



4 Wheel Cruisin'

November/December 2016 | Volume 46 No. 6



Official Journal of the Toyota LandCruiser Club QLD Inc.

In this issue



< Chainsaw
Course



^ Tour de
Blackbutt

2016 Christmas
Party >



Control & Safety - EFS gives you added control and safety when it counts, with improved handling and better designed shock absorber and spring combinations. EFS will help keep your loaded 4wd under control.



Design & Integration - EFS is designed and developed in Australia, exceeding our performance expectation. EFS is not just a generic shock absorber but a fully integrated system combining springs, shocks and components that are matched through appropriate valving and rates to suit specific 4wd vehicles.



Vehicle Fitment - EFS have many different suspension kits to suit your needs, whether you are towing, off-roading or carrying that extra load. With standard, raised, H/D raised or extra H/D raised and many different makes and models available. EFS offer three ranges to choose from EFS Enforcer, Elite, XTR and X-Treme to suit most budgets and needs.



Dynamic Motion Control Technology - DMC-7 is a new advancement in shock absorber technology developed by the EFS Research & Development Team. In simple terms, with this refinement of valve design we are able to achieve a far more precise control of damping forces and quicker valve response. Whether you're traversing slow off camber terrain or high speed Outback corrugations the EFS Shock Absorber will automatically adjust to suit your driving conditions.



EFS Warranty - EFS is backed by a 3 year/100,000 Km warranty and covered by our Australia wide EFS Dealer Network.



Australia Wide Network - Simple - Smart - Convenient the easy way to buy EFS with over 50 locations Australia wide



www.1300efs4wd.com.au or PH. 1300 EFS 4WD (1300 337 493).

EFS Suspension kits to suit - Landcruiser - Prado - FJ Cruiser - Hilux - 4 Runner - Surf

Destinations made easy....

....for you and your Toyota.

**THE ALL NEW
EFS XTR SHOCKS
AVAILABLE NOW
SUITS 80/100 SERIES
LANDCRUISER
HILUX COMING SOON**

XTR 40MM BORE

4X4 PERFORMANCE

EFS
ENHANCED 4WD SUSPENSION

You Tube **f**

www.1300efs4wd.com.au **Ph. 1300 EFS 4WD**



4 Wheel Cruisin'

Volume 46 No. 6

November/December 2016

Official Journal of the Toyota LandCruiser Club
(QLD) Inc.

Motto - "Friendship, Fourwheeling and Fun"

Founding member of Four Wheel Drive Queensland

MAJOR SPONSOR



4X4 ACCESSORIES

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0404 151 493

Available from Glen Battese

CLUB MEETING PLACE

The Administration Centre

Mt Coot-tha Botanical Gardens

DATE & TIME

7.30pm the last Monday of each month except for long weekends when it will be held on the Tuesday following the Monday.

MEMBERSHIP FEES

Annual Membership \$125.00

(Includes \$15 4WD QLD membership fee & \$8 for Insurance)

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Dave Williams, Ian & Sue Wightman, Laurelle Penhaligon, Joy Hankinson, Jan Scudamore, Warwick & Christine Burrows, Bill & Marj Kasper, Bill & Vicki Fawkes, Ross & Gail Brown, Gary Couchman, Enzo & Fran Santin and Bruce & Di Watson.

COVER PHOTO

John Kelley - Tour de Blackbutt 11th-13th November 2016

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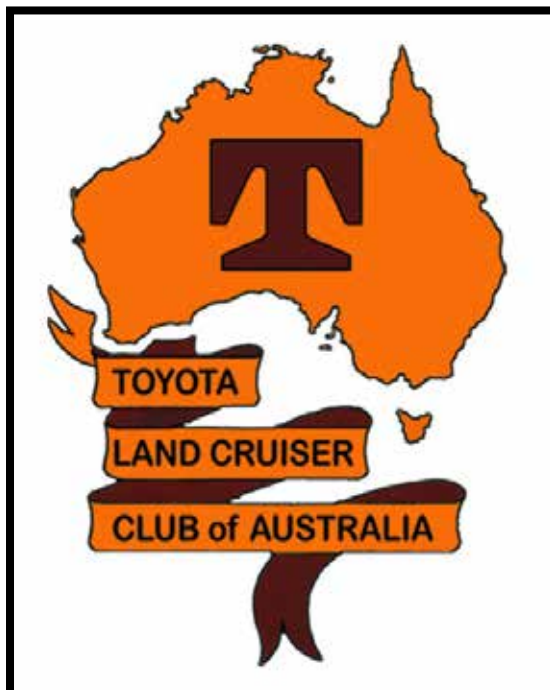
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Courtesy of Linda Phan 2016 Christmas Party



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The last six weeks have been exciting and busy in so many different ways! Recently I took Kym and Mitch to Ruthervale where we scoped out a plan to hold New Members day closer to Brisbane. On the 17th of December we will be holding a track clearing day to get the New Members Day tracks up and running, ready to start the new year with new sites. If you are keen to come along, please log onto the website and book onto the trip. Although it is being run as a day trip, you are welcome to camp the night.

There have been some fantastic articles and photos coming in over the past few months. Every single one of them are very much appreciated!! It makes this job that much easier when I can go to my emails and pull out the articles. If I haven't responded to an email with an article or photos, it is because I don't want to lose it amongst my emails, so I keep them unread until I can put it into the magazine.

So please be patient with me!! If it is urgent flick me another email with that in the subject! ;D

Catch you all in the new year, it's certainly going to start with a bang, and I can not wait for it!



About TLCC QLD

A club where 4WD enthusiasts and their families can enjoy, share and participate in a range of organised 4WD club activities including trips away, camping, social and 4WD driver training activities. Toyota Landcruiser Club QLD is a non-profit organisation committed to the conservation and protection of our natural environment and promoting safe and enjoyable 4WD experiences for owners of ALL 4WD makes and models, including 'soft roaders'.

The club publishes our bi-monthly magazine distributed to over 400 active club members and is packed with 4WD news, club information and handy 4WD tips.

TLCC QLD is managed by a committee of elected club members with diverse backgrounds and professional experiences. Also a founding member of Four-Wheel Drive QLD.

We hold New Members days and we have a number of instructors who check over your vehicle and provide valuable information about how to drive off road in a convoy safely. We talk about safety equipment such as snatch straps, tree protectors, portable air compressors and first aid kits. We then are required to run you through a reverse hill stall procedure and make sure you are confident with applying this procedure.

Whether you are brand new to 4wding or have had years experience in off road vehicles, this is a mandatory part of our testing for the club and is required before you proceed on any of our 4wding trips with the TLCC QLD (Inc).

We take your safety seriously and provide you with the necessary information and skills to tackle any of the areas above, at the TLCC you can feel confident knowing that you are using these skills and knowledge provided to make sure each trip you go on is as safe and enjoyable as the one before.

Like any club, we have monthly meetings to discuss upcoming trips, past trips and any other information pertinent to the clubs general day to day business. We are steered by a committee that is elected each year by our members who run these meetings on the last Monday of each Month at the Mt Coot-Tha Botanical Gardens Auditorium at 7pm.

We also have a bi-monthly magazine called '4 Wheel Cruisin'' which keeps you up to date with any club information and upcoming events, whilst also keeping you informed of what trips have been recently completed with in depth trip reports. Our generous sponsors who advertise in our magazine also offer specials to club members from time to time.



Club Calendar

December 2016

Friday	9	General Meeting Mt Coot-tha Botanical Gardens
Sunday	11	Bribie Island Day Trip Relaxing day at Bribie
Saturday	17	Track Clearing Ruthervale New Members Day Track Clearing
Friday	23	Christmas at Roberts Ranges 26th Dec 2016 - 1st Jan 2017 Formerly Southern Downs

January 2017

Saturday	21	Glasshouse Mountains
Saturday	21	Sand Driving Course 21st-22nd Noosa North Shore
Friday	27	Bribie Island Camping 27th -29th Bribie Island
Monday	30	General Meeting Mt Coot-tha Botanical Gardens

February 2017

Wednesday	1	Driver Training Theory Night 1
Thursday	2	Driver Training Workshop Night
Sunday	5	New Members Day
Wednesday	8	Driver Training Theory Night 2
Wednesday	15	Activities Meeting Norman Hotel Woolloongabba
Saturday	11	Driver Training Weekend 1 11th - 12th Brooklyn Property
Saturday	18	Driver Training Weekend 2 18th - 19th Brooklyn Property
Saturday	25	2016 Awards Weekend 25th - 26th Murphy's Creek
Monday	27	General Meeting Mt Coot-tha Botanical Gardens

November 2016

Friday	3	Straddie Beach Weekend 3rd-5th Stradbroke Island
Saturday	18	Mt Mee Exploration
Monday	28	General Meeting Mt Coot-tha Botanical Gardens

If you would like to run a trip and want some help or ideas, please contact the Activities Coordinator. Contact details can be found inside the front cover of the magazine or in the 'Activities Report.'



Sand Driving Course
21st - 22nd January 2017



2016 Awards Weekend
25th & 26th February 2017



ARB Jindalee Open Day
27th May 2017

ONLINE BOOKING?

- 1 Go to www.tlccqld.com.au
- 2 Sign in to Members Zone
- 3 Select 'Trip Listing'
- 4 Select the trip you wish to book
- 5 Complete the booking form at the bottom of the page

Activities Report

Interested in running a trip?

Don't wait - see me today!!

It's Easy!

- A little pre-departure required
- Paperwork now a minimum
- Day Trips
 - Weekdays
 - Weekends
- Long distance
 - Weeks or even months
- Whatever takes your fancy - is good for the club!
- Enjoy your adventures with like minded friends
- Strike up fantastic new friendships



Go places you enjoy!

- Fishing
- Camping
- Social Events
- Scenic Drives
- Bush Tracks
- Mountain Retreats
- National Parks
- 4x4 Parks
- Desert
- Snow

Not sure how to start?

- Have your idea – your destination
- Do a little research
- Ask for assistance
- We can circulate to members to seek interest to assist with running trips i.e. Tail End Charlie (TEC) or even a Trip Leader if you're more interested in being TEC first up.

Get planning today!!

- Join in!
- It's enjoyable
- Rewarding
- Easy
- Dust Free (at the front)
- And most of all it's FUN!!

Donna Lewis

Activities Coordinator

0439 034 039

activities@tlccqld.com.au

Lead 2 trips and get \$25 discount on 2017 – 2018 membership
Lead 5 trips and get 2017 – 2018 membership FREE

Marketing | Membership Reports

Marketing

The TLCC QLD works hard every year to work with local businesses. Several choose to advertise in our magazine and you will find their ads throughout this edition of 4 Wheel Cruisin'.

The following businesses will offer club members a discount upon presentation of your current membership card.

Please remember to support our advertisers.

If you know of any other businesses who offer discounts or you think would like to advertise in our magazine please let the marketing officer know.

Tanya Mason - marketing@tlccqld.com.au



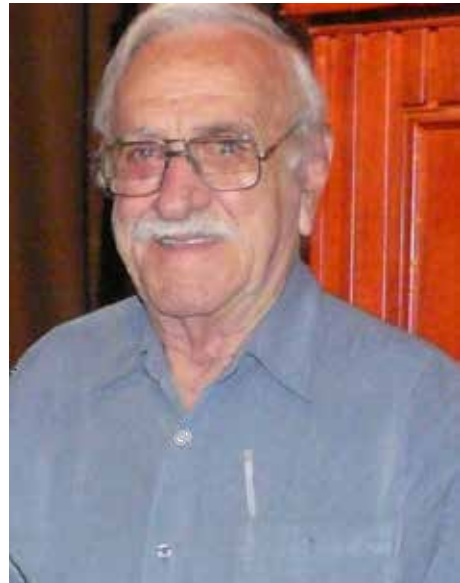
East Coast Lubes & Mobil —10%
Use code **TLCC** at the checkout
when you shop online
<http://www.eclubes.com.au/shop>



FWD Motors—10%

Vale David Williams

It is with a sad heart that we learnt of the passing of our Club Patron - David Williams in November. He was a founding member of the club, membership number 2, and has been a stalwart member throughout the years. Rest easy Dave.



Membership

What a year this is shaping up to be for the club. We now have a very large number of active club members which is fantastic to see. In our membership we have 262 financial, 10 life and four honorary members.

A big welcome is extended to our new members:

- * Jeff Lewis
- * Jason Vidulich
- * Andrew Albert
- * David Moss
- * Nathan Kotzur

As well as our new members, we welcome back to Tim Haberman and his family.

Scott Handley - membership@tlccqld.com.au



Education

New Members Day

We have a number of instructors who check over your vehicle and provide valuable information about how to drive off road in a convoy safely. We talk about safety equipment such as snatch straps, tree protectors, portable air compressors and first aid kits. We are then required to run you through a reverse hill stall procedure and make sure you are confident with applying this procedure.

You will also receive information about the club, how we operate and how you can participate in our activities.

Whether you are brand new to 4WDing or have had years' experience in off road vehicles, this is a mandatory part of our testing for the club and is required before you proceed on any of our 4WDing trips with the Toyota LandCruiser Club of Qld (Inc).

New Members Days are normally run on a Sunday from 8am to 3pm.

Upcoming dates are:

5 February 2017

**8 & 9 April 2017 (Weekend to cater for 4x4
Show new members)**

23 April 2017

28 May 2017

18 June 2017

2 July 2017

For more information contact:

Mitch McGregor
0419 771 756
mapping@tlccqld.com.au

Kym McGregor
0407 165 036
drivered@tlccqld.com.au



Driver Training

Our Basic 4WD Training course SISODRV302A Drive and Recover a 4WD is nationally recognised within the Australian Qualification Framework under an agreement with the RTO of Four Wheel Drive Queensland Training. It is conducted over 2 evenings plus a workshop night and 2 full weekends. Where possible the training is conducted with a one on one trainer ratio in your own vehicle. All aspects of 4WD driving are covered, including vehicle preparation, safety, recovery, driving techniques over various terrains as well as environmental factors.



The upcoming course dates are:

February 2017

Theory Night 1—1 February 2017

Theory Night 2—2 February 2017

Workshop Night —8 February 2017

Weekend 1—11-12 February 2017

Weekend 2— 18-19 February 2017

For more information contact:

Kym McGregor
0407 165 036
drivered@tlccqld.com.au

Other Education Courses

The TLCC QLD offers a range of educational courses that could assist you when fourwheel driving, camping and in general day to day life of maintaining and caring for a vehicle.

The types of courses offered include Chainsaw courses, First Aid Courses, and anything else that is thought of or suggested throughout the year. If you have a suggestion for a course please let Pat know and he will investigate it.

For more information contact:

Patrick Hickey
education@tlccqld.com.au

Environment & Organisations

Although everything is ramping down for the Christmas and New Year's break there is still a few things to update you on. The 4WD QLD reps meeting in October brought about the following information.

CARE/FICU

Fraser Island Clean Up is looking for any interested parties that would be interested in supporting or sponsoring next year's event.

There is a plan in place to run a trial of the Cape York Clean Up in August, with the first official event being held in 2018.

TRAINING

The first ever chain saw course that the association held was a success, there was a total of 17 people who attended with only eight of them being certified trainers who could then deliver this at later date to their own clubs. The event was sponsored by Husqvarna and they supplied 10 sets of safety equipment and three chain saws for the Association use on the training days. If you are interested in attending a chainsaw course, something that many private property owners are now requesting you have completed if you intend on using a chainsaw, please contact me.

INSURANCE

A.J. Gallagher has an offer for a rebate similar to the one we have with Motorama. Every time a new personal insurance policy is done through A.J. Gallagher and you inform them that you are also a member of the 4WD QLD Association, a small donation is paid to the association.

HALL

The hall is open for hire by anyone and if you wish to use it you can contact 4WD QLD by emailing info@4wdqld.com.au. This is where the last Trivia Night was held, for those who don't know where it is. If you didn't attend that, then log onto the 4WD QLD website and you will find more information there.

PUBLIC RELATIONS

If you were at the last couple of meetings, you will have heard me mention that 4WD QLD have new stickers. If anyone wishes to add a photo to the 4WD QLD Facebook page showing off this new sticker, they have asked if you can please #whereadventureunites.



Josh East

clubliaison@tlccqld.com.au

WHERE ADVENTURE UNITES

Fundraising Raffle to support 4WD Queensland Training & 4WD Clubs Inc

10000 raffle tickets are on sale. Tickets are priced at \$5 each, 3 tickets for \$10, 6 tickets for \$18, 11 tickets for \$30

Buy Tickets Now

1st Prize valued at **\$11,100.00**

Sea-Doo Spark, 3 seater, 90hp includes trailer and registration. Dimensions: 305cm (L) x 118cm (W) Weight: 191kgs. The Sea-Doo Spark is a playful and easy-to-ride jet ski. It boasts the most fuel-efficient engine available and is light enough for many popular compact sedans to tow. Your chance to win the perfect watercraft for your family is now easier than ever.

WHERE ADVENTURE UNITES

4wdqld.com.au

Merchandise Report

Toyota LandCruiser Club (QLD) Clothing Store

Looking for a great shirt to wear to your next 'Friendship-Fun-and-Four-Wheeling' trip?

We have a great range of styles and colours of shirts that can be ordered at any Monthly club TLCC QLD Meeting. Shown are some of the many choices available.



WHAT CAN I CHOOSE?

POLO SHIRTS - We have a number of different styles of Cool-Weave Polo shirts in short or long sleeve styles, or a more formal Chambray style button shirt.

- Men's sizes up to 5XL
- Women's sizes up to 24
- Children's sizes

Cost:

Adults - \$31.00 Short Sleeve
~ \$38.00 Long Sleeve

Children's - \$25 Short Sleeve
\$30.00 Long Sleeve



LONG SLEEVE FULL OR HALF

ZIP FLEECE JACKETS - Cost \$53.00.

If we don't have just what you're after, you are welcome to bring in your own shirt or fleece for embroidery with the club logo - (\$10.00).

Can't remember your name tag? You can have your name embroidered on your club shirt or your own shirt for \$6.60.

DON'T FORGET YOUR CAR

TLCC QLD club stickers or Toyota LandCruiser Club Australia stickers - \$2.50.

Toyota LandCruiser Club Australia Metal Car Badges - \$30.00.



HOW DO I ORDER?

The TLCC QLD Merchandising Stand is at the front of every club meeting. Come up and see the catalogue's or bring in your own shirts.

Payment by Cash, Credit card or EFTPOS at the meeting for delivery the next month. If you can't make the next meeting I can arrange postage (at extra cost).

Maria Pejich

Merchandising Coordinator

merchandising@tlccqld.com.au

0413 086 384



Chambray Shirt

Trip Rating Guidelines

TLCC QLD Trip Rating Guidelines

Trip leaders are responsible for allocating a trip rating to any trip they run. This helps members make decisions about which trips they want, or are able to attend. The rating given to a trip takes into consideration the terrain, driver capabilities and vehicle capabilities.

Recovery gear should be carried by each person attending a trip. At a minimum this includes a snatch strap suitable for the vehicle and a rated bow shackle or two. Other items that may be beneficial are tree trunk protectors, snatch blocks, recovery tracks and long handled shovels.

4WD QLD RATING - EASY

Overview

All-wheel drive and high range. Novice Drivers.

Expected Terrain & Track Conditions

Mostly unsealed roads with no obstacles and minor gradients.

Vehicle Suitability

All-wheel drive and high range 4WD. Can be low clearance with single range and road tyres.

Recovery Equipment

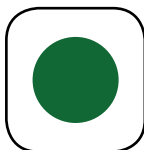
As per club standards.

Driver Training Experience

Suitable for novice drivers.

Weather

May be more difficult in wet conditions.



4WD QLD RATING - MEDIUM

Overview

Mainly high range 4WD but low range required. Some 4WD experience or training required.

Expected Terrain & Track Conditions

Tracks with some steep and/or rocky, slippery, sandy sections. May have shallow water crossings.

Vehicle Suitability

Suitable for medium clearance vehicles with dual range and all terrain or road tyres.

Recovery Equipment

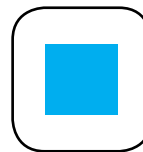
As per club standards.

Driver Training Experience

Recommended that drivers have experience or 4WD training. Recommended to be done in groups of vehicles.

Weather

Will be more difficult in wet conditions.



4WD QLD RATING - DIFFICULT - BLACK DIAMOND

Overview

Significant low range 4WD with standard 4WD ground clearance. Should have 4WD driver training.

Expected Terrain & Track Conditions

Tracks with frequent steep and/or rocky, slippery, sandy track sections. Possible water crossings.

Vehicle Suitability

Suitable for medium to high clearance vehicles with dual range and all terrain tyres.

Recovery Equipment

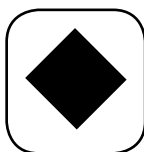
As per club standards.

Driver Training Experience

Recommended for drivers with reasonable experience or 4WD training. To be done in groups of vehicles.

Weather

Will be more difficult in wet conditions.



4WD QLD RATING - VERY DIFFICULT DOUBLE BLACK DIAMOND

Overview

Low range 4WD with high ground clearance. Experienced drivers.

Expected Terrain & Track Conditions

Tracks with frequent steep and/or rocky, slippery, sandy track sections. May have difficult river crossings.

Vehicle Suitability

Suitable for high clearance vehicles with dual range tyres suitable for the terrain. Mud terrain tyres.

Recovery Equipment

Winch/recovery equipment required.

Driver Training Experience

Drivers with extensive experience and advanced training should only attempt as there are several technical challenges. Recommended to be done in groups of four or more vehicles.

Weather

Will be more difficult in wet conditions.



Guest Speaker

A big thank you is extended to Gary Dare from 4x4 Wiring Solutions and Cheryl from Revolution Power Australia for presenting at the November General Meeting on Monday the 28th November 2016.

They spoke about the absolute latest in Dual Battery technology.

Gary spoke and talked about the new PBS25D Extreme Portable Battery Solution. Designed and custom built by 4x4 Wiring Solutions & Powered by Redarc. Available with Lead Crystal or Lithium batteries. It can be charged from solar or your vehicle at the same time with 'Green Power Priority' with simple colour coded and keyed genuine Anderson plugs.

All PBS25D systems feature a brand new Mosfet load disconnect which will shut off power from the battery at a set voltage! This is a tough, completely portable dual battery system you can mount in any position, use anywhere and charge anywhere!

Cheryl spoke about the super tough and amazingly light Lithium batteries from Revolution Power Australia.

There presentation certainly made everyone want to go and upgrade their dual battery setup, no matter how new it was.

Again a big thank you to both Gary and Cheryl for taking the time to visit the Club. Thank you also for the donation of a 600 Amp Lithium powered jump start kit for the nightly raffle.



Courtesy of Peter Constant



4X4 WIRING SOLUTIONS
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✓ SOLENOID AND DC/DC ISOLATORS	✓ ANDERSON PLUG CHARGE WIRES
✓ PORTABLE BATTERY SOLUTIONS	✓ FRIDGE SOCKETS
✓ CAMPER/CARAVAN & TRAILER WIRING	✓ VEHICLE LIGHTING

4x4wiringsolutions.com.au



Courtesy of Peter Constant. Raffle Prize winners for the night.



Caravan Refrigeration Service

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Mobile 0407 670 534

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Otherwise by appointment


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caravanrefrigeration@westnet.com.au

Trip Advertisements



ARB
4X4 ACCESSORIES
JINDALEE

Ph: 07 3715 6400 | Seventeen Mile Rocks QLD 4073 | www.arbjindalee.com.au

ARB Jindalee is planning an Open Day for Saturday 27th May 2017.

They would like to invite you to please save the date for this event as your participation would be greatly valued in making their Open Day a success.

More detailed information about the day will be provided early in the new year.



Bribie Island
11 Dec 2016

This is a relaxing day trip to Bribie.
Trip Leader: Stuart Trout
stuart.trout@outlook.com

Roberts Ranges
26 Dec 2016 -
1 Jan 2017

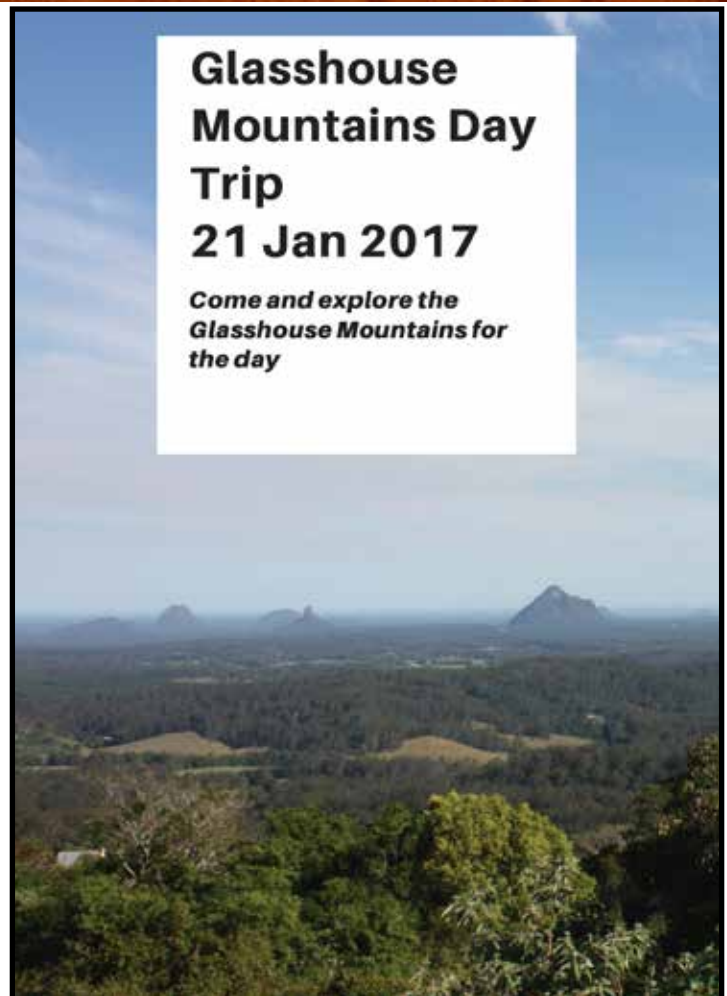
The annual Christmas getaway to Roberts Ranges. Come and go as you like. stay for the bonfire on New Years Eve.





Sand Driving Course
21-22 Jan 2017

This is an educational week-end with tips and tricks to help make sand driving easier and safer.



Glasshouse Mountains Day Trip
21 Jan 2017

Come and explore the Glasshouse Mountains for the day



Activities Meeting
15 Feb 2017

This is an educational week-end with tips and tricks to help make sand driving easier and safer.



Fraser Island Clean Up
5-8 May 2017

Fraser Island Cleanup is an annual event hosted by 4WD QLD. Volunteers band together to collect rubbish, cleaning up this amazing icon.



TOYOTA INVESTS IN FUTURE OF LANDCRUISER

Toyota has significantly re-engineered its top-selling LandCruiser 70 Series single cab-chassis to achieve the maximum five-star ANCAP safety rating as part of a comprehensive across-the-range upgrade.

Single cab-chassis variants benefit from a frame that is larger and stiffer, additional airbags, revised body panels, new front seats and a raft of other changes that improve its safety performance.

All 70 Series variants receive a full electronic safety package of vehicle stability control (VSC), active traction control (A-TRC), hill-start assist control (HAC), brake assist and electronic brake-force distribution in addition to the existing anti-skid brakes.

Other major improvements to the LandCruiser 70 Series include engine upgrades that have reduced fuel consumption by up to 10.1 per cent* while resulting in improved responsiveness, more relaxed driving and lower emissions.

The high-torque 4.5-litre turbo-diesel V8 engine has gained a diesel particulate filter and piezo-electric injectors while the five-speed manual transmission's gearing is taller in second and fifth gears. Cruise control is new to the standard equipment list.



Additional upgrades to the WorkMate grade include replacing split-rim steel wheels with a wider single-piece 16-inch design, matched for the first time to tubeless tyres.

Toyota's Australian engineers, supported by colleagues from Toyota in Japan, conducted extensive local development and evaluation over the past five years, including recalibrating the suspension to match the new frame.

LandCruiser 70 Series was subjected to more than 100,000km of extreme local testing, 70 per cent of which was conducted off-road, including in some of the harshest conditions in the country.

The sweeping engineering and manufacturing advances for LandCruiser 70 Series have resulted in modest price rises. Single cab-chassis variants, which receive the most widespread updates, have had their listed retail prices rise by \$5,500# while the price rise for the double cab-chassis, wagon and troop carrier has been limited to \$3,000, or 4.5 to 5.2 per cent.

Toyota Australia's executive director sales and marketing Tony Cramb said the comprehensive updates were specifically designed and engineered to meet the varied demands of business and private buyers.



"These extensive engineering and specification updates guarantee the future for the LandCruiser 70 Series and its unrivalled combination of reliability, towing, payload and off-road ability," Mr Cramb said.

"For more than 30 years, miners, farmers, governments and many other users have turned to the go-anywhere 70 Series to traverse the most inhospitable terrain and complete the toughest jobs.

"Toyota Australia was determined to return their loyalty and, with the support of our parent company, devoted significant resources to ensure we and our dealers could continue to meet demand. The only alternative was to walk away from this model - and that was not an option."

Mr Cramb said Australians had bought more than a quarter of a million of these rugged workhorse vehicles - or almost one in five of the total number sold around the world.

"Such is the popularity of the 70 Series, Australian customers continue to buy around 8,000 a year come rain, hail or shine," Mr Cramb said.



The single cab's new frame is bigger and stronger with greater torsional rigidity due to thicker side rails and seven cross-members, including one that is new and three that have been re-engineered.

In addition to improving safety, the new frame reduces noise, vibration and harshness and contributes to improved handling and stability without affecting ride comfort.

Engineers have developed 12 new or thicker body panels to contribute to improved safety, including the bonnet, pillars, doors and floor.

The bonnet now has a pronounced "power bulge", which



contributes to sufficient clearance above engine-bay components to meet pedestrian impact requirements.

Single cabs are now fitted with five airbags, gaining two side curtain-shield airbags and a driver's knee airbag in addition to its existing driver and front-passenger airbags.

New bucket seats enhance safety, comfort and ergonomics with a new structure that helps prevent whiplash. Revised mounting points contribute to the overall safety rating while new coverings deliver greater side bolstering and lumbar support.

Other improvements for this top-selling variant include under-dash padding for the passenger and relocation of the steering link behind the front axle, for increased safety.

Telescopic dampers have been recalibrated during local tuning of the single cab's robust suspension set-up to complement the stiffer frame.

Combined-cycle fuel consumption for LandCruiser's 151kW/430Nm turbo-diesel engine falls to 10.7 litres/100km*, an improvement of as much as 10.1 per cent.

The steering link for the single cab-chassis is now located behind the front axle, improving safety and requiring the introduction of a single 130-litre fuel tank - the same size as specified for wagon and double cab-chassis models. The troop carrier continues to be fitted with two 90-litre tanks.

Newly adopted VSC automatically disengages in low range. A-TRC, which eliminates the need for a limited-slip differential, operates in high and low ranges, but can be disengaged for sand. The latest HAC⁺ is designed to prevent the vehicle rolling backwards on an incline for approximately two seconds.

All new 70 Series workhorses are now fitted with front seatbelt pre-tensioners and a passenger seatbelt reminder.

As part of the overall upgrade, LandCruiser 70 Series has a new bank of 10 fuses for safe and easy connection of accessories.

The LandCruiser 70 Series range retains its ability to offer maximum payload and the maximum 3,500kg towing capacity at the same time.

ARB Lights The Way



Australia's leader in 4x4 accessory design, engineering and manufacturing, ARB Corporation Ltd, has released a new and innovative LED light bar, designed to integrate closely with the top tube of a bull bar.

ARB Intensity AR40 LED Light Bar:

Engineered in Australia and manufactured in the United States, using the same patented lens/reflector optic technology as the existing Intensity LED driving lights, the new ARB Intensity LED light bar features 40 individual LEDs (two rows of 20) encased in a virtually indestructible polycarbonate lens and powdercoated, extruded aluminium body with pressure die cast end caps.

Designed to integrate with the top tube of the bull bar, the AR40's extruded alloy housing wraps around the tube, providing a low profile that doesn't obstruct the driver's view of the road.

"It was very much about the integration of the unit into the bar," explains John Bamfield, ARB's Product Manager for the Intensity light range. "The way the heatsink has been designed, once it's mounted onto the bar, it almost envelopes the bar itself, so it becomes one with the bar."

The light bar's unique tube clamp mounting system sits out of view and delivers incredible stability for off road use, eliminating vibration whilst being adjustable so that it won't interfere with aerial mounting tabs, leaving them free to be used for their intended function.

Performance is unhindered, with a heat sink that has over 435,000 mm² of surface area, allowing the light bar to operate at optimum efficiency even when the vehicle is stationary.

A unique moulded rubber seal sits between the polycarbonate lens and cast aluminium body to create a watertight and dust proof seal, allowing the light to achieve an IP68 rating - meaning protection against dust ingress and submersion up to 3 metres.

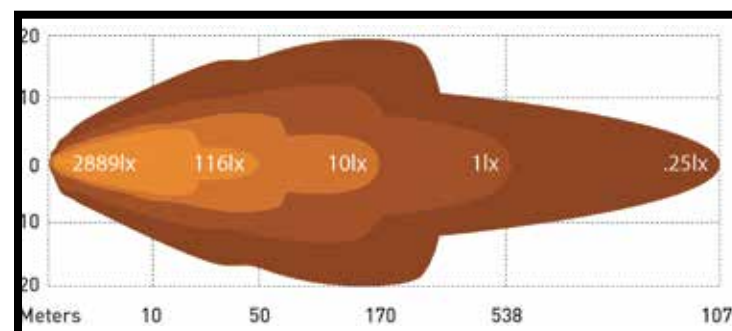
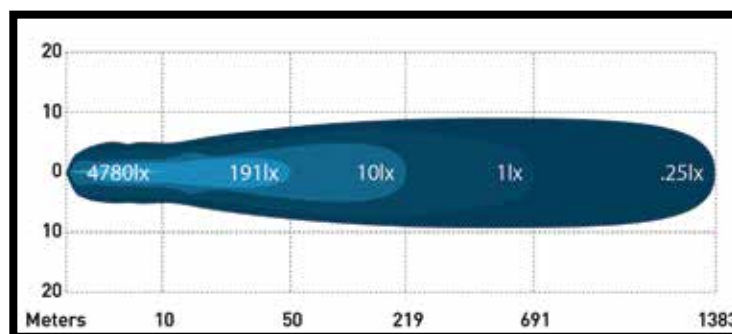
Each Intensity LED light bar is built to last, featuring over/under voltage protection, integrated thermal management and protection against radio frequency and electromagnetic interference.

Integral to the design is a range of virtually indestructible, moulded polycarbonate covers, hard coated for scratch and UV resistance and available in a range of colours to further enhance protection from the elements.

For an integrated fit to your vehicle, mounting kits are designed specifically for ARB bull bars and are available in three sizes to cater for different tube diameters. Each kit is manufactured from extruded aluminium and incorporates stainless steel fasteners.

For increased versatility, an alternative to the bull bar mount is the pedestal mounting kit, enabling fitment to the pan of a bull bar or a roof rack. All fasteners are manufactured from stainless steel, with mounting hardware manufactured from a combination of aluminium and steel.

AR40 light bars are available in both Combo and Spot beams to suit a range of driving conditions.



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Driver Training

22nd October 2016

Article by Craig Rutherford | Photos by Meghan Scrivens
Weekend Two - Day One

Before I get started I'd like to give a big hand of applause to John – he set a new bar on Friday night, and thank you team for selecting me to write this article and not informing me until Sunday afternoon, there was a campfire in between you know!!

The nerves of the first day long gone and the students getting to know each other better, the weekend was shaping up to be a fun one.

We started the day with our pre-trip vehicle inspections and a group briefing before setting off to tackle some hills. Luckily the rain had held off and the tracks were mostly dry to start the day.

After some track clearing and a steep climb, we stopped at the not so Lookout "lookout" for some morning tea and a further team briefing before we headed back down. Brooklyn has a surprisingly ever changing terrain and flora, so you never get sick of the view.

After lunch the convoy ambled on down to the newly named "Henry's Hill" and after some more rainforest, lantana scratches, creek crossings and mud pits we reached "Pajero Corner".

After more uphill and downhill, creek crossings, mud and scratchy lantana the rain started to get a little heavier, luckily we were on our way back to camp.

Upon returning to camp some of us went out to acquire fire wood for the night's festivities and also to keep Matt happy, wouldn't you know it, the heavens opened up for the 30 mins we were away – thanks Uwie much appreciated!

After a wonderful day and now quite wet, we feed the trainers and everyone else that lined up (my wonderful wife has this part sorted – I love you babe) had a beer around a great fire (thanks Matt – my shovel is now broken in and perfect by the way). Myself I am extremely happy I did this course, there is no better way to get to know your and your vehicle's limits. It's a must do course.

P.S. Beware of crazy Irishman – they can however fix chainsaws.



Driver Training

23rd October 2016

Article & Photos by Meghan Scrivens

Weekend Two - Day Two

The Final Chapter

The theme of teamwork continued to carry us through the weekend, we made it through Saturday nights 'communal dinner' (most had victory with their meal...others didn't quite work out [I groan] as planned) and a relatively early night was had by all, in readiness to tackle the final chapter of our Driver Training course on Sunday morning.

With the pre-departure checks completed we took off on Sunday morning to complete those final tasks required to complete the course requirements and partake in some adventures (made more adventurous after the rain!) with our beloved 4WD's. Our collegiality allowed us to successfully complete the group assignment of having to navigate Greg and his 4WD through an obstacle on an incline under the guidance of our team. Whilst we were ready with the recovery gear, it thankfully stayed in its bag! We discovered the hidden Yowie Cave, noting that all but one instructor stayed behind leaving us to explore and discover the home of the Yowie.

Then suddenly we were back to where it all began....declines, inclines, hill stall starts and Herefords keeping watch as the convoy rolled on by.. and the realisation was made that we have grown, acquired skills, formed new friendships and sampled something quite addictive in four wheel driving!

From every team member of Course #76, we thank our team leaders and instructors for their time, dedication and passion and to the Pascoe's for the use of their beautiful property, Brooklyn.

I strongly recommend the Driver Training course to all new members; you will learn much about your vehicle, yourself and safe driving in a supportive, collegial environment.



Chainsaw Course

29th October 2016

Article by Doug Miller

Photos by Meghan Scrivens

On Saturday, 29th of October six enthusiastic members of the TLCC Qld attended a Certificate 1 training course 'Chainsaws; maintenance and operation' at the Interlink training centre in Loganholme. We six no doubt bearing in mind Jim's instructions to 'arrive no later than 7.45am' were all on time and ready to commence. We were met by our instructor Robin, and following introductions got straight into the theory part of the day; the good stuff, hacking up logs would come later in the day.



The theory section consisted of a number of DVD presentations showing the various segments on the main components of a chainsaw, their maintenance, use of and operator safety. With each segment Robin, who runs his own tree-felling business on the Gold Coast, would talk about what we had just seen and would get one of us to do the revision section at the end of each chapter. After we had completed this first part of the training there was unfortunately, the inevitable written test. It has been a long time since I had undertaken such a task so I can confide that I was not looking forward to it all that much... there's just something about written exams! Luckily it was an open book multiple choice exam (the book being Chainsaw Operator's Manual, chainsaw safety, maintenance and cross-cutting techniques) and seriously, not at all difficult as most of the answers were obvious if you used the book, your notes and a modicum of common-sense. The book could be purchased for \$15 which is something that we all did.

Part 2 of the day involved basic maintenance of a chainsaw. Robin brought out five new Stihl chainsaws for us to play with. We did not need a sixth as Tony had brought along his own small Husqvarna chainsaw complete with its own protective carrying case (a bunyip or two here perhaps?). Our first task was to add fuel and oil, something we all did with only minor spills.

Now I am not the most mechanically minded person so the prospect of dismantling a chainsaw momentarily daunted me but once Robin had shown how relatively simple it was to dismantle a chain guide bar and loosen and tighten the chains with the right tool we all took eagerly to the task at hand. Again safety was emphasised.

This section of the course completed we were eager to get down and dirty with chainsaws in hand. Robin loaded up his truck (not a TLC it must be said) with the chainsaws and told us to jump into our vehicles and follow him to the property



where we were to put the theory into practice. It was at this point that things started to go awry, a little. The first problem arose at a roundabout where Robin and Kim got through quickly but the rest of us were held up by through traffic to the point that Meghan and her father John in the next car lost sight of Robin and Kim. This resulted in rest of us taking a right turn instead of a left turn and doing a brief tour of Loganholme. Now in all fairness to the rest of us Robin had not given us an address or any instruction other than 'follow me' so that is what we tried to do. Not strict convoy procedure so it was bound to falter and that is what happened. Luckily Meghan was navigating via mobile phone getting directions from Robin who must have noted that four of his charges were missing. We got back on track and headed off towards the Gold Coast. We exited at Yatala and here we ran into another roundabout. I followed Meghan and John and ended up in a roadhouse. Matt and Tony somehow ended up on the right road and soon caught up to Robin and Kim waiting a short distance along the road. The rest of us also got back on track and joined the convoy. We eventually reached the property where we were to put our chainsaw skills to the test.



While Robin sourced some suitable logs for us to practice on we all donned our 'chaps', ear muffs, safety glasses and hard hats. Interestingly the 'chaps' are made of plastic; if a chainsaw does cut into them the plastic fibres will clog the motor shutting down the chainsaw and hopefully limiting any damage to the operator (safety is paramount). It was at this point that Kim donned her pink helmet. Now this in itself warrants a bunyip but I think that she deserves a bunyip for the more horrendous fashion faux-pas of NOT having a matching pair of pink gumboots. Really if you want to make a fashion statement you should at least go all the way.

As luck would have it Kim was the first to have a crack at the logs with her chainsaw. Now this might seem petty but I think she earned another bunyip for setting a high standard that would prove difficult for the rest of us to achieve. She

took to the task with ease as though born to it. She told me that she had recently purchased a small property and would have plenty of opportunity to hone her newly acquired skill in clearing it. Of that I have no doubt. Some mention was made of up-coming nuptials with a proposed hen's night possibly turning into a 'bring-your-own-chainsaw-and-help-clear-the-land' party/weekend, so watch out ladies!

The rest of us took our turns as one by one we set about the tasks assigned to us. Down-cuts, up-cuts, cross-cuts, bore-cuts, we tried them all but none could match Kim's efforts. We were not that bad, it's just that she was better. This was a serious exercise with Robin keeping a critical eye on us all as this was a key component of our assessment. As always safety was the prime concern. We all had failings be it with our stance, good balanced footwork is essential, grip, keep your thumb tucked in, our head position, always to the left of the chainsaw (alas there are no left-handed chainsaws so those of you who are southpaws your head must always be on the left-hand side of the blade – not as simple as it sounds). This, unfortunately was my main failing (I could go into the rest of my failings but there is not that much room left in my report to do so, suffice to say I am calling a big bunyip on myself and we will leave it at that). In all fairness to Kim I am calling a bunyip on the rest of us for not being up to her standard.

Surprisingly we were done by 3.30pm. The time and just a few chips had flown. Robin did not say as much but I think we all passed (he says anxiously awaiting his Cert 1 certificate in the mail). We all enjoyed the day and we all enjoyed each other's company. I would highly recommend this course to other club members. I have a chainsaw for which I now have greater respect. So much so that as soon as possible I am going to give it a good overhaul (clean) before I take to the two small trees in my garden that I have to cut down; I will still get a professional in to remove the large tree. Confidence is growing but not that much.



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New Members Day October

9th October 2016

Article & Photos by Li Chan

After a lovely drive through the scenic rim, we arrived at Urbenville and met Jason, with Mitch & Kym arriving not long after. We had one other on the session so we were a little spoilt in the attention and one on one instruction received.

After a brief on driving in convoy we set off for Brooklyn with each doing a radio check as we headed off.

At Brooklyn we had an introduction to the club, received copies of the magazine and instruction on basic 4WD skills and the importance of correct placement of hands on the steering wheel. Soon after we were off for a quick pit stop at a camp site.

Next stop under the watchful eyes of the locals...the carved slopes where we had a briefing on the technique of controlled stalls and reverse. En route was a session on driving sideways on an incline.

Jason then took to the hill. After the stall descent session it was back to the shelter for instruction on the safe use of snatch straps and another spin around the property.

As we headed off home, a reminder from Kym, centre diff off before the sealed road.

Many thanks Mitch and Kym for the instruction and a fun day out.



New Members Day November

6th November 2016

Article & Photos by Leanne Hinde

Huge thanks to Kym and Mitch for a very enjoyable and information packed day.

Seven cars met in the morning and seven cars left in one piece in the afternoon, no easy task in itself. We learned the correct procedure for being in a convoy, an eye opening lesson in itself as was using a radio for the first time.

For Gus and myself, this was the very first time we had done any 4WDing so the creek crossing at the entry to the property was pretty hard core for us!

By the end of the day everyone had mastered a Hill Stall Manoeuvre, navigated a muddy creek with a pretty steep entry and exit (in my novice view), tried our hand on the new "Mogul Course" as I call it, and played follow the leader all over the property. This was a fantastic initiation into the world of 4WDing and showed us what our vehicle was capable of besides driving us to work and back.

Kym and Mitch have a great way of teaching, expanding our 4WDing knowledge with lots of banter between them making it much more enjoyable to learn, especially on the hottest day of the year so far! The reasons for the safety and recovery equipment were fully explained and some funny (and scary) stories of what happens if you attempt 4WDing without the proper equipment were shared.

All in all a really great day, with some lovely new friends. Can't wait for the next adventure.



Kym McGregor. Photo courtesy of Meghan Scrivens



Mitch McGregor. Photo courtesy of Kym McGregor

2016 Funkhana

29th-30th October 2016

Photos by Sue Winship



Sand Driving Course

11th-13th November 2016

Article by David Griffiths

Photos by Kay Bittner & Li Chan

The morning started with everyone meeting at the NOOSA NORTH SHORE camp grounds at 9am.

The course teachers began to talk about driving on sand and what is needed.

We then, after two hours, went down to the beach for a drive.

The drive test was where everyone drove onto the beach with road pressures,

We then drove around the course through a course of flags

On normal road pressure after everyone we then lowed our pressures to twenty psi and went around again and found it a lot easier. After that went around again with a pressure of 15 psi and noticed that it was a lot easier as we seemed to float over the sand. After this drive we then went up the beach just north of the beachside town of Teewah for lunch. After lunch we went up to the Red canyon.

Saturday night saw a few of the group go to the Noosa North Shore Restaurants for a great meal.

Sunday some of the group went for a drive up the beach to Rainbow beach, then went a little further up to Inskip point then back to Rainbow beach for a short drive down to freshwater track and onto the beach for a drive back to the Noosa North Shore where waiting for us was a storm which lasted a short time. Overall I would highly recommend this course for everyone.



Tour de Blackbutt



11th-13th November 2016

Article and Photos by Tony, Monika and Brittany Valentine

This was the first trip that we had booked, that would provide some real 4WD action. We had only joined the club in June and up until now we had attended the orientation day, lawn bowls and funkhana weekend.

We started the weekend by heading off to Benarkin State Forest late Friday afternoon, arriving at Emu Creek Camping ground just on dusk. We quickly selected our camping spot before it became completely dark. The site we had chosen was overlooking Emu Creek, and later we found that we were camped beside the trip leaders David and Maria.



Later in the evening, we decided to walk around and introduce ourselves to all of the other club members, in all there was about 11 families at this camping ground. We also found out that there were about another 11 families at Clancy's camping ground, which catered for dogs and was only about 1 kilometre away. Not a bad turn out to have 22+ vehicles for a club trip.

The next morning, we all met at Clancy's camping ground at 8.00am before setting out for Nanango State Forest. We decided to split up into two groups, to make the convoys more manageable. The drive was relatively easy but very dusty, with a few tracks blocked by overgrown lantana. The lantana forced us to turn around several times. Not easy when there are 11+ vehicles in each convoy. After lunch, Josh led both groups down a steep track where the forestry department had just harvested the pine trees. The track was covered in

debris from the logging operation and proved to be an issue with navigating down the track. Alex spiked a brand new tyre on his first outing and some other club members had to remove large sticks that had caught up under their vehicles.

Later that day we headed off to some tracks near Nanango township. Part way along these tracks, we came across a group of youths that had been hooning along the track doing fish tails, only to lose control and crash into a tree. The driver was standing with his mates, with blood on his face and looking very sorry for himself. There was no indication from his friends that they needed help, so we continued on thinking that, thank god the accident had happened before they had the chance to come crashing into our group. It would have been a head on encounter, judging by the fish tailing tracks.

Further down the track, we came across several trees that appeared to be purposely cut down to stop vehicles travelling along the route. No problems for our well equipped vehicles, we could simply drive straight over them, well most of us. From here it was a quick trip into Blackbutt, with a quick refuel for some before heading back to camp.

We all returned about 4.00 pm, only to find that a large whirly wind had blown over a gazebo, a tree and scattered some belongings across the camp site. The tree had narrowly missed a family that had been camped beside it. Later we set up a fire and enjoyed some snacks whilst socialising. This was a great chance to meet some club members that we had not met before.





One question that came up during the drive was "are we on private property or a gazetted road reserve?" For those who are interested, there is a web site that can be found by googling QLDglobe. The site explains how to open a file named QLDglobe.kml within Google earth. Once loaded you can turn on property boundaries and contours. From this data, you can determine where the road reserves are in relation to the tracks we drove (or plan to drive in the future). In answer to the question raised, I found that we were either on forestry land or a gazetted road for the whole day (based on what I can remember of the route we took). If you want NSW data, google NSWglobe.

On Sunday, we were promised a more difficult drive, with an interesting hill climb to finish the trip off with. The tracks we drove along included a few hill climbs, lots of lantana, plenty of dust and a tree blocking the track. The tree proved to be no match for two chainsaws, an axe and several club members readying to roll the cut sections away from the track, 3 minutes at most.

We eventually arrived at the interesting hill climb, where several club members walked the track to assess the situation. There were two options for the first hill climb, one was very steep and the other was even steeper and included a rock shelf that was about knee high that each vehicle would have to climb over. The next section was a moderate climb, followed by an extremely steep section, a hair pin bend, another very steep section that consisted of loose rocks and small rock shelves that had to be negotiated.



The group that had walked the track, just simply reported back "if you think the first section is bad, the next section is far worse, who wants to give it a go". Well, those that had not walked the track, just looked at the first section (which was

visible from where we had parked) and concluded that the first section looked bad enough, should we really be trying this. David suggested that those without lockers or traction control, avoid even trying. Also, those who were willing to try, should have enough confidence to control the vehicle should they not be able to progress to the top.

From what I remember, there were 10 vehicles in all that decided to proceed, including myself. David went first, but not sure how he negotiated the situation, as he disappeared into the distance and eventually radioed back to myself to proceed. I decided to take the harder option on the first hill climb and was able to climb over the rock ledge after a second attempt (I had to reverse a bit and go again with a bit more throttle). Having not walked the next section and knowing the trip leader would be unable to provide assistance as I was out of view. The next hill climb was going to be dealt with as I saw fit. I must have made the right judgement calls, as all went well and I arrived at the top of the hill with the vehicle in one piece.



Nev May was next, no problem for a member that has been in the club since 1981, he drove up the hill like it wasn't even there. Dave was next in his discovery and again made the ascent look simple. Next was a utility (rear locker only) with a Canadian couple (sorry, I do not remember names) that were unable to drive through the loose rock section. Those at the top of the hill, indicated to the driver to lock up the vehicle until the loose rocks could be shovelled away from under the rear wheels. After two more attempts, they were able to drive themselves up the last section.

Trent was next, a young but very experienced 4WDer in an 80 series LandCruiser. Plenty of momentum and an easy drive to the top. I believe he had at least one set of lockers.

Now for the interesting part of the day. Stuart and Belinda, who had no traction control, no lockers, no lift kit and an older model Prado had decided to attempt the challenge. Stuart wanted to see what his vehicle was capable of.

Well, all went well until the loose rocky section. The vehicle lost all traction and ended up partially sideways in a precarious position. Rather than risk, attempting to drive from this location, we at the top of the hill, all insisted that Stuart lock the car up on the hill and await assistance. The first winch set up, using Trent's winch failed, as the motor was not working for some unknown reason. The second winch set up, also failed as the winch appeared to not have enough power. Problem at this stage, was, that Stuart tried to drive out of the situation whilst still attached to the winch. It was at this point that the CV joint gave way.

What now, "no worries" replied Nev who was standing beside me, "I will get out the trusty 100-foot steel cable out of my vehicle and tow Stuart up the hill!" This worked a treat, but by now we had been at it for about an hour. I think this deserves a Bunyip, though I think Stuart may already be suffering financially from the repair bill he is facing.

The last two vehicles were late model Prado's with traction control, driven by Luke and Tanya. Both climbed the hill with plenty of momentum and made it look fairly easy.

I am pretty sure this hill climb made the trip very interesting for those who attempted it.

Having completed the final hill climb, we aired back up and headed back to camp to pack up for the drive home.

A big thanks to David and Maria for organising such a well-planned and interesting trip. For those who did not attend or have never been to the area, the camp sites are well worth visiting, particularly after the creek has more water in it.

A note from Alex Burke

As a new member and my 1st outing with the club, I'd just like to say a big thank you to everyone for your hospitality and well organised couple of days. Very enjoyable and rewarding trip!

Given I don't have anyone's mobile number, it'd be great to know via email that everyone ended up at the top of the last hill safely and with no vehicle damage?

Much to my dismay outside of killing one near new tyre I also had my main battery decide to die too which was diagnosed after waiting for RACQ on the side of the road 20minutes from home for well over a 75 minute wait! Weekend trip cost -- \$500 of unexpected bills. Bugger!!

Special thanks to our trip leaders, especially Josh and Scott from convoy 1.

Cheers

AB

(Alex - black hilux)

Article and Photos By Dave & Di Arnot

Saturday night was pretty uneventful but most were tired and dirty and, after showers and dinner, a lot of us turned in at around 9pm. Consequently, most were up and raring to go quite early on Sunday morning. There was enough time to pack up camp and head out for the days' adventure. We said our goodbyes to Julie, Carl and Chris and headed out.

We all met up and the "non dog" campsite, Emu Creek, at around 9am. All the cars left and headed out onto the tracks and after looking at the Quarry that Supercharger Dave thought we might like to look at (U-Turn number 1 for the day) we went to the legendary Big Hill that we had all heard about.

Some decided not to have a go as it started out pretty bad and got worse further up. All was ok until Stuart broke a front CV joint half way up. After the Disco attempted to winch Stuart up the hill, it was decided to tow him out as he was not coming up any other way. Trent, Disco Dave and Luke elected to stay with Stu and have a go at a bush repair (actually Stu's poor car had been parked up so close behind the Disco, and the big bad hill was directly in front of the

tyres, we couldn't get away even if we had wanted to). Dave and Maria lead the way back to camp and Josh and Scott returned to help out with Stu's car. 2 hours later and the car was fixed enough to get Stu home.

A great job was done by Trent and his apprentice Josh. They removed the CV joint and did a great bush repair, Stuart was able to get home in 2WD. The rest of us provided moral support to the workers while the Disco teetered on the edge resting up against a tree. Even Emma got her hands dirty cleaning off the tools with degreaser, her beautifully painted nails surviving the ordeal. We returned to camp, picked up trailers and hit the road. A quick stop at Fernvale Bakery where we met up with some TLCC stragglers (funny, I remember passing Dave, Maria, Josh, Scott and Noels at the Fernvale bakery the last time we were up at Blackbutt) and straight on home with wonderful memories of yet another great TLCC weekend.

Dave and Maria, as always, thanks for a great trip.





2016 Christmas Party

25th-27th November 2016

Article & Photos by Kerri Hruza

A Very Bestbrook Christmas

FINALLY the weekend of the Christmas party arrived and we headed off to Bestbrook Mountain Resort for the weekend. It was a wonderful weekend showcasing what our Club is truly all about – Fun, Friendship, Fourwheeling, and Four-legged Friends.



Calvin Hua and Max Page

76 adults and 29 children registered for the trip, although unfortunately a couple could not make it due to some unexpected circumstances, but a big thank you to all of you for your enthusiasm and participation in the trip. It is difficult to find a venue that suits a large camp gathering, a nice albeit challenging problem to have. This year we tried a venue with on-site included activities – cow milking, animal feeding, chook cuddling, play equipment, swimming pool, activity room, wagon rides, whip cracking, boomerang throwing



Mia Page and Reuben



Swinging Around

(awesome effort Susan Crothers) and farm equipment to play around on. Big and little kids alike all had a good time I believe.

The drive to Spicers Gap lead by Tin and the Janowen Hills day drive led by Glen (via Josh's vehicle ...) were well attended and seem to be enjoyed by all. Everyone arrived back safe and sound and on time for the party.

Santa arrived to the delight of the children at happy hour in a Red FJ – thank you to all involved, including those who assisted Santa and his driver. The kids loved their gifts and adored Santa, and Santa really enjoyed the experience as well.

A TLCC Christmas party is not complete without raffle prizes, and people were very generous with their donations in the way of prizes as well as their money in buying tickets. Congratulations to our winners, and "better luck next time" to those of us who were unsuccessful this time around.

The restaurant meal was delicious, and I hope too that the dinner time games were a bit of extra fun, apologies to those who had trouble hearing me. Congratulations to David Arnot for winning the \$100 ARB gift voucher as the "Last Person Standing" and to Wendy Brown who took out the tie breaker in the "drawing" competition.

Back at camp around the campfire was a relaxing way to end the evening.

Thank you once again everyone who helped in one way or another, including by your participation, you all made the efforts of organising the event very worthwhile. Someone has suggested a beach venue next year I kind of like that idea

Merry Christmas everyone, may it be safe as well as fun.



A very large thank you goes out to Peter Bailey who printed the TLCC Christmas Party stickers at his business, Banner Specialists, at no charge to the club. It is very much appreciated and the stickers were loved by all!!



The Big Kids Christmas Party



Photos by Paul Kranen

Cow milking

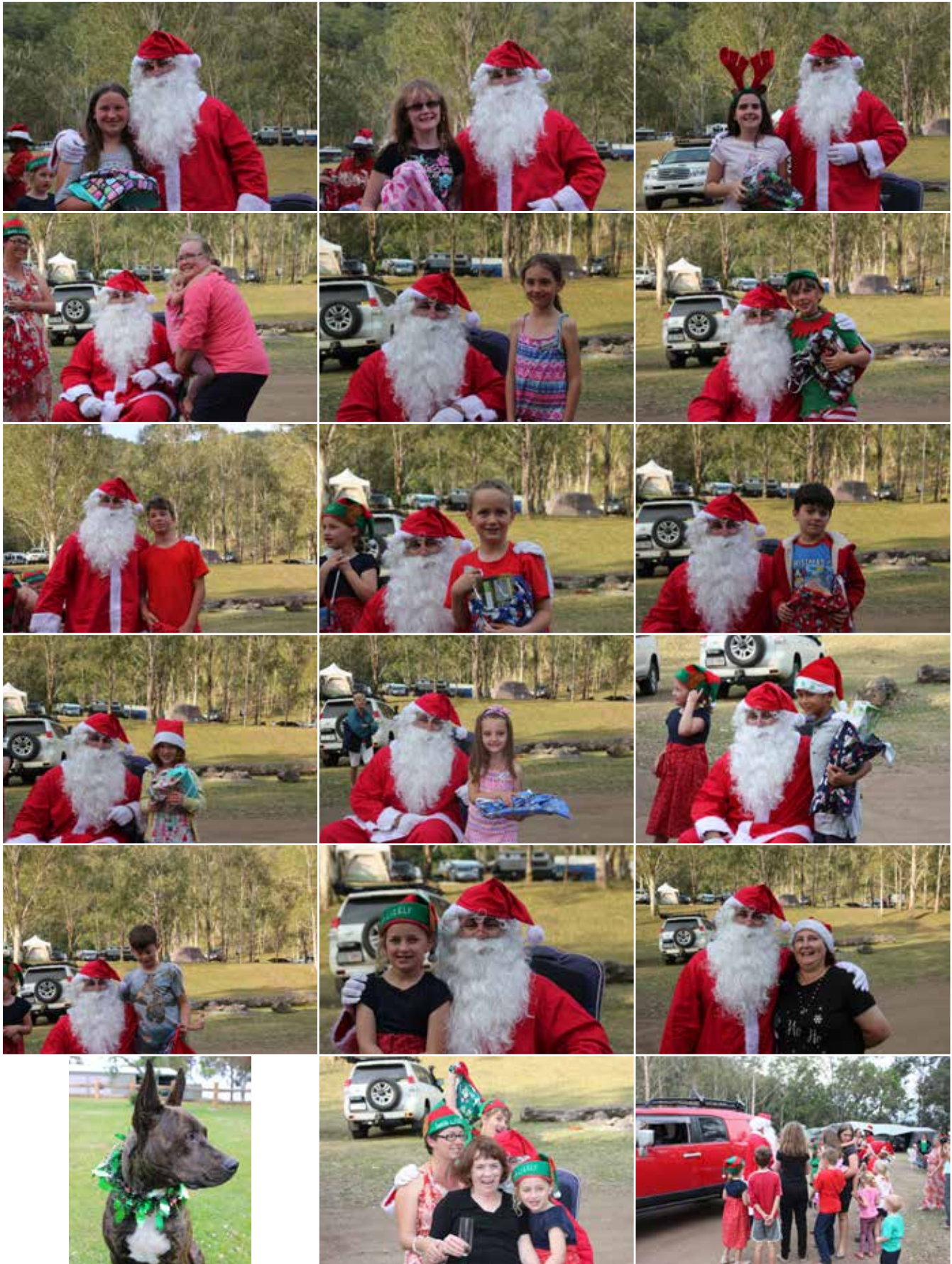
One of the residents



Santa Visits Bestbrook!

Photos by Sue Winship





From the Guests...

Thank you to Glen, Josh & Carl for a great trip out to Janowen Hills today. There were plenty of challenging terrain to keep us entertained & even a couple of recoveries. Thanks also to Kerri for organising a wonderful 2016 Club Xmas Party.

- Mark & Karen

The Club has gone to the dogs! There were everywhere and Barney loved it. So many friends to play with. Some of the older dogs were a bit grumpy with him because he's still a big playful puppy but on the whole they all got on well. Sam was his usual stand off self and Maggie was grumpy. I think there were almost as many dogs as kids. Perhaps next year Santa should bring presents for the dogs as well!

- Fran Santin

What a wonderful weekend - well done! The kids loved it, I loved it & thoroughly enjoyed the dinner on Saturday. The miracle of the weekend was Susan Crothers throwing a boomerang, it doing a perfect circle, ending with her catching it!

On the weekend of 25-27th November we got to do activities like riding horses, milking cows, feeding the goat, putting the animal food in stables.

- Mía Page

**HO HO HO!!
MERRY CHRISTMAS**

- Santa

Greeted with - Oh "The Trainer Thing"

- Kym McGregor

At Bestbrook campsite, one by one, we all arrived to have some fun. On Saturday morning before the alarm, some off to Janowen, some stayed on the farm, all arrived back before Santa arrived to give the kids pressies, the camp came alive. Dinner was great, silly games for a laugh, all back to the campfire, a good party but half!

Thanks to Kerri & Co for a great weekend.

- Di Arnot

Thanks Kerri! What a great weekend. Lots to see and do. Well done!

- Di Kerr

A fund and fabulous weekend had by all. It was great to see all the children having a fantastic time together, and lots of new members joining in. The meal was lovely and the company during the evening was full of laughter and fun. Thank you Kerri & Linda for all your hard work and efforts for an enjoyable Christmas gathering.

- Amanda Battese

Great fun!
Children having a ball!

Bestbrook was a great 2016 Christmas. While we arrived on Saturday morning & missed the weekend drives, the day hanging around the campground was a beautiful relaxing day. We caught up with old friends - not age related! - but just people we enjoy!! We enjoyed reading, swimming, walking the dog & being together with our TLCCQ friends. Thanks to everyone who attended. Thank you to Kerri & Linda for putting up their hands to organise XXX

- Peter & Karen Constant

It was 24 days before Christmas and the TLCC put up a really wonderful get together for the members, young and old. Well done to all that did the organising! Beach Christmas Party for 2017!!

- Mark & Dafni Brown

Arrived Friday for another Christmas camping weekend. Enjoyed the company & the activities. Great to watch the children receive their presents from Santa. Thanks Kerry for the well organised weekend.

- Betty & Ken Tarlinton

My first club trip. Didn't know what was going on but I was just happy to be with my owners, who rescued me from a horrible fate at the warwick pound. Met lots of nice people who patted me. Also met a few fellow doggies. Then my owners went to dinner and I was confined to the car. Lots of odd screaming sounds outside coming from big colourful birds. That part I wasn't too keen on. But they checked on me regularly and eventually I went to bed in their new caravan. I had fun!

- Barney Santin

Volume 4 January/February 1976 - "Our first 4WD Trip Impressions and Experiences" written by Pat and Nev Mansfield. A little bit of history for the club as Pat and Nev are Kym McGregor's parents.

through the scrub to meet the incoming convoy.

Shortly after 10 a.m. the convoy arrived and our numbers were swelled by over a dozen more vehicles. After morning tea a large group headed downstream a few kilometres firstly by vehicle and then by foot to the Upper Portals for a pre-lunch swim. Here the stream has cut a gorge about 50 meters deep in the basalt rock and tumbles rapidly over a number of small falls with pools in between.

These can be climbed down with care but the large inviting pool at the bottom can only be reached with ropes. The other pools are only large enough for a quick dip. One dog, an alsation with chow predecessors, which rides in a Nissan was clever enough to be washed down the gorge to the bottom pool and most turned their attention from contemplating braving the cold water to watching the rescue operation. Eventually one very frightened, but otherwise unharmed, dog was restored to his anxious mistress.

After lunch camp was broken and the convoy headed homeward. A few of us were hung up on one of the creek crossings on the first few kilometers. At the top of the long descent further good views of Mt. Barney now shrouded in mist were enjoyed.

After a photo of the line up on the bitumen near the dam site the convoy broke up.

During the weekend Jan Scudamore was seen to be very active with camera and our thanks to her for the photographic record.

A pleasant and rewarding weekend was had by all. One noticeable feature which was commented on was the number of ladies who drove or did a stint at the wheel and who performed equally well as the men.

RICK CLARK

OUR FIRST 4WD TRIP IMPRESSIONS AND EXPERIENCES

*Meeting Place — Tilley's Bridge, Rathdowney,
7th February, 8.30 a.m.*

8.15 a.m. — Arrived (can't have anyone waiting!) surprise, no one there. Wrong day? maybe wait and see. After a while, one by one, we finished up with 14 4WD's — 1 Landrover, 2 Nissans the rest Landcruisers. Met new faces, after learning that they have a leader and a sweeper (would have thought no one was interested in housework, so why have a sweeper?) (We found out later, one rig even had a kitchen sink.

Local farmers raised a few eyebrows at the waving hands and the number of 4WD's. They must have thought there was a sale of spare parts further down the road. At Drynan's Hut everyone locked their hubs (I guess so that they wouldn't get pinched). John and his wife

Laurelle took us under their wing for first hand tuition and if you have not guessed by now we were greener than the grass at Drynan's Hut, having only had our SWB a whole week and hardly even driven it. We were surprised it could 'walk', though by the end of the weekend we found out that they are also made up of part mountain goat, part pig (for wallowing in the mud) and part ballerina for tip-toeing at odd angles around lop sided bends and that they can perform very well by 'hurrying slowly'. John also has a pet name for the panic bar which he may tell you if you ask him quietly.

About 11 a.m. after watching the other cars ahead perform gymnastics we did not think possible our stomachs settled down and we really began to enjoy the weekend.



Part mountaingoat — part ballerina?



Hurrying slowly.

We stopped for lunch and a swim that was ideal temperature for penguins and a dog shampoo from Shad as he chose the same rock as I did for a good shake and off we went again.



"Poor old bulls" (and others) looking on with interest as we invade their territory.



Swimming lessons



'Nudder one, 'nudder one

During the afternoon Laurelle was worried about noises in her LWB so from time to time we got out (being careful not to step in the 'couch') and looked for the stick that she thought was caught up underneath, only to find out later that it was the empty coke cans from lunch rolling around under the seat. So if you have noises too, look there first before you tell Dave Williams about them when you go for a service.

If for no other reason to go on a 4WD trip it is worth going to see 'Lantana Fred'. He is the dog who collects all the firewood he can on the way to save his master a job when he gets to camp.

We arrived at our camp site to find out they now sell chocolate coated Tupperware (at least that's what you would have thought if you saw the cake) as all we had was a very mangled cake from all the bumping about with all the icing ending up lining the sides of the container.

They tell us these Toyota Landcruiser members are made up of animal lovers and yet they chased the poor old bull from his favourite bed for the night and pinched it from him.

Saturday night it rained a bit, but no one seemed to mind as by now we were finding out that club members were a mighty bunch of people to get out with and they were all very helpful and friendly. The team and club spirit was great.

Sunday morning we went to meet the day trippers, all taking guesses as to how many there would be. We ended up 24 in all not counting 2 who had to leave early.

After making sure our car had learned its swimming lessons well from the day before we all headed off, creeping through the jungle and feeling like pygmies because the bracken was so high, to a place called the Upper Portals where luckily, a tragedy was narrowly missed when Shad and Robert went over the waterfall after slipping on the rocks. Once again the team spirit prevailed and they were rescued.

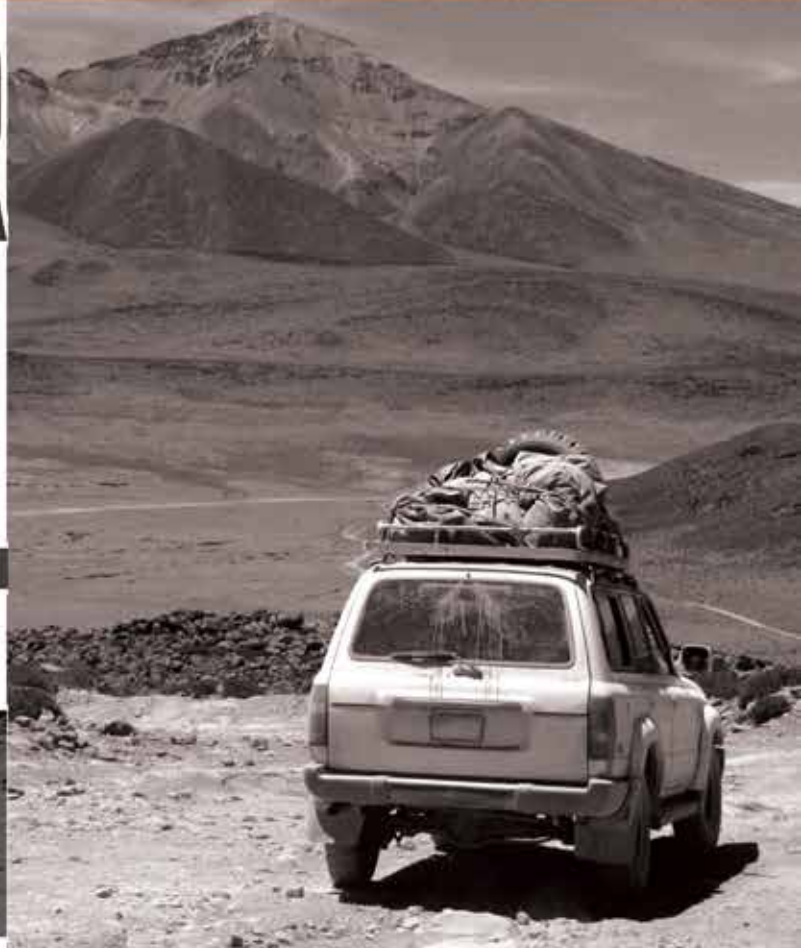
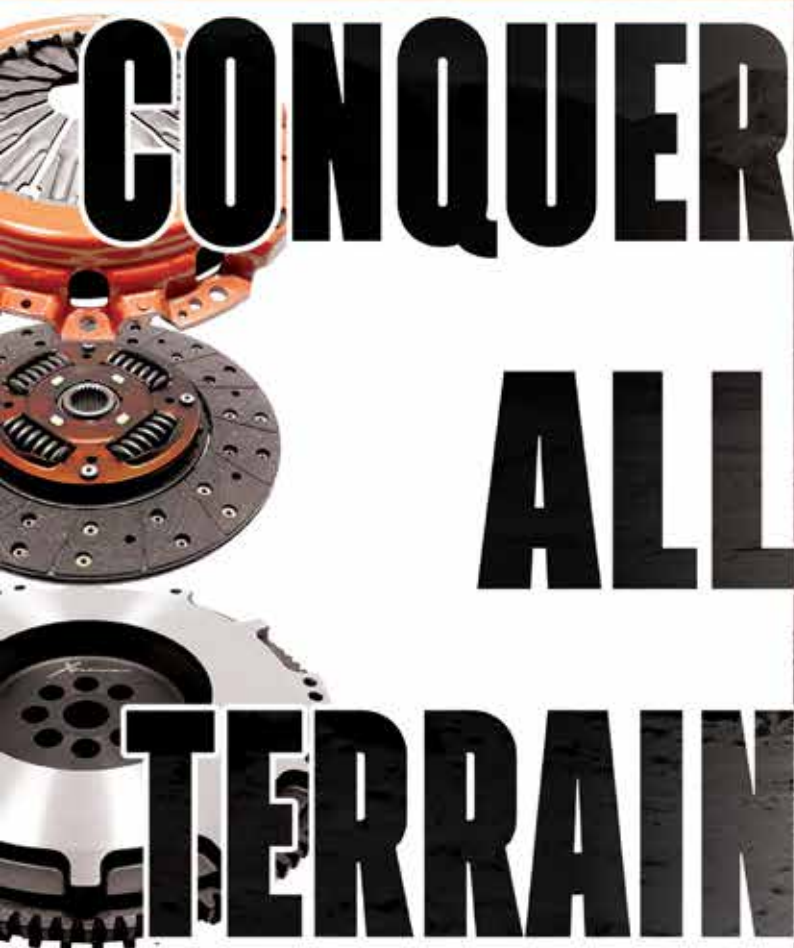
After lunch we headed home and made up an impressive looking convoy when we arrived back at the bitumen I saw one carload of NSW tourists in a yellow Holden going by counting – 'nudder one, 'nudder one, 'nudder one!!!

Our whole family would like to thank the Toyota Landcruiser Club for a marvellous weekend and our special thanks to John and Laurelle for the patience, help and moral support.

PAT AND NEV MANSFIELD AND FAMILY.



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Photo taken by John Kelley on the Tour de Blackbutt weekend.
What a convoy we have! Over 20 vehicles turned out for this weekend of adventure.

*Congratulations
John!*

January/February



March/April



May/June



July/August



September/October



November/December (Front Cover 1974)



Library Index

The Toyota LandCruiser Club of QLD (Inc.) has a library collection that can be borrowed on request. The list of items is located on our website under the members zone. You can inquire or book an item you would like to browse straight from the website or alternatively contact Vinton & Lynne Harrold on 07 3367 2936 or library@tlccqld.com.au. They will bring the requested items to the next General Meeting where you can collect and enjoy your browsing! Below is a list of some of the items held within the library, if you have suggestions for items please let us know.

Manual

Landcruiser FJ40 to FJ55
Landcruiser Fj-RJ All Models Petrol 4&6 Cyl 1969 - 1990
Landcruiser SJ80, HZJ80, HDJ80 Jan 1990
Landcruiser 3F Engine FJ62, 70, 73 & 75 Dec 1984
Landcruiser 3RZ-F, 3RZ-FE Engine RZJ90 RZJ95 Apr 1996
Landcruiser 1FZ-FE Engine FZJ100
Landcruiser HJ Series Diesel 1980 - 1990
Landcruiser FJ Series Petrol 1985 - 1990
Landcruiser Diesel 1990 - 1994
Landcruiser Petrol Aug 1992 - Feb 1998
Prado Petrol 1996 - 2002
Patrol Diesel 2000 - 2002
Landcruiser Diesel Mar 1998 - 2001
Landcruiser Diesel 4&6 Cyl

General

Campfire Cookbook
4WD Adventures in South East QLD
Travelling the Outback (Copy 1)
Canning Stock Route - A Traveller's Guide
Outback Cooking in the Camp Oven
Australian Bush Survival Skills
A Field Guide to Central Australia
Travelling the Outback (Copy 2)
Fraser Island & Cooloolool, Bushpeople's Visitor Guide to
The Canning Stock Route
Dirty Weekends in South East Queensland
Cape York a Travellers Guide
4WD Adventures in Northern NSW
National Parks of N.S.W.
Ghost Towns of the High Country
The Glovebox Cookbook
Australia's Outback Western Queensland
The Kimberley an Adventurer's Guide
Cape York a 4WD Experience
The Great Top Road
The Australian 4WD Companion
The Kimberley - Journey Through an Ancient Land
Heritage Trails of the Great South East
Heritage Trails of the Tropical North
Heritage Trails of the Queensland Outback
Australia's Top 4WD Getaways
Dirty Weekends in Central Queensland
The High Country: 4Wd and Camping Guide
GPS Vehicle Navigation in Australia
Off-road Tasmania - 4WD Tracks in Tasmania (Incl Waypoints CD)
The Best of Outback Tracks
Pat Callinan's 4X4 Starter Guide
Len Beadell's Legacy
Camps 6 Australia Wide
4WD Days in the Goldfields of W.A.
Across the Bight & Nullabor
Explore Australia by 4WD
Australia's Great Desert Tracks, Atlas and Guide
Cape York - An Adventurer's Guide

Camp Oven Cooking with Tommo
Cooking Outdoors with Tommo
Robert Pepper's 4WD Handbook
Outback Survival
Australian Bush Cooking
Work Completed, Canning
Hanns Track
Gunbarrel Highway
Canning Stock Route
Golden Quest Discovery Trail Guide Book (incl. 2 trail CDs)
Australia - The Photographer's Eye
LandCruising Australia Wide

DVD - Some of the selection

Guide to 4WDDriving - Ron Moon's
Too Long in the Bush: Len Beadell Looks Back
The Lure of the Kimberley
Over the Top - High Country Victory
Cape York - The Great Adventure
The Canning Stock Route - Desert Adventure
The Toyota Landcruiser Legend
The Gulf Country
Crossin' the Canning Stock Route
Practical Guide to Towing
Tacklin' the Top End
The Back of Beyond Collection
Simpson Desert Adventure
Australia by 4X4 - The Kimberley, Fraser Island
Australia by 4X4 - Cape York, Coffs Coast
Australia by 4X4 - Vic High Country, The Gulf Country
Australia by 4X4 - Canning Stock Route
Australia by 4X4 - Tasmania
Australia by 4X4 - Barrington, Red Centre, Esperance
Australia by 4X4 - Kakadu, Litchfield
Australia by 4X4 - Simpson Desert, Qld
Australia by 4X4 - Blue Mtns, Flinders Ranges
Australia by 4X4 - Beyond Hotham, Outback NSW
Australia by 4X4 - Moreton Island, The Kimberley
Australia by 4X4 - Mid Nth Coast, Cooloolool to Glasshouse Mtns
Australia by 4X4 - Pilbara to Coral Coast, Limestone Coast
Oodnadatta Track Favourites
Pilbara Favourites
Fraser Island Favourites
Classic 4X4 Adventure
Outback N.S.W. Favourites
Glasshouse Mountains & Fraser Island
Toyota Land Cruiser 70 Series - 30th Anniversary Comm DVD

Maps

Sunmap Raster - topographic Mosaic
Australia
Cape York
Central Australia
Fraser Island
Flinders Ranges
The High Country - Victory
Outback - New South Wales
The Kimberley (Featuring the Gibb River Road)
Pilbara and Coral Coast
Queensland's Outback
The Red Centre
Top End and Gult
Mount Byron
Somerset Dam
Wamuran
The Canning Stock Route
Great Desert Tracks
Cape York
Simpson Desert
Fraser Island

A black and white photograph of an older man with a white beard, wearing a dark long-sleeved shirt and dark trousers. He is wearing a large, silver, dome-shaped welding mask. He is holding a large, complex metal engine component, possibly a cylinder head, which is suspended by a chain. The background is a workshop with a pegboard wall covered in various tools and equipment.

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