

SUBARU 4WD club



OF QUEENSLAND inc

DECEMBER 2003

Vol 25 No 5



Santa in his high powered Sleigh. At the Club's Christmas Party at Double Island Point. Photo by Phil Woods SC 498

SUBA NEWS



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**SUBARU 4WD CLUB OF QUEENSLAND INCORPORATED
P.O. BOX 595 CARINA QLD 4152**

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CLUB MEETINGS

Monthly meetings are held on the **FOURTH MONDAY** of each month at **8 pm**,
at the **Veteran Car Club, 1376 OLD CLEVELAND ROAD, CARINDALE**
Phone: 3843 0010 - UBD 42nd Edition Reference: Map 182 E 6

***** Visitors are Welcome! *****

Club Website:
www.subaclub.com
E-mail address for magazine contributions:
subanews@subaclub.com

Annual Subscription	City Member	New \$60.00	Renewal \$50.00
	Country Member	New \$55.00	Renewal \$45.00

New subscriptions include a \$10.00 joining fee

If you find a mistake in the Suba News, please consider it put there on purpose. We try to publish something for everyone, and some people are always looking for mistakes.

The views expressed in this magazine are not necessarily those of the Club, in whole or in part.

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share it. Just ask!





PRESIDENT'S REPORT

Ho Ho Ho. It's Christmas time.....Hi to you all in mighty Subaland, I hope Santa brings you some thing worth while this year.

The beach trip Christmas party was a hit with all even with the rain which kept some away but for those that were there we all had a good time, and a good turn out of about 19 cars. We had a run into Rainbow Beach Saturday Arvo, and the Kings bore track Sunday. I'm told the meal was real good, I was to sick with a bad cold and was in bed by 9:00pm.

The club is having a sausage sizzle for the December meeting, Don't forget.

And we hope to have a guest speaker from Morton Bay 4x4 Centre as well, just to let us now what kind of things they have for Subi's for the Christmas wish list.

Merry Christmas to you all, keep it safe don't drink to much, only get pissed every other night.

Well that's all from me this time.

Until next time, "may the six star Force be with you".

BE COOL AND GO HARD!!

Rik Close SC328

PUBLISHING DEADLINE FOR

JANUARY

MAGAZINE

Articles being submitted for inclusion in the next magazine
are to reach the Editor at

PO Box 595 Carina Qld 4152

or by e-mail to: subanews@subaclub.com

by the **12Th January 2004**

Earlier than this would be much appreciated. Thanks!!





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There has been a proposal for a Jamboree – Long distance trip. This will coincide with the 20th anniversary of the Club's first 3 corners trip. The trip is scheduled to commence either July 28th or 30th 2004.

It will be approximately 4100km's round trip back to Brisbane. The rough schedule is as follows:

Day 1 – 810km – highway

Brisbane to Dalby 215km, then to St. George 295km, and on to Cunnamulla for the night 300km.

Day 2 – 576km – highway, development road, track

Cunnamulla to Thargominda 197km, onto to Nockatunga turn off – 20km, stopping at Noccundra for fuel, then 147km to Naryilco, and 110km to Cameron's Corner for Fuel.

Day 3 – 266km – development road, track

Cameron's Corner to Innamincka for fuel 266km, and a detour to Coogie Lake 200km, return.

Day 4 – 485km – track, development road, track

Innamincka to Walker's Crossing turn off 61km, onto Walker's Crossing 61km, then on to Birdsville (outside) 91km Track turn off. Onto Warbuton track turn off 8km, Warbuton Creek crossing 97km, onto the K1 Line/Rig road junction, the 86km to overnight at Poeppel's Corner.

Day 5 – 168km – dune's and tracks

Poeppel's Corner to K1/QAA junction 16km, onto Eyre Creek 89km (+59km if in flood). Eyre Creek to Big Red 23km, then onto Birdsville overnight for fuel.

Day 6 – 276km – development road, and tracks

Birdsville to Cadelga turn off 117km, onto Betoota 50km, then to Arrabury turn off 55km and onto Haddon's Corner 54km or alternatively

Day 6 – 391km – development road and track



Birdsville to Cadelga turn off 117km, onto Cadelga Ruins 87km, onto Cordillo Downs 48km, then to Arrabury turn off 102km and onto Haddon's Corner 102km overnight.

Day 7 – 666km – track, development road, highway
Haddon's Corner to Arrabury turn off 54km, onto Windorah for fuel 162km, to Quilpie 250km, overnight at Charleville 200km.

Day 8 – 856km highway
Charleville to Mitchell 182km, onto Roma 88km, to Dalby 271km, back to Brisbane 215km.

On this trip there will be two long runs between fuel stops:

Innaminka to Birdsville 653km (includes roads tracks and dunes)

Birdsville ton Windorah 607km (includes roads and tracks)

For more details of this trip contact Peter Gates.

Trip Report QRC Rally Gallangowan 29.11.03

This year we had the same stage called Beauty that we did last year. It is a bit different because of recent logging the start and finish are in sight of each other, it does a 26 km loop from the start to the finish. I travelled up in the Brumby loaded with all the rally gear with Big John in his Rodeo with the Tray On camper loaded on the back, on Friday night arriving at the Gallangowan oval at 11pm. David Bargaen in his lifted H6 had already arrived and was sound asleep by this stage of the night. It was a cool night, Saturday was even colder around 9.5 degrees. I only had my light sleeping bag was very glad Big John had a spare blanket I could use. At about 7am Saturday we heard a car arrive and a door shut it sounded like a Subaru. Sure enough it was Keith Peters saying get out of bed you lazy so and so's, we have got work to do. He was driving his lifted Outback with all the newly acquired Suba Xtreme gear fitted.

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WANTED



YOUR

Stories & Trip Reports

Photos

Favourite 4x4 tracks

Tips 'n Tricks

Cheap repairs

Modifications

Juicy Gossip

Camping Recipes

Suggestions

Share 'em with the rest of us.

All contributions are most welcome.



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Greg and Kathy Bryant, Kathy sister Sherry, Gavin McGrath and Christine Barry in her Forester and on her first rally, stayed in a motel in Kilcoy. They met Dwayne Boyton in his Brumby on Saturday morning and all travelled up together. The dirt road section from Jimna to Gallangowan claimed its usual rate of punctures, with the Bryant's Navara getting one, and David Bargaen's box trailer also got one.

Another advantage the stage has the start and finish, were only a few kms from the oval. While the others were on their way Keith, David, Big John and myself set off to do the stage set up. Big John stayed at the start to set it up, while the rest of us drove through the stage to do the set up. At a T-junction only about 1.7 kms in we had problems, things didn't correspond well with the set up notes, David backed tracked to the start to reset his GPS. The distance was about right, but the diagram looked wrong it wasn't until Keith drove a few more kms into the stage that things came together. We had a

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THIS MONTH'S SCOOP FROM THE EDITOR

Editor's Report.

Santa came early to my place, leaving me a Webber Carburettor under the Christmas Tree, (thanks to Bryan selling off some of his old unwanted stuff.) I hope that it won't be too long before I can have it installed into the Brumby, as I am as mechanically minded as the paper that this report has been printed on. No more starving for fuel on those long uphill runs.

I've recently had some fun and games with the Carby on the Brumby, it hasn't been running well since the Imbil/Kenilworth trip in early November. I had it re-kitted, and thoroughly cleaned, but it still wasn't right. That's when I was offered a used Carby, at a good price and jumped at it.

Check the What's On this month, as there has been a change of meeting time for the New Years Eve fireworks at Mount Coot-tha.

The club has secured a deal with a supplier for new Snatch straps, and shackles. If yours are getting worn out, see the property officer for a good deal.

Don't forget there is a sausage sizzle this month, not next month, as we normally have the sizzle in January.

The membership officer and I are currently compiling the list for the 2004 membership list. If your details have changed, or you have different vehicles from last year, contact Camo, or update your details on the website.

I still need more trip reports, looking at the hard drive on the computer for trip reports, and the cupboard is very bare.

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MORE FROM THE EDITOR

I hope that you all have a Merry Christmas and a happy New-Year, and to see you on the tracks some time.

Dwayne Boyton SC481.

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similar problem last year. At about the half way mark Gav and Dwayne caught us up and helped, Keith and David were to be the SOS radio point at the half way point. They continued on towards to the finish doing the set up and then went back to their point. For this year a safety car was trialed, it was a new auto XT Forester Turbo, fitted a Suba Xtreme sump guard and custom-made rear diff guard. One of its Geolander tyres was punctured. Its job was to drive through the stage delivering the clocks, and all the paper work to the controls. Also the roadblocks got drinks and snacks. Before the last run it returned to update the paper work and give a report of the rally so far to all the controls and road- blocks. It worked well and hopefully should be a regular thing for the future.

At the finish Dwayne and Sherry manned the flying finish, while Gav for the first time was Assistant Stage Commander at the stop point, Christine was helping him with the paper work. Back at the start there were more changes with Greg taking over as Stage Commander, Kathy and Big John did the time control paper work. At the start line Graham Hood did the count down filling in for Rik Close who on this rare occasion could not make it, I helped Graham with the paper work. We had two runs of the stage to do, there were a total of 40 entries, 20 QRC and 20 Clubman. There were 4 WRX's entered. The first run was around mid afternoon and second of only QRC entries was around 9pm, so it would be a late night.

There was the usual reports of offs and near misses, also a Datsun 1600 rolled over but it did not cause any problems. During the break between runs, from the start's ridge top vantage-point we did some stargazing, we





Annual Subscriptions are now due:

Full Member \$50.00

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Help your club, and the poor overworked Membership Officer, by paying ASAP. Fill out the membership form (enclosed in May's magazine, or download a copy from the website) to ensure that the club's records are up to date.



Club Merchandise For Sale

<i>Polo Shirt with embroidered logo</i>	\$25.00
<i>Baseball cap with embroidered logo</i>	\$15.00
<i>Embroidered cloth badge</i>	\$ 8.00
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<i>Window sticker</i>	\$ 2.00
<i>Gear bag</i>	\$ 6.00
<i>Tow hooks (assorted styles, each)</i>	\$ 6.00
<i>Snatch strap</i>	\$50.00
<i>Bow shackles, large</i>	\$10.00
<i>Bow shackles, small</i>	\$8.00

See the club's Property Officer, Rick Dean
if you wish to purchase any of the merchandise on offer.





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What's On...

Monday 22nd December **General meeting and sausage sizzle @6:30**

Guest Speaker will be Peter Kitchener from Redlands 4wd centre

Wednesday 31st December **New Years Eve BBQ and Fireworks at Mount Coot-tha Lookout**

Trip Leader

Meeting Place

Above the quarry on Sir Samuel Griffith Drive - look for Subaru blue and white bunting. There will be a mobile bbq set up.

Time

7pm

Details

Byo bbq, snacks, chairs, then move on to the lookout for the fireworks at 12pm.

Sunday 11th January **Dayboro Bush BBQ and Mt Mee**

Trip Leader

Dwayne Boyton ph.32991061 mob. 0412393839

Meeting Place

Bush BBQ RHS main street Dayboro or Ampol service station

LHS Pacific highway Burpengary for early starters via back track to Dayboro

Time

8 am Dayboro or 7 am Ampol

Rating

Medium

Details

Bush BBQ \$8.00 per person then travel to Mt Mee BYO lunch and recovery gear.



What's On (continued)

Saturday 24th to

Monday 26th January Australia Day Long Weekend — Woodgate National Park

Trip Leader

Greg and Kathy Bryant ph.34020396 mob.0416073952

Meeting Place

IFS service station RHS northern side of Maryborough 3hrs from Brisbane

Time

9.30 am

Rating

Beach and sand driving Medium

Details

Camp sites numbers 1 to 8 \$ 3.85 per person per night, Fullfacilities. BYO camp gear, supplies, water, recovery gear

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Trip Report - Ballina Beach and Bundjalung NP 21.09.03

Trip report: South Ballina Beach and Bundjalung N.P.

Sat 20th and Sun 21st September, 2003

We met at the Big Prawn on the highway south of Ballina at about 9am. Trip leader Gaven was unable to come- I think he was selling his house- so he handed over to David Martin in his Brumby. Also present were Bruce and Pam Ottway with Lisa and friend in the MY '83, Bryan Neilsen in his MY '82, Don Watt and Maureen in their Brumby, Graeme and Julie Laws on their first trip in the Forester, Rob Peters with his Hilux and camper trailer and me, Barry Beard, in the Jeep Cherokee Sport.

Low tide was about 9am so we headed off quickly. The turn-off to the barge was only about 100 m or so down the road from the Big Prawn so off we went, turned left and drove down to the barge. Once across (for the princely sum of \$2.90) we made our way to South Ballina beach. The sandy track down to the beach was a little soft but we all made it except for tail end Charlie (Rob plus camper-trailer). By the time we walked back to help, he had deflated his tyres a little more and was ploughing through slowly. He got 'by with a little help from his friends' pushing.

We made our way south down the beach and all noted the hard sand had a different feel to it with the vehicles tending to wander a bit. It wasn't too long before we came to the 'coffee rock', a dark brown to black rock resembling pumicestone which crumbled easily. It was mostly not difficult to pick a good easy line through although I noticed Bryan went for the hard line and I followed! Sometimes we waited for a wave to retreat and would then quickly zip around the rocks. Graeme said the Forester may need a little lift. Rob's Hilux did well but some protrusions on the rear of the camper trailer had some minor modifications. Very interesting driving but alas too short and we soon found ourselves at Evan's Head for lunch.

From there we went inland on the bitumen to Woodburn, down the Pacific Highway, left at the turn-off to Bundjalung National Park, and down the corrugations to the campsite. It was difficult to find a large, unoccupied



EIGHTEEN BOTTLES

I received 18 bottles of whisky last Christmas, and was told by my wife to empty them, - or else! I said I would, and proceeded with the unpleasant task. I drew the cork of the first bottle and poured the contents down the sink, with the exception of one glass, which I drank. I extracted the cork from the second bottle, and did likewise with it, with the exception of one glass, which I drank. I withdrew the cork from the third bottle and poured the whisky down the sink, which I drank. I pulled the cork from the fourth bottle down the sink, and poured the bottle down the glass, which I drank. Next, I pulled the bottle from the cork of the next, and drank one sink out of it, then threw the rest down the glass. Then I pulled the sink out of the next glass and poured the cork down the bottle, corked the sink with the glass, bottled the drink and drank the pour. When I had everything emptied, I steadied the house with one hand, counted the glasses, corks, bottles and sinks with the other, which were 29, and as the house came by, I counted them again. Finally, I had all the houses in one bottle, which I drank. I am not under the affluence of incohol as some tinkle peep I am, and I'm not half as thunk as you might drink. I fool so feelish I don't know which is me, and the drunker I stand here the longer I get. I really felt terrible the next day but I thought I had better help the storm and strife making the Christmas cake.

CHRISTMAS CAKE

<i>1 cup butter</i>	<i>1 cup brown sugar</i>	<i>1 tablespoon lemon juice</i>
<i>1 teaspoon baking powder</i>	<i>1 cup dried fruit</i>	<i>4 large eggs</i>
<i>1 cup sugar</i>	<i>1 tablespoon nuts</i>	<i>1 BOTI'LE WHISKY</i>

Method:

Sample whisky to check for quality. Take large bowl. Check Whisky again to be sure it is of the highest quality. Pour one level cup and drink. Repeat. Turn on electric mixer, beat one cup of butter in a large fluffy bowl. Add one spoon tea of sugar and beat again. Make sure whisky is still OK. Cry another tup. Turn off the mixer. Break two legs and add to the bowl and chuck in the cup of dried fruit. Mix on the turner. If the fruit gets stuck in the beaters, pry it loose with a drewscraver. Sample the whisky again to check for consistency. Next, sift two cups of salt. Or something. Who cares? Check the whisky. Now sift the lemon juice and strain your nuts. Add one ballespoon of brown sugar, or whatever colour you can find. Wix mel. Grease the oven. Turn the cake pan to 350 gredees. Don't forget to beat of the turner. Throw the bowl Out of the window. Cheek the whLisky again and bo to ged.

Nappy Hugh Ear.





Continued from page 14

campsite so we settled for a few smaller, quite ordinary sites close together. A large National Parks table and chair set provided a good hub for dinner and drinks and after a few stories we all settled in for an early night.

Sunday morning after breakfast and pack up we hit the beach again for a pleasant trip further south to Iluka. Here we split up for a quick look around and morning tea, meeting back on the beach after about $\frac{3}{4}$ hr. Low tide for Sunday was about 10:15am which was good for a pleasant trip back north to and through Bundjalung N.P. Then back to Woodburn where we inflated our tyres and stopped for lunch on the bank of the Richmond River. We said our goodbyes and mostly headed for home with me heading south to stay with a friend just south of Woodburn. Thanks to Gaven and Dave for another good weekend.

Barry Beard SC452.

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easily spotted 2 satellites and Greg pointed out the Subaru star group the Pleiades cluster near the Sauce Pan.

On the second run there was only 15 cars running, one of the last cars a Gemini also rolled near the finish. It ended up well off the road, but was too badly damaged to recover that night. With the last car through we could then start the pack up. A course car helped along with Keith and David on the last half of the stage. While Graham, Greg and myself did the first half. We were all back at the oval by about midnight, it had been a long day, after another big team effort on behalf of the Club. The winner was Steven Shepard Mitsubishi Lancer, his father George in a similar car was 2nd, and this enabled him to win 2003 Queensland Championship, in 3rd place was Philcomm's Matt Van Tuinen driving his 99 WRX.



Trip Report Gallangowan Area 30.11.03

We were fortunate enough to be invited by Phil Woods to a day of 4 wheel driving in the Ranges near Gallangowan with a group of great people.

We met Phil and Cameron Neilsen travelling with his Canadian Friend Bob at the BP just before the Bribie Island turn off, fuelled up then headed up the D'Aguiar Highway through Kilcoy, Jimna and on to Gallangowan. On the dirt section of road to Gallangowan, we encountered many returning rally entrants and spectators. I didn't realise that the rally was still on, as many of these drivers were either in the centre of the road or on our side. Even some vehicles towing trailers were coming sideways round corners. At the Oval, we met up with the rest of the Subaru Club Members who had been camping at the oval and were packing to go home after a weekend of partying and rallying (in that order). I'm not sure but a couple looked like they had had a couple of hours sleep – most did not.

Some were ready for some action in the hills, David Martin led the way in his Brumby ute, Cameron Neilsen in his 92 Liberty [which obviously has a worked motor] and a recently installed rear LSD, David Bargaen's nice new H6 Outback, Big John McKenna in his Rodeo extra cab with a Trayon Camper on the back, Phil Woods, his little helper Caleb and my daughter Kirstin in the Forester and my partner Bruce Martin & myself, in his Jackaroo Equipe. We headed to the Forestry Fire Tower for a bird's eye view of the surrounding district. Bob, David, Bruce, Kirstin, Caleb and I climbed the tower for a look. Much to my detriment today, as the leg muscles are objecting in quiet a nasty way, very much to Kirstin's amusement.

On to the next stage, heading toward Mt Widgee, we travelled over sections of the National Horse Trail and passed what was thought to be an old disused gold mine. We then got into some very steep rocky country, with trying to miss the lantana and washaways at the same time adding to the challenge. The view was very good and at one stage the UHF message from Kirstin was "You just have to get a photo of that view Mum!" I couldn't get to the camera as the descent was so steep and the camera was somewhere on the rear seat and my seat belt had locked me in so tight I couldn't get it to release!!!!

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MARKET PLACE

Market Place

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EA81 engine - needs cylinder head, has electronic distributor \$50.00

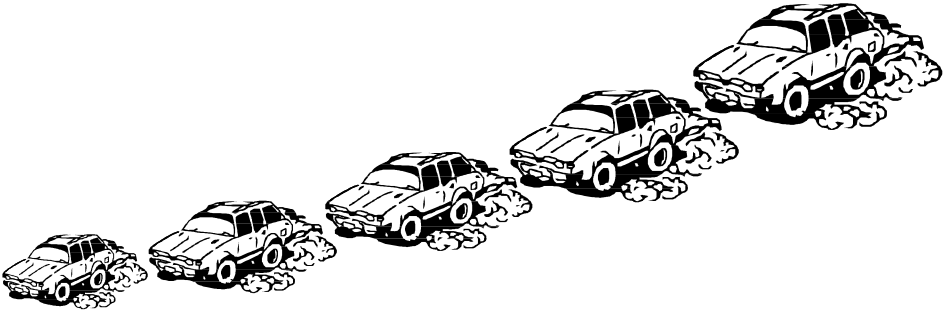
Contact Peter Thomas 0427 578 805 or 3633 0436

For Sale - MY 87 Brumby Sport [Targa roof] red, 205000km, fresh motor, 13" white spoke rims, A/C, tow bar, bull bar, tonneau cover, CD player, country car, \$5000, Ph David Martin 32625665 or mobile 0429121996 on behalf of the owner.



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RALLY NEWS

0312 Rally News

ARC – Subaru Safari – Tasmania – It was a triumphant Team Subaru after Cody Crocker and Greg Foletta who claimed victory in Heat 1 to win the 2003 Championship and the inaugural Possum Bourne Memorial Trophy. The team also won the manufactures title. It was a good out come for the team after a tough year. Team-mate Dean Herridge had a consistent weekend with a 3rd and 4th in both heats. The other title contenders had problems. Simon Evans Subaru's leading privateer did not finish heat 1 because of engine trouble, and in heat 2 finished in 5th place. Mitsubishi's Ed Ordynski had brake problems in both heats and finished well down the order in 5th and 6th. Toyota's Neal Bates is still developing his prototype Corolla with a 4th place finish in heat 1 and a DNF in heat 2 because of an over heating engine. The overall winner for the weekend was Mitsubishi's privateer Juha Kangas who finished both heats in 2nd and 1st places. He became the second privateer to win a round, and this enabled him to take out the Privateer's Cup from Simon Evans. Other class wins went to Lee Peterson Mitsubishi Mirage F16 Cup [small car class] and Queensland's Peter Menzies EL Falcon V8 Aussie Cup [big car class].

Final Points: Crocker 199, Ordynski 168, Kangas 148, Evans 142, Herridge 127.

Manufactures: Subaru 435, Mitsubishi 370, Toyota 199.

WRC News – Richard Burns who was signed to replace Tommi Makinen in Subaru's World Championship Team in 2004 has been diagnosed with a brain tumour known as an astrocytoma. It is treatable and Doctors have advised him not to drive during the 04 season, while he has treatment and hopefully makes a full recovery. This means the Team needs a fill in driver and at this stage Colin McRae is a strong possibility. He has driven for the Team before and became World Champion in 1995.



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The Black-boys that we saw just before we arrived at the lunch site at Mt Widgee were incredible. There were many hundreds covering the hills, and from their size many appeared to be hundreds of years old. It was a top place for lunch and I took a photo of the convoy. John folded out his camper, and in just a matter of minutes had his lunch.

After lunch we headed out for some more steep peaks. Unfortunately, I think Phil ate too much, as Bruce had to tow him up over a nasty rock or two with the Jackaroo on one of the steepest hills. Kirstin didn't think it funny when I told her it was probably the lamington she ate that was the problem!!! Lucky I am her mother, she wasn't game to dong me!!!!

The convoy payment of Kit -Kats, lollies and choc chip bikkies for opening wire gates, was a great idea that we hadn't come across before, but we have decided to tell Grandfather about it on the property at Blackwater when we get there at Christmas time. Well it is worth a try!!!! He might come to the party...

After an enjoyable drive, morning tea, more driving then a picturesque setting for lunch we all decided to head home. The talcum powder surface on the road to the next stop was really bad for vision for following vehicles. It hung in the air and the road surface was very soft. Some drivers had to actually stop in the dust and wait for it to settle just so they could see where the road was. UHF's were crucial for safety. We all knew what each driver was doing. It was hard to tell if the logging trucks had cut up the road or if the rally cars had been there over the weekend. The consensus of opinion was that the logging trucks were the culprits.

We had afternoon tea by a water hole then headed into Kandanga and stopped for a final drink and some chippees at the local Hotel before heading home

I think every one enjoyed the day as much as we did. Thank-you Philip, for the invitation to join your Club for the day out. I would like to take this opportunity to wish you all a very Merry Christmas and a happy & prosperous New Year.

Regards
Leigh Waugh





HEARD THE NEWS

0312 Heard The News

Car of the Year – For the first time for Subaru the new MY 04 Liberty has been voted this year's Japanese Car of the Year.

More awards – The 2003 Australia's Best Car Awards have been announced, they are annual awards organised by each state's motoring organisations i.e. RACQ. Again Subaru have continued their winning ways with 3 categories wins. The Impreza GX winning the best mid sized car under \$28,000, the Forester X won the best recreational 4WD. It becomes the only car to win its category 4 years in a row [since the awards started in 2000], and the WRX tied with the Mazda RX8 for the best sports car under \$57,000.

New look H6 — After getting his lifted H6 repaired from the kangaroo strike David Bargaen decided to refit the old front bumper in modified form. For a better front approach angle David cut the bottom edge off, and for a more professional look finished the job off with a chrome strip. He is happy with the out come and says it should be like that from the factory. David has a brand new bumper in storage ready to fit on for when he is ready to sell the car.

Another RX Turbo – Mark Ottway who already owns an L85 RX recently found and bought a good rare original well priced standard RX in Caloundra. He plans to fully set it up by transferring a lot of gear from his existing RX.

It is amazing what you can find – While on a trip to the local dump John Leach spotted what he thought was a WRX inter cooler sticking out of a scrap metal bin. On closer inspection, sure enough it turned out to be a late model dual outlet type so he rescued it. This happened just after he had bought and fitted a similar unit to his L89 turbo wagon. So he decided the best plan would be to donate it to the Club, so a member could buy it. It was quickly snapped up by David Martin.



HEARD THE NEWS

Good deals – At the moment Subaru Australia have some good deals going, the Forester X has a 5 year extended warranty, while some of the Impreza range the GX, RX, sedans and wagons, RV wagon and RS sedan have been reduced by \$2000. Now to celebrate The Australia's Best Car Awards 2003 the Impreza GX has free air conditioning, and the Forester X has free rego, stamp duty, CTP insurance.

Adding to the Subaru fleet – Philcomm the communications experts and Suba News advertisers and Club supporters have a fleet of 14 Subaru's ranging from Impreza's up to a Forester GT, WRX, and a Liberty Heritage. The latest model to join the fleet is a rally prepared Impreza RS 2.5 sedan that the proprietors son Matt Van Tuinen will contest in next years ARC super series. It is a new one make series called the Subaru Rally Challenge set up by Subaru Australia for up and coming young drivers. There is up to \$100,000 in prize money up for grabs. Matt's current rally car is a group N MY 99 WRX will be used in next years QRC.



Group shot of vehicles at Mount Widgee. Photo by Leigh Waugh





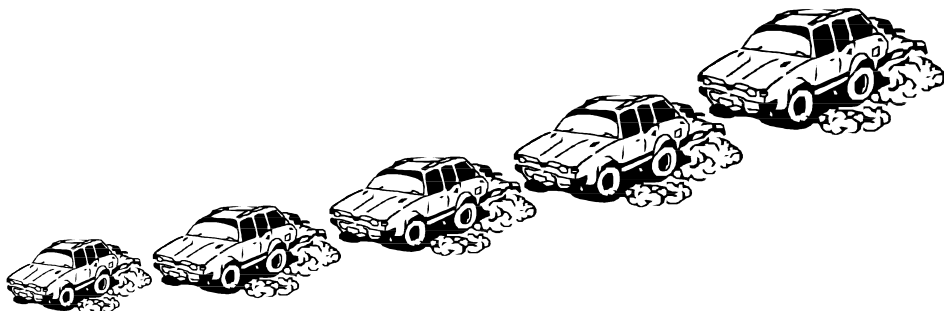
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