



President's Report

G'Day Members

Hope you are all keeping well.

Just would like to remind all members of the upcoming 4WD Show and that your help is required to help out at the stand. The [database](#) is up please register.

Christmas party food ideas are required: any suggestion please let us know, so we can start planning our function.

Thank you to everyone who attended the trip planning session at the weekend. Looks to be a number of fantastic trips coming up. In the meantime stay safe.

Luke Rowe

President

Freedom All Wheel Drive Club is a family oriented 4WD Club for drivers of Compact and Standard 4WDs.

Monthly Meetings are held on the fourth Monday of each month at the Manning Senior Citizen's Centre, 3 Downey Drive Manning.

Contact us via email at fawdcwa@yahoo.com.au

Dates for your Diary:

Next Meeting:	Monday 28 October 2019
	Guest speaker:
	Adrian from the Subaru Club
	(he's coming with some goodies)



Upcoming Trips:	Gnomesville
	20 October 2019
	President's Trip
	24 November 2019

4WD Expo:	8-10 November 2019
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Christmas Party:	8 December 2019
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Table of Contents

<i>Snippets from the Editor</i>	2
<i>Member Profile: John & Debi</i>	2
<i>Tech Talk: Snatch Strap</i>	3
<i>Trip Report: Mundal Part 1</i>	4
<i>Trip Report: Wandoo</i>	7
<i>Creature Report</i>	9

Snippets from the Editor

Hello Everyone. It's been a busy month for the Club with day trips, camping trips and a planning meeting. It's great for us to be getting out and planning our next year ahead. The 4WD Expo is much closer than we think, so I will look forward to seeing many of you there talking up our Club.

This month we will be starting a new item – the Creature Report. As we are in the bush it will be good to learn a bit more about some of the creatures we encounter. Please feel free to send me any ideas and info on creatures we come across. There is no product review this month, but let us know if you have some wisdom and experience to share. Enjoy reading.

Diane Court
Newsletter Editor
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Member Profile

John and Debi Marten



We are semi-Retired Citrus Farmers from Gingin. John was born in Dalwallinu and among many other things, spent a few years driving road trains up North before going into business with his parents running roadhouses and petrol stations, finally settling into citrus farming.

Deb went to school in Katanning and has always had a love of the country.

Now finally with a little more time on our hands we decided we would love nothing more than to explore this wide open space and thought it might be a "Hoot" to join a 4x4 club to have like-minded people to do it with..... We were right ☺

We do have two grown Daughters, four Grandies and 150 sheep that will keep us grounded from time to time.

We/John drives a Nissan Navara D40. This is our second one. The old girl never let us down, we just knew we needed something we could rely on and that could handle the kilometres we are hoping to travel in the near future. We have enjoyed fitting her out ourselves with the canopy, draws and all of the other modifications to give us a few creature comforts.

As we are very new to this 4x4 experience, so far so good, only a few minor hiccups in what has otherwise been an amazing discovery of what's been at our back door all along.

Should have been doing this years ago.

Tech Talk:

Using a Snatch Strap

Contributed by Tony Allender

1. Positioning.

Ensure the towing vehicle can get close enough to the bogged vehicle without getting bogged itself. Try to get as straight a line as possible and ensure both vehicles have straight wheels (i.e. don't snatch a vehicle around a corner). If the bogged vehicle is in deep ruts ensure it has its front wheels aligned with the direction of the ruts. Position the towing vehicle close enough to the bogged vehicle so they can be attached to the snatch strap without the strap lifting off the ground in the middle.

2. Towing points.

Ensure the snatch strap is attached to RATED RECOVERY POINTS on both vehicles. Attaching the snatch strap to other parts of the vehicle including bull bars, rear tyre carriers or even axles can be extremely dangerous and could cause a lot of damage to your vehicle. A **tow ball** must **never** be used to attach the snatch strap as the tow ball is usually only rated to approximately 200kg in a straight line pull. Use rated D shackles to secure your snatch strap to other rated tow points. If you have a 2" towing receiver, take out your tow ball hitch, place one loop end of the snatch strap into the receiver and then place the Hitch Pin into position, sliding it through the loop on the snatch strap.

3. Use a "Dampener" on the strap.

Place a "dead weight" in the middle of the strap. This can be in the form of a heavy towel or rag. Some snatch strap recovery kits come with a safety bag that can Velcro around the strap and have pockets for adding weight such as sand or dirt - don't use gravel or rocks. Adding a "dead weight" is very important. If the snatch strap was to snap, it will recoil and could cause a lot of damage to any vehicle or person caught in the way. If the snatch strap snaps with a "dead weight" attached, the

energy in the strap will be soaked up by the "dead weight" and will fall quickly to the ground.

4. GET OUT OF THE WAY!

This cannot be emphasised enough. Make sure ALL bystanders are well away from both vehicles and the snatch strap. The length of the snatch strap is the minimum distance bystanders should be. Only the two drivers should be in the vehicles and if someone is directing the operation, they should be in front of both vehicles and well to the side where both drivers can see them.

5. Communication.

UHF is a very handy piece of equipment in this situation as the drivers of both vehicles need to be able to communicate with each other. When using the UHF try to use short, easy to understand words so that no one gets confused. Using words like READY, DRIVE and STOP are great, but remember yelling NO NO NO into a UHF can sound an awful lot like GO GO GO... If you don't have UHF radios it is handy to use a third person for communication but remember this person should be well clear and should use hand signals from a safe distance to signal DRIVE and STOP. The driver of the vehicle being recovered has overall control and that driver sounding the horn means stop immediately, regardless of any other signal.

6. Gear selection.

Recovering a vehicle puts a huge strain on both vehicles, therefore, maximum torque and little speed should be used. Almost all situations involving a snatch strap should be tackled with the Towing vehicle in 2nd LOW and the bogged vehicle in 1st LOW.

7. Pull them out!

Clear as much sand, mud or other debris from the wheels of the vehicle to be recovered. When you are ready, both vehicles will need to drive forward at a moderate speed. The clutch should be completely out on manual vehicles by the time the snatch strap grabs and in most situations; both

vehicles will be at full power. Before taking off, ensure the strap has approximately 1/3 of its length left in slack and is not twisted.. At this point, both vehicles can appropriately accelerate as you would from the lights. If the vehicle does not come out the first time, try to clear the wheels of the bogged vehicle as much as possible and give it another shot!

8. Keep going!

Remember don't stop until the vehicle is pulled completely out of the bog and onto solid ground, in some cases this could be several hundred metres. The driver of the recovered vehicle should signal this. When the bogged vehicle is safely onto solid ground where it can drive forwards under its own power the towing vehicle should slowly brake, with the bogged vehicle allowing the snatch strap to fall loose before coming to a stop.

9. Don't run over the strap.

The bogged vehicle needs to be very careful not to run over the strap and catch up to the towing vehicle. This could cause many different things to happen the most likely of which is the snatch with snap and could result in damage to either of the vehicles.

Joining 2 snatch straps

In some cases, you may need to join 2 snatch straps together to get the length you need between the bogged vehicle and the towing vehicle. The snatch straps should NOT be joined by a D Shackle as if something breaks it will become a missile. Here's how to do it:

1. To join 2 straps together, take the loop of the 1st strap and pass it THROUGH the loop of the 2nd strap.
2. Take the same loop of the 1st strap and place it OVER the 2nd loop at the other end of the 2nd strap.
3. When you pull the straps tight they will be joined by the 2 loops in a "reef knot" style.
4. Place a dowel or rolled up magazine between the straps or they will tighten together and you will be

unable to undo them.

5. Don't tie 2 straps together with a knot as the knot may fail and you may never get it undone again.



A suitably rated soft shackle may be used to join straps but **NEVER** use a hard shackle of any sort.

Snatch straps are the most unsafe manner you can do a 4WD recovery. Whatever way you need to use the snatch strap to recover a bogged vehicle, always keep safety the number one priority and try to minimize the risk of damage to the vehicles.

Do whatever you can to make the bogged vehicle come free such as lowering tyre pressures and digging the vehicle free from mud or sand. Have a think about how badly bogged the vehicle is, and how much force is going to be required to get it moving again. What other options are there?

Trip Report

MundAI Track (Part 1)- 28-30 Sept 19

Written by Luke Rowe

Trip Leaders - Luke and Craig

A small group of members met in Byford. In the group for this trip was Sue, John V, Michael and Jeannette, Luke and Craig along with Ted. The group of members left here to travel down to Collie where we would meet up with the others who decided to leave on Friday morning and they were Rowan and Michel along with John and Debi with Diane.

Once we had arrived in Collie and met up with the others, Diane decided that she would leave the

group after suffering a really bad night the night before and return home.

Once we had said our hellos and goodbyes the remainder of the group headed off to travel the MundAl Track.

With Craig reading the waypoints along with the Hema maps we found the turn off to start our journey along the track.

Michel and Rowan was also assisting Craig with the correct calculations, as this was the first time that we had lead a trip based on waypoints.

We travelled along dirt roads, and bitumen. The scenery was varied from bush land to farming land.



We had a group photo at Chowerup Hill. This was a lovely old building. From here we continued a little bit more down the track until we were close enough to Tones Bridge Camping Ground. This was where we planned on staying for the night. It was right on a river bank and we had the place almost all to ourselves. Staying in the camp ground were two ladies who had been travelling from NSW for the last 6 weeks. We had a great chat. We set up camp, lit the fire pit and enjoyed everyone's company.

The following morning it was pack up time and back on the track. From Tones Bridge, we followed the track and visited Lake Unicup and Lake Muir.

From here we then entered the Mount Frankland National Park for our lunch break.

Here was the opportunity for those to go into Walpole to get fuel to continue on with the trip. While those who stayed behind decided to walk to the top of Mount Frankland.

We set off to walk to the summit when we walked past a few other walkers who were retuning back to their cars, who advised us to be aware of snakes as they had spotted a couple sitting on the paths sunning themselves.

After a lot of huffing and puffing (not coming from me) we finally made it to the top. And what a view.



As we wondered back down from the summit I decided to find the hidden cache which we did.

As we arrived back in the carpark those who went to get fuel (and some went to get coffee) arrived at the same time. We all saddled up and went back onto the track.

The second part of the day was wondering through bushland. Was great to see. Later in the day Rowan, Michel, Craig and I decided that there was nowhere really suitable to camp with the size of the group so we decided that we would leave the track and head to a camp ground called Muir Camp. We all set up camp and lit the fire and talked and laughed.

The following morning was Monday morning and we had to start heading for home. The group packed up and started to make our way home. Rowan and Michel decided to do their own thing and stay another night.

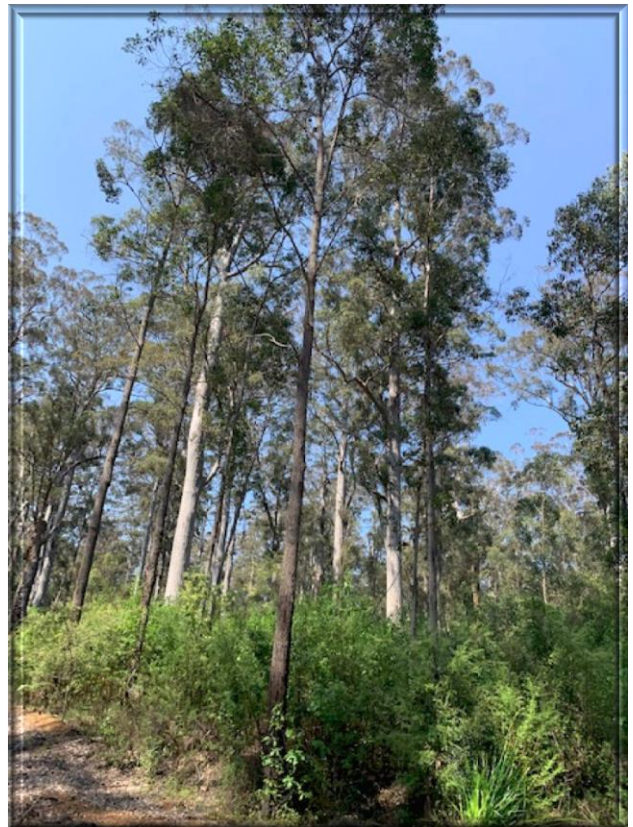
Craig and I were very lucky after leaving camp as we nearly collect a Giant Grass Hopper (Skippy), not once but twice... Time to buy a x-lotto ticket.

John and Debi. The remainder of the group headed off up the South Western Highway for home.

For the trip from Byford back to Byford we had travelled some 910kms. It was certainly a great weekend away.

We stopped for a coffee and a break in Boyup Brook, and it was here that we said goodbye to John and Debi.

The remainder of the group headed off up the South Western Highway for home. For the trip from Byford back to Byford we had travelled some 910kms. It was certainly a great weekend away





Trip Report

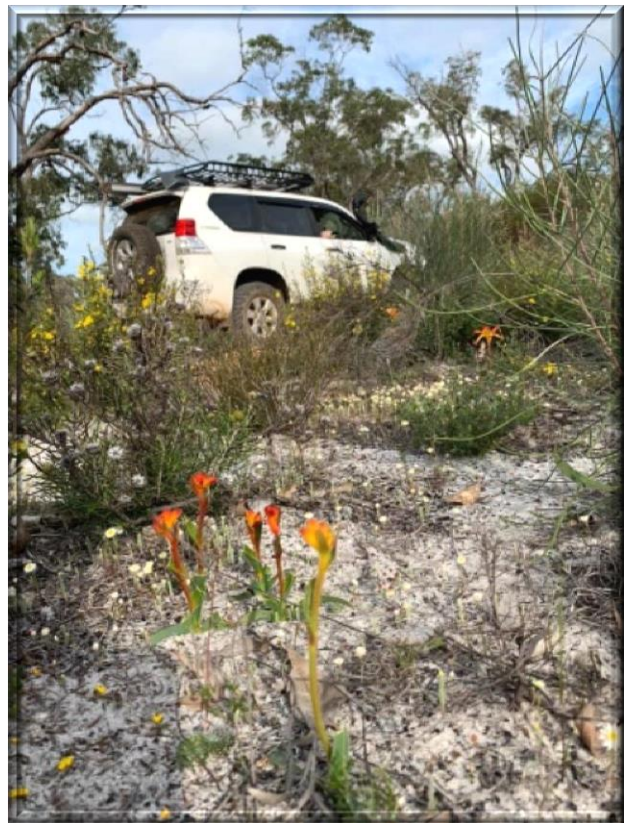
Wandoo Wildflower Wander 15 Sep 19

Trip Leader – Michael and Jeanette Tai
Tail End Charlie – Sue Slack

Ten members met up at the Lakes Roadhouse on what was looking to be a fine spring day.

After coffee and a bit of a catch-up, Michael briefed everyone on what to expect. As promised there was a little twist to the day, a mini scavenger hunt, which was enthusiastically embraced by Kay,

Michel, Debi and Sue. Participants had to find several different wildflowers, a feather and some wildlife.



The convoy set off at 0920hrs and headed along Great Southern Highway before turning onto the gravel at Yarra Rd and then into Nganguring Rd. We had only travelled a few hundred metres before the call came out to stop for some wildflowers.....the first of very many such stops! The bush was ablaze

with colour and loads of Spider orchids and Cowslip orchids along with an abundance of other flowers. Our morning tea break was in a clearing at the end of this stretch of road where everyone enjoyed some home baked goodies.

We all stopped at Manuarung Springs for a look and wander. While searching for the convict ruins, (which we didn't find), Sue found a beautiful green Jug orchid. On closer inspection there was a whole patch of them.

The next few kilometres were a little challenging with some interesting ruts, one that required some "bridge building", so Michael's top heavy car could get through without tipping over. This also proved to be a major challenge on the recce, but fortunately someone out driving for the day turned up at the



right moment to offer some guidance! I'm very happy to say all made it through safely and without any casualties, though everyone else was able to straddle the big rut..... albeit on an angle! After navigating this section, we were greeted by breathtaking views over the canola fields in full bloom on the way to our lunch stop at Mount Observation and time for a relax and chat.

After lunch it was all plain sailing as we again set off down some more forestry tracks with lots of stops to view the spectacular wildflowers.....and look for the elusive feather!



The trip finished up back at an intersection along Yarra Rd. Everyone was invited to bring out their scavenger hunt evidence and the winners were Kay, Michel and Sue who all received chocolate for their efforts. After a quick chat and goodbyes, South of the river members headed out to Brookton Highway and home and Northern members returned to Lakes Roadhouse.

Thank you to everyone for a fabulous day out.





Creature Report:

Rainbow Bee-Eater

Written by Diane Court

Rainbow Bee-eaters are one of my favourite birds and are now returning to their summer breeding areas in the Perth area after their northern winter migration. Both males and females select a suitable nesting site in a sandy bank and dig a long tunnel (average length: 89.4 cm) leading to a nesting chamber, which is often lined with grasses. Both parents incubate the eggs and both feed the young, sometimes with the assistance of auxiliaries (helpers). Rainbow Bee-Eaters are thought to mate for life, and they usually return to the same

breeding area each year.

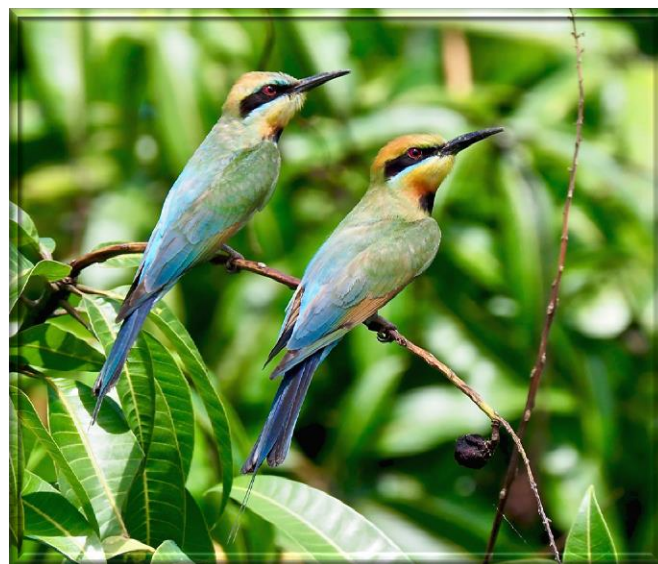
Rainbow Bee-eaters eat insects, mainly catching bees and wasps, as well as dragonflies, beetles, butterflies and moths. They catch flying insects on the wing and carry them back to a perch to beat them against it before swallowing them. Bees and wasps are rubbed against the perch to remove the stings and venom glands

The Rainbow Bee-eater is found throughout mainland Australia, as well as eastern Indonesia, New Guinea and, rarely, the Solomon Islands. In Australia it is widespread, except in desert areas, and breeds throughout most of its range, although southern birds move north to winter over (which can be as far north as Indonesia, or the Kimberley). I was surprised to see a Rainbow Bee-Eater in a small wetland on the outskirts of Cue when the Club visited over Easter. It was a trip highlight for me.

They have a distinctive [call](#), so listen out if you are around Perth or out bush, and keep an eye out for the flash of copper in their wings as they flit by.

PS: One very excited Editor. After writing this I heard their call. Two of them were sitting on our neighbour's TV antenna and snacking on the bees in our Peppermint tree. Woohoo, they're here!

Information from BirdLife Australia & WA Museum



© Image by Ken Glasson, Birdlife WA Photogroup