

Vale Ron Counce

David Peck

The Subaru 4WD Club of WA Committee extend their sincere condolences on the passing of Ron Counce. He was a popular and well-respected member of the Club for many years.

Ron joined the club in 1982 (for \$7.50). He held a variety of positions; a committee member in 1987, 1991, 1992, Editor in 1993 and President in 1988 and 1989.

Ron was Club Member of the Year – 1988, 1993 and awarded Life Membership in 2003.

Ron was instrumental in getting the Clubs 25 year History Book started and was on the History Book Committee to oversee its creation. Ron remained active in club events until 2011.

Ron leaves a lasting legacy in the Club that will not be forgotten.



Ron putting water on "Marble Bar" which brings out the colours

OCTOBER 2022

This issue:

NOTICE OF AGM

LANCELIN SAND DUNES + WESTERN PATROL CLUB

WEBSITE WIZARDRY

BARGING AROUND DIRK HARTOG ISLAND (PART II)

TO THE PILBARA & BEYOND (PART III)

UPCOMING TRIPS





2021/22 Committee

SUBARU 4WD CLUB OF WA INC.

PRESIDENT: David Peck 0402 177 886
president@subaru4wdclubwa.au

SECRETARY: Joy Unno 0429 473 709
secretary@subaru4wdclubwa.au

TREASURER: Deborah Stevens 0448 391 941
treasurer@subaru4wdclubwa.au

EDITOR: Vanessa Carn 0412 937 712
editor@subaru4wdclubwa.au

SOCIAL ORGANISER:
Joanne Norton 0411 151 024
social@subaru4wdclubwa.au

TRIPS CO-ORDINATOR:
Adrian Longwood 0424 723 558
trips@subaru4wdclubwa.au

COMMITTEE MEMBERS:

Deborah Thyne 0420 791 762, Greg Carn 0404 704 233,
Mary Roberts 0400 714 814, Ross Mead 0417 920 848,
Stuart Rosethorne 0408 941 239

Contact 'all committee': comm@subaru4wdclubwa.au

MERCHANDISE:

Adrian Longwood 0424 723 558

WEBMASTER:

Rob Griffiths 0411 249 933
Jim Wilcox 0419 040 969

4WD ASSOC DELEGATES:

Adrian Longwood 0424 723 558
Keith Low 0407 477 980

MEMBERSHIP CO-ORDINATOR:

Ross Mead 0417 920 848
membership@subaru4wdclubwa.au

PROPERTY OFFICER:

Tony Richards 0414 224 734

ENVIRONMENT OFFICER:

Joy Unno 0429 473 709
environment@subaru4wdclubwa.au

SOCIAL MEDIA:

Vanessa Carn 0412 937 712
socialmedia@subaru4wdclubwa.au

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KEITH WILCOX
DAVID PECK

President's Report

David Peck



Our **Annual Dinner** is on again this month at Greenhills Tavern and there is still time to put your name down. Please note that PAYMENT WILL BE REQUIRED 2 WEEKS BEFORE THE DINNER.

Voting for the awards to be handed out at the annual dinner will be a bit different this year, we are planning on trying an online survey where you can choose your nomination from a list. Hopefully this will encourage more people to vote.

However you can still vote on the website:

- On each of the previous trip web pages there is a link to 'Nominate for award'.
- 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 Joy at secretary@subaru4wdclubwa.au

The **Annual General Meeting** is coming up in November and I would like to encourage everyone to attend. This also means that we are keen to get new people on the committee to help run the club. Please consider nominating for a position.

This leads me on to a reminder that it's time to renew your membership this month.

You should receive an email from Ross on how to renew your membership.

Regards,

David

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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!



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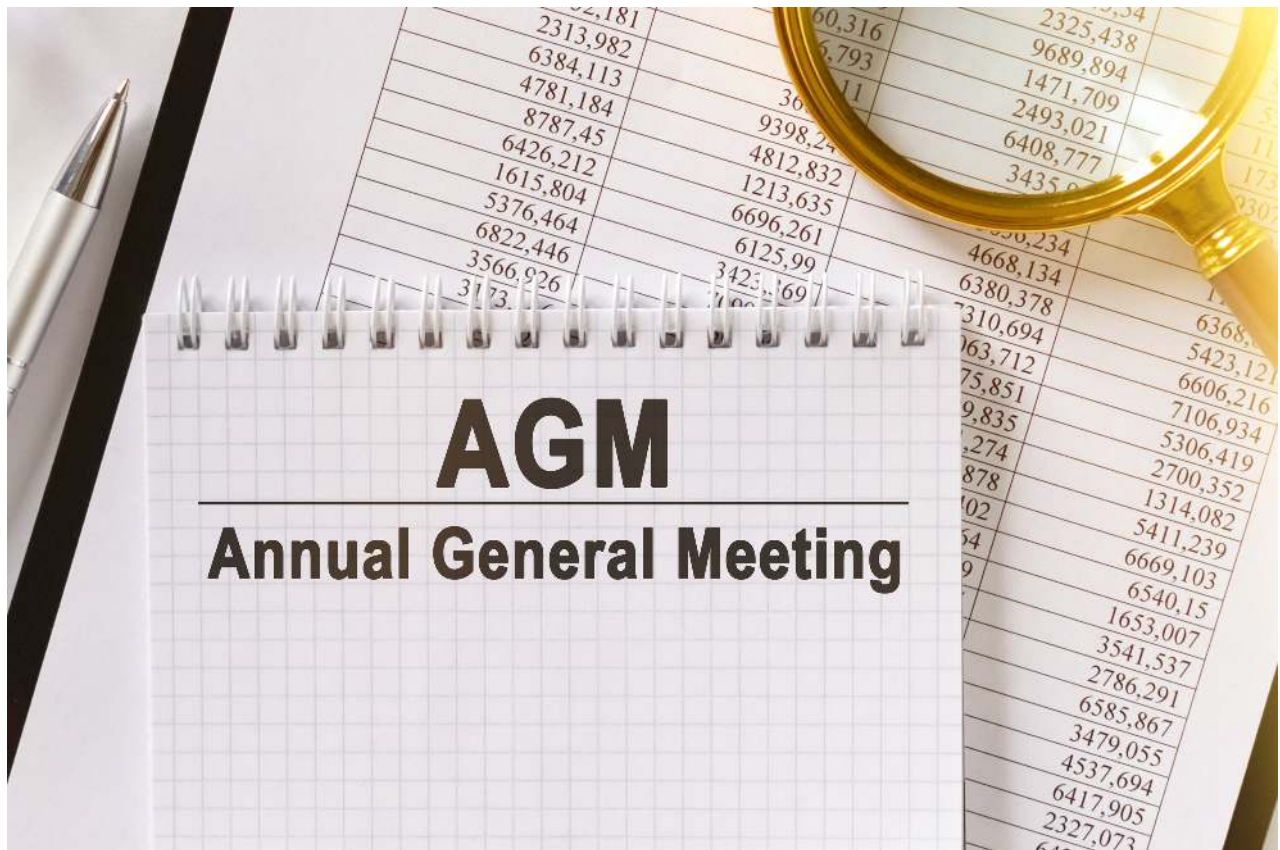


Tyrepower

Notice of AGM FOR THE SUBARU 4WD CLUB OF WESTERN AUSTRALIA INC.

TUESDAY 08 November 2022 in the
City of South Perth Library Mopoke Room
&
ZOOM Video Conference

AGM follows the General Meeting which starts at 7.45 pm
AGM Agenda includes: President's Annual Report, Treasurer's
Financial Statements, and Election of Office Bearers & Committee



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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.

Lancelin Sand Dunes + Western Patrol Club

Day Trip - Saturday 27 August 2022

Adrian Longwood - Trip Leader

The day begins with a few messages to the Trip Leader of "I'm running late" and "Sorry, I'm sick" but that's not unexpected. Neither was the next message of "sorry, I thought it was tomorrow." So we are down to ten Subarus topped up by four vehicles from Western Patrol Club (WPC) whom we'd invited along for an inter-club joint trip.

We gathered at Drovers Markets around 8am making use of the bakery, coffee shop and toilets before venturing north towards the dunes. We got a splash of rain during our first briefing so scrambled under the eaves for our roll call.



Lancelin meetup



While most of us left the carpark promptly our "Tail-end Charlie" (Stu and co) were a few minutes behind. The drive up was pretty straight forward, literally. I provided assorted info on the vehicles electronic controls and mechanical functions to prepare drivers for the conditions ahead.

Arriving in Lancelin at the bakery for one final stop to top up on food and use the rest rooms before venturing in to the dunes. While gloomy clouds were around, we had a clear spot from rain to gather the last few participants that met us here. A quick briefing was had so we could get in to the dunes sooner, so back in the cars and rolling through to the dunes entrance.



Arriving into the dunes area we see a fair few quad bikes around from tour operators as well as a handful of cars and bikes so we know we've got to keep an eye out while exploring. We park up as a group, and I tell everyone we'll be deflating and gathering for a detailed briefing. Unfortunately it started to absolutely pour down with rain and that kept everyone in their cars. Slowly tyres were deflated and the briefing was skipped.

Splitting in to two groups, with Stu and Nick taking the beginners and I led the intermediate group. Sand flag up and off we went. It was a steady start before we came to one of the largest dunes to do our first big descent. I'm sure there was an increase in the heart rate of all the drivers as cars crested over.



What goes up



Must come down

From p8

Cruising around up and down assorted dunes with a mix of Subarus and WPC members we had some good fun testing the cars and drivers skills and limits. After an hour of driving it was time for lunch so we headed to a bowl on the eastern edge as we normally do but found a bogged vehicle nearby so gave a quick hand helping them with a snatch recovery before meeting the rest for lunch.

During one of our descents one of the Outback's caught the rear bumper in the sand and managed to pop off the break light housing. Plastic clips were snapped and tape was used to keep it in place.

Sharing stories with the beginners over lunch, it wasn't long before another vehicle got stuck in the same place so we watched until it was clear they weren't getting themselves out. With no one else with them, and self-recovery failing we took a couple of vehicles up. We ended up using a Patrol to winch them after we get them a hand digging and tracks weren't working.

Time to finish lunch and get back around the dunes. After hearing the beginners group took on some bigger challenges than planned I thought I better step it up a little and find some more challenges for our group. Winding around dunes I managed to get a couple of the WPC vehicles stuck briefly, but rocking forward and back, or tracks with low range managed to see them come out easily enough.

The day was getting on and a few opted to leave early while some of us went to stretch the legs a little longer. A few more dune climbs before we followed suit and made our way back to the entrance. Pumping up tyres saying our goodbyes and calling it a day.



It was great fun in the dunes and the WPC were a welcome addition to the day.

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Website Wizardry At The Back End - The Great 2022

Update & .au Swap

Joy Unno



Have you ever wondered as you jump on the Club website and put your name down for a trip, or read the Club Magazine or even the Minutes in the Library, who is responsible for this very professional-looking, complex, user-friendly piece of technical wizardry? I mean, just look at the Home Page – it's vibrant, colourful, informative and fun, packed with photos, videos, sponsor links, and Club information.

Well, in case you don't already know, it's the **Grand Webmaster Rob Griffiths**.

Way back in 2009-2010, Club Member Rob offered to build a completely new and shiny website for the Club. This was incredibly fortunate for the Club as professional website design of Rob's calibre was far beyond the Club's budget. It took him over a year of intense web building of the kind that us non-tech people cannot comprehend, but we then enjoyed using the new website. The Home Page and all the other Pages that people use are called the "Front End" of the website. The arcane coding bits that Rob (with assistance from Jim), manipulated for occasional updates or fixing issues is called the "Back End".

This tweaking has kept the website going for the past 12 years but in 2022, one of the main operating system software programs was running out of security updates due to its age and needed to be updated to a newer version.

Unfortunately, some of the other programs that handle parts of the website were then not compatible so also required updating. Think of this as your phone being upgraded to a later version and then some of your apps also needing updating. As a result, some sections of our code didn't work with the newer versions of the software so that required finding what was not compatible and rewriting those sections of the code, followed by a LOT of testing.

With a great deal of work in the Back End, Rob has completed the upgrade and our website has joined the 21 st Century, communicating with newer software and apps.

After the upgrade came the new .au domain, requiring further work to find and change ALL the instances of where .asn.au was referenced and hard coded into the program. From memory, the first find was around 60 of these (since then a few more have come to light as people have found odd sections not working). Then, the website had to be entirely deleted from .asn.au and reinstalled onto the new .au address (Rob had a back-up copy - phew!). With help from VentraIP, a new https security certificate was issued and a redirect set up from the old .asn.au so that people typing in the old address would be automatically sent to the new address.

The Club Contact emails had to be revamped by setting up 15 emails of all our committee, president, secretary, etc., on both .au and .asn.au plus forwarders to all the appropriate peoples' emails, creating a duplicate email system for people still using the old address. Jim checks this periodically to catch anyone using the old email address and prompting them to use the new .au address. This all happened in the background over a few months with Rob doing the software, and Jim doing the organizing of the changeover to .au and setting up the emails.



The Committee would like to extend a huge Vote of Thanks to Rob for so generously donating his time and expertise to produce a first Class, quality Subaru Club website. Many thanks to Jim also for maintaining the front end and fixing the .au email and other issues.



Rob & Wendy Griffiths



BARGING AROUND DIRK HARTOG ISLAND

Day Two - Tuesday 16 August 2022 - Steep Point & Shelter Bay

Mary Roberts

The heavy rain (and some snoring) kept most of us up during the night, but that was exactly the motivation we needed to get as early a start as we could. The aim was to make it on to Useless Loop Road before the ranger closed it due to the rain. If not it may mean missing the barge to DHI.

This was the last chance for a shower for a while, so I made the most of it. On my way back to the tent I felt one of my socks bunched up around my toes. Oddly once I got to the tent the bunch was on the top of my foot. Then I felt it wriggle!!! I screamed as I madly wrenched my shoe off to see something long and thin slither under my tent. Well if the shower didn't wake me this certainly did. Thankfully it was just a legless lizard (I hope).

Despite the rain we managed to pack up and get on the road in record time, leaving Hamelin Pool Craven Park at 7:45 am. When we got to the entrance of **Useless Loop** we saw a large sign warning it may close when wet, but thankfully it was still open. What a relief! So we followed our fearless leader, Tony, through the rain towards **Steep Point**.

The first 10 km of Useless Loop Road was bitumen the rest of the 121 km is an unsealed undulating road with rough corrugations, pot holes, rocky sections, soft sand, beach driving and some steep inclines. My car recorded a descent of 12 degrees at one point, which was a chance to use my x-mode. The most fun thing for us on this road, was splashing through all the puddles. The heavy rain just added to the adventure.

Not too far before the deflation point the corrugations had got that bad that Mark had a can explode from all the shaking. Time to let the tyres down perhaps? We stopped to let them down to 25psi, then dropped them further at the deflation point and had a spot of morning tea in the rain.





Scenes from the drive to Steep Point



After roughly two hours of off road driving we made it to Steep Point. This is the most westerly point of mainland Australia and for some of us meant ticking off a bucket list goal.



Tabatha and Karen left for the camp site while the rest of the muddy cars carried on over some rocky terrain, to see the rugged **Zuytdorp Cliffs** (right) and the site of the Nor 6. shipwreck. This has a rather interesting story that is worth looking up on Wikipedia.



From p15

We set up our beach camp at **Shelter Bay** ready to catch the barge early the next morning. Here we met Kim, a friendly neighbour who informed us he had hoped to leave that afternoon but the road had been closed. Just as well we did the big drive yesterday to arrive at Hamelin Pool Caravan Park when we did!



We celebrated with some wine and cheese while watching the waves, feeling excited for tomorrow



BARGING AROUND DIRK HARTOG ISLAND

Day Three - Wednesday 17 August 2022 - Barge to Dirk Hartog Island
Vanessa Carn

Lulled to sleep by the sound of the waves overnight, we woke refreshed just after 6.30am and were surprised to see that most of our group were already packed and ready to leave. The sun was just rising over the horizon when the barge arrived, with trip leader Tony the first to drive aboard. It looked to us like Mary's XV could have easily fit in behind the Forester, but the barge driver didn't respond to their request so Tony travelled solo over to the island.

The wind was starting to pick up while we waited for our turn, and there was a definite 'crunch' as we drove onto the barge, but thankfully no visible damage could be seen on my Outback. Mark managed to lose a mudflap on his journey over, and was thankful to have it returned by Keith.



Trip leader Tony heading off on the first barge



Plenty of room for Mary's XV



Mark and Evie heading onto the barge



Waiting for the barge

From p17



Watching The Carns arrive



Car convoy on Dirk Hartog Island



Tony led the convoy on the 50 minute drive from Cape Ransonnet to Dirk Hartog Island Lodge and **Inscription Bar and Cafe.**

We all headed straight to the cafe for caffeine and to purchase souvenirs



From p18

Although reluctant to leave behind the sunshine and serenity, we were also excited to head beyond the lodge to explore the national park.

The journey beyond was slow and steady, with the track conditions varying from compacted dirt to sand, rough rocks and dunes. We stopped to admire and capture the view a few times too.



Car convoy crossing the dunes



Rocky road

After discussion en route about where to stop for lunch, we arrived at **Louisa Bay** and pulled up for a picnic and to soak up the lovely winter sun.

Karen and Tabs enjoyed a swim too.



(Above) View over Herald Bay



(Above & right) Lunch and swims at Louisa Bay



From p19

Thanks to less rocks and corrugation, the drive from Louisa Bay to **Withnell Point** was faster, and we were pleased to see a toilet however the location we had been assigned to camp for the night was way too windy and exposed.



After a few attempts to find phone reception to check with camp manager Kieren if we were ok to move, we agreed to head north to Dampier's Landing to see if the location would be more sheltered and hospitable.



Heading into Withnell Point

Arriving at **Dampier's Landing** just after 4pm we were pleased to find a sheltered camping area and set up camp beside the dunes.



Evie was happy to hear we were moving on from Withnell Point

While sharing stories of the day over drinks and nibbles, Evie mentioned feeling a bit 'off' so trip leader Tony asked her to do a Covid test which revealed a very strong positive result within minutes.

Thankfully she was already sleeping solo in her swag, so we agreed to maintain our distance as much as possible from then on.



Happy campers



Not so happy after the RAT

(Story continues next month)

TO THE PILBARA & BEYOND

Part III - Exploring Karijini

Day Five - Wednesday 18 August 2021

Vanessa Carn

Up with the sound of dingoes howling in the distance, the sunrise scene at Dales Campground proved to be a spectacular contrast to Newman where we had previously been. Lovely to have a visit from Julia and the girls after breakfast but packing away the bulk of our campsite for the day was not so enjoyable. Feeling almost human after freshening up with wet wipes, we were all set to go by 8.30.

Needing to top up fuel and water supplies before heading to Weano Gorge, the Moore's departure from the campsite a bit later proved to be perfect timing to see a dingo sniffing around our tent. 11km drive from Dales Campground to Banjima Drive, past the visitors' centre onto the dry dusty 4WD track past Kalamina Gorge to Weano Recreation Area. Tyres down and everything secured it was a rough and bumpy ride but pleased to report that everyone was fine.



Working out our plan for exploring Karijini



Airing down on Bajima Drive

Arriving at **Weano Recreation Area** just after 10.30, it was 28 degrees when we headed off with Ross, Stu and Mike on the Upper Weano Gorge trail where we were pleased to find Daniel along the way.



Ross at Weano Gorge



The Moore family taking a break

From p21

Back to the picnic area just before midday, the plan was to explore **Hancock Gorge** and **Kermit's Pool**. After a slip on the black granite, I decided to join Ross and wait halfway while Daniel, Greg, Stu and Mike ventured on to Kermit's Pool.



Heading down to Hancock Gorge



Trip leader Ross resting while the 'boys' explore



Joffre Gorge viewing platform



The 'boys' returning from Kermit's pool

It was a hot steep hike back uphill for lunch in the picnic area just before 2pm. A family towing their caravan with a Nissan Pathfinder learnt a touch lesson about why it's important to let tyres down, and were thankful and grateful for help from Ross, Stu and Greg to confirm the damage to their shockie.

Abandoning our plan to hike Joffre, we drove to the lookout to admire the spectacular gorge and waterfall scene below. Back on bitumen we aired up and headed home to Dales via Banjima and Karijini Drive, admiring the convoy of classic cars heading into the national park.

Back at Dales by 5, Ross and Daniel opted for a swim before settling in. The rough ride to Weano had resulted in some minor car care required at our campsite, with an early night after dinner.

Day Six - Thursday 19 August 2021 Stu Rosethorne

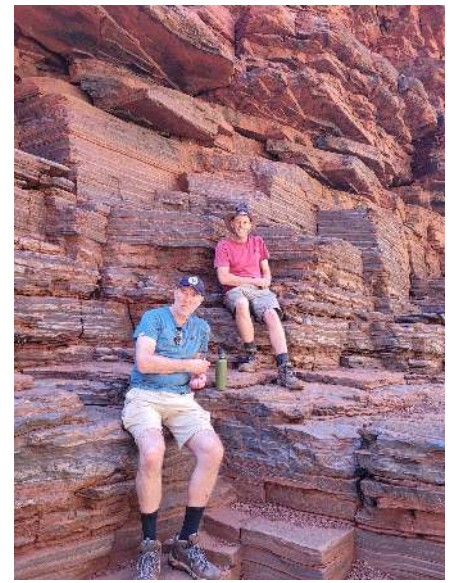
Woken up at Dales Campground at 6am with the sound of dingos howling, we ate breakfast and headed off to **Knox Gorge** at 9am. Whilst we didn't have any dingo visitors to our camp this morning, Ross did spot one on his nightly wanderings around camp last night. Our plan was to head to Knox Gorge while The Moore's headed off to Kalamina Gorge.



**Julia, Nathan, Jason, Daniel, Vanessa, Greg, Ross, Su, Mike, Minabelle and Adelaide
at Dales Campground**

On our drive to Knox Gorge, we slowed down to have a look at a tow truck preparing to right an over turned oil truck that we over heard a tourist talk about while at Kermit's pool couple the day before. We arrived at Knox Gorge at 10am, where we then ventured down the class 5 track exploring the gorge taking some amazing photos before leaving to tackle the more difficult part of walking back up.





Our reward for safely walking out of Knox Gorge was a deserved lunch followed by heading out to **Joffre Gorge** at 12:45 for another class 5 track down for a refreshingly cold swim while Ross volunteered to watch over our adventure machines.

During the walk through Joffre, Greg slipped on the wet black rock and injured his hip which was fairly painful for him but he managed to recover a little in the cold waters of the gorge.

We then made our way back up top which helped dry us off and kept us cool in the 32-degree heat.

Once we arrived back at camp, Greg Vanessa discovered their Black Stump tent had collapsed! There were many theories as to what caused the damage from dingo to wind... we may never know. We all pitched in to help with makeshift repairs to the tent.



Damaged tent

Day Seven - Friday 20 August 2021 Vanessa Garn & Ross Mead

Thankfully Greg and Vanessa survived the night in their Dingo damaged tent.

The plan for the final day of our Karijini stay was to do the **Dales Gorge Walk Trail**. This walk starts at the carpark for the Fortescue Falls Walk then heads east along the Gorge Rim to the Circular Pool Lookout. From here it is down a relatively steep track to the gorge floor before following the creek back along the gorge floor to Fortescue Falls. It's then back up the side of the Gorge to our Cars. This trek is about 3km overall and is definitely my favourite walk in Karijini. It is beautiful.

After a leisurely breakfast, we all met in the Fortescue Falls carpark at 0900 hrs to start the walk. The first section follows the gorge rim to Circular Pool Look out. The views down and along Dale's Gorge are spectacular. Just had to be careful not to go too close to the edge. From here, the track heads down to the gorge floor. It requires a bit of fitness and mobility. We weren't too sure how the Moore's would handle it. No problems. Nathan and Adelaide clambered down without out any dramas and only occasional help from Julia, Jason had Minabelle strapped into a carry sling and also made it down OK.



Moore family all set to head down to Dales



Dales Gorge climbing down



Dales Gorge rim walk



Once at the bottom of the gorge, the track followed the creek back to Fortescue Falls. What a delightful walk. It criss-crossed the creek via stepping stones through stands of Cadjeput trees, fern glades, waterfalls, frog ponds, interesting rock formations all the while being serenaded by bird songs and the sound of water running over small water falls. There was even a patch of colourful butterflies to look at. Impressed with Nathan and Adelaide who happily hiked all the way with us with only a little assistance on occasions.

We all made it safely back to Fortescue Falls about midday ready for a swim. The place looked like City Beach on a hot weekend afternoon. There were people swimming and sunbaking all over the place. Only issue was cooling down with a great swim then having to climb all the steps on the metal stairway back up to our cars.

The afternoon was free time for everyone. Greg was keen on a big fry up lunch which he and Vanessa enjoyed in the shady side of our campsite. Vanessa then opted not to join Stu and Mike back at Fern pool for a swim, instead drove the 11km back to the Karijini Visitor Centre and paid \$4 for a hot shower while Greg had an after lunch rest.

The Moore's had a quiet afternoon in camp to recover after their full on morning hike. Daniel and I also headed back down the climb to Fortescue Falls for a late swim. After Daniel headed back to camp, I was the only person there so had the whole place to myself. Sat on the warm rocks and watched the light of the setting sun on the red cliffs followed by the full moon rising over the Gorge. It was easy to understand the close link traditional owners have with this special place.



Daniel leading the way



Eventually had to head back up those steps to camp. It certainly does wonders for your fitness program.



Mike swimming at Fortescue Falls

Everyone was back at camp by dinnertime, pre-departure sorted then off to bed.

(Story continues next month)

Trips & Socials

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

New members are advised that UHF radio's 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

OCTOBER 2022



Lake Leschenaultia picnic
8 October
David Peck

Subaru Olympics
Annual Dinner & Awards
Greenhills Tavern
22 October

NOVEMBER 2022

Kaarakin Clean-up Day and BBQ
20 November
Adrian Longwood



Southwest Coast Beach Run
20 November
Adrian Longwood



DECEMBER 2022

Club Christmas Picnic
Whiteman Park
3 December 2022

Christmas Lights in Albany
Deb Thyne
8 to 11 December

APRIL 2023

Quobba Astronomy Adventures
Quobba Stations
16 to 23 April



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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Typical Equipment

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Shackles 'D'/Bow/Soft (rated in WLL or MBS)



Tree Trunk Protector (3m long strap to wrap around trees for winching, does not stretch, MBS)

Equaliser Bridle (Does Not stretch, 3m Long usually, has sheaths, MBS)



Dampener Blanket (double, single or no pockets)

Technical Terms

GVM = Gross Vehicle Mass –The maximum total weight limit of your vehicle (including fuel, passengers, luggage and trailer download)

MBS = Minimum Breaking Strain –The lowest rating before the strap can snap/fail

WLL = Working Load Limit –Designated Max limit of forces allowed for regular use. Includes a safety margin on top (eg, 2x or 4x) which shall be known

SWL = Safe Working Load (typically 1/5th of MBS)

A GUIDE TO RECOVERY EQUIPMENT

Adrian Longwood

The Safest Recovery is the one you avoided doing in the first place. Driving with the intention to reduce the chance of getting stuck to the point where a Snatch Recovery is required is the main goal

Rated Recovery Points are available for Subarus from SubaXtreme

- More Models are being added to their range
- 2Ton WLL with a safety factor of 2x (4T)
- Tested on each point, straight Line Tow Only

Tow Hitch (50x50mm) with Hitch Receiver

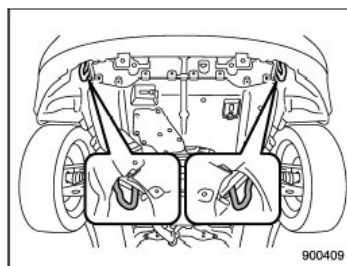
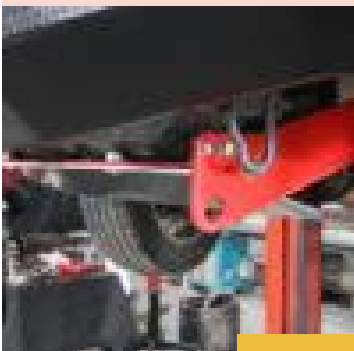
- Steel
- Alloy
- Alloy for Soft Shackles
- Crosspin in Hitch slot
- *Never use towball itself

Tie Down Points

- Front has 2x Tie down points underneath, suitable for use if needed. *with an equaliser. 5-6m is correct length
- Rear Has single point, off centre, this is NOT suitable

Screw in EYE Bolt (through bumper)

- Models since 2008 have these for front and rear.
- Not ideal as they are off centre.
- For tow truck use mainly.



Snatch Recovery can be dangerous and fatal and should be one of the last options used for vehicle recovery

Typical Equipment

Industry/Manufacturer Guidelines state the Snatch Strap shall be between 2-3 times the GVM of the lighter of the 2 vehicles in the recovery.

A similar weighted Vehicle should be used to perform the recovery where possible.

A Correctly Rated Strap will Stretch and sling out the vehicle.

Incorrect gear jolts harshly putting strain on connection points.

Always attempt the First pull gently, and more like a Tow

Increase speed for a 2nd or 3rd pull as needed. Relay reop and re-assess between pulls. Allow time for the strap to recover from the strain

Subaru GVMs

1997-2007 Forester 1.95T GVM

2008-2018 Forester 2.05 GVM

2019-2023 Forester 2.22T GVM

1995-2003 Outback 1.96T GVM

2004-2014 Outback 2.01-2.08T GVM

2015-2020 Outback 2.15T GVM

2021-2023 Outback 2.2T GVM

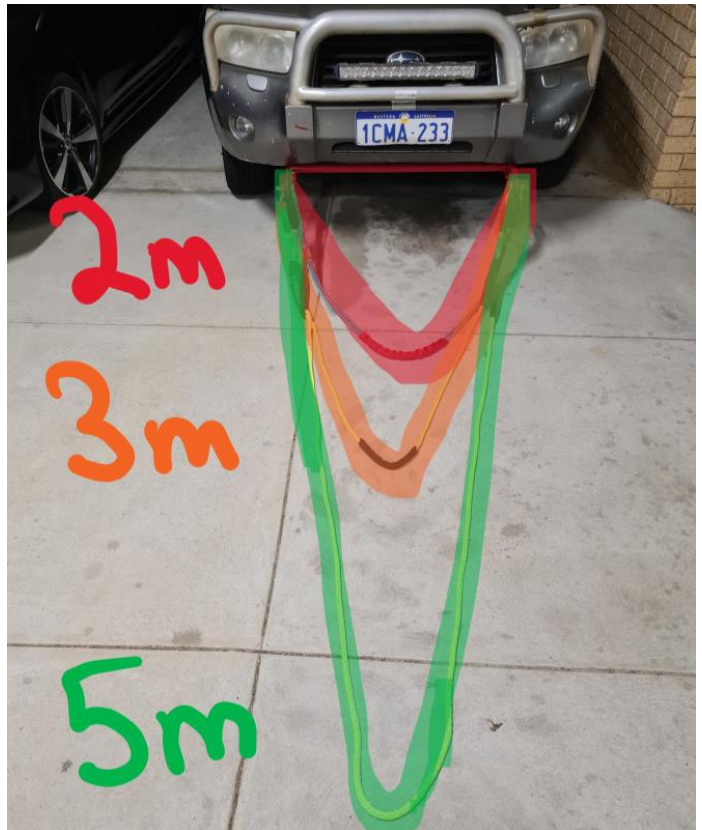
2012-2022 XV 1.97T GVM

Traditional Recovery Kits

- 8-11ton Flat Strap
- 1x 3m Bridle
- 2x 4.7T Shackle
- 1x Dampener Blanket
- Steel Hitch Block
- Gloves, Bag
- ~12-20kg

* A traditional Snatch kit from most 4WD Shops usually includes an 8T or 11T Snatch Strap and does not include enough Bridles or Dampener Blankets

Bridle Comparison



Traditional Nylon Flat Snatch strap

- Single Layer – Exposed, easily damaged, short life span, 10 heavy uses, /10 years storage.
- Up to 20% stretch, at full capacity (1.8m)
- Typically only 5-10% stretch on normal recovery (0.5-1.0m)

New Rope/Round Snatch strap

- Dual Layer – Protection, long lasting, years and years of use and service life
- Up to 30% stretch at full capacity (2.7m)
- Extra 50% potential stretch & Reduced jolting

Suggested Complete Recovery Kit

- 4-6ton Round Rope
- 1x 5m Bridle
- 1x 3m Bridle
- 4x Soft Shackle
- 2x 3.2T Bow Shackle
- 2x Dampener Blanket
- Alloy Hitch Block
- Gloves, Bag
- ~8-10kg

Contact Adrian to Order any items above to complete your Snatch Kit

MEMBERSHIP RENEWAL

Ross Mead



Hi All

I hope you have enjoyed your membership of the Subaru 4WD Club of WA during 2022. There has certainly been a lot on!

Annual membership of the Club commences on the 1st October each year and runs through until the 30th September the following year. To remain a member, club fees are required to be paid by no later than 30th December each year.

If you wish to continue as a member of the Subaru 4WD Club of WA, please now forward your membership fee for 2023 to the Club's Treasurer as detailed below. Please note that if you are a new member having joined the Club since 1st July 2022, your membership has been extended to include the 2023 Club year. If you are a Life Member of the Subaru 4WD Club of WA, thank you for your service, you are exempt from membership fees.

Annual fees are:

Metro member - \$50

Country member (including the City of Mandurah) - \$40

Social member (Only able to attend meetings and social events) -\$40.

Life member – Free.

Fees can be paid by direct debit to the Club's bank account.

Details are:

Account name – Subaru 4WD Club of WA.

BSB – 036078 (Westpac)

Account Number – 289726.

Be sure to include your name with any payment.

I look forward to seeing you at club events for the remainder of 2022 and in 2023. Please contact me if you have any questions about your membership.

Regards

Ross Mead

Membership Coordinator

Email: membership@subaru4wdclubwa.au

Phone: 0417 920848

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Subaru Osborne Park



SUBARU 4WD CLUB OF W.A. INC.

CLUB MERCHANDISE – buy items at the meetings



Bisley khaki 100% cotton long sleeve shirts (in 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 \$7.



Royal blue and 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. Cost tba



History Books – reduced to \$10



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



Embroidered Badges – \$5



Club stickers \$3



Navy blue beanies – \$9

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



Flat pack neoprene can coolers – \$5





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