



DRIVE TORQUE eNEWSLETTER

DECEMBER 2022



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From the Vice President



The name Subaru is a Japanese word meaning **unite**, as well as a term identifying a cluster of six stars, which the Greeks called the Pleiades – part of the Taurus constellation. We see these six stars on the Subaru logo.

At this special time of year we are reminded of a very famous star from long ago ...

A CHRISTMAS STAR

A bright Christmas star sits high on a tree, shining its light for the whole world to see,

Reminding us all of a night long ago, when a star in the sky guided wise men below.

To a small town stable where a gift from above, was born on that night to bring the world love.

The light from the star shone down on a child, asleep in the manger so meek and so mild.

Shepherds and wise men who came to draw near, then spread the good news that the saviour is here.

Now the Christmas tree star still leads us today, to the birth of a miracle that first Christmas day.

- Tom Krause



Our Club is not really about cars – it's about people, and I'm very thankful to be part of a group with such terrific members. On behalf of the Committee, I would like to thank everyone for their contributions to our Club throughout 2022, and wish each and every one of you a very Merry Christmas and a Happy New Year.

- Michael

SUBARU & RECREATIONAL 4WD CLUB INC.

MINUTES OF GENERAL MEETING

- Date:** Saturday, 12 November 2022
- Venue:** Mount York
- Commenced:** 3:00 pm
- Subject:** Details
- Attendance:** Those attending were: Michael Hamilton (Mt Annan), Bill Twyman, Stephen Bennett, Stephen Eakin, David Wellham, Dave Cook
Heidi and Brian arrived after the meeting
- Apologies:** Paul Sistrom, Leanne and Michael Minny, Brett and Fiona Hampson, Evan and Jessica King, Alex Gatwald, Jo Quinn, David and Julie Bennett, Susan Bennett, Mark and Karolyn Honor, Chris and Kelly, Danielle Cavallari, Craig Fitzpatrick, Kevin McCormack, Troy and Sandi Strickland, Cheryl and Ray Bonello.
- Minutes of previous meeting:** AS WE DID NOT HAVE A QUORUM - WE MET INFORMALLY
- Serjeant-at-Arms Report** David Welham was fined for becoming separated from the group despite being the trip leader of our drive today
- General Business:** Stephen was thanked for putting the newsletter together, and he said that he would like to publish one each month
Bill thanked Michael for purchasing the recovery gear for the Driver Awareness Team
Driver training from DTU - Hopefully getting a group of our club members together (as suggested earlier by Leanne)
- Next Meeting:** Saturday 3 December, combined with Christmas weekend
- Close:** 3:10pm



Drive Torque eNews



Driver Awareness Facilitators Workshop

November 5 - Goulburn - Attended by Michael Hamilton

Background

Around 40 in attendance, plus 5 presenters

Clubs that are doing training are attracting more members

Robert Pepper's work is behind much of the content being taught by the Driver Training Unit

An emerging challenge is the need to keep up with all the modern tech in new vehicles

Some of the clubs present had more than 10 people in their driver awareness team

Most clubs in attendance were not yet teaching the Hierarchy of Recovery

Training Tips

We have the Offroad Driving Basics PowerPoint from Getabout Training Services

Remember to have trainees bring their car's manual to awareness sessions

Track assessment - Verbalise what you're considering (Talk on the UHF when in convoy)

Obstacles - Drive as slowly as possible, but as fast as necessary

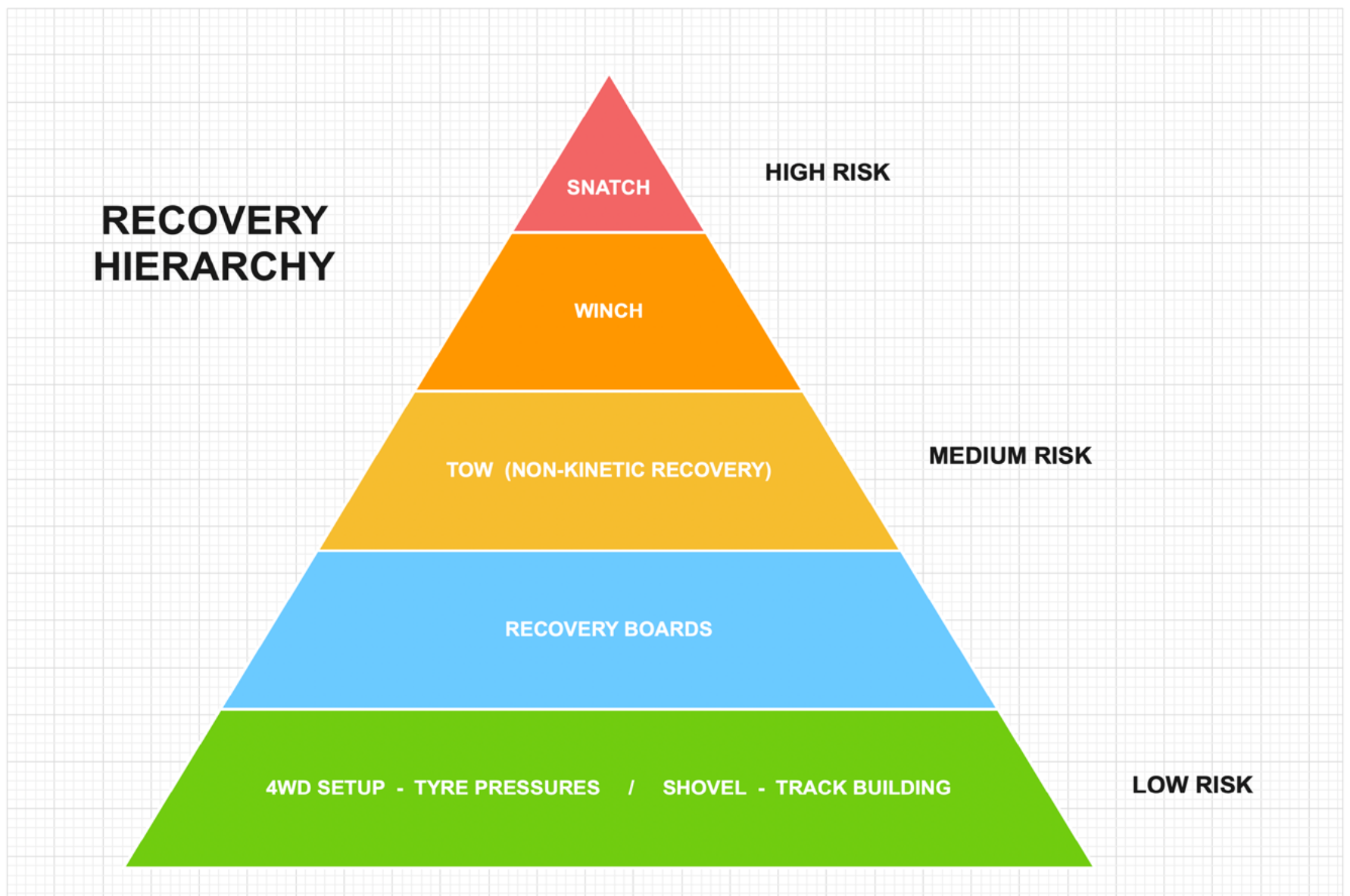
Spatial awareness - Know where each wheel is / Know the lowest point on the vehicle

Getting the best out of traction control - Be gentle and patient

Be very cautious in engaging front and rear lockers together

Side slopes - No lockers / Turn downhill if things start going wrong

Try to avoid using the term Chicken Track, because sometimes it may well be the smartest option

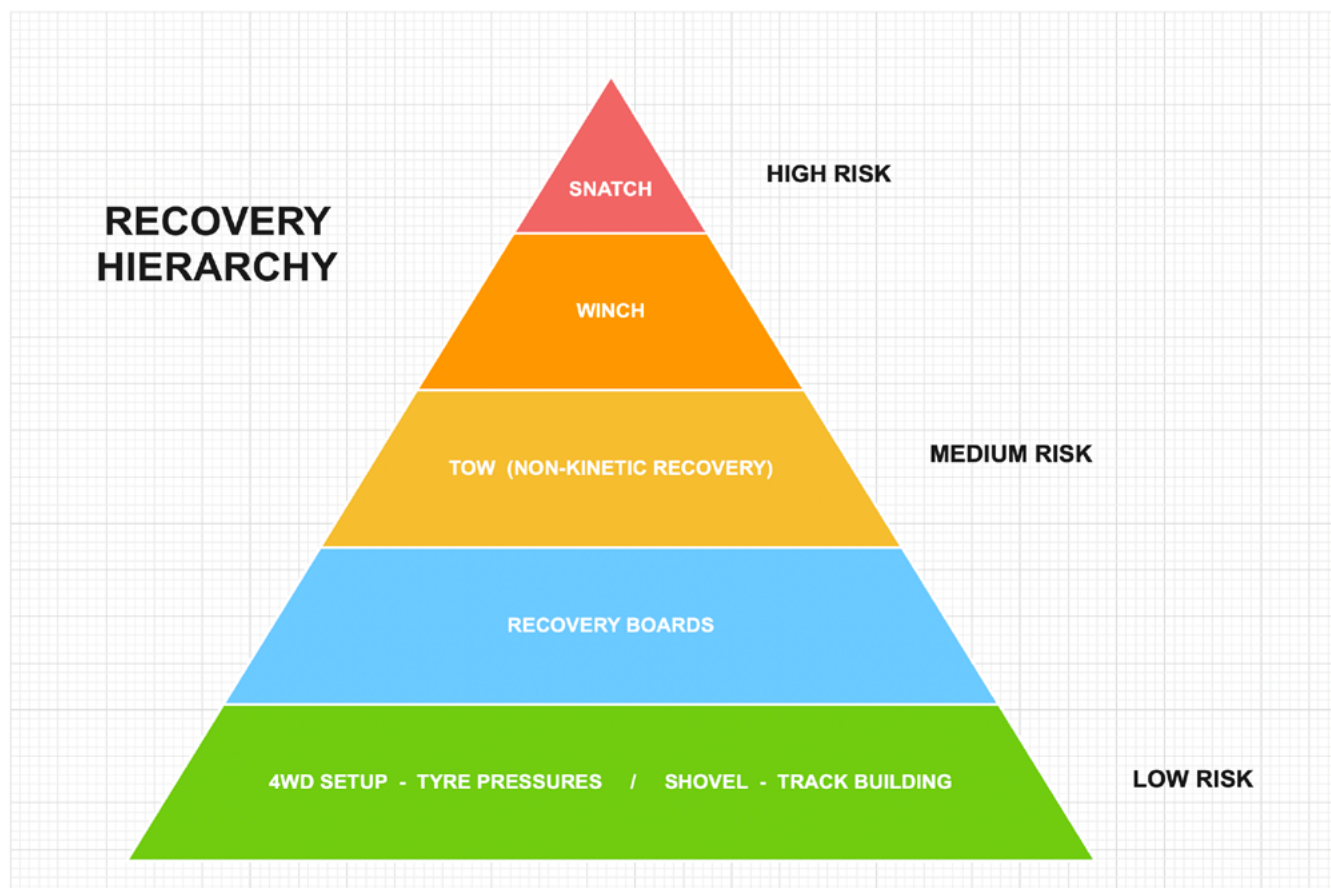


The Hierarchy of Recovery

Eventually, everyone gets stuck ... in the mud ... in the sand ... in rut ... anywhere.

The importance of knowing how to conduct a safe recovery cannot be overstated. People have died when recoveries have gone wrong.

In recent times, 4WD trainers have begun to teach the Hierarchy of Recovery. Simply put, this means that when someone gets stuck, we need to look for safe, simple fixes to the problem before considering higher risk solutions.



Step 1 - Is the vehicle in 4WD? Are there traction aids that can be engaged? Can tyre pressures be reduced further? Can some shovel work or track building help the situation?

Step 2 - If the vehicle is still stuck, try using traction boards.

Step 3 - The next thing to try would be a GENTLE TOW using another vehicle.

Step 4 - It may then be necessary to use a winch.

Step 5 - As a last resort, the use of a snatch strap (kinetic recovery) which is potentially the most dangerous, highest-energy option, might be considered.

Our Driver Awareness Team is looking forward to helping you come to grips with safe recovery practices throughout the coming year.



Hello from David Wellham – your friendly Delegate to Four Wheel Drive NSW & ACT (Association). If you would like to join me to represent our club to the Association, please contact. Association documents are located on our website. Please contact via email at - delegates@subaruclub.com.au for information about these topics or in relation to the Association. Looking forward to seeing you all on the tracks or at a meeting soon.

Association Trailer

The Association secured NSW Government Grant Funding of \$25,000 for a work trailer. The trailer is for working bees such as tree planting and track maintenance. The trailer will have a cooking area with BBQ, sink, tables, and cooler box, an area to carry tools for the jobs that we expect to be doing for National Parks and State Forests. The trailer has been built and we should see it at Association events in the future.

Australian Confederation of Motor Sport

The Association President Craig Thomas is now the president of ACMS. There are 300,000 members in the ACMS thereby extending the influence of the motoring community.

National Parks

National Parks are starting to take over the management and running of State Forests. This may make things more difficult for 4WD. National Parks are resisting 4WD proposals at McBride Beach and Mount Airley. There was a recent statement that at Mount Airley that the consideration for 10 bush walking visitors is more important than visits from 200 4WD's.

Dogs in National Parks

Official policy is "dogs are not allowed in National Parks, dogs are prohibited". This was reasonable when National Parks were few and were isolated from urban areas. However, there are a number of specific areas which people walk dogs on certain paths in NP. This is because suburbia and NP are becoming closer in proximity and so there is more interaction. To-day it is possible to walk from one town to another town a short distance away but only through a National Park. Some rangers are turning a blind eye because enforcing the no dog rule will lead to friction. The NP Act has changed for REGISTERED Companion Animals ie stress companions, blind dogs etc but must they be a registered companion animal. Dogs are allowed in the Hill End Historic Site.

National Parks handback to First Nations people

A few months ago, there was a mention of a handback of National Parks to Aboriginals over the next 25 years by minister of Environment and Heritage. The Association President, Craig Thomas, has been invited to sit on a committee (12 Aboriginal/4 non Aboriginal) for 18 months to work on assessing policy written by Government. Hopefully this will not end up impacting on our usage of parks.

Kosciuszko National Park

Some 75 per cent of the park would become feral horse free. Numbers would be reduced from the current 20,000 to 25,000 horses to 4,000 over 5 years. Emotions are running high. The numbers will be reduced by euthanasia or by becoming pet food. There will be no aerial shooting. The change comes about because with the passage of time the close relationship of horses and people has waned. Horses are no longer used in desert wars or mainstream droving being replaced by quad bikes, helicopters, road trains and drones.

Snatch Straps

Straps that have passed their serviceable life will be welcomed by zoos. They are useful in entertaining primates and perches for birds. Give old straps to your delegate so that they can be passed on to zoos.

Highway Patrol

The manner some police officers are interpreting the rules for modified 4WD vehicles has been an issue for owners. Incidents need to be reported on the police website. Few incidents are reported, this hampers negotiations and change to correct policing. Police website reports are evaluated by the Police Commissioner and not by the highway patrol management.

Digital NSW National Parks Passes

All full-price, discount and concession annual passes for entry to NSW national parks are digital passes linked to your vehicle number plate and recognised in our system. You can [buy your annual pass online](#) from any mobile or connected device. You won't have to wait for a physical pass to arrive in the mail - start using your digital pass straight away. No more stickers on your windscreen. You'll be able to [renew](#) or [manage](#) your annual pass online. If you want to know more about this [CLICK HERE](#)

Club 4x4 Insurance & Association partnership

All club members now have access to Club 4x4 products at preferential discounted rates. More information and a link to the Club 4x4 secure portal is on the Association website in the 'Members Only' section. You need to use this link to have access to the discounts under the agreement. Please contact your Delegate to obtain the club password to the 'Members Only' section of the Association website.

Country Pub Camping

Australia is a land unlike any other. Camp at an Aussie pub, learn from the locals and enjoy their hospitality.

Plan your trip now to explore new and incredible destinations. Whether staying on pub grounds or nearby, enjoy a drink and a meal while relaxing after your drive. Your visit may be helping a community to survive.

Join Country Pub Camping today for access to all pub camps, reviews and information.

You will have access to an interactive map showing location and detail of hundreds of pubs.

Membership is Free

[Country Pub Camping](#) or the sister site [Country Pub Camping | Facebook](#)

Crown Reserves Management – Crown Reserves Directory

Crown Lands is pleased to announce the launch of the [Crown Reserves Directory](#). The new online directory showcases the diversity of Crown reserves across NSW. The interactive map and directory provides reserve details including activities undertaken on the reserve, facilities available, images and public contact information. More than 400 Crown reserves are already listed in the directory. The first stage of the directory includes reserves managed by non-council Crown land managers and Common trusts. Council managed reserves will be added to the directory in the next stage. The directory is the latest support tool developed for our network of Crown land managers. The directory will enable CLMs to connect with other managers and encourage collaboration.

Is your Crown reserve listed in the directory?

Non-council Crown land managers and Common trusts are encouraged to list or update their reserve details. This can be done by logging into the [Reserve Manager Portal](#). A quick reference guide is available to assist you in updating the reserve details:

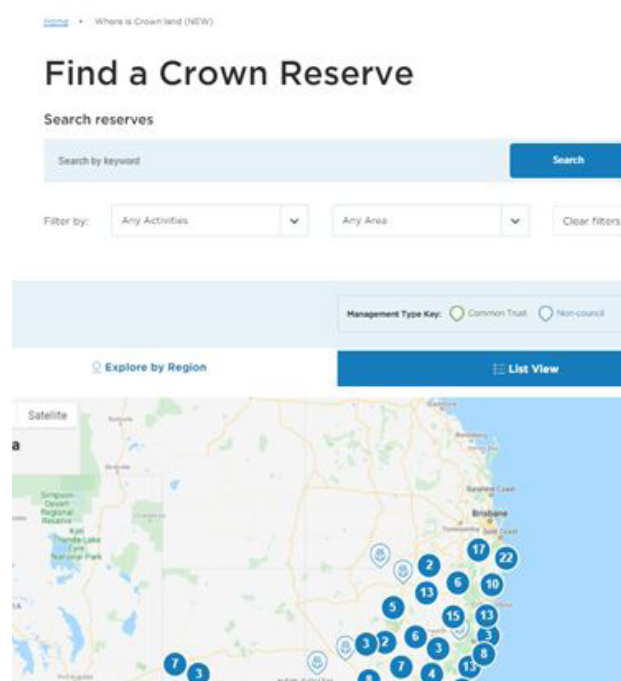
[How to update a listing on the Crown reserves directory](#) (PDF, 496 Kb)

Crown Reserves Team

Contact Email reserves@crownland.nsw.gov.au

Phone 1300 886 235

Visit reservemanager.crownland.nsw.gov.au



New things you need to know about snakes.

This article was written by Rob Timmings. Rob runs a medical/nursing education business teaching nurses, doctors and paramedics. It's well worth the read.

3000 bites are reported annually, 300-500 hospitalisations, 2-3 deaths annually

The average time to death is 12 hours. The urban myth that you are bitten in the yard and die before you can walk from your chook pen back to the house is a load of rubbish.

While not new, the management of snakebites (like a flood/fire evacuation plan or CPR) should be refreshed each season.

Let's start with a Basic overview.

There are five genus of snakes that will harm us (seriously) Browns, Blacks, Adders, Tigers, Taipans.

All snake venom is made up of huge proteins (like egg white). When bitten, a snake injects some venom into the meat of your limb (NOT into your blood).

This venom cannot be absorbed into the bloodstream from the bite site.

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It travels in a fluid transport system in your body called the lymphatic system (not the bloodstream).

Now, this fluid (lymph) is moved differently to blood.

Your heart pumps blood around, so even when you are lying dead still, your blood still circulates around the body. Lymph fluid is different. It moves around with physical muscle movement like bending your arm, bending knees, wriggling fingers and toes, walking/exercise etc. Now here is the thing. Lymph fluid becomes blood after these lymph vessels converge to form one of two large vessels (lymphatic trunks) which are connected to veins at the base of the neck.

Back to the snake bite site.

When bitten, the venom has been injected into this lymph fluid (which makes up the bulk of the water in your tissues).

The only way that the venom can get into your bloodstream is to be moved from the bite site in the lymphatic vessels. The only way to do this is to physically move the limbs that were bitten.

Stay still!!! Venom can't move if the victim doesn't move. Stay still!!

Remember people are not bitten into their bloodstream.

In the 1980s a technique called Pressure immobilisation bandaging was developed to further retard venom movement. It completely stops venom /lymph transport toward the bloodstream.

A firm roll bandage is applied directly over the bite site (don't wash the area).

Technique:

Three steps: keep them still

Step 1. Apply a bandage over the bite site, to an area about 10cm above and below the bite.

Step 2. Then using another elastic roller bandage, apply a firm wrap from Fingers/toes all the way to the armpit/groin. The bandage needs to be firm, but not so tight that it causes fingers or toes to turn purple or white. About the tension of a sprain bandage.

Step 3. Splint the limb so the patient can't walk or bend the limb.

Do not's:

Do not cut, incise or suck the venom.

Do not EVER use a tourniquet

Don't remove the shirt or pants - just bandage over the top of the clothing. Remember movement (like wriggling out of a shirt or pants) causes venom movement.

DO NOT try to catch, kill or identify the snake!!! This is important.

In the hospital we NO LONGER NEED to know the type of snake; it doesn't change treatment.

5 years ago we would do a test on the bite, blood or urine to identify the snake so the correct anti-venom can be used.

BUT NOW... we don't do this. Our new Antivenom neutralises the venoms of all the 5 listed snake genus, so it doesn't matter what snake bit the patient.

Read that again- one injection for all snakes!

Polyvalent is our one-shot wonder, stocked in all hospitals, so most hospitals are no longer stocking-specific Antivenins.

Australian snakes tend to have 3 main effects in differing degrees.

Bleeding - internally and bruising. Muscles paralysed causing difficulty talking, moving & breathing. Pain

In some snakes severe muscle pain in the limb, and days later the bite site can break down forming a nasty wound.

Allergy to snakes is rarer than winning the lotto twice.

Final tips: not all bitten people are envenomated and only those starting to show symptoms above are given antivenom.

Did I mention staying still?

Cane toad lure to launch as toxic pests' breeding season heats up

A lure that attracts and traps cane toad tadpoles will be released commercially after the University of Queensland-designed product was licensed to not-for-profit environmental organisation Watergum. Watergum's invasive species manager Emily Vincent said being able to trap tadpoles was a game changer in reducing the population of the toxic pests. One of Watergum's main initiatives is to tackle invasive species because they're an extremely big threat in Australia ... [one] I'm sure everyone is aware of is cane toads," Ms Vincent said. The lure is the result of work by the University of Queensland (UQ) Institute of Molecular Bioscience and the University of Sydney's Professor Rick Shine.

Its commercialisation has been over a decade in the making with Watergum among the hundreds of organisations to trial the lures. Researchers

discovered that tadpoles were able to detect cane toad eggs in the same body of water and seek them out and eat them. Using a similar pheromone found in the parotoid gland of the adult toads, researchers were able to lure tadpoles into the traps by coating a sugar cube-sized airstone in the chemical.

Importantly, the lure does not attract other species, like native frogs. The lure is placed in a specially designed box that allows the tadpoles to enter through funnels on either side and get trapped inside the box. "So you're actually using the cane toads' own toxicity against itself," Ms Vincent said. Tadpole breeding season tends to be when the weather is warm and wet and a female can lay up to 35,000 eggs in one clutch and can lay two clutches a year.

Could this eradicate cane toads?

UQ Institute for Molecular Bioscience's Professor Rob Capon is one of the minds behind the lures but said it was not a silver bullet in eradicating the introduced pests. "Tadpole trapping can only take part where people are, and there are plenty of places around Australia where the population [of people] is either zero or very low, in which case cane toads have free run," he said. "So we're not going to clear cane toads out of Australia just trapping them," Professor Capon said. When will the lures be available?



The lures are not yet available but Ms Vincent said they would be ready to purchase by summer. “We’re hoping to have all these lures set up and available in time for the main cane toad session, this summer,” she said. “We’re not actually sure exactly how much they’re going to cost yet ... but we will be keeping costs as low as we can.” Watergum is also working to develop customised containers to trap the tadpoles so users do not have to make their own.

Professor Capon and Ms Vincent said the traps, used in conjunction with sustained efforts from the community to manually collect adult toads, would significantly help to cut down cane toad population. Ms Vincent said if you regularly remove toads from your area, say once a month, you will end up only having to remove the transient toads when they pass through your property.

“We’re just starting the cane toad season now so this first toad bust of the season, is probably the most important one of the year,” Ms Vincent said. “This is about trying to stop the problem from getting any worse and making it easier for yourself going forward.”

Refrigerate then freeze cane toads

Ms Vincent said euthanising cane toads and tadpoles humanely, involved the stepped hypothermia method. “So you want to pop them in the fridge for 24 hours and then you want to transfer them to the freezer,” Ms Vincent said. “It’s important that people don’t freeze their toads instantly; this is incredibly painful to the toad.

“There’s also this problem as well — an amphibian magic trick — where if you flash freeze, they can actually come back to life when they’re defrosted.

“So putting them into the fridge first does stop this process because it does actually put them into a coma and ceases all brain activity, they can’t come back to life and they also don’t feel any pain when they are [later] frozen.” “I know that they’re not very nice animals and they are an invasive species but it’s not their fault they are here; they were put here by us and they are walking around the planet trying to survive, just as anything else.”

ABC Radio Brisbane By Edwina Seselja

Get involved with Frog monitoring in your local waterway!



The Department of Planning and Environment - Water is partnering with the Australian Museum to learn more about the health of our waterways by monitoring frog responses to river flows, using the [FrogID](#) app.

Most frog species depend on water to complete their life cycle. This makes them great indicators of ecosystem health. Monitoring frogs can help us assess outcomes of water sharing plans, the State Water Strategy and other water management activities.

A drop in frog populations can be an early warning sign of environmental stress such as pollution, drought or habitat changes. We can use this important data to inform the way we manage water resources.

Frogs are experts at camouflage, so you often hear them before you see them. The FrogID app is a fun and easy way to learn more about the incredible frogs living on your property, from the Stony Creek Frog to the Giant Banjo Frog, and provide us valuable information.

To get involved, all you need to do is download the [FrogID app](#) and use it to record the frogs in your local area. Every whistle, bleat, croak and bark can help us make informed decisions about conservation and water management ensuring the waterways that frogs call home will be around for many generations to come.

To get involved, download the FrogID app from the Apple store or Google Play, and start recording.

What sort of footwear should I drive in?

We choose what footwear is appropriate depending on where we’re going and what we’re wearing at the time. But the footwear that’s right for the destination may not always be appropriate for the drive that takes us there!

There is currently no legislation requiring a driver to wear or not to wear footwear whilst driving a motor vehicle in New South Wales.

However, if an accident was to occur and it was found that the cause of the accident was due to inappropriate or lack of footwear, an offence under [Rule 297 of the Road Rules 2014](#) (driving without proper control of vehicle) could be applied.

Wearing high heel shoes / stilettos, heavy work boots, thongs, or any other footwear that could cause you to lose control of the vehicle is a bad idea. Generally speaking, you should choose a shoe that fits on the tight side, with good grip, but also comfortable and not too hot. credit NRMA

How much rubber is too much?

There is a rule that when viewed from the front no more than 40 per cent of a tyre may be visible. Front bars sit higher from the road and tend to expose more tyre. ARB and others fit a plastic add on to comply. Owners may subsequently remove the add-on thus violating their compliance. 4WD’s are being targeted for illegal modifications. Many (thousands) are being defected off the road.

An example of how ADR42/04 can be used to assess adequate front tread coverage on a lifted vehicle. The vehicle pictured has a 70mm suspension lift and is fitted with an ARB bullbar. The protractor seen on the image has been set to 30° and clearly shows the VFPS surpasses the ADR coverage requirements.





Do you know your tyre age!

Not sure how old your tyres are, and don't have the receipt from your last purchase?

No worries — this is a common issue and we can show you exactly how to find out.

There is a 4 digit number on the side wall. Eg 1612 - which means 16th week of 2012.

6 easy steps to replace your windscreen wipers

Squeaky, streaky or visibly worn blades on your windscreen wipers suggest it's time for new ones – here's how you can swap them over yourself in six easy steps.

You can fit just new wiper blades or replace the whole wiper blade assembly depending on whether the wear or damage is only to the rubber blade or to the wiper assembly, too – they're both readily available from spare parts stores.

Step 1: Check the application guide at the spare parts store to find the right wiper blade width to suit your car – or measure the blade claw width yourself. The choice between universal or specific fit, plastic or metal backed, single and multiple edge, or rubber or silicone blades is yours.

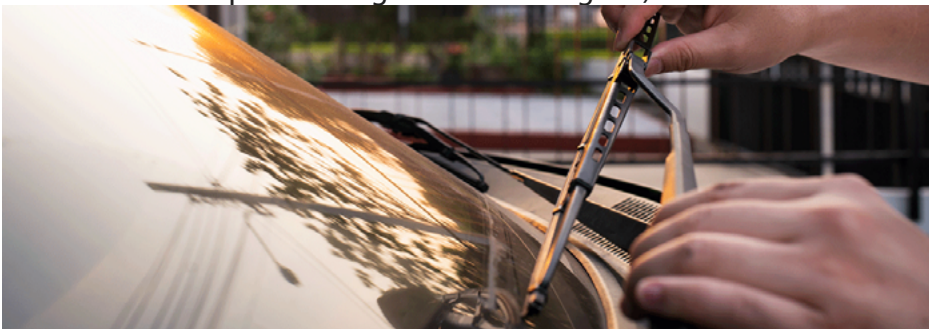
Step 2: The windscreen wiper assemblies are spring loaded against the glass. Lift them fully from the windscreen and remove the old blades. After the blades have been removed be careful not to let the wiper arms spring back or they could damage the glass.

Step 3: Remove each of the old wiper blades by squeezing the clip on the end and sliding the blade from the wiper assembly – you might need a pair of long-nose pliers to help you release the clip.

Step 4: Slide the new wiper blade through the claws on the wiper assembly until the clip clicks in at the end – universal wiper blades have two sets of grooves, the upper to suit 6.5mm wiper arms and the lower to suit 8.5mm. Make sure the claws are in the right groove – and that you haven't missed any claws – to ensure the blades can't come loose and cause damage to your windscreen.

Step 5: If you're using universal blades or blades that aren't exactly the right length, cut off the end of the blade opposite the clip using cutters or scissors, leaving about 3cm sticking out from the claw on the end.

Step 6: Carefully lower the wiper assembly back onto the windscreen. Check that your windscreen washer bottle is full of water and add some wash additive if you wish. Now, check that the wipers work correctly using the car's windscreen washer function. (Turning the wipers on without water present might scratch the glass).



Weekday Wander #5: Sydney Harbour Explorer

Trip Leader: Jo Quinn

On what started off as a chilly morning, the day turned into a perfect cloudless, sunny spring day for our day exploring Sydney Harbour. After meeting at Circular Quay, we caught the ferry over to Cockatoo Island to gain an insight into our convict past. Cockatoo Island is the largest island in Sydney Harbour & on 31 July 2010, Cockatoo Island Convict Site was inscribed on the UNESCO World Heritage List.

Sandstone buildings and other remnant structures from the island's convict era (1839 to 1869) offer insights into the conditions endured by people who were exiled to Australia and put to work on the colony's ambitious building projects. Meanwhile, the Industrial, Docks and Ship Design Precincts – together with Cockatoo Island's towering heritage cranes – offer a window into the island's storied maritime era (1857 to 1991). Since 2001, the island has been protected by the Harbour Trust.

An easy wander around the island ended with a snack and ice cream from one of the shops on the island. Back on the ferry, we returned to Circular Quay to switch ferries and head over to Watson's Bay. It was a beautiful day on the Harbour followed by an impromptu decision to have lunch at Watson's Bay Hotel. A decadent lunch of bubbles and the best fish burgers ever, it was perfect for relaxing in the Hotel courtyard and enjoying the atmosphere.

We left the Hotel and started the climb up to Hornby Lighthouse along South Head heritage trail – an easy walk that leaves from Camp Cove at Watsons Bay, taking us past historic gun emplacements and some of the beaches along the way left us a bit bemused but it was a very “scenic” walk! Hornby Lighthouse itself was in desperate need of a paintjob, but still impressive. The iconic red and white striped tower is surrounded by magnificent views: Sydney Harbour to the west, Middle Head and North Head to the north, and the expansive Pacific Ocean to the east. The lighthouse was built in 1858 following the wrecking of the Dunbar at the foot of South Head. Designed by colonial architect Alexander Dawson, Hornby Lighthouse was the third lighthouse to be built in NSW.

We trekked back through Sydney Harbour National Park and down to the Ferry terminal at Watsons Bay for a relaxed ferry ride back to Circular Quay. A great day taking in some Harbour sites; always been there but just never get around to visiting.

Trip Report and Photo's courtesy of Jo Quinn



More images of this trip can be found in November's issue of Drive Torque eNews & the Facebook page.

November General Meeting and camp at Mount York with a Saturday drive

November 12, 2022 - November 13, 2022

Our scene was set for a drive to our November General meeting at Mount York.

We were all gathered at Bellbird Lookout at 8am – well all of us was 4 cars and 5 people.

And the name of the lookout had changed so it's a wonder that we all found it on time.

At the lookout we could see all the tall building centers of Greater Sydney, but as it was daylight and not New Year's Eve there wasn't any fireworks to be seen. All of us knew what to do, so no big long drivers briefing and I start in my Forester leading Michael in a Toyota which is soon to be an INEOS Grenadier, Dave in the Outback and Bill with passenger Stephen in his Pajero on our little day adventure.



Off we drive descending the hill and around the bends and curves with the windows down to hear the Bellbirds sing. A left turn to the north, a nice country road and then a missed turn towards the National Park. There I was looking for a safe place to turn and could I find the correct place turn going back, this time I was lucky and soon we were on the dirt road and into Wollemi National Park. The track was windy with a few hairpins and very steep drop-offs. At the bottom of the mountain we detoured into Wheeny Creek campground. Note to self – this would be a great place for a club meeting/camp as not too far from Sydney, not too much dirt, had good clean facilities and a nice big area for the meeting and camping – if only NP get the booking system sorted out.



Over the causeway and up the hill, more switchbacks and a friendly wave from NP Rangers and Police on Motorbikes and soon we were on top of the ridge. Our plan was to get down the hill to the Colo River and drive the road on both sides of this river. This river had recent major floods and the causeway/bridge had been damaged/washed away and was closed for works. Therefore, we were on the south side of the river to go out and back. It was an interesting drive to see the destruction of the floods to houses, buildings, trees and other vegetation. In some places there was a large amount of sand over the road, in others the paddocks were still flooded and at times you could see tall trees over at a 45d angle facing downstream. This road goes under the Putty Road and this is where we turned around at Colo Reserve – another note to self, maybe a trip one day to continue east towards Portland.

Again, off we drove back along the same road – question: why does it always seem quicker going back along the same road, the same distance but in the opposite direction? Once past the nice rangers and copper and a right turn towards Mountain Lagoon and Bilpin. This section had the only little bit of 4WD driving on the day. At Bilpin we purchased a pie at The Grumpy Baker for an early lunch – the pie was OK, but I like MEAT pies and not meat and veggie pies (sorry to all the vegans out there, but each too their own). The motorbike riders and drivers without roofs that were here decided the weather was turning and not suitable for them to continue heading west, I don't why as the sky was dark, but I've seen it darker. We were 4WD drivers so we headed off into the storm and so it decided to rain for most of the rest of the day. A stop at the Gardens was good but we couldn't walk far and there wasn't much of a view in the rain and even less when I pressed the button to start to watch the movie and the curtains closed.

The rain was easing as we drove towards Bell and a left turn onto The Darling Causeway, after which we turned right onto Hartley Vale Road. This road is steep, windy, narrow and the rain has eaten up some of the tar. There was some talk about a drink at the pub at the bottom of the hill but unfortunately it is now a B&B and not open to passers-by. A little bypass was required around a tree that had fallen over the road and we soon we stopped at a small picnic/camp ground. Here we could have walked up the steep hill to our destination at Mount York, but we choose to drive instead and I called SES to report the tree almost blocking the road. The best stop of the day was yet to come – The Lolly Bug has reopened in a van while they rebuild after the original building was burnt down in a fire (well I guess it was a fire as how else could it burn!). Some of us purchased a little sugar here and some of us purchased a lot of sugar and some of us were very good boys and purchased no sugar at all. Remember no telling everyone which team you/we/them were in - as what happens on the trip stays on the trip when it comes to sugar.



It was now only a little drive up the pass, a left turn and soon we were at Mount York for our meeting and camp. Mount York is approx. 1050m high, so we were prepared for cold weather. Lucky for us there was another member, Stephen at camp with a Ute tray of wood, the fire was lit and then we sat around with umbrellas going up and down as the showers passed overhead. Along came the final member of the night in the red five door Jeep Wrangler, Heidi, Brian & Izzy. The rain didn't last too long, and the wood burned warm, tasty food was eaten, cold beverages were consumed, and all was good in the world. This was a very busy campsite on this night as there were a lot of people from the climbing community staying. Oh, and by the way we did have a little meeting without a Quorum and you can read all about that in the minutes.

Three of the cars went home for the night and three of the cars camped the night. We decided that the weather was against us, so Sunday would just be a drive home and no tracks. I really cannot believe how busy this little small campground was – when I left at 730am, I counted 32 cars there and lots had already left earlier.

Thanks everyone that attended, I really enjoyed our little drive, the wet night around the fire, the company – it was good to get away from the city and only have a short drive home.

YERRANDERIE

NOVEMBER 2022

Trip Leader: Mark Honor

Our meeting point was at the Hartley Historic Site at 7.00pm. Shortly after leaving, the sun began to set in the Western sky, the clouds with the sunset behind them making the horizon a colourful canvas. We travelled in convoy (4 cars only) until we hit the dirt, and then proceeded to the location at which we aired down. The night drive to camp included lots of dust from the car in front, the lighting up of the trees from the high beams of the car behind, and the sightings of kangaroos and wombats to the side of or on the road. All in all, the night drive was enjoyable and provided a different 4WD experience. We arrived at camp around midnight, set up our homes for the night, shared a quick cuppa, then off to bed.

We were all up bright and early the next morning. After a hearty breakfast, it was into the days activities which could include doing absolutely nothing, or assisting in some maintenance around the property. As it turned out, we all got stuck into things needed to be done around the property such as mowing, dropping some stringy bark trees which became new balustrades on the decking, and some general cleanup around the property. There was a lot of banter and laughter making the day, whilst busy, enjoyable. There was a short hike available to the top of a hill from which a view of some of the catchment area of Warragamba Dam was visible. As the sun began to set, we all gathered again on the deck to enjoy happy hour. Dinner was then cooked and eaten, some beverages were consumed, and the conversation flowed freely. After retiring for the night, the wind became stronger, some thunder could be heard in the distance, and a little bit of rain fell, but nothing much.

Sunday morning was once again bright and sunny. The tents, swags and huts were packed up, and cars loaded in preparation for our departure. We stopped in at Yerranderie for a quick look around, then back into the cars to head home. Tyres were aired up at the Wollondilly Lookout, where we expressed our thanks to each other for an enjoyable weekend away, and parted ways to each head home.

Trip Report and Photo's courtesy of Paul Williscroft





Weekday Wander #6: Hello Stewart!

Trip Leaders: Jo Quinn & Craig Fitzpatrick

Anticipating warm weather as it was the end of November, we organized a trip down to Stewarts Crossing; close to the river for kayaking & swimming, nice beach to relax..... As with the rest of 2022 the weather was far from what we expected! The beach and river were there but so were magnificent gale force winds! Enough to blow fivsies off the plates!

The majority of us met at Pheasants Nest to convoy down to the campsite early Tuesday morning. Not an unusual occurrence, but Jo managed to take a wrong turn and followed by John, ended up visiting the local cement works and adding a 20k detour to the trip. We all regrouped down at Stewarts Crossing and a long debated ensued as to where to set up camp – primarily depicted by the size of the group and also the many gum trees that threatened to lose branches at any minute in the strong winds. Having all found a patch we set about getting organized hoping that the wind would die down a bit as the sun was beautifully warm.

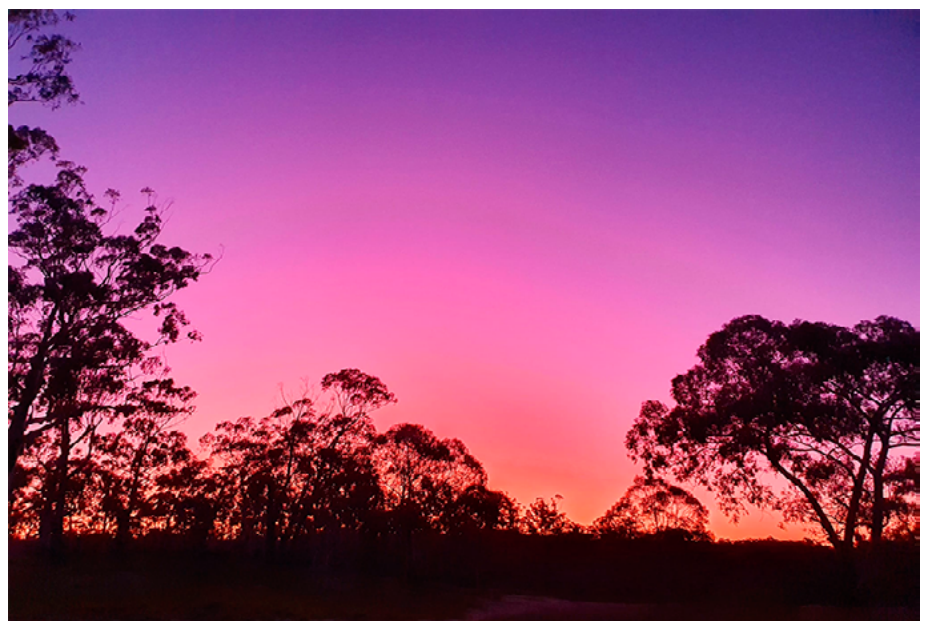
We went for a walk along the Shoalhaven River which ran alongside camp and we could see how the river had burst it's banks in recent floods. Debris clearly marked the water levels along the edge of the banks. The crossing itself was still underwater, we did however see a few cars get through. Looking at what appeared to be a fast-flowing current, but may have just been the wind, the kayaks didn't look like they were going to get their bottoms wet!

We got a great fire going early in the afternoon as the wind still howled and as the sun dipped it started to get quiet cool. Our fire circle overlooked the river and it was a very relaxing afternoon. We were treated with a great sunset that changed from gold & red to hues of pinks and purples. We ended up using the back boot of a car for fivsies as it was the only way to stop it blowing away before we got a chance to eat it! The remainder of the evening was spent chatting around the campfire before heading to bed with the sound of canvas flapping in our ears.

Our group dispersed between Wednesday and Saturday, and I believe the weather greatly improved towards the end of the week. Stewarts Crossing is located on the Shoalhaven River at Oallen. It is a free campground with large sandy camping areas that allow easy access to the river. There are portaloos on site but no further amenities, including running water, rubbish bins and limited phone reception. Access to Stewarts Crossing is by tar and well-maintained dirt roads. It would be a great spot in Summer but be wary of snakes that are prolific in the area.

Trip Report and Photo's courtesy of Jo Quinn





Myall River Camp & Christmas Party

2nd to 4th December



Once again we were able to have our Christmas camp at the Myall River campsite and thankfully we could have the same area that we had last year. And if you remember the rain last year and where all the water was, we again had the best spot. This time the weather was kind to us and we had the sun shining for most of it and not even a worry about strong winds.

We arrived around 5pm on the Friday after escaping Sydney before the usual peak hour but did have to contend with a long line of traffic at Hexham Bridge but if that's all we had I was happy.

On arrival I found many already there spread out on the various sites we were allocated and for those who have never been there the sites are quite large and could sometimes fit a couple of tents/campers on.

Mark and Karolyn were also setting up as we arrived and once we had all our own affairs sorted we grabbed a drink and started planning where the fires would go and gazebos for the dinner the following night.

Fires here now need to be contained in a fire pit and not on the ground. Thankfully Kevin and David had both brought theirs along, so the plan was to have the 2 of them spaced apart and the large ring of people around them. Get in between them if you really felt cold but, in all honesty, we only needed the fires for the ambiance.

Saturday was just a relaxed time for most, be it a trip to the nearby ocean beaches, into town for supplies or coffee while some hit the water in their kayaks to explore. Others arrived at camp throughout the day but for Mark and Karolyn it was a trip back to Karuah to pick up the meats, salads and rolls for the dinner that night. With it all stacked on ice in their eskies they returned, and gazebos went up and decorations put in place.

Swimming in the afternoon for some until it was finally time to start getting things ready.

We decided to have the meeting at 5 rather than 3 as many were still relaxing and enjoying the water and chatting, so with the nibbles starting to hit the tables we gathered everyone and had an impromptu meeting before getting stuck into all the fivies nibbles. Thanks to all those who contributed to the table.

And while you were all enjoying the tables of treats there were some busy worker bees at Mark and Karolyn's tent getting dinner organized which we had planned for 7pm. Now I must point out that in organizing this weekend the committee decided that rather than the usual bring a plate to share we would get it catered for and the club would cover some of the bill. Well, Karolyn rang around everywhere trying to find a caterer and they all said the same thing when we said we wanted food for 50 people at Myall River, "Are you with Wayne from the 4WD club?". No, we are not, and it turns out that the Southern Cross club were camped opposite us and Wayne had just got in before us for catering for 50 people. Damn it. But that didn't deter Karolyn who finally found that Karuah butcher can supply cooked meats and salads, but we would need to do the serving ourselves. The local bakery there supplied the rolls, desert from various supermarkets and we were all set.



So, at 7 dinner was served and everyone tucked in, sat around enjoying each other's company while the 2 fire pits blazed away in the middle. After a while the tables were cleared again and puddings, cakes, custard, cream and fruit salad were served, and people helped themselves if they still had room for more food.

As the night went on the occasional noises of a wild pig could be heard in the nearby bushes and occasionally a torch would be shone that way but no sign of it. Later while relaxing around the fire the pig could be heard right behind Maria's chair and it certainly made a few of us move (maybe jump) before realizing that it was no ordinary wild pig.





It was in fact a wild speaker placed in a strategic spot by none other than Bernadette with a big smile on her face and phone in her hand playing the noises from that. Very well done and one trick I need to put away for another time myself.

The night rolled on and people slowly went off to bed at various times before the fires were left to themselves to burn out.

Sunday morning dawned bright and while a few packed up early to head home others relaxed and delayed their pack up while Troy, Sandi, David and Maria jumped in the kayaks and paddled to Tea Gardens for a coffee.

For us it was a leisurely morning before finally heading home around 12 leaving behind those lucky enough to have another night there without all the crowds.

Thanks to all those who assisted for the weekend especially Mark and Karolyn for catering the main meal and thanks to the almost 50 people who attended. It was great to see such a turn up and hopefully everyone enjoyed themselves.

Photo's & Trip Report Courtesy of Fiona & Brett Hampson.



More Photo's of this outing can be viewed on the facebook page.

Trip Leader: Jo Quin

Trip Report and Photo's courtesy of Jo Quinn

Our Weekday Wander Christmas Lunch was held on Sydney Harbour onboard a tall ship on the 7th December. 18 of us were treated to a great experience and a lovely day on beautiful Sydney Harbour. We met a Circular Quay and walked around to the departure point of Campbell's Cove. The Harbour and all that was in it, including the Harbour Bridge, was dwarfed by a massive International cruise ship bound for Adelaide. We forwent all the luxuries, and the price that accompany such vessels and boarded an original timber tall ship.

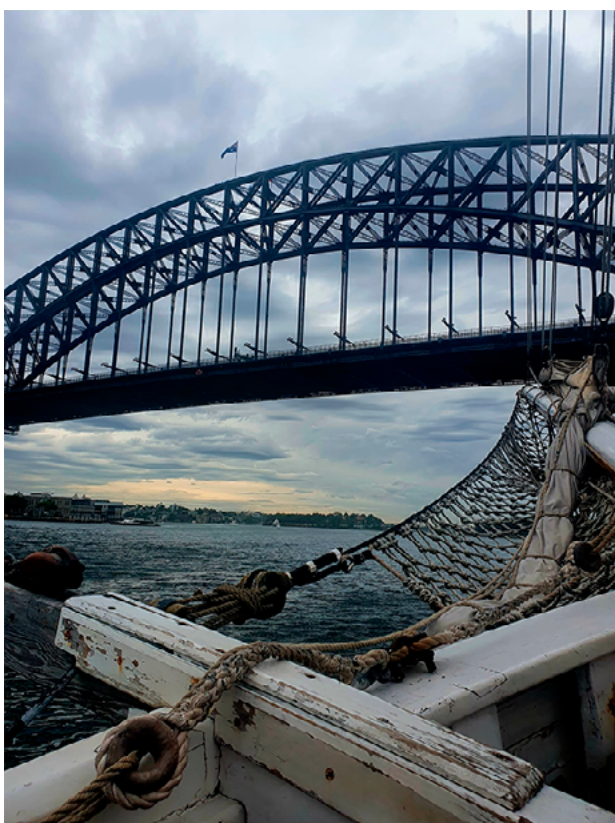


The Southern Swan, is 1 of only 2 of Sydney's authentic timber Tall Ships. Originally named Our Svanen, the Southern Swan is a magnificent three-masted barquentine built in Denmark in 1922. Made of Danish oak she is a unique vessel, while not classified as an icebreaker, her hull is extraordinarily strong enabling her to handle light ice that may have built up in the cold waters of the North Atlantic, Denmark and Greenland, where she originally traded as a grain carrier. The Southern Swan has a unique nautical history. In 1969 she was purchased as a private vessel and extensively refitted to handle larger and longer ocean voyages. She served as a sail training vessel with the Canadian Sea Cadets and journeyed to Vancouver to appear at the World Expo in 1986. She then sailed to England to join the First Fleet Re-enactment. The Southern Swan made the voyage from England to Australia in 1988 to take part in the famous Australian Bicentennial First Fleet Re-enactment. Her berth has been at the historic Campbell's Cove, The Rocks ever since.

After a quick debrief we headed out into the harbour with the crew masterfully dodging cruise ships, ferries and Sydney to Hobart contestants. We had the opportunity to climb the mast, but none of us took on the challenge preferring to have our feet planted somewhat firmly on the timber deck. Many of us did have a go at steering the ship with the old wooden Captain's wheel and a few took the opportunity to hoist the old canvas sails. Under sail we enjoyed a peaceful cruise around the Harbour with a beverage of choice in hand.

The unique experience was a great way to see Sydney Harbour with plenty of room on board and a delicious lunch was served along with dessert. The bar was open for the duration of the trip with an optional drinks package available at time of booking. The Harbour was like glass and the weather warm, luckily a little high cloud stopped the heat of the sun beating down and made for an enjoyable afternoon. For those of us that didn't make the Club Christmas party up at Myall River, it was a great opportunity catch up with members before Christmas. Thank you to all those that attended – a very enjoyable afternoon & best wishes to you & yours for the Festive Season!





FOR YOUR INFORMATION PAGE

External eMail Received From A Forester Owner Regarding A Diesel Particulate Filter

Hi, I own a Subaru 2015 Forrester and since new I have loved this car. However, as it has now reached the 150,000 km mark, I am having trouble with the DPF (Diesel Particulate Filter). I have had it cleaned at least 5 times in the last 2 years and finally had it pressure / chemically cleaned by a DPF specialist and hopefully this should last me a while. Nevertheless, I have come to the conclusion that despite this engine being sprooked as one of the best diesels car engines ever made (at that time) it is not suited to city life.

It is my main commuter car and I travel 10km to and from work every day which is simply not enough kms to allow the engine to Perform at its best. For the past 4 years I have travelled 100km every weekend on freeways at 100km /hr at constant speed but even this is not enough to counteract the city driving during the week . This is a real shame as it is a beautiful car to drive with plenty of torque and most hills are un-noticeable when driving, particularly in cruise control.

I would love to keep this car, but I have lost confidence in the emission control system and my expectation of this car lasting well over 300,000km have been dashed and I no longer believe this is the case. Obviously, Subaru have also recognised this, and they no longer make Diesel engines (or so I am led to believe). My next car will still be a Subaru Forrester but obviously the petrol version.

Kind Regards
JOHN TAGUE
MAURI DIVISION PROJECT MANAGER

Quorum

On Saturday 12th November 2022 a General Meeting was held at M^t York. Six members attended the meeting, and at the allocated time the meeting commenced. It was decided that as there were only the six members in attendance we did not have a Quorum.

The question has been asked, how many members must be present to form a quorum.

The answer is

THE CONSTITUTION OF THE SUBARU & RECREATIONAL 4WD CLUB INCORPORATED

14.6 A quorum for the transaction of business at a General Meeting (including an Annual General Meeting and a Special General Meeting) will be the attendance of ten financial members or their proxies. If a quorum is not present within half an hour of the time appointed for the meeting, the meeting shall be dissolved.

The Constitution can be found on the Web site in Members Documents.

POSITION VACANT

Club Delegate

Our Club is allowed to nominate up to four members to the position of Club Delegate to the Association – 4WD NSW & ACT INC.

Currently we only have one Delegate, usually we have 2 or 3.

The number of Delegates does not affect the number of votes we are entitled to at meetings, but it does assist with having a Delegate being available to attend all meetings.

There are four Quarterly meetings each year held on the 3rd Saturday of the nominated month starting at 9am –

They are usually held in different locations and may involve travel and overnight accommodation. Reasonable expenses are usually reimbursed by our club to Delegates. Zoom attendance is available at these meetings if not able to travel.

February – West of Sydney – Lithgow, Bathurst

May – South of Sydney – Nowra, Wagga Wagga, Cooma

August – North of Sydney – Newcastle, Port Macquarie

November which includes AGM in Sydney – Liverpool

There are ten Greater Sydney Region Council meetings each year from February to November on the 4th Monday of the month starting at 7.30pm.

Five of these meetings are Zoom only and five are held at Granville with a Zoom option.

While Zoom is a good option and we have all used it over the past few years it is really important to have a Delegate attending most if not all meetings at the venue.

I'm able to attend most Saturday meetings but due to work finish times find it difficult to attend the Monday night meetings even via Zoom.

Membership of the Association is very important for our club.

Would you like to be one of our Club Delegates?

Do you need more information?

Contact

David Wellham

0407 089 071

delegates@subaruclub.com.au



Until next time

Stay Safe.