



JULY 2024

**This issue:**

CAMPING DEMO WEEKEND

JO'S JAUNT PART I

HOW TO: CAMPER TRAILER BUILD PART III

UPCOMING TRIPS & MORE!

## Camping Demo Weekend 18 - 19 May 2024

**Joy Unno**

Arriving at the Back to Nature Caravan Park, Gingin, we set up camp in a bush area under the trees. Quite a nice caravan park not too far from Perth, I had been there once before in 2017 for one of Adrian's Camping Demo weekends. We had a good mix of experienced and newer members in the group.

Soon it was time for the jaffle lunch and a variety of camp tables appeared and were loaded with jaffle irons, loaves of bread, tubs of butter, cheese, bacon, tomatoes, and all the other fixings for savoury jaffles. As there were fire restrictions, Adrian had an array of camping stoves ready to heat the jaffle irons. Adrian showed off his neat new sprayer to oil the inside of the jaffle irons. The jaffles I made were Hungarian Salami, Mango Chutney & Cheese in an Avocado wrap. It was very tasty but next time I'll only grease the inside of the jaffle irons and not the outside of the wrap as well – it was a bit oily.

**See inside for more details**





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JOY UNNO

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# Acting President's Report

Ross Mead



Deborah has finally headed off on her much anticipated “Big Trip”. Last report on the Club Facebook page has her and the gang in the Kimberley enjoying the warm weather and sunshine. She is away till early September – however, I am expecting a “having great time, carry-on” email later. In the meantime, you can follow her travels on our Facebook page.

June Club activities have had some hits and misses. Unfortunately, the **Karara Kapers** trip had to be cancelled at the 11th hour due to personal issues and then the **Jarrahdale Jaunt** for safety reasons as the weather forecast was not good (strong winds and lots of rain forecast). We will try and reprogram the Jarrahdale Jaunt trip for spring. On the plus side, David, Huw, Doreen and Robert Marson helped TrackCre with the **Wandoo Cleanup** whilst Adrian led some adventurous Subaru drivers on a trip along more demanding sections of the **Mundaring Powerlines Track**. Hopefully, they and their cars survived the experience.

July looks like being busy with several activities planned which will cater for a variety of members. These activities start with the Club’s monthly meeting on Tuesday 9 July. The following weekend (13 to 14 July), Adrian and I will be running a trip to **Julimar Conservation Park**. This trip is especially designed for those Club members (and pending members) who have limited experience with camping and bush travel. Participants can pack their camping gear and come for an overnight camp on Saturday followed by a fun filled Sunday learning more about their Subarus whilst exploring the tracks in Julimar. If you are unable to camp, just come for the Sunday activities. Full details are on the website.

Graeme and Naomi are leading another of their famous trips to visit the Giants around Mandurah on 21 July. I hear there is even a secret one they are hoping to find. For those of you who enjoy a good “knees up” event, we have booked a **Christmas in July** themed social lunch at the Victoria Hotel in Toodyay for Sunday 28 July. Details are on the website so check it out and get your name down.

As advised in the June magazine and meeting, **Karl’s Social Lunch** in memory of Karl Boeing, a staunch long time Club member who unfortunately passed away late last year, is being held at the Bayswater Sea Scout Hall on Saturday 14 September. Jo Norton has been busy putting this together with details now on the Club website.

So, no excuses everyone. Get out there and enjoy. See you out there in your Subaru!

## DISCLAIMER

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# 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**

# Camping Demo Weekend

18 to 19 May 2024

Joy Unno



**Adrian's oil sprayer & pourer!**



**Lunch jaffles**

After lunch, we all gathered around in our camp chairs for Adrian's Show and Tell. We played musical chairs, trying out the different types of seating.



**Stove Top Oven - Packs Flat**



When it was time for the viewing of everyone's camping set-ups, it was rather amusing as everyone took their chairs along with them. It was like a moving theatre performance. Adrian demonstrated how he sets up his newly acquired camper trailer.

**(Story continues over page)**



**Adrian's Camper Trailer**



**Keith's Batwing Awning**

There were quite a few new things that I hadn't seen before – Keith's batwing awning, Uta's mesh window for ventilation when sleeping in the car, and Amanda and John's pump-up tent. I can't recall ever seeing an inflatable tent on a Club trip before. It looked very sturdy and roomy.



**Amanda and John's pump-up tent**



Deb's custom-made drawers utilised a narrow space in the boot (and were pretty). For my XV's turn there was a lot to show as I had initially put in an Irvin bullbar, sump guard, 16" steel rims, and BF Goodrich KO2 All Terrain tyres. Just recently I had added a 40 mm strut-top lift kit, heavy duty rear springs, rear spare wheel carrier (mounted on the Reece/Hayman tow hitch), a rear-view camera, a Thule cargo pod on the roof and a roof-mounted petrol jerry can. These are for the Big Lap trip in June.



**Deb and her drawers**

Afternoon tea was Adrian's lemonade scones cooked in his 12V oven and garnished with jam and cream – yum! It wasn't long before the people cooking meals for dinner started preparations. Due to the lack of a campfire, we had an array of charcoal grills, with lots of heat beads and fire starters. I even brought my Cobb Cooker which I hadn't used for a very long time. Adrian showed how to use the chimneys to get the charcoal (or heat beads) hot enough to put into the grills. The lasagne that I cooked in the spun steel camp oven was a success, but the savoury damper in the Cobb took too long to cook. It needed a continuous replacement of hot heat beads to keep up the temperature, I'll remember that for next time. Deb's Apple Pie and Cranberry and Cheese Damper were cooked in the 12V oven and came out perfectly. Emelyn made a wonderful Chicken Adobo on the camp stove and Ben fried up Lime and Lemongrass Thai Beef Noodles, also on the stove. Jo had cooked a whole pumpkin and potatoes on gas stoves. We were all happily stuffed.



Fire pits & grills



Cranberry & cheese damper



Next morning, the food feast continued with bacon, egg, mushrooms, onions, and toast.

Thanks, Adrian, for another excellent evening experience and great social occasion.

***Another relaxing, informative and enjoyable weekend made even more so by the sensational weather. An assortment of stoves and fire pits was necessary to comply with fire restrictions, but that didn't impede our talented army of cooks and their assistants. So much delicious food and perfect weather to sit around and enjoy the great food and terrific company.***

***Great to see such a big roll up with a number of newer members who I'm sure took away a few good ideas as we all do from the always popular show and tell. So many new cars and set ups to check out!***

**Brian and Leonie**

***It was a great trip – it is a long time since I have seen 21 adults and 3 kids (in 15 cars) at a social overnighner. The vehicle "show and tell" was interesting as always, with a variety of approaches to different storage issues, as was the collection of gear that people carried. However, it was impossible to top the amount of gear that the trip leader (Adrian) carried!***

***In the evening, with people sitting around the cooking fires in good weather, busily chatting, the atmosphere was very enjoyable. And on top of that, there was food a plenty for all! My thanks to Adrian for leading the trip and to all those attendees, particularly cooks, who made it so enjoyable.***

**Tony Richards.**



**We now also have a Facebook Group specifically for members of the Club. This is for club specific chats, and things like offers of equipment etc.**

**[Click here to join](#)**

**Note - you must be a current member to join.**

# 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 - If I wasn't there, I need your help to match the images to your report



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

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# Jo's Jaunt

Day One - Saturday 4 May 2024

Tom Minto



There were only two vehicles on this trip - Jo, Stu and Chip (the dog) in Jo's recently acquired Outback towing the A van plus myself in my Forester. I knew Oscar the Outback had been replaced. Given, Jo's references to "Donald", I correctly guessed this would be "Donald the Diesel". When in doubt, bet on alliterative alternatives.

Jo was a little late to the Bindoon meeting point having been delayed by the movement of two enormous oversize dumptruck trays for BHP. We renewed our acquaintance with this oversize convoy later in the day.

Great Northern Hwy had many oversize loads, so we diverted via Calingiri. Our first stop was Lake Ninan for a break from driving. The lake is a few km's from Wongan Hills. This is normally a dry salt lake but recent rains meant there was a significant amount of water. This also introduced us to a recurrent theme of the whole trip-flies! There were lots of them and they were extremely persistent. Possibly the combination of past rains and warm temperatures has led to an explosion in their breeding numbers. Fly veils remained the default wear for the rest of the trip.

We rejoined the highway then stopped at Dalwallinu for morning tea and fuel. Jo was very pleased with the improved fuel consumption towing with a diesel rather than petrol vehicle. A lateish lunch stop was at Payne's Find. We saw the earlier mentioned super oversize load approaching but were not able to get Chip packed away in his seat belt quickly enough to get away in front of them. When we did catch up, the multiple escort vehicles were very efficient in getting us past whilst oncoming lesser oversize loads were directed off the roads.

We arrived at **Nalbarra Station** by mid afternoon. There were a couple with their caravan acting as camp host. The station had a donkey paddocked nearby plus pea hens roaming round. The shearer's quarters and camp kitchen were booked out by a film crew. They were finishing several weeks of shooting a film about two young women lost in the bush. We had a little incidental contact with some of the cast.



Nalbarra Station

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

## Day Two - Sunday 5 May 2024

Our first stop was Mount Magnet for fuel. We stopped just north of the town to check out "The Granites". There seems to be many places in WA with this title. Unsurprisingly, this one had quite striking rocks. We reached Sandstone by lunchtime. The temperature was decidedly hot by that stage. We lunched at the very good cafe which had a well-presented Heritage Museum adjoining it. Then it was off to the caravan park to check in and unhitch the van.

Thus freed, we did the Agnew Loop which took in a well and a former State Battery. Final stop on the loop was a former brewery site which had operated out of caves blasted from the rock.

The caravan park was very well equipped though I heard road trains running all night.



**London Bridge**



**The Brewery**



**Silo in Sandstone**

## Day Three - Monday 6 May 2024

We spontaneously got off to an early start. A largeish black dog was roaming through the caravan park which partly sent Chip off barking. After checkout, we headed back to the cafe then did some walking around Sandstone.

We were outside a property with masses of old vehicle and machinery parts when the owner emerged for a chat. He was a real full on outback bushie character who was very interesting to talk with. One of the old vehicles had a red cross on the side but no roof. An open top ambulance was an interesting concept. He said it hadn't been used for years (I was convinced!). The dog visiting the caravan park was his. His dog is apparently a chronic escape artist.

He expounded on lots of topics-taxes (didn't believe in them), governments (didn't think much of them), his dog's wide ranging and diverse impulses (enough said) and assorted other stuff.

We headed off towards Leinster and stopped at a lookout before diverting to visit the old Agnew townsite. This included some old mining machinery. We fuelled up and had lunch at Leinster.

Next on our agenda was the Darlot Loop. The state of this road was much worse than Jo had experienced beforehand. The recent rains had clearly done significant damage in any areas that were at all low lying. Jo said that if she had known about the current state, she would not have done it towing the van. However, we got through without any adverse results. Along the way we visited (another) granite and Darlot townsite. We couldn't find the cemetery, access to a state battery was forbidden because of contamination and entry to the huge Nambi Woolshed was not permitted.

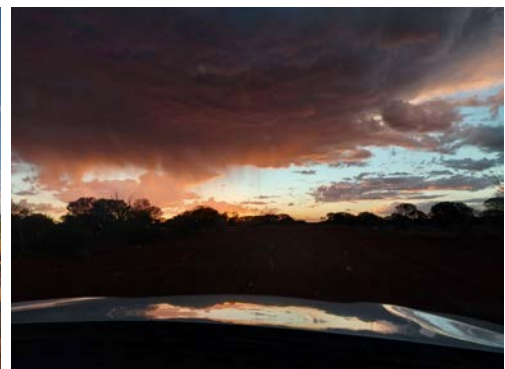
We were racing against time to get to "The Terraces" which is a campsite near Leonora. We also noted dark clouds building up. We were not able to cover the final 15 or so kms as we ran out of light. However, we did manage to find a pleasant cleared area away from the road.

After setting up camp and a quick dinner we watched distant lightning flashes.

Stu and I were doing a GANGgajang sort of "Out on the patio we'd sit, and the humidity we'd breathe, we'd watch the lightning crack over cane-fields" sort of thing. Chip was getting agitated so Jo was in the van trying to keep him calm. The intensity and amount of lightning continued to build. Given lightning tends to strike taller objects, I thought I had better check the relative heights of Stu and myself. I was disappointed though not surprised at being taller than him. I suggested he may like to wear elevator shoes, but he was clear the only elevator shoes he would be wearing would have multiple thick layers of insulating rubber.

The electrical effects suddenly took a quantum jump with rain as well. Stu and I looked at each other. Nothing was said but he took off for the van at speed and I headed for my tent where I kept flat to the ground. I have never been so close to so much lightning in my life. This was accompanied by the loudest thunder I have ever heard.

During the night we had flashes of lightning, crashes of thunder, heavy sweeping rain and periods of strong winds. Apart from that it was all good.



# SNATCH/WINCH KITS

What Do You Need To Complete Your Snatch & Winch Kit?



## SNATCH STRAP

- BUDGET: SINGLE LAYER FLAT NYLON
- PERFORMANCE: DOUBLE LAYER ROPE
- THERE'S LITTLE WEIGHT SAVING BETWEEN THE 2 TYPES
- ROUND ROPE WILL BE A LARGER PACKED SIZE



## SHACKLES

- MINIMUM OF 4 SHACKLES PER KIT
- 2x 4.7T & 2x 3.2T IDEALLY
- SWAP OUT 2 METAL SHACKLES FOR 2x SOFT SHACKLES IF COMPATIBLE



## BRIDLE/EQUALISER

- BUDGET: FLAT NYLON
- WEIGHT SAVING: BRAIDED DYNEEMA
- PERFORMANCE & WEIGHT SAVING: EXTRA LONG 5M BRAIDED DYNEEMA WITH FULL SHEATH
- A SECOND EQUALISER IS BENEFICIAL



## DAMPENER BLANKET

- USED TO INCREASE SAFETY AND BRING PROJECTILES DOWN TO THE GROUND
- 2 SHOULD BE USED (1 NEAR EACH END) FOR A SAFER RECOVERY
- THE SECOND EQUALISER CAN BE USED TO KEEP THE DAMPENER IN PLACE



## TOW HITCH BLOCK

- CONVERTS YOUR 50mm TOW HITCH INTO A RECOVERY POINT
- BUDGET: ALLOY / FLAT EDGES
- LIGHTWEIGHT: ALLOY / CURVED EDGES
- PERFORMANCE: ALLOY / LARGE CURVED HOLE



## RECOVERY KIT BAG

- SMALL KIT BAG TO STORE ENOUGH ITEMS FOR YOUR BASIC KIT
- LARGE KIT BAG TO STORE EXTENSIVE KIT AND ANY WINCH EXTENSION STRAPS



## WINCH RING & SOFT SHACKLE

- CHOOSE FROM 2 SIZES & COLOURS
- BIG WEIGHT SAVING
- FOR USE WITH SOFT SHACKLES & DYNEEMA WINCH ROPE
- NOT FOR USE WITH STEEL SHACKLES OR WIRE CABLE



## WINCH HOOK

- REPLACE YOUR WINCH HOOK WITH THIS ULTRA LIGHT HOOK
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- SMOOTH EDGES SO YOU DONT CUT YOUR HANDS WHEN RETRIEVING



## EXTEND YOUR WINCHES RANGE

- USE A COMBINATION OF EXTRA BRIDLES, TREE TRUNK PROTECTORS AND WINCH EXTENSION STRAPS TO COVER TRICKY WINCHING SCENARIOS.
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## Day Four - Tuesday 7 May 2024

The weather had cleared so we continued on with our 12 km drive to “The Terraces” for breakfast. These are very extensive rock formations with the site apparently frequently visited by Leonora residents... Jo phoned ahead and was able to negotiate an early check in at the Leonora Caravan Park. The place was extremely busy with virtually no vacancies. Jo and Stu disconnected their van.

After lunch we drove to the Gwalia Museum. The complex has a whole series of buildings with excellent displays covering many aspects of past life in Gwalia. The Ghost Town was also excellent with a range of shacks and huts. These had been sourced from various locations and restored so that any new work appeared old and consistent with the technologies of the time. An example of this was no use of screws as these were not available at the time of the original construction.



**Breakfast at the Terraces**



**The Terraces**



**The sky before the storm**

## Day Five - Wednesday 8 May 2024

We had intended to reach Lake Ballard campsite for the night. The most direct route was south along the Goldfields Highway to Menzies. A volunteer at the museum had suggested an alternative route to Jo. The suggestion was to head eastwards via Mount Ida to Lake Ballard. We decided to take this option.

Unfortunately, closed roads (because of rain) meant we had to revert to our original plan. Our trip included a brief visit to the ruins of the former town of Kookynie.

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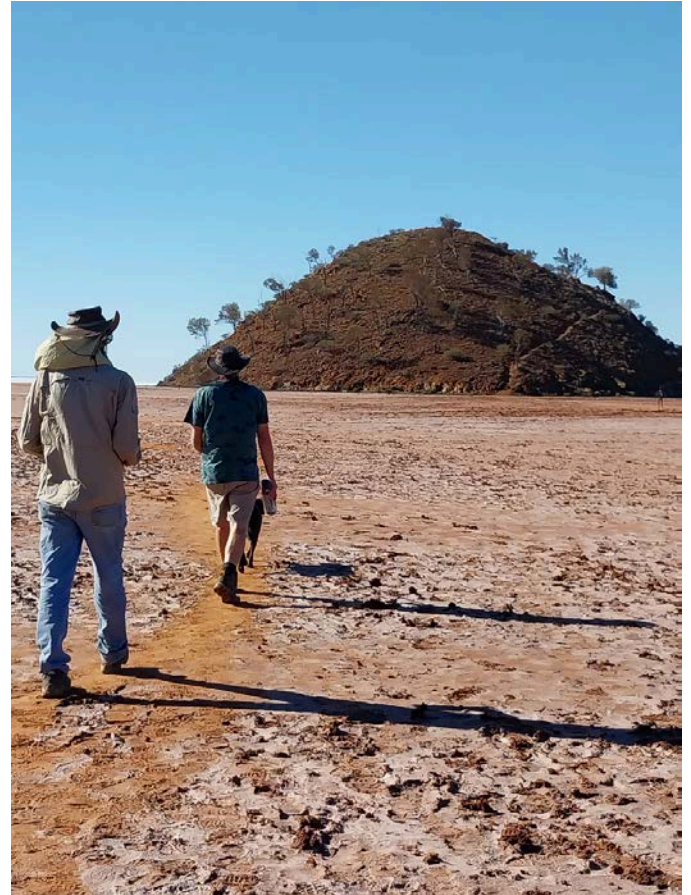
We stopped at Menzies before driving the 53 km to Lake Ballard, arriving just after lunch. There is an extensive free camping area with basic facilities on the shores of the lake. There were around six or seven caravans and camper vans spread around the area.

We did the obligatory wander onto the salt lake to check out some of the sculptures. We were mostly able to find firm ground, but some sections were slightly soft and muddy.

We had intended to stay two nights at Lake Ballard, but the consensus opinion was that this would only give the flies extra time to torment us. We were musing what the correct collective noun for the flies should be. An "Apocalypse of flies" did come under serious consideration. Eventually sunset brought relief from their attentions.



Horse at Kookynie pub



Lake Ballard




Trip images - Jo Norton

[Story continues next month](#)

# 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](mailto:trips@subaru4wdclubwa.au)*

## JULY 2024

TRIP TO THE TOP  
6 JULY ONWARD

JULIMAR FOREST VEHICLE TRAINING  
& CAMP  
17 - 18 JULY

 THERE BE GIANTS THERE NO 2  
21 JULY

TOODYAY XMAS IN JULY  
28 JULY

## AUGUST 2024

 LANCELIN DUNES  
4 AUGUST

LAKE KEPWARI OVERNIGHT TRIP  
17 - 18 August

## SEPTEMBER 2024

KARL'S SOCIAL EVENT  
14 SEPTEMBER

QUAALUP QUEST II  
20 -23 SEPTEMBER LWE



## OCTOBER 2024

OCTOBERFEST  
12 OCTOBER



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



# How To: Camper Trailer Build – Part 3 - Internal fit-out

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

Perhaps you'll be inspired to build your own?

Now that the basic shell is in place it was time to consider some of the internal fit-out, in particular where the internal wiring needed to go for the things I needed. Planning for the concealed wiring meant that messy 'surface-mounted' wiring was unnecessary, however my solution was a combination of the two. The main wiring enters the front 'cavity wall' from under the floor into a custom-built distribution 'box' and then concealed into a surface mounted centre roof console. From here it then feeds the internal lighting, external lighting, rear lighting, rear exhaust fan, various USB and 12v outlets. Any concealed roof wiring is not in a centralised position, so the roof beams are not weakened in one spot.

The central roof console does two things – it enables any additional wiring to be installed inside the console for any future outlets etc, it also enables some LED strip lighting to be mounted and reflect off the white PVC ceiling. This gives a broader spread of softer light compared to one or more single round lights – I learnt that from my last build. The centre console has two sections that needed their covers to be firmly held in place when travelling rough roads so for the first section I use strong magnets as this internal space is wider and where the bulk of the wiring goes before it transitions into the ceiling. The second section uses cable trunking to hold both items together – the trunking allows for the future wiring if needed. Most of the wiring is twin core and considering that LED lights consume next-to-nothing in terms of Amps, there's a single circuit with adequate capacity. The USB outlets (LHS & RHS) have their own 5A circuits as does the twin 12v outlets. The custom distribution box has three switches – LHS/RHS roof light and rear fan.

The rear storage area has two surface mounted LED lights (accessible from each access hatch), twin 12v outlets and the exhaust fan. I opted for a rear fan as I was paranoid about putting a hole in the roof and then not having it sealed properly. The fan is just your basic caravan fridge exhaust fan (think computer CPU fan but slightly bigger) however I also wanted it to be relatively dust proof considering it was at the back where there's low pressure when driving along. It needed to be recessed so an internal frame was made which enabled the external dust-proof hatch to fit. A last-minute addition to the wiring was an external fold-down table that has its own lights and USB outlet – you can never have enough light or USB outlets.

As the rear storage area is purely functional I decided that basic black utility carpet would be better than what was used in the main cabin, more hardwearing and less obvious if it gets scuffed with moving boxes in/out. I also wanted the area to be accessible from inside the camper so I needed to design an access door. The cross supports for the storage shelf as well as the vertical supports/frame for the access door all needed to be covered in carpet first then screwed into place as they would add to the rigidity of the camper. Trying to add glue and surface coverings after it is installed is a messy task.

Not sure how effective the exhaust fan would be as the rear access space is likely to be 'air isolated' from the main cabin, I created a 'pass-through' space at the rear of the storage shelf. This not only allowed any air from where my feet are to be extracted but it is also wide enough for a 240v plug to pass through. If I'm at a powered site and really cold I can use a small heater. On this point, the whole wiring is 12v which makes it easier for anyone to do. If you wanted to use 240v then there are many requirements from AS/NZS 3001 that need to be followed as well as certification that the 'electrical installation' is safe. My first build was fitted with a 240v connection where I then plugged in a 240v/12v converter to run the lights etc. I never really used the 240v for other things like coffee machine, Nutribullet, toaster, kettle etc – it just all adds to the overall weight.



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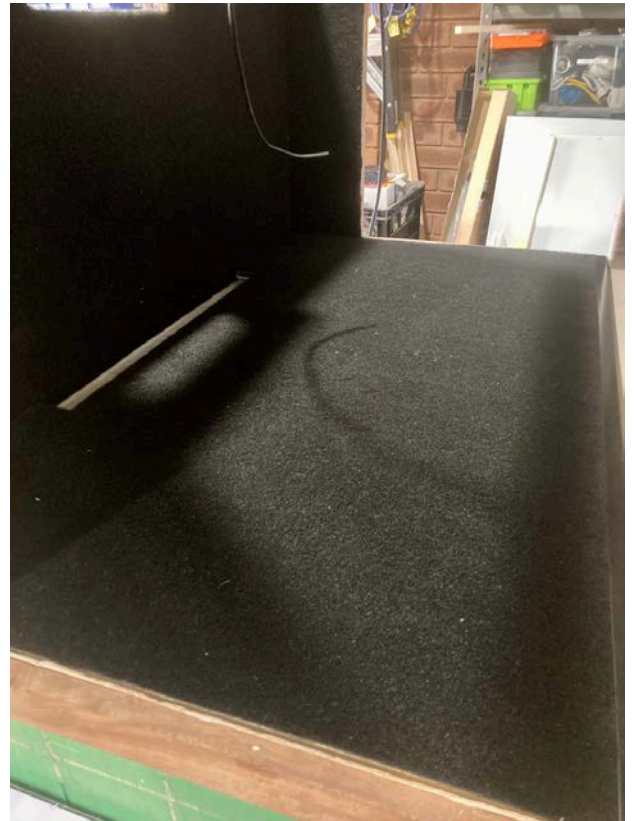
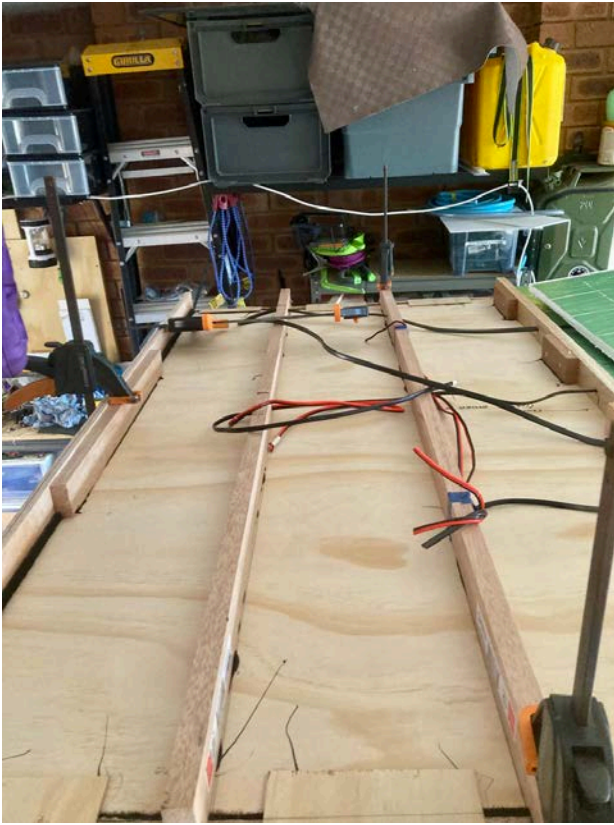
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Next time I'll cover some final points of the internal works as well as the exterior cladding/trim.



Roof wiring, distribution box, rear shelf/bracing, rear fan, centre console.

