Some of the group partook of the tasty treats and coffee on offer at the local bakery. It was about another hour through to Nannup and Barrabup Sanctuary.

See inside for more details





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JOY UNNO

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President's Report

Deborah Thyne



Once again, the year seems to be passing by quickly. With Easter encompassing the last days of March it makes it even quicker! We look forward to hearing about Ross' Easter trip, Let's Go for Broke, as he always leads a very enjoyable and interesting trip sharing his vast knowledge of the southern forest and coastal regions. Ross is running a trip to the Karara Rangelands over an extended June long weekend that promises to be just as interesting and informative so get your name down soon.

Another big thank you to Rob Griffiths this month for continuing to review the club website and make suggested improvements. The changes make the website not only more user friendly but provides information to members in an easier and timely manner. His idea this month is to send emails to members about trips to keep everyone up to date with what is available. Be reassured, members will have a choice to opt out of receiving these emails if they prefer to check the website or get information from the magazine instead.

At the beginning of March, I went along to Subaru Osborne Park to see the new Subaru Soltera EV built in collaboration with Toyota. It is a very nice vehicle with the front seat configurations almost like a cockpit! It was being test driven by someone for the majority of the time I was there so did not get the opportunity to take it for a drive. It was a chance to check out other Subaru's for sale too.

If members are free on 7 April, please get along to the Kaarakin Black Cockatoo Sanctuary to assist with a clean up around the WA 4WD Association meeting room. You will meet members from other 4WD Clubs and hear of their experiences on trips to different locations. The work is not too onerous raking leaves and generally tidying up. A lovely morning tea is provided. Last year club members were invited into the sanctuary proper to spread leaves as mulch next to the dingo enclosure and got to see many red-tailed black cockatoos up close and meet and pat two Alpine dingos being walked by handlers.

It is not too late to register with the Royal Life Saving Society for the first aid training day on 13 April. See the club website for more information. There is some online training that needs to be undertaken before you attend.

A reminder that at the General Meeting on 6 April Jason Peck will be giving a presentation on search and rescue services and what happens behind the scenes when people go missing or get lost.

Check the website for some great trips coming up including Fiddles and Nibbles Day on 11 May, an overnigher for the Camping and Cooking Demo on the 18 and 19 May. If you are new to camping this is an ideal trip to try it out for one night, get ideas on what camping gear you might like (or need!) and enjoy some lovely, shared food cooked in a camp oven.

See you out there in your Subaru!



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Flying Doctor Day

Wednesday 15 May 2024

Mark your calendars and get ready to help us celebrate the 96th anniversary of the Royal Flying Doctor Service!

Over the past three years, Flying Doctor Day has raised over \$2.5 million to help grow and support the service we provide across Western Australia. Can you help us make 2024 the biggest Flying Doctor Day yet?

How to get involved

▶ **Donate:** Every dollar you donate on Flying Doctor Day will be doubled by our generous matched giving partners

▶ **Buy a pair of socks:** Rock a pair of our special Flying Doctor Day socks available from early May

▶ **Become a fundraising champion:** Get your workplace, school or community group together and raise money as a team

▶ **Help us spread the word:** Tell your friends, share a post to your socials or start a conversation with your colleagues

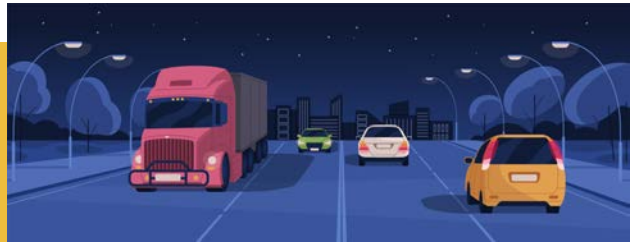
For more information visit flyingdoctorday.com.au



Wandoo Night Drive

Saturday 9 March 2024

Ray Cresswell



We had seven cars from the Subaru 4WD club and four from Track Care and met at **Sawyers Valley**, named because of the pit sawyers and shingle splitters who lived and worked in the area in the 1860s. The settlement, which began as a scattered encampment of canvas tents and timber huts, was declared an official townsite thirty-five years later on 28th October 1898. Many of the sawyers were former convicts or ticket of leave men (conditional release).

Wandoo National Park was created under the State Government's Protecting Our Old Growth Forests Policy and was gazetted in 1995 as a National Park.

We turned off Great Eastern Highway at the Lakes which takes its name from the nearby Lake Manaring. The area has a long history as a significant staging point for coaches on the road between Guildford and York after its re-alignment to 'King Dick's Line' in 1855. An inn established here until the mid-1880s. Prison escapes and bushranging was so rife in the 1860s that a police station was located near the inn to bring law and order to what was then considered a remote and lonely region.

Along the track we saw many Wandoo trees endemic to South-Western Australia and one of the region's most important eucalypts – culturally significant to Noongar people and to the European settlers. It is a large tree, up to 20 metres tall, and can reach a grand old age. Wandoo woodlands are often characterised by their stands of open, widely spaced trees over sparse yet rich understoreys of herbs and grasses. Ecologist Nathan McQuoid describes the Wandoo as being unique in that its Noongar, common and botanical names are the same.

[\(Story continues over page\)](#)

It was particularly interesting to hear from trip leader David Peck that for Noongar people, the Wandoo was used like other eucalypts, as a medicinal plant noted for its antibacterial properties, with the leaves used in poultices or steamed to relieve congestion and the gum was ground and used as an ointment. Wandoo also has sweet and juicy outer parts on the roots which were scraped off and eaten. The flowers were soaked in water and made into a sweet drink.

We turned off Great Southern Highway at Wundabiniring Road, then looked at the shield tree on the southwest corner, of the intersection of it and Nganguring Road. Headed east on Nganguring Road and crossed Wundabiniring Brook. Nganguring Road bordering the northern edge of the National Park, approximates the line of part of the original York Road as surveyed by Philip Chauncy in 1846. Nganguring Road with its gutters and wash-aways is an intro to 4WDing and easier done in daylight. This is the hardest part of the trip.

We stopped at **Manyuering Springs** which was one of the staging posts along the old coach route to York and close enough to 'King Dick's Line' to become a road station housing convict road workers in the 1850s. The stone fireplaces of their V huts can still be found scattered through the bush on the north side of the spring.

Then onto **Mt Observation**, which is just off Great Southern Highway, for a picnic dinner and to watch the sun set. What a beautiful and serene view we had while eating and chatting in scattered groups.



Manyuering Springs



Car convoy at Mt Observation



Sunset at Mt Observation



Raun & Sophia

Raun's niece Sophia came along on the trip and was well prepared, bringing along her own camping chair and taking photos of the sunset. She had many stories to tell her parents including occasionally being able to speak on the hand held radio.



Car club amigos



Sunset picnic

We continued south onto Catchment Road then Pony Road and Sand Spring Road, past Pony Hill. We all appreciate the work done by Track Care with our trip leader David, clearing fallen branches to make our drive a safer one. Some people left via Helena Road but we continued on rejoining Catchment Rd, passing Mt Talbot. Onto Deefor Road and stopped at the Deefor wetlands which is a Track Care project.

Then onto the bitumen at West Talbot Road and back to the Great Southern Highway and home.

It was perfect weather for an enjoyable evening drive in the Wandoo National Park.



Trip images Vanessa Carn - Ray Cresswell - Chris Thyne

Writing a Trip Report

Vanessa Carn



On each trip the leader will ask one or more of the members to write a report. If you can't write the report assigned to you, please let the trip leader know. Otherwise, send your trip report(s) in to the trip leader to review and collate as soon after the trip as you can.

Trip leaders please **include photos** with collated reports if you can. Send photos as **separate files**, or send a link to your cloud image storage (eg Dropbox) to share them. Do not embed them in the trip report document(s) as the image quality is reduced if you do.



Things to include with your report(s):

- Your name
- The trip name
- The date and day of the trip
- Photos - Please name & date all images

Thank you all for your help
to capture and share our story!



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

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Barrabup Pool

Day One - Saturday 2 March 2024

Tony Richards

We arrived at **Barrabup Sanctuary** just after midday. There were toilets and showers and a large shelter with tables and chairs. Not only the showers, but also the toilets had shower curtains – an interesting arrangement!



On the way in, there was a sign that said “Bird Hide”, so I thought I would take a look – might see a few birds. As it turned out, while you did get a view over the Blackwood River from a veranda, with the chance of birds, the veranda was attached to a very nice self-contained unit, complete with all the mod cons – it was called “Bird Hide!”

By now the wind had abated and the sun was out. Keith and Fiona came a little bit later in the afternoon – they had stopped for the night at Wright’s Bridge. They were towing a new van which they bought in December – it is a Jayco Outback and this was its first outing. It is a really nice-looking off-road van, with great ground clearance. The only little problem was the height of the new van versus the height of Keith’s garage



(Story continues over page)

Later in the day, as we were sitting together under the shelter, Tom brought out a small flat packet with a blue folded sheet in it. Those on the Esperance trip will remember that the rear tailgate window on Tom's car was broken and Tom could not find anybody with a plastic replacement window. Anyway, this was his answer to that problem (should it happen again) – and with Fiona's help they unfolded the sheet to show us all. It was huge – I reckon it was about 3x2 metres! This probably meant it had a number of potential uses.



Later on, some of us went to **Barrabup Pool** and, unfortunately, on the way back Mark had an altercation with an emu. Yes, the emu did come off second best, but his car didn't do much better! After returning from the pool, I went into town to check out the hotel for dinner, as the Nannup Music Festival was on and there was plenty happening. However, while there was no cover charge, the food was pricey (Festival menu). I was going to need to pay \$28.00 for spaghetti carbonara! In the end, I decided not to go and save my money for petrol.

Cooked my usual dinner sausages on the camp BBQ – much easier than trying to do them on a small frypan! I added some canned vegies and it all went down well. Then just chilled until bed time, but I did look at Roads and Tracks for a suitable drive on Sunday, as nothing had been planned. I decided to go to Black Point and Lake Jasper and offered to take others with me if they wanted to come – all decided to come, except Deb and Chris and Keith and Fiona. Went to bed about 8.30.

It was a good first day. And thanks to Neil for leading the trip and getting us all safely to the Sanctuary.

Barrabup Pool

Day Two - Sunday 3 March 2024

Tom Minto



Mark apparently had an interrupted night thinking about Emus and Subaru repairs. A complicating factor was that his wife's car had just gone into a smash repair place after being vandalised in a shopping centre. In Mark's case, the impact was fatal for the emu. To his knowledge, no one has suffered the death penalty as a consequence of the wilful damage to his wife's car.

Mark decided to head home, partly out of concern that what remained of his headlight assembly may deteriorate further. Another factor was having no front facing left turn indicator. Somehow, the indicator bulb disappeared amongst the destruction. The bulb holder was still sort of in place. Keith dived into his collection of parts and came up with an orange indicator bulb which corrected that issue. Mark did get a message to us later in the day advising he had gotten home safely.

There was no existing plan for the day. Tony very kindly agreed to lead an off road trip to Black Point and Lake Jasper. The distance appeared to be quite modest so he expected a 9 am start would see us back in camp by early afternoon. Deb and Chris plus Keith and Fiona decided to stay at camp and/or do their own thing. This meant five vehicles on Tony's trip. Some of us fuelled up in nearby Nannup as we were passing through.



We got to the air up/down point on **Black Point Road** after around an hour. A group of heavies pulled in behind us to adjust their tyre pressures. The leader of this group wandered amongst us telling what he thought our tyre pressures should be. We found out he was running a 4WD training business. Maybe he thought we needed his advice more than his customers but at least he didn't give us a bill.

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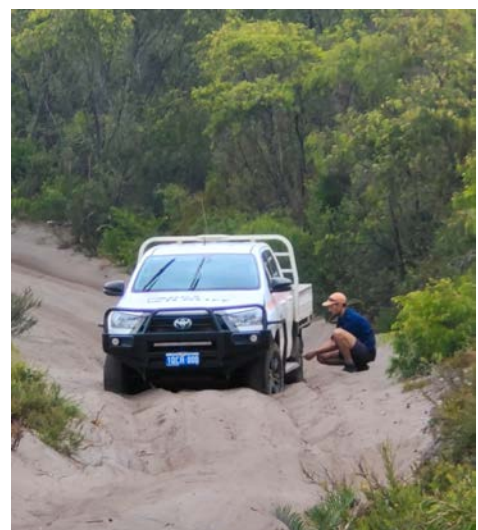
Basically, all the driving from this point till we finally aired up again was very challenging. Tony was surprised how demanding the conditions were in comparison to his experience some years ago on these tracks. There were lots of hill climbs and descents, significant sections of very soft sand, extreme corrugations, sections where our cars were bounced left, right and up and down in rapid succession or apparently all at the same time.

At times the short term fuel consumption readout was up to 60 litres per 100 km. Eventually we reached the boundary of the D'Entrecasteaux National Park. The rain started properly at this point so we stopped for shelter and to check out the information board.



We returned to the cars and continued on for a short while. Tony advised on the radio that the Ranger was bogged ahead of him whilst trying to travel in the opposite direction. Tony was on top of the hill so gave a running commentary over the radio. The rain was significantly heavy by this stage.

The poor guy was getting half drowned whilst letting his tyres down, shovelling and trying to use his recovery boards. Eventually he did get out but was understandably not looking too happy.



We got to **Black Point**, named because of the black basalt columns. We had the chance for a brief look around plus a quick lunch. We also ran into the group of heavies we had seen earlier. Apparently the Ranger had gotten bogged again in the same place when they arrived there. The rain had eased off by that point so they were able to talk with him. It sounded like the job requires so much lowering and raising tyre pressures that the temptation was to try and wing it without making the necessary adjustments. I had a brief chat with the guy running the training course. He told me of a phone app for a particular brand of air compressor which could be set to inflate to a nominated air pressure then cut off.



Guess you had to be there to know what this is about - Image Neil Hird



Stepping Stones with Black Point on the horizon

When leaving Black Point we had an accidental tour through the “Humpback Hollow” camp site. This is a very big camp site- I saw site numbers running at least to 26.

Next destination was **Lake Jasper**. If anything, the track conditions may have been even harder. Our group had two ‘boggings.’ One was on a soft uphill section where maybe a little more power would have gotten through. A bit of assistance including pushing the XV in a position to roll back down the hill and make a successful second attempt. The other involved our “tail end” vehicle with a relatively inexperienced off road driver being cautious whilst in the vicinity of a heavy going in the opposite direction. Fortunately, the driver of the heavy snatched out the Subaru. This was apparently called in on the radio. I was in second last position but heard nothing as can happen with trees and hills in between. By the time we realised we were one short in the Subaru Department we could not make radio contact. I backtracked about 400 metres and found we had a mobile “tail end” once again.

Rochelle and Evan got a warning light for the CVT running hot. A stop for a few minutes with the bonnet up and the motor idling sorted that with no recurrence. In terms of control settings during the offroad driving, everyone obviously had their Traction Control off. Some, maybe all of the others, were using the CVT as a manual on steep hills. I was using automatic but in Sport(S) mode rather than Intelligent(I) mode. That worked for me if that is defined as not getting bogged and not having to make any second attempts at hills. (This is an observation rather than a recommendation).

Next stop was Lake Jasper. Conditions were hot and humid so a few us had a brief swim which was very refreshing. The lake was very shallow for a long way out.



A picnic table with benches was located about 10 metres into the lake. Possibly this was a modification carried out by previous campers rather than the Rangers.

A relatively short drive from Lake Jasper led us to a suitable point on a dirt road where we were able to reinflate the tyres. Tony's map indicated a nearby connecting road heading East to the Vasse Highway. Other maps indicated this road was not continuous. We gave it a try following the power lines but this soon became an impassible goat track. We retreated, then followed Stewart Road and Brockman Highway back to Nannup. Tony plus Greg and Vanessa had not fuelled up on the way out so were heading towards empty tanks by this stage. It was almost 5pm at this point and many stores including the local supermarket had closed. The town was packed with Nannup Folk Festival attendees who seemed very relaxed and rather inclined to amble across the main road.

Our anticipated early afternoon return actually translated to around 5.15pm. However, it was an action packed and exciting day. Vanessa had activated a trip recording app shortly after we reduced tyre pressures; the 106km from that point to fuelling up at Nannup had taken 6 hrs and 5 mins!

In the evening we sat around a symbolic fire (fire ban applicable) with many tales shared. This was Evan's first trip with the club. He had been contemplating whether to buy a Prado or a Subaru. Evan said that based on the company and the driving experience he planned to join the club and buy a Subaru. This was great to hear. The trip was a very enjoyable way to spend a long weekend.

Thanks to Neil for organising this and everyone for their splendid company.

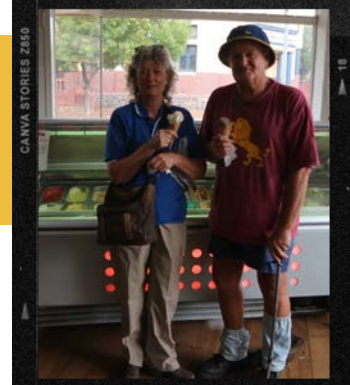


Airing up before the journey home from Lake Jasper

The next day started with Regicide (the killing of a Queen or King). Greg and Vanessa found they had an ant nest, complete with Queen inside one of their tent poles when they started packing up! They chose not to take their multiple new friends back to Perth so took action to prevent this involving lots of water and pest spray.

After this, everyone made their own way home except for Keith and Fiona. They were moving on to another campsite for the night to avoid the mad traffic heading back to Perth on the Labour Day Public Holiday.

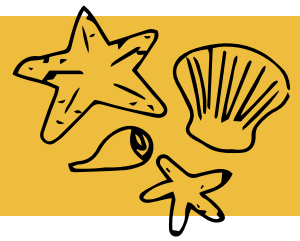
Scenes from Barrabup Pool weekend



Sun, Surf & Squeaky Sand in Esperance

Day Three - Sunday 28 January 2024

Tom Minto



Only five Foresters set off for a day of checking out local attractions. Tony Richards and Keith Wilcox were leaders for the day. Graeme and Naomi very kindly offered me the chance to ride as a passenger in their vehicle. Given a hole in my back window was covered with cardboard and duct tape this was very much appreciated.

We set off via Merivale Road travelling West to the Cape Le Grand National Park. Merivale Road is a dirt road with moderate corrugations. If I had been driving my own car, I would have been taking the parallel, and sealed, Fisheries Road which is 7 km further north. As we approached **Frenchman's Peak**, we noted very unusual cloud formations on a nearby peak. The sky was generally clear but the peak in question had a ring of rusty brown cloud encircling it.



Clouds near Frenchman's Peak - Image Stephen Green

The Frenchman's Peak carpark was full so we had to find spaces along the access road. The wind was very strong – just what you want for potentially climbing up exposed rock faces. A pleasing aspect of this was the wight degree temperature drop since we left our camp at Duke of Orleans Bay. The notice boards indicated a difficult climb to the peak and said allow three hours return. Maurie and Lachlan headed off promptly. The rest of us stopped for morning tea before heading off on various personal versions of walking. Unsurprisingly, Tony and Keith spent time seeking birds to photograph. Alec got as far as the cave below the peak. A young woman was notable for having completed the climb to the top and back in bare feet. Our group were all “wusses” in comparison.



Frenchmans Peak - Image Stephen Green

[\(Story continues over page\)](#)



View from cave near top of Frenchman's Peak - Image Alec Duncan

Next stop was **Rossiter Bay**. This was reached by a 15km badly corrugated road. Conditions were extremely windy, so we did not stay long.



Rossiter Bay - Image Stephen Green

Lucky Bay was next. We parked next to a Subaru on the beach a few hundred metres from the entry point. The truly beautiful setting was great for lunch and also swims by some of the group. The water was cooler than Perth but was exhilarating. Maurie, in particular made the most of the swimming option. A further drive along the beach brought us to the 'Lucky Bay Viewing Platform' and notice of a Mathew Flinders commemorative plaque some 500 metres away.



Five Subarus plus interloper - Lucky Bay - Image Alec Duncan

Next port of call was **Thistle Cove** and associated **Whistling Rock**. The cove was named by Mathew Flinders after the ship master John Thistle. Most of the group returned from the beach to the parking area by backtracking. Tony, Keith and I worked our way round the rocky headland to return to the carpark from a different direction. The significant number of lifebuoys ready for rescues on this route did at times have me considering the wisdom of this choice.



Whistle Cove/Whistling Rock - Image Stephen Green

[\(Story continues over page\)](#)



Whistling Rock - Image Stephen Green

Hellfire Bay was next. Given the name, this was a surprisingly accessible small beach with quite a number of families enjoying the conditions.

Last stop prior to camp was **Wharton Beach** which was within a few km's of our camp. Maurie, Lachlan and Steve passed on this one. The rest of us checked out another very attractive beach with plenty of surfers and 4-wheel drives on the beach itself. Tony and Keith spotted a Ground Parrot which in Tony's words "is relatively uncommon". The bird obliged by staying put for some time which gave Josie a chance to join the paparazzi.



Our first full day in the area was most enjoyable. The proximity of so many highlights to each other meant we were able to visit multiple sites.



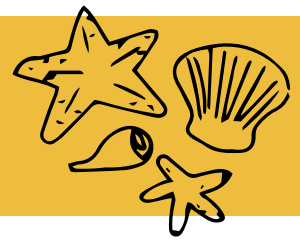
Captain Matthew Flinders named Thistle Cove in 1802 after the ship's master John Thistle. Exploring the southern coast in HMS Investigator, Flinders was pleased when Thistle discovered a source of freshwater here. Low-lying areas on the coastal plain are dotted with small freshwater wetlands which support a distinctive community of plants and animals. These freshwater sources were also important to Aboriginal people who camped here during seasonal journeys to and from the coast.

<https://exploreparcs.dbca.wa.gov.au/site/thistle-cove>

Sun, Surf & Squeaky Sand in Esperance

Day Four - Monday 29 January 2024

Graeme & Naomi Sexton & Lachlan Schneider



We had an early start today 8am. It was our turn to lead, as we were doing alternate days with Tony and we were heading to **Cape Le Grande Beach** for our drive through to Esperance for the day. We drove along Fisheries Road as it was bitumen, and it would be better for Tom's Forester until we turned left onto Jims Oven Road which was only 8 km across on gravel road then on to Merivale Road and hit bitumen again. We travelled through Cape Le Grande National Park on our way to Cape Le Grande Beach. Lachie and his dad Maurice said they felt a bit like VIPs passing through the park entrance flashing their annual pass.

Once at the beach we deflated our tyres down to 26 PSI. The beach was very firm, and the drive was very smooth. The beach was all ours to enjoy and we only saw a couple of people walking along and a couple of 4WD's coming the opposite direction. For the next 20 kms we enjoyed the space around us. We stopped at Wylie Head to admire the granite outcrop of rock that is on the waters edge and our budding photographers looking at what they could snap with their sophisticated cameras.



Cape Le Grande Beach to Wylie Head

We exited a little further up from Wylie Head. We parked up and inflated our tyres to the correct pressure and headed off into Esperance Town. It was a free day so we all went our separate ways to enjoy.



Granite Outcrop

SUBARU 4WD CLUB OF W.A. INC.

CLUB MERCHANDISE – buy items at meetings



Bisley khaki 100% cotton long sleeve shirts (Mens and Women's sizes) are available at a subsidised cost of \$40 with logo (but no name) and \$45 with logo and name.

If you buy a shirt from Club stock with no name, you can have your name added later by taking the shirt to Hip Pocket in Balcatta and having it embroidered (on the spot if you ring first) at a cost of \$9.



Royal blue & white ("Contrast") polyester/cotton polo shirts (with pocket) are available at a subsidised cost of \$15



JBsWear Full Zip Polar Jackets (in Mens and Women's sizes) with logo (to be added) are available for \$36.

Details: 100% polyester for durability; 290gsm low pill polar fleece; 2 front pockets; and adjustable elastic hem with toggles.



Cap – royal blue and white. Logo to be added. \$15



Broad Brimmed Khaki Hat \$20



Royal blue and white ("Podium Bold") 100% polyester polo shirts (with pocket) are available at a subsidised cost of \$15.



Club stickers \$3



Embroidered Badges \$5



Navy blue beanies – \$12

The supplier of all Club clothing items is Hip Pocket Workwear & Safety, Balcatta.



Flat pack neoprene can coolers – \$5

Graeme and I met up with Lachie and Maurice at Lucky Bay Brewing at 11.30 am where we had their speciality Woodfired Pizza for lunch and tasted their craft beer. A very enjoyable afternoon sitting on their verandah. There is inside and outside undercover area with a large grassed area for children to play and very relaxing. The food was brilliant. Graeme and I left after lunch and headed into Esperance and brought an icecream from Aurelia's Ice Creamery and Café where they have over 30 flavours of icecreams and are also known for their Famous Sausage Rolls.



We looked around Esperance and then did the scenic tourist loop of the Great Ocean Drive which begins a few kilometres from the Esperance town centre. The drive is 38 km and showcases some of the region's stunning coastal scenery. Along the way there are popular swimming spots, Blue Haven Beach and Twilight Cove to name a few. As well as cycling and walking paths, there are designated parking spots along the way with magnificent views to stop and admire.

By this time it was getting on late, so we headed back to our accommodation at Bay of Orleans Caravan Park. Another great day spent on our Esperance Trip.

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- SUITS 8-14mm DYNEEMA WINCH ROPE
- SILVER OR RED AVAILABLE
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- 9500KG MBS



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- RE-INFORCED ENDS
- 9500KG MBS
- UPTO 50M AVAILABLE (\$399.00)



10M 11T EXTENSION
\$99.00

- 11mmØ LIGHTWEIGHT DYNEEMA
- RE-INFORCED ENDS
- 11000KG MBS



20M 11T EXTENSION
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- 11mmØ LIGHTWEIGHT DYNEEMA
- RE-INFORCED ENDS
- 11000KG MBS
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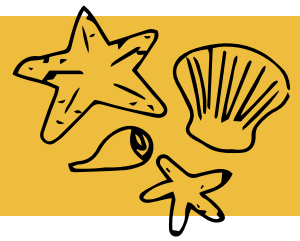
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Day Five - Cape Arid National Park

Josie Duncan



We were bumping down a dirt road towards Cape Arid National Park just after 9 in the morning when the convoy slowed in its tracks and everyone turned their cameras to a Rosenberg's Monitor sunning itself on the orange dirt. One photoshoot later, and we were on the move again.



A lizard photoshoot on the way to Cape Arid National Park
Josie Duncan



The star of the show, a Rosenberg Monitor
Alec Duncan

Our first proper stop in the National Park was Belinup Campground; a lovely sheltered place alongside Thomas River, with about 4 campsites occupied at the time. There's bush all around, New Holland Honeyeaters singing in the trees, Silvereyes flitting past, and bees humming around water-filled dishes near the toilet block. My dad, Alec, and I both thought it'd be a nice place to stop for a night, provided we didn't mind the basic amenities.



Keith enjoying the sights at Thomas River
Cape Arid National Park - Josie Duncan

Thomas River, Cape Arid
Josie Duncan

[\(Story continues over page\)](#)

From there it was a short drive to Dolphin Cove, which was a bit of a rocky walk from the car park. Turquoise water—a familiar sight down this part of the state—lapped against white sandy beaches and crashed against dark granite outcrops where Pacific Gulls and our group’s bird photographers took up brief residence. Maurice and Lachie were the only two to brave the ocean while the rest of us walked along the beach to admire the view.



**Most of the gang on the way to Dolphin Cove
Alec Duncan**



**Maurice and Lachie at Dolphin Cove
Alec Duncan**



**Tony and his bird subjects, Dolphin Cove
Alec Duncan**



**Dolphin Cove, Cape Arid National Park
Josie Duncan**

After a lunch break back at the Thomas River picnic area, we all decided to drive onto the Thomas River beach before heading off to do our own thing. The beach itself was nice, hard enough to drive on without letting air out of the tyres, the river petering off into a tiny stream along the sand as the water met the ocean. Those of us who decided to get out of the car nearly got blown off the beach by the wind, but it was worth it.



**Thomas River Beach, Cape Arid National Park
Alec Duncan**

Dad and I decided to head back to camp via Table Island, a large lump of granite off Duke of Orleans Bay, which is accessible by foot and 4WD (though you'd not want to get too close to the island with your car). We walked all the way to the foot of the Island and spent some time photographing Pacific Gulls.

After that, it was back to camp for a cup of tea and a couple games of Wooden Yard Toss (Finska? Ed).

The group met again for dinner, driving 30 minutes to Condingup Tavern where we had the whole restaurant to ourselves. Dad and I shared a meal — beef schnitzel with chips and salad—which ended up being an excellent idea because these were some of the biggest meals we'd ever seen! The homemade sticky date pudding was also delicious, though I couldn't finish it all!



Table Island - Josie Duncan



A game of wooden yard toss (Finska)
Josie Duncan

Let's
Feast



Dinner at Condingup Tavern (Tavern staff)

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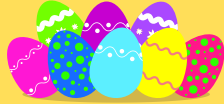
Trips & Socials

Please refer to the club website for all dates & details

 <https://www.subaru4wdclubwa.au/>

UHF radios are required for all club trips. They can be hired from the club by indicating on the website when you put your name down for a trip or by contacting trips co-ordinator Adrian on 0424 723 558 or email trips@subaru4wdclubwa.au

APRIL 2024



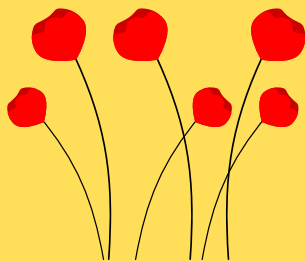
KAARAKIN CLEAN UP
07 APRIL

FIRST AID TRAINING
13 APRIL

WA4WDA GATHERING
19 - 21 APRIL

MILLIGAN'S ISLAND MOSEY
25 -28 APRIL ANZAC LWE

OTHER HALF OF HUNT
25 - 28 APRIL ANZAC LWE



MAY 2024

JO'S JAUNT
4 - 11 MAY

FIDDLES & NIBBLES
11 MAY

 **MOORE RIVER ESTUARY PADDLE**
05 MAY

CAMPING, COOKING & DEMO WEEKEND
18 -19 MAY

KARARA KAPERS
31 MAY - 3 JUNE



JUNE 2024

GIBB RIVER ROAD & BEYOND
16 JUNE ONWARDS

KAARAKIN CLEAN UP
16 JUNE

JULY 2024

TRIP TO THE TOP
06 JULY ONWARDS

SEPTEMBER 2024

QUAALUP QUEST II
20 -23 SEPTEMBER LWE



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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1. Subaru Outback AWD Sport XT and Outback AWD Touring XT feature a 2.4-litre turbocharged Boxer engine. 2. Towing capacity is subject to regulatory requirements, tow bar and vehicle design and towing equipment limitations. If the towing mass is greater than 2,000kgs, an Electric Brake Controller must be fitted and is only capable of towing a trailer with a maximum of 2 axles. Requires fitment of optional tow bar accessory. Refer to Owner's Manual for towing instructions. For further information, ask your local Subaru Retailer. 3. Compatible Apple[®] or Android[™] device required. 4. Nappa Leather seat trim only available on Subaru Outback AWD Touring XT only.





KAARAKIN CLEAN UP MORNING!

Sunday 7 April 2024 from 8am

The Kaarakin Clean-ups are on again! Come out for a Sunday morning drive to Kaarakin Black Cockatoo Sanctuary and help clean up around the WA 4WD Association Meeting Room building. We won't clean up inside as that area is under repair after a flood.

All Club Members & Family Welcome

It's a good chance to meet people from other clubs and have a chat.
Morning Tea is provided.

This will just be a general clean, so please bring along - Leaf Blowers, Gloves, Rakes, Clippers, brooms, shovels, ladders, and anything else you think you'll need to help clean up the outside area.

Kaarakin Black Cockatoo Conservation Centre.

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09 APRIL GENERAL MEETING GUEST SPEAKER

WHO WILL SAVE ME? IT COULD BE JASON PECK, OUR GUEST SPEAKER!



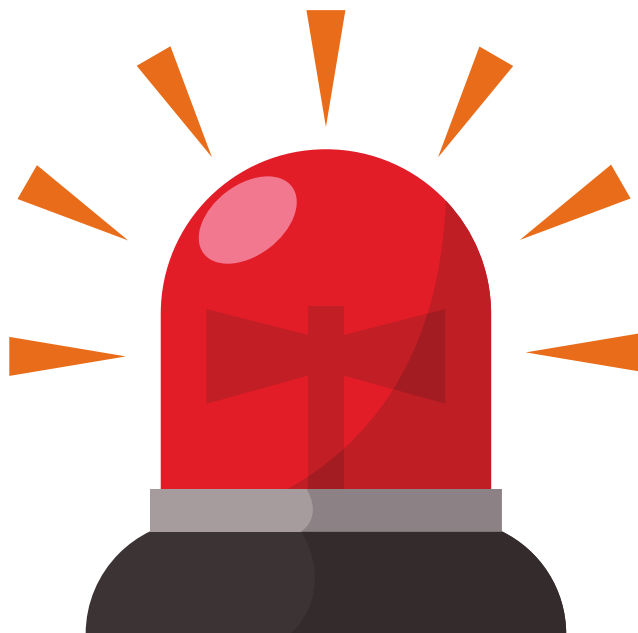
Have you ever wondered what happens when you are out in the remote Outback and it's a life-threatening emergency, so you press that Emergency Location Beacon button (because of course you always carry an ELB)?

Well, come to the **9 April General Meeting** and find out!

At the April General Meeting we are fortunate to have **Jason Peck**, an Observer on the **Australian Maritime Safety Authority Search and Rescue Jet**, as a guest speaker. He is also a club member (and son of ex-President David Peck) and has been on many club trips.

Jason, from his own lived experience, will be able to explain the process that occurs once you press that button. There might be some interesting examples he will share with us and there will be important lessons to learn.

This topic is very relevant to all of us who go out yonder so don't miss it!





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