



JUNE 2024

This issue:

MILLIGAN'S ISLAND
MOSEY

HALF OF HUNT

FIDDLES N NIBBLES

HOW TO: CAMPER
TRAILER BUILD PART II

UPCOMING TRIPS
& MORE!

Milligan's Island Mosey

Joy Unno - Guest Editor

Adrian, Nick and I (the Trip Leader), assembled at 9 am on Thursday 25 April at the United Service Station on Gnangara Road, ready to hop onto the Tonkin Highway North. We would meet up with the other trip participants at the camp site. Adrian did his thing with the ice and giant thermos flasks and sure enough, he still had icy cold water at the end of the trip. Before turning off to on to the Brand Highway, we pulled over while Adrian did a 'Good Samaritan' and removed a tyre carcass from the right lane which was quite the traffic hazard. We were making good time with light traffic when Nick noted that his soft-top camper trailer was annoyingly ballooning in the wind. Stopping at Regan's Ford roadhouse, Adrian and Nick quickly transferred Nick's kayak from his car roof to the top of the camper trailer – ballooning problem solved!

Story continues on Page 6





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JOY UNNO

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President's Report

Deborah Thyne



Thank you to Jim and Chris for hosting **Fiddles and Nibbles** on 11 May. Several jobs were completed including fitting of a floor mounted flexible gooseneck tablet holder. This attaches with the existing bolt on the car seat rail and makes for ease of use when travelling with an electronic map application on your tablet. A light bar was installed on another vehicle. Everyone enjoyed some shared morning tea, information, and expertise. A big thank you to the 'workers.'

The **Camping Cooking and Demo weekend** was a great success with a big turnout of new and longer-term members. Back to Nature was a lovely location with shady trees and plenty of space plus the luxury of toilet and shower facilities. See the trip reports in the July mag for all the details.

Upcoming trips include Ross' **Karara Kapers** which still has of room for members to sign up and he is also leading a social day out on the **Jarrahdale Jaunt**.

The 4WD Association of WA of which we are a member, uses the Kaarakin Black Cockatoo Conservation Centre in Martin for meetings, and clubs are asked to participate in a general clean up several times a year. This is usually raking up leaves and a little general cleaning around the club room. Please consider going along to assist. Morning tea is provided.

Check out the website for other great trips offering opportunities to learn and build on driving skills including the **Mundaring Powerlines and Forest 4WD** trip or the **Julimar Forest Vehicle Training and Camp** trip. On the Julimar trip you can go along for the day or camp out overnight. A good trip to try out camping if you haven't done it before. Members may have spare tents they are willing to loan if you want to 'try before you buy' and decide if camping is for you.

The last of the meetings has been held with the **Big Lap** trip participants and the all-important spreadsheet brought up to date with campsite bookings, meal planning, spares and tools ready for departure on 16 June.

Thank you to Ross for taking on the acting position of President while Deborah is away on the Big Lap trip. Many thanks also to Sue for stepping into the Secretary role after Joy's recent retirement. Special thanks to Joy for taking on the role of Editor for this edition while Vanessa recovers from surgery.

The Committee is working with Jo on preparations for Karl's Social Event. A long-time club member, and prior to his passing, Karl donated \$2,000 to the club for this event. Details will be shared at the June General Meeting.

See you out there in your Subaru!

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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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KARARA KAPERS MAY 31 - 8 JUNE with Ross Mead

Let's revisit the Karara Rangelands Conservation Park. The Park is situated between Payne's Find, Yalgoo and Perenjori. It is about 420 km NE of Perth. Plenty of places to visit and explore including the natural landscape, old station infrastructure, gold mines both abandoned and active, and an old sandalwood cutters camp. Join on the Club website.



JARRAHDALE JAUNT 9 JUNE DAY TRIP WITH ROSS MEAD

Pack the family, a picnic lunch and walking shoes and come exploring around Jarrahdale. Take a 2 km walk winding through beautiful Jarrah Forest and over several bridges across the Gooralong Brook.



KAARAKIN CLEAN UP MORNING 16 JUNE

Come out for a Sunday morning drive to Kaarakin Black Cockatoo Sanctuary and help clean up in and around the WA 4WD Association Meeting Room building. It's a good chance to meet people from other Clubs and have a chat. Morning Tea is provided.

MUNDARING POWERLINES & FOREST DRIVE 30 JUNE

Join Adrian and Uta for a run along the Mundaring Powerlines to test your skills on rocky (and possibly muddy) terrain. We'll then continue on through the State Forest exploring around the bush tracks.



This trip is great to refine your existing skills or to expand you driving skills in the safety and experience of other skilled drivers.

Read all the details on the Club website Trip Page.



Knowledge Share

Sandbag weights for gazebos are useful for holding down tents where the ground is too hard for tent pegs, even the drill-in ones.

SNATCH STRAP DEALS

Trade In & Save \$60



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6 TON KINETIC SNATCH ROPE
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 Max GVM: 3.0Ton
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 GEORGE 4X4 PURP/SILV \$159 rrp
 Min GVM: 2.3Ton
 Max GVM: 3.5Ton
\$99



8.6 TON KINETIC SNATCH ROPE
 GEORGE 4X4 [BLUE] \$159 rrp
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 Max GVM: 4.3Ton
\$99



11 TON KINETIC SNATCH ROPE
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 Min GVM: 3.6Ton
 Max GVM: 5.5Ton
\$99

4WD	GVM
'23 Jimny	1.43T
'07 Forester	1.96T
'18 Outback	2.08T
'10 Gnd Vitara	2.10T
'15 X-Trail	2.10T
FJ Cruiser	2.52T
LR Disco 1	2.72T
'23 Paj Sport	2.72T
'15 MU-X	2.75T
'10 Hilux 150ser	2.78T
'23 MU-X	2.80T
'23 Fortuner	2.80T
Patrol Y60 Wgn	2.80T
Navara D40	2.86T
Navara D22	2.88T
LR Disco 2	2.88T
Triton MR GLX	2.90T
Navara D23 DC	2.91T
'10 Pajero	2.92T
Triton MN GLX	2.93T
'16 D-Max	2.95T
Lnd Cru 80ser	2.98T
'23 Hilux SR	2.98T
LCPrado 150ser	2.99T
'23 D-Max	3.00T
Patrol Y61 Wgn	3.03T
'23 Hilux Sport	3.05T
Everest	3.10T
Mahindra Ute	3.15T
Navara Pro 4X	3.15T
F150	3.17T
LR Disco 3	3.25T
LR Disco 4	3.24T
Lnd Cru 100ser	3.26T
Lnd Cru 300ser	3.28T
Lnd Cru 200ser	3.35T
Patrol Y62 Wgn	3.50T
Grenadier	3.55T
'15 F250 SD XLT	4.49T

GVM's listed above are accurate however may vary between models. Refer VIN Plate for your vehicles exact GVM.



***Snatch Strap Trade in Offer: Valid for WA4WDA Associated Clubs.**
 Any Snatch Strap/Rope in "one piece" can be traded in. Any age. Any condition. Strap must be complete. Damaged/cut/torn is okay.
 Offer expires 30th June 2024. Perth/Metro Pickup/Drop Off only.

MILLIGAN'S ISLAND MOSEY

Day 1 - Thursday 25 April

Joy Unno, continued from Cover Page



We also took the opportunity to take car photos in front of the giant Southern Cross windmill before heading back onto the highway. There was light traffic but I had decided to go the backroads route, so we turned off onto Bibby Road, a good country bitumen road. This turned into Munbinea Road and took us to Jurien Road and onto the Indian Ocean Drive. Not stopping at Jurien Bay, we drove the 32 km to Green Head and stopped at the General Store for fuel (91 ULP & Diesel, sadly no 95 or 98) and to buy some lunch and an ice cream.

Driving up through Green Head and along the Point Louise gravel road (at one point the road had been engulfed by a large white sand dune so there was a dogleg), we arrived at the Milligan's Island Eco Camping Node, approximately a 3 hour trip. And yes, at one point in our stay Brian burst into the Gilligan's Island theme song to which we all sang along 😊. In fact, the Overstes and their A-van were already in residence as we came in, having left a day earlier. Checking out the camp facilities, the long drop toilets were clean & not too smelly, there was a covered bbq and picnic tables in each node, and a skip bin with recycling containers at one end of the camp site. No bees but plenty of flies!



The camp sites were spacious but the stoney limestone ground even defeated one out of the two swag pegs that Adrian drilled in. My heavy-duty steel tent pegs weren't much better and, in the end I used gazebo sand bags (filled with wet sand from the nearby beach) to weigh down the tent. Set-up done, we followed the path to the small pretty beach where the water was calm as glass around the little, rocky, off-shore islands but very cold. Adrian and Nick braved the chill for a refreshing swim and Brian had a paddle. The beach had its requisite pair of Pied Oystercatchers foraging along the shoreline. We went exploring and found another path going to an extensive beach that you could drive on. Here we found the famed "Window Rock" where people photograph the sunset. Alas, after the Wilcoxes arrived with their caravan and it was time for Drinks & Dips we were distracted and missed the sunset. We all vowed to be there tomorrow night!



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

www.hippocketworkwear.com.au

Sunday morning, again it was only Adrian and I game for a snorkel. We walked down to Friday's snorkelling spot and this

Eagerly awaiting pristine swimming conditions, we woke to enjoy breakfast over a distant cloudy sunrise. Once all were up and about, Joy went for a long walk, I went for a Snorkel, followed by Keith, and also finally Fiona, who came in for a dip. The water was pretty fresh and cold, so I had the wetsuit on to stay in the water longer. I was joined in the water by Nick on his fishing kayak. I found a fishing rod in the water when snorkelling! Ta da! After the morning's water activities, we jumped in the cars and explored the camp area southwards, down to Point Louise, before heading north on the gravel tracks and on some beach sections in the different bays.

Morning beach activities



Point Louise



Reaching the black top of Indian Ocean drive we continued north only to take the next available 4wd track that led to the coast. Remaining on road tyre pressures for the time being, as the limestone sand tracks were pretty firm. Turning around on a tight corner led the group to drop tyre pressures, varying from 15-25psi. Following the tracks parallel to the beach towards Leeman the track conditions would change and catch a few of us out. With some softer sections, rutted climbs, and deep wombat holes we had to drop pressures further and do a couple minor self-recoveries. Keith's 3-wheeled pirouettes through a big wombat hole were a sight to behold. Not deterred, we continued on in the warm weather.



Getting closer to Leeman, with 1 last hurdle up a soft sand track, we all successfully made it through. Stopping by the Skate Park to inflate tyres and have lunch before grabbing ice cream and supplies from the local general store. A leisurely walk up the Ti-Tree Scenic lookout was the last activity before we returned to camp.

Leonie and Brian get a mention for the Tidiest Campsite of the Trip. They took tongs in hand and cleaned up quite a few bags worth of rubbish that people had chucked over the fence into the bush.

(Story continues over page)

I arrived just on sunset Friday evening and found everybody at the beach enjoying nibbles and watching the sunset. Adrian was fishing with a fishing rod he'd found that morning snorkelling and managed to catch a fish in pretty much the same spot he found the rod that graced his dinner plate a bit later! We sat around after dinner as a group sharing stories, chocolate, and my cinnamon loaf. The latter was not one of my best but nevertheless the recipe was requested and so here it is for you all. The original recipe was shared with me by my best friend. Note - the recipe talks about a streusel topping in the intro but does not mention it. She found it too sweet and ditched the glaze and cut the sugar to $\frac{3}{4}$ cup.

My **Cinnamon Loaf** version in metric is:

280gm SR flour
170gm white sugar
1 tsp vanilla essence
1 egg
250ml milk
60gm vegetable oil (I use sunflower)
1:1 mix of cinnamon and sugar (I keep a jar ready to go)

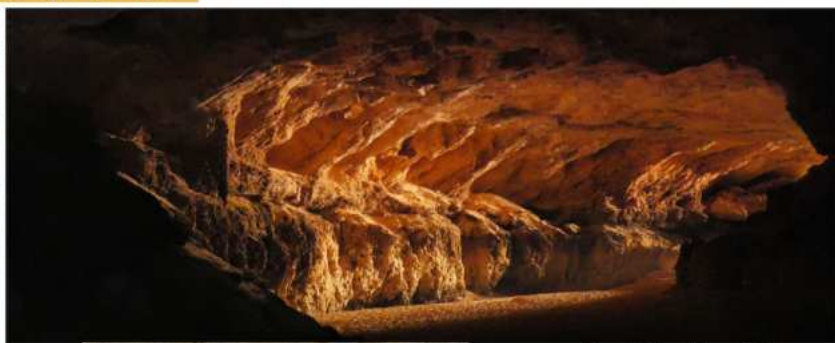


1. Preheat oven to 180°C
2. Grease loaf tin. This batter is probably a little bit more than ideal for a standard loaf tin but it just means the cake will rise more above that in. Mine will crack/burst open on the top but no one seems to mind 😊
3. Mix dry ingredients in a bowl
4. Mix wet ingredients in a separate bowl
5. Stir the wet ingredients into the dry ingredients just until combined. Don't over stir
6. Pull half of the batter in the loaf tin
7. Sprinkle a generous amount of the cinnamon sugar mix over the batter until you cannot see any hint of batter.
8. Pour in the remaining batter
9. Use a knife to make swirls through the batter to create a marbling effect
10. Sprinkle some cinnamon sugar mix over the top
11. Bake for approximately 55 to 60 minutes. This will depend on your oven. I actually start my oven at 170° and put it up halfway through. Test for doneness with a skewer or toothpick to make sure the bread has cooked through before removing it from the oven. Cool 10 minutes in the pan and then remove from the pan to cool on a wire rack.
12. EAT!
13. This cake is great fresh out of the oven slightly warm but lightly toasted the following day with butter is also nice



Saturday morning Adrian and I went a bit further afield for a snorkel. Adrian in full length wet suit and I was in his borrowed wetsuit vest. Conditions weren't great as the day before, bit choppy and visibility was pretty average. I did see lots of interesting seaweed though and Adrian did manage to find some floats to go with his newly acquired fishing rod. I was really taken with the camp spot. Easy access to the beach and a very short drive to Greenhead and the general store for a coffee or ice cream run. Greenhead only has 91 unleaded though so for those us who had to fill up with 98, it was off to Leeman instead.

Stockyard Gully Photos



Inside the Cave



Honeycomb but not many bees.



We can see your legs, Adrian!



It's a bird! it's a plane! It's a Comet! No, it really is a plane :(Brilliant shot, Keith!

After the day's drive out to Stockyard Gully, it was time again for sunset on the beach. We were keen to see if we could spot a glimpse of the elusive comet 12P Pons-Brook which had graced Earth with its presence again after 71 years. It was sitting low on the horizon just after sunset but had been obscured by cloud the day before. We got down to the beach and a few people were excited by something that they could see in the sky that was very visible and some were claiming it was the comet. I knew the comet detail was only visible with binoculars or a telescope but what was it that everyone was seeing in sky nicely photographed by Keith? I quickly flicked a picture to my 2 astro friends and the immediate report back was contrail, probably an A380! Comet 12P/Pons-Brooks is also known as the horned or devil's comet because of its appearance looking a bit like horns. The contrail we saw had also two parts to it which is why some were quite sure they were seeing the comet but alas that night nobody saw it because again the horizon was cloudy.

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Most of us had a quiet, morning around the campsite. Adrian went out to the local beach to try his luck at fishing again. Ready to go to explore Stockyard Gully Caves around 10.30. Nick's car was playing up a little, so he tagged along with Adrian. Lovely walk through the caves after a drive along, mostly gravel, then some sandy sections. Had to stop where a AWD was stuck and was winched out by a 4WD. Adrian advised on tyre pressures. After a small delay we got to the caves, which was a pleasant walk and got us away from the flies, albeit briefly. A fly net is a necessity in this area.



A quick lunch, and a drive back to bitumen where we aired up again. Ironically, Adrian's car was significantly overheating, so he and I went back to camp to get my car. The others drove on to Green Head for the Dynamite Bay 3 bays walk trail, a 2.8 km board walk trail with expansive views across Anchorage Bay.



There are seating areas along the way to rest and take photos. It wasn't long before Adrian and I caught up with them and walked the trail. It's certainly a spot where the more enthusiastic photographers can sit and check the pics they had taken. I know Keith loves to get bird photos and was able to get some good shots here. He also took some great shots of the large Golden Ghost Crabs which were popping out of their holes on Dynamite Bay beach.



A short drive home, and we all went down to watch the sunset and have drinks on the beach. Nick's turn to catch a small Herring but it was so small it was a catch and release. Nice sunset, but the highlight was watching a spectacular jet trail in the sky. Probably, not the most environmental friendly but an amazing sight, just the same. Back to camp for dinner and chat before retiring for the night. A great, fun day.



MILLIGAN'S ISLAND MOSEY Day 4 -Sunday 28 April - Uta Bauer

Sunday morning again, it was only Adrian and I game for a snorkel. We walked down to Friday's snorkelling spot and this time Adrian ditched the full length wettie and took the vest and so that left me in a rashie. Water was a bit a fresh but you know it's only 30 seconds of pain! Visibility was still a bit average and after a lap of the rock formation and seeing mostly seaweed, I was ready to call it quits but then Adrian spotted a sea lion who was it seemed as interested in us as we were in her. She swam around us and was quite happy to stay swimming near by as Adrian ducked dived to keep her interest. That experience well and truly made up for the lack of other wildlife that morning.



MILLIGAN'S ISLAND MOSEY Day 4 -Sunday 28 April - Brian Overste

After a slightly cooler Saturday night, Sunday morning was perfect weather yet again. The heavy condensation of the previous morning was non-existent making for an easy dry pack up before reluctantly departing. Prior to a 10.30 departure, some of the group were out snorkelling while others enjoyed a walk on the beach or a leisurely coffee and chat after packing. Uta and Nick made their own way home, while Joy, Adrian, Leonie and Brian all headed off for a very pleasant drive around and look through Lesueur National Park, with Adrian and Joy having a close emu encounter before the park turn off. Well worth a look with lots of new roadways, paths and informative signage throughout the park.



Mt Lesueur, a flat-topped mesa




A picnic table under shady trees with a fabulous view was found for coffee and cake before departing the national park, after which we continued on to Drummond's reserve near Badgingarra for lunch. A great spot to camp for up to 72 hours if self-contained, or just a nice quiet place to have a break not too far from the Brand highway.

After lunch we all fueled up at Cataby before continuing on home with Brian and Leonie having a safer encounter with an emu that was spotted walking across a nature cross-over bridge over Tonkin highway near Ellenbrook.

Drummond Reserve

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

JUNE 2024

WA DAY LWE KARARA KAPERS
31 MAY - 3 JUNE

 **JARRADALE JAUNT**
9 JUNE

GIBB RIVER ROAD & BEYOND
16 JUNE ONWARDS

 **KAARAKIN CLEAN UP**
16 JUNE

 **MUNDARING POWERLINES & FOREST 4WD TRIP**
30 JUNE

JULY 2024

TRIP TO THE TOP
6 JULY ONWARDS

THERE BE GIANTS THERE NO 2
21 JULY

AUGUST 2024

LANCELIN DUNES
4 AUGUST

LAKE KEPWARI CAMPING
17-18 AUGUST

SEPTEMBER 2024

QUAALUP QUEST II
20 -23 SEPTEMBER LWE



OCTOBER 2024

OCTOBERFEST
12 OCTOBER



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Tammin Morning Tea

It was Thursday 25 April (Anzac Day), the first day of the Other Half of Hunt Trip. It was a four-day trip, and I was looking forward to it – bush camping with a fire! I arrived at the meeting point (BP The Lakes Roadhouse) on time at 8.30am. Keith was already there. By 9.00, after Keith's driver briefing, we were ready to go. I was tail-end Charlie.

The weather was cloudy and cool. We all started to move off and then a shout from Keith, out his window, "stop"! He had a flat battery and his car would not start. Thankfully, he had an iTechworld jump starter. He connected it to the battery and tried to start the motor – no luck. The motor would only turn over a couple of times before stopping with the jump starter emitting a continuous beep. Then Daniel tried his jump starter – initially with the same result. However, when we connected the wires in the opposite order, the motor started! Probably, Keith's jump starter was not connected in the right order? As an aside, four Landrover Club vehicles were also at The Lakes. They were going to do a recce for a Helena and Aurora Ranges trip. Four vehicles for a recce – impressive!

Our first stop was at Tammin, for morning tea. We arrived at the Memorial Garden Park at 10.18am. There was a toilet, tennis court and bowling green. Just as we were arriving, there were a few spits of rain on the windscreen. Chairs were set up the Memorial Garden and when various other cars, including two police cars began arriving at the car park, I realised that an Anzac Day service must be about to happen. Upon enquiry, I was told that the service was scheduled to start at 10.45am. We left before then to make room for the arriving cars.

At 12.05pm, we stopped at Bodallin for a convenience break and leg stretch. Daniel filled up with fuel. The fuel outlet was called "Perrys". Perrys is a South Australian fuel distributor that has been family owned and operated since 1949. It only has one outlet in WA, at Bodallin, which is unmanned 24/7. The vast majority of its 70 outlets are in South Australia.

Our next stop was at the first of the Hunt Wells that we were looking for. We arrived at Kodjernerj Well/Soak (Well No. 13) at 12.46pm. The well is next to Kodjernerj Rock. It was the lunch stop and the weather was now sunny. The well was dry and somewhat overgrown, but it was fenced off and sign posted, which is good. We departed at 1.21pm.

Well No. 13



From Well 13 it was on to Well 14 (Koorkoordine Well/Soak), 7kms north out of Southern Cross, arriving at about 1.50pm. Police were doing breath-testing on the way into town and a few of us were stopped. The dry well is about two meters deep and has a metal grate over it. It is neatly lined with a rock wall.



Well No. 14

We left at 2.04pm and headed back into Southern Cross for petrol and an ice-cream. At Southern Cross, we fuelled up, with most of us going to the Stallion Fuels unmanned outlet, as fuel was only 185.9 cents per litre versus 2.05cpl at BP.

(Story continues over page)

HALF OF HUNT

DAY 1 THURSDAY 25 APRIL - Tony Richards cont.....



Next stop was at Duladgin Well (not a Hunt Well), arriving at 3.13pm. It's on the way to Weowanie Rock, where we were camping for the night. This well was adjacent to Duladgin Rock. A five-minute stop and we were on our way again. From the well, we've gone on a short distance to Thomas Davidson's grave. He was born in Scotland and died at Duladgin Rock on 28 May 1895. It was a further 10kms on to Weowanie Rock.

We arrived at Weowanie Rock, and initially checked out a few items of interest at the western end, before driving to the eastern end and looking for Hunt's Well 15 (Weowanie Tank) on the rock. After a bit of investigation, it was found and was still holding a considerable amount of water. With water, there was some vegetation, which was good for the birds. We got back from our walk at 4.46pm and set up camp. I had dinner early, while it was still light, then joined the others around the camp fire. It was very cloudy. I was hoping that the wind would drop and stay that way. It was a good first day. Many thanks to Keith Low for leading the trip.

HALF OF HUNT

DAY 2 FRIDAY 26 APRIL - Ross Mead

Aaaahh b****r. Nothing like being woken up at 5 o'clock in the morning by a drop of water on the forehead from a leak in your tent. Fortunately, nothing too serious. The weather forecast had predicted less than 70% chance of up to 1mm of rain for Friday. In reality, the rain had started just after 10pm last night and would continue on and off till after lunch.

The rain let up for a while after 0530 hrs which let us get up, have breakfast and pack up our wet tents before it started up again. Back on the road by 0800hrs. There had been enough rain to stop any dust but the odd muddy patches made driving interesting. After retracing our tracks back to the Great Eastern Hwy, it was off east to check out Hunt's Well 16. This was a bit of a challenge as it no longer existed having been subsumed by the construction of the dam at Karalee Rock. The water supply constructed at Karalee Rock is a serious bit of work. 6km of rock wall was built around the rock to collect and channel water via a raised metal aqueduct into an earth dam capable of holding 48.3 million litres. From here, water was pumped 3.6km to tanks next to the railway line to supply water for the steam locos.



Having stretched our legs exploring around Karalee, it was into our Foresters and back out to the Great Eastern Hwy to head further east on our quest for Hunt's next well. This is Well 17, known broadly as Koorarawalyee (though it is signed locally as Quardanodlagin Well). Access to it is via the track into a "Koorarawalyee Retreat" just off the north side of the highway, about 51 km east of the turn off to Karalee Rock. This particular well is situated next to another rock water supply and dam system. The dam is obviously used by people staying at the "Retreat" as there were assorted chairs, water floaties and tyre tubes stored next to it. The well had a steel grate cover but unfortunately, this hadn't prevented what appeared to have been a small kangaroo from leaving its skeleton on the bottom of the dry well.

After morning tea, we set off back to the highway. Along the way, Tony called on the radio to say that his car was making what he thought sounded like crook front CV joint noises. A peer underneath confirmed his suspicions as the right hand front outer CV boot was torn and the grease had escaped. Sadly, he had to make the decision to head for home, hopefully making it before the CV joint gave up the ghost. He later messaged Keith to advise us he had made it safely home.

The remaining 5 cars now continued to the east driving in light drizzle looking for Well 18 at Boorabbin Rock. The track in off Ryan's Find Rd is pretty rough but we made it more or less unscathed (just a bit more "bush art" on my Forester). Unfortunately, the well no longer exists, just a small pile of rocks and a sign. Onwards on our journey east, past Well 19 which no one has found yet and in to Well 20 at Woolgangie. We arrived at 1145hrs in light drizzle and a temperature of 12 – 13 degrees with a moderate east wind. Not real pleasant. We weren't able to find this well despite having some GPS coordinates for where it was supposed to be. Even using 3 GPS units (Keith, Alec and Daniel) we still couldn't reach a definitive conclusion so a decision was made that the well had been in the bottom of the creek. A quick lunch stop before continuing on. By now, the rain had started to clear.



Well 20 where are you?

Back to the highway for a quick left and right, turning onto Hunt's Track about 200m east. The track heads roughly east meeting the Victoria Rock Rd at Gnarlbine Rock near Well 22. Along the way, a short visit to Well 21 at Yerdanie Rock provided a leg stretch. This is actually more of a dam with a rock wall in Hunt's style across the creek at one end.

Hunt's Track in this area is exceptionally windy. A large vehicle would have considerable difficulty getting along it. Maximum concentration needed. We stopped for a break at 1430hrs, at which time only half the track had been travelled. The rain had stopped and it was now a positively balmy 15 deg. With much relief, we finally made it through to Victoria Rock Rd. After checking out a pioneer well on the west side of Victoria Rock Rd (it actually had water in it), we headed in to Well 22 at Gnarlbine Rock.



Well 21 Yerdanie Rock

From Well 22, a good campsite was located just to the west of the rock. We pulled to a stop at 1600hrs and jumped into setting up camp. The sun was slowly sinking in the west as we got a good campfire going and settled in for a review of the day over pre-dinner drinks and nibbles.

After tea, we again continued with our campfire discussions under a clear sky and bright moon. It had been a great but tiring day, sad that Tony was not with us but happy that he was safely home. Everyone hit their sleeping bags by 2130hrs.



(Story continues over page)

Day 3 dawned fine and sunny, so there were plenty of smiles on faces as we gathered prior to the 8am start. From Gnarlbine Rock we headed northeast on Victoria Rock Rd for about 10 km before Keith turned right onto an inconspicuous unmarked 4WD track. This proved to be a delightful shortcut across to the Coolgardie-Nepean Road, with the bronze trunks of the gimlets glowing in the morning sunlight. We then took the Nepean-Spargoville Rd across to the Coolgardie-Esperance Hwy, with a stop enroute to inspect a disused railway formation. We drove north on the highway to Horse Rocks, the site of Hunt's Well 23, although the well itself has not been found. Nevertheless, we did park in a well-like formation, which surely counts!



Disused railway

Well 24



Circling the wagons at Horse Rocks

Next, we made our way to Woolibar cattle station via Kambalda. Keith had obtained permission from the station manager for us to visit the well located on the property, and we stopped at the homestead on the way in and had a chat to one of the workers. He told us that there was a "fuel station" on the property that had been built as part of the set for the TV series "Mystery Road: Origin" and told us where to find it. Keith immediately decided to make this our morning tea stop, so we spent a happy half hour at this unusual and unexpected attraction. From there it was off to Well 24, the most easterly of Hunt's wells, and the last one we were to visit. This was in a creek-line and there wasn't much to see apart from a survey mark indicating its proximity, but we were all happy that we'd made it to the end of the quest.



The journey home started with us continuing down the fence-line to the south and, after negotiating some gnarly wash-aways, exiting Woolibar station on a gravel road that led back into East Kambalda. Keith took us through the town via a very devious route, but we all made it to the fuel station unscathed by any close encounters with mining vehicles. After fuelling up, it was highway driving southwest to Widgiemooltha where we had a short stop to inspect the information sign about the "Golden Eagle", a large gold nugget found by a sixteen-year-old boy in 1931. We left Widgie via a gravel road that led to the west and after travelling for a while diverted off the road into the bush for lunch.

HALF OF HUNT



Then it was on to Cave Hill, where we stopped long enough for Daniel and I to explore the main cave and a few other formations at this very impressive rock, and for Keith to try out his new drone. All returned safely to the carpark (including the drone).

I expected we would head north back to Cave Hill Road, but Keith knew another route and we were soon winding our way southwest through the bush along another delightful, seldom used 4WD track.

Various possible camping spots were discussed, but in the end the best option was to simply to stop in the nearest open location when it seemed like a good time to camp.

The timing was perfect - after setting up camp there was time to enjoy the beautiful late afternoon light slanting through the trees before drinks and a perfect evening around the campfire.



HALF OF HUNT

DAY 4 SUNDAY 28 APRIL - Daniel Bedo

A cool night around 8 degrees merged into a pleasant, still morning in which to prepare breakfast and pack for the now standard 8am departure. This was achieved with precision as we set off westward to join the Victoria Rock Road about an hour later. This was our last drive through beautiful woodland country to view the contrasting colours of gimlet trees glowing in the sunlight against darker salt and blue bush along a narrow winding track. Heading south on the Victoria Rock Road signalled the start of the drive home at higher pace.



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HALF OF HUNT

DAY 4 SUNDAY 28 APRIL - Daniel Bedo continued.....

A right turn onto the Norseman-Hyden road felt like joining a major highway with speeds of 80 to 90 km/hr quite comfortable on the smooth surface. We took morning tea at the Breakaways around 10am, offering an opportunity to admire the multicoloured cliffs and rocks.

Later we had a "comfort stop" to examine the Holland Track junction before encountering newly sealed road surface. Keith noted that sealing of the road had advanced several kilometres since his last drive through less than a year ago. There were multiple ant nest mounds speckling one section of the verge where the white sand from below contrasted with the orange gravel of the roadside.



The Breakaways

We reached Hyden at noon for lunch with everyone gravitating to the bakery seeking freshly baked goods. The lineup was already to the door, so I decided to return to my car and eat the lunch which I had planned for the day anyway. The bakery must have been excellent as it was some time before anyone returned to the car park. We needed more fuel to reach Perth and there two options; a rather expensive BP and a cheaper card operated pump. I tried the card pump, but it would not recognise my card whether scanned or inserted so Keith and I decided to get fuel closer to home.

In Brookton there were two expensive fuel options once more with the card pump being the best deal, so I filled enough to get me home. We continued along the Brookton Highway in surprisingly light traffic considering it was the last afternoon of an extended weekend. The convoy disbanded at Karragullen where Keith turned off for home. So ended an enjoyable outing with curious discoveries and great company.



FIDDLES N NIBBLES SATURDAY 11 MAY PHOTO FEATURE



Jim's 55 mm wood jack blocks for lifted cars



Jim's Handy Step



Lightbar



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How To: Camper Trailer Build – Part 2 - External Build

Mark Smithers shares some insights into a small camper trailer that he recently built.

Perhaps you'll be inspired to build your own?

Once my chassis design was finalised, the trailer manufacturer had it ready for collection in about three weeks. I purchased a temporary movement permit from DoT and towed it home ready to start building. Before I installed the 12 mm marine plywood floor I experimented with where to carry the spare wheel as I didn't want to load up the drawbar weight. I decided to mount it underneath using a spare wheel winch however for it to be evenly mounted and still enable a winch handle to be inserted it needed to sit 'lower' than the floor on some timber supports. The floor extends 100mm forward of the chassis to enable 12-volt power cabling to easily pass through and not go over/under the chassis steel work. The floor was then turned upside down and coated with 2 x coats of 50/50 bitumen paint and a final full-strength coat. Forward planning those three jobs meant I wasn't underneath the trailer trying to do it upside down, that could have been messy.

Throughout the whole build, Sikaflex 291 was my friend as it's a widely used automotive and marine adhesive. Having glued and screwed (wingtek screws) the floor in place, it was time to prepare the walls.

Continuing with the 'weight minimisation' theme I opted for a timber frame (meranti) rather than 12 mm plywood. It made it light during the build plus I could locate the doors/hatches in the best position then install the studs and noggings to suit. I also needed to know what I wanted to fix on the inside/outside so studs were placed accordingly. To ensure it was easy to get in/out of the camper there is minimal height from the floor to the door lip so the door sits on the side-on bottom plate. This also meant that with a side-on top plate, there would be less flex if I wanted to carry extra load on the roof. This design also meant I could use less wall insulation and not intrude on the interior width if it was framed the other way.

The overall frame height and front-end slope needed to ensure I could comfortably sit inside as well as be aerodynamically behind the tow vehicle. Each end frame of the camper is not exactly a frame. They are both single layer 9 mm marine plywood however there is an internal frame at the front, this just allows the 12v cabling to come up concealed inside the frame. One lesson I learnt from my first build is that if you build it then do a fit-out you are forever getting in/out to measure/check/glue/screw etc. I opted to line the internal side/front walls (3 mm plywood and automotive carpet) as I went along which made it a bit easier. Sometimes I think I should have built three side-walls – the first one to practice on and the other two to get it right.

I should mention that a steel/aluminium frame will promote condensation on the ceiling and internal walls if they are smooth (PVC) hence the use of timber and carpet. I did use a PVC ceiling but will cover that later.

After about three weeks I had the frame glued and screwed together, lined with carpet and the foil board insulation installed. It was now time to consider the roof beams.

The roof beams were also installed side-on, this enabled not only a greater insulation/air gap but also there would be less flex and there would be space to run the 12-volt wiring from the front to the rear. The positioning of some beams needed to enable the external roof sheeting joints to be screwed down, whilst the positioning of most of the others needed to consider the roof rails and roof bars that were going to be installed. The roof bars are mounted to the rails just as on some vehicles whilst the rails are riveted to the roof – I didn't want to drill a rivet hole (these are in fixed locations on the rails) straight into a timber roof beam.

With the roof beams glued and screwed in place I decided to do the roof lining much later, simply because I needed to see what I was doing inside the camper and my garage lights couldn't do that if the ceiling was in.

Next time I'll cover some of the internal works, wiring as well as the ceiling.

