

# 4 WHEEL CRUISIN'



March/April 2017 | Volume 47 No. 2



Official Journal of the Toyota LandCruiser Club QLD Inc.

*In this issue*



< Awards  
Weekend



^ Driver Training  
Course 77

Hell Hole Gorge  
General Interest  
Story >





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# 4 Wheel Cruisin'

Volume 47 No. 2

March/April 2017

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

Motto - "Friendship, Fourwheeling and Fun"

Founding member of Four Wheel Drive Queensland

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**4X4 ACCESSORIES**

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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 \$130.00  
(Includes \$15 4WD QLD membership fee & \$8 for Insurance)

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## COVER PHOTO

John Kelley - Welford National Park.



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It is crazy to realise that another two months have passed and we're already at the end of April.

This issue you will get to read about the Awards Weekend and learn just why each person received the award they did for 2016.

Driver Training Course 77 was completed and I think their catch phrase will be heard from them for a while to come!

April was a decent time for the club with the annual 4x4 Show bringing in another great bunch of new members. I look forward to publishing the articles from the New Members Weekend to be held at Brooklyn in the next magazine. Last year was certainly an awesome weekend and a great way to introduce the new members to the club. Not to fret, if you couldn't make it to Brooklyn, hopefully you can make it to the next monthly one held at Ruthervale (near Gatton). To left is a picture from the February New Members Day as the convoy descended the hill to the dam before heading further through the property to complete their Hill Stall Procedures.

The reports and photos that come in are a fantastic way to stay in the loop with the Club if you can't make it to trips or meetings for a while. I've had many comments about how much our members love to read the magazine and what has been happening when they've been too busy otherwise to join in. So please keep sending them my way! Even if you have gone on a 4WD trip with the family or friends and it's not a TLCC QLD trip feel free to send in pictures and a little blurb. It just might give someone their next idea for a trip to run!

May and June are shaping up to be full months for the club with a mixture of long distance trips, weekend trips, day drives, social activities as well as educational activities. What a fantastic mix of things to get involved with!

I'm certainly looking forward to getting my fill of 4WDing in over the next couple of months, although a large majority will most likely be at Ruthervale to get some more tracks prepped for the trip their in July. Hopefully our little dozer will have been delivered by the end of April after being caught up in the flooding in upper NSW after Ex Tropical Cyclone Debbie wreaked havoc. Hopefully we will have been able to put a few more tracks through for you all to use. Whether Jesse and I make it to the July trip will depend on how the baby bump is treating me and whether or not I can manage without the creature comforts of home for a night or two.

Until next time, enjoy your trips and stay safe!

### 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.

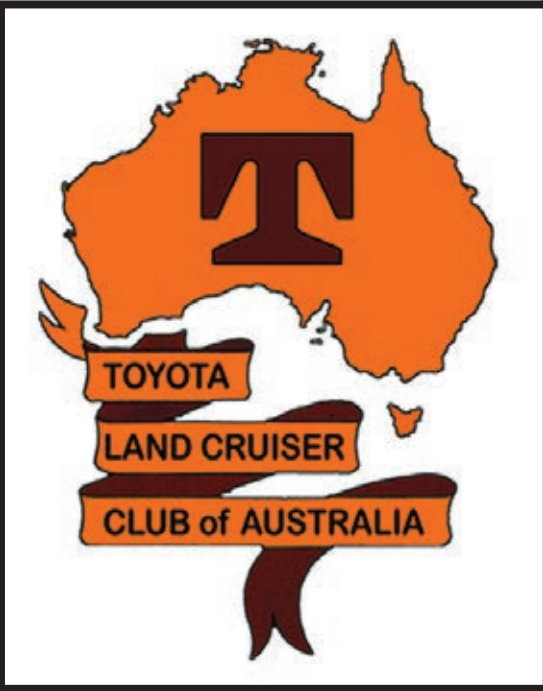
We hold New Members days and we have a number of instructors who check over your vehicle and provide valuable information about how to drive off road in a convoy safely. We talk about safety equipment such as snatch straps, tree protectors, portable air compressors and first aid kits. We then are required 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.



#### Interstate Contacts NSW

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May 2017

Friday	5	Fraser Island Cleanup 5th - 8th
Friday	19	Janowen Hills 19th - 21st
Wednesday	24	Driver Training Theory Night 1
Thursday	25	Driver Training Workshop Night
Saturday	27	ARB Open Day
Sunday	28	New Members Day
Monday	29	General Meeting Mt Coot-tha Botanical Gardens
Wednesday	31	Driver Training Theory Night 2

June 2017

Saturday	3	Driver Training Weekend 1 3rd - 4th Brooklyn Property
Saturday	10	Driver Training Weekend 2 10th - 11th Brooklyn Property
Saturday	17	National Parks of Central West 17th June - 12th July
Sunday	18	New Members Day
Friday	23	Kenilworth Trip 23rd - 25th
Sunday	25	Glasshouse Mountains
Monday	26	General Meeting Mt Coot-tha Botanical Gardens

July 2017

Sunday	2	New Members Day
Saturday	8	Navigation Workshop
Friday	21	Ruthervale Trip 21st - 23rd Near Gatton
Monday	31	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'.



2017 Fraser Island Cleanup  
5th - 8th May 2017



ARB Jindalee Open Day  
27th May 2017



Ruthervale  
21st - 23rd July 2017

ONLINE BOOKING?

- 1 Go to [www.tlccqld.com.au](http://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



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.

Go places you enjoy!

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

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



# Marketing | Membership Reports

## Marketing

### 2017 4x4 Show Update

While crowd numbers were down this year, there was still a lot genuine interest in TLCC. We have joined up more than 20 new members and I am sure, we will get many more over the next few months. A special thanks to Sam from ARB for drawing the ARB fridge which is now on its way to our lucky winner Peter Richards of Heritage Park who took advantage of our show special.

We also had the opportunity to talk with many businesses that would like to come on board with sponsorship and promotion in the future. I will be contacting them soon to bring these expressions of interest to the Committee for approval.

I would like to thank Paul from "[www.bogout.com](http://www.bogout.com)" our neighbour at the show. This unique vehicle recovery device "turns wheels to winches". It was so impressive that even our President purchased one. Paul has generously donated one to our Club for demonstrations to the members and we look forward to having Paul speak at a meeting when he is in Brisbane again.

Finally, a big thanks to all members who helped at the show and a big TLCC welcome to all our new members, I am looking forward to meeting you all soon.

**Paul Kranen** - [marketing@tlccqld.com.au](mailto:marketing@tlccqld.com.au)



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## Membership

Another 4x4 Show has been completed and a large list of new members will follow! I will get this list to the Editor once I return from touring the Canberra Mountain Ranges with a few other club members.

Until then, a big welcome is extended to the new members who joined us before the show:

- \* Neville Howard
- \* Steve Fellows
- \* James Marshall
- \* Kym Whalan
- \* Anthony Classen
- \* Stephen Burrows
- \* Michael May

This list includes a few members who are returning to us after a break from the club.

Welcome all and I look forward to seeing you on the tracks!

**Scott Handley** - [membership@tlccqld.com.au](mailto: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:

**28 May 2017**

**18 June 2017**

**2 July 2017**

**6 August 2017**

**24 September 2017**

**8 October 2017**

**5 November 2017**

**For more information contact:**

Mitch McGregor

0419 771 756

[mapping@tlccqld.com.au](mailto:mapping@tlccqld.com.au)

Kym McGregor

0407 165 036

[drivered@tlccqld.com.au](mailto: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:

**May/June 2017**

Theory Night 1—24 May 2017

Workshop Night —25 May 2017

Theory Night 2—31 May 2017

Weekend 1—3-4 June 2017

Weekend 2— 10-11 June 2017

**For more information contact:**

Kym McGregor

0407 165 036

[drivered@tlccqld.com.au](mailto: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](mailto:education@tlccqld.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](mailto:merchandising@tlccqld.com.au)

0413 086 384



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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.



**Barefoot Bowls  
Greenslopes  
21 May 2017**

*Enjoy a day on the green with  
a lovely lunch beforehand at  
Club Greenslopes*



**Glasshouse  
Mountains Day  
Trip  
25 Jun 2017**

*Come and explore the  
Glasshouse Mountains for  
the day*




# 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.

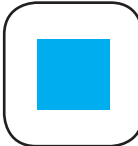
*Driver Training Experience*

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.

# World's Greatest Shave

Club member Dave Arnot participated in this years World's Greatest Shave to raise money for research into blood cancers to help more people survive this terrible disease. At the February General Meeting a challenge was put forth that if Dave could raise \$100 on the night, Glen Battese would also shave his head. Well the relatively small meeting well and truly rallied and raised \$258 on the night. The date was set that Glen would shave his head at the March General Meeting. Dave shaved his head at a boys trip to Straddie on the 17th March (and also reshaved it for the General Meeting so it was nice and fresh - isn't he a champ!). The March General meeting proved to be even more interesting as another challenge was put to our President, that if another \$100 was raised he would shave his beard as well. Over \$300 was raised and so the shave was on. Kym got the duty of wielding the shears and didn't she do an amazing job!







HILUX LEADS TOYOTA TO BEST MARCH IN SEVEN YEARS

Toyota’s HiLux has taken an early lead as Australia’s best-selling vehicle in 2017 after topping the sales charts last month.

“Toyota is gaining ground in all three areas, which reflects a trend by motorists to stick to brands they trust during a time of varying results across the industry,” Mr Cramb said.

HiLux has become the only vehicle in the Australian new-vehicle market to pass 10,000 sales (10,333) this year. Its stablemate Corolla is in second place (9,909).

“This is enhanced by the rock-solid reputation of Toyota vehicles in terms of quality, reliability and resale value,” he said.

On-going strong demand for these two popular models, as well as for other Toyota vehicles including Camry, RAV4, LandCruiser Prado and LandCruiser wagon, has lifted Toyota to its strongest March sales in seven years.



Local motorists bought 19,652 Toyota vehicles last month - a figure that is greater than the combined totals of its two nearest competitors.

The March tally represents a gain of 10.1 per cent compared with March last year. Toyota’s sales increase of 1,803 vehicles for the month exceeds the entire industry’s growth which was just 898 sales.

Compared with February 2017, sales of Toyota vehicles were up 20.5 per cent while industry-wide sales of SUVs outstripped passenger cars for the second month in a row.

March-on-March sales for LandCruiser wagon were up 50.9 per cent, petrol Camry 42 per cent and RAV4 27.1 per cent while Toyota’s entire light-commercial vehicle range posted an increase in sales averaging 12.6 per cent.

Toyota Australia’s executive director sales and marketing Tony Cramb said the company was targeting continued growth across its range of passenger cars, SUVs and light-commercial vehicles.



ARB Releases Stage 1 & 2 GVM Upgrades for Toyota HiLux



ARB has now extended its range of Old Man Emu (OME) GVM upgrades to include Toyota HiLux models from 2015 on. After successfully obtaining approval to increase the Gross Vehicle Mass (GVM) for the HiLux, ARB has released two upgrade options to improve the original specified capacity from 3000kg to either 3150kg or 3465kg.

Whether you’re carrying tools for your trade or loading up the 4x4 for a big trip, your vehicle can become dangerous and illegal if it’s in excess of the OEM specified weight limit.

The GVM is the maximum a vehicle can weigh when fully loaded. Everything you place on, or in your vehicle adds to the overall Gross Vehicle Mass. This includes a bull bar, tow bar, recovery gear, the tray body for cab chassis vehicles, fuel and even your passengers.

All vehicles have a legal GVM as part of the vehicle manufacturer’s Australian Design Rules (ADR) approval. If your vehicle exceeds these limits you could be up for a costly fine, void your insurance and ultimately make your vehicle unsafe.

To combat these issues, ARB offers Old Man Emu GVM upgrades for a number of new vehicles, now including a range of Toyota HiLux 4x4 variants. There are two upgrade

options available to cater for different applications. A Stage 1 upgrade will increase the HiLux’s GVM to 3150kg, and a Stage 2 will increase the GVM to a whopping 3465kg.

There is, however, a special condition that comes with the heavier GVM upgrade. A minimum of 600kg must be permanently carried in, or on the vehicle at all times. This requirement is part of the ARB approval when fitting a Stage 2 upgrade and is essential to maintain the vehicle’s handling performance.

New vehicle GVM enhancements are only granted by the Federal Department of Infrastructure and Transport after ARB have carried out thorough testing. ARB also ensures that the increased GVM following the fitment of a complete suspension system meets ADR safety requirements.

Once an authorised OME fitter has installed an approved OME suspension system and a GVM Upgrade Compliance Plate to your vehicle, it can then be registered according to its newly increased GVM. This process ensures that your vehicle is GVM legal in all states of Australia.

If you think your vehicle is over the legal weight limit or needs some additional payload capacity, ARB has the solution.





Dave Williams - Patron



Dave Williams with Bill Pilkington (taking off the front springs)

Article by Jan Scudamore and Norm Hill

Dave was born with a spanner in his hand...he loved mechanics so much that he made it his life's work. He started at Swift Motors\* in Brisbane on 16th January 1956 and was their only mechanic for quite some time. Now Dave has never owned a LandCruiser or 4WD but has an immense knowledge about them as Swift Motors became one of the major Toyota dealerships in town. At the dealership's service department Dave was mostly left to his own devices, and he stayed there for 21 years and left in 1977 after new owners took over. He finally retired 18 years later in 1995.

Fred Dyke, Esme Williams and then Dave were Patrons of the club. Dave being the longest. But he also played other roles in club, especially with driver training and maintenance days. Back in the early days, the vehicles were pretty basic, in comparison with today's, electronic and highly technical vehicles.

From Dave we learnt every aspect of the vehicle, including extra special parts like free wheelin' hubs, extended shackles, beefed up suspension kits, winches and more. When you lifted the bonnet say on a FJ40 series, you knew you could fiddle with things and not really bugger them up. Dave did just this on many occasions, when we used to have "Know your Vehicle" days. He was sneaky. "Start the thing up" he would say, and as the thing (as he called it) sprung into life he would explain the in's and out's of the various parts of the electrical system. Soon he had us in his hands, and as he pulled out the distributor, no one noticed a little manoeuvre - "Ok! fire her up again" and nothing would happen. "Why was this so." No one even noticed that Dave had substituted another distributor that had been changed, with a little sneaky nail embedded into the part, that would stop the vehicle in it's tracks. He loved getting even with us. He came on quite a number of trip surveys, attended many functions and always enjoyed the company of members. On one survey trip up into the Crows Nest Hills on one very hot summers day, we didn't realise that huge thunderstorms, had dropped inches of rain, and the creeks become quite swollen - Dave rescued many a saturated vehicle that day and we made it back all in one piece. I learnt a lot, watching his know how and skills on vehicles that were quite inoperable at times being flooded on

causeways.

Norm Hill has many memories of Dave and like others in the club he found Dave to be very approachable and has assisted him with car problems over the years. In the early 90's I had a shudder/vibration problem with my 60 series and a couple of Club members said I should contact Dave about the problem. So I went over to see Dave and received a friendly greeting and we jumped in the car for a short test run. Dave just listened to the noises and we returned to his driveway whereupon we crawled under the rear half and with his finger tips, started feeling along the drive shaft. He said that the rear of the shaft where it bolted onto the diff was about 2 thou off centre according to the diff's front plate. Sure enough I could feel what he was talking about so I was impressed. With his one eye and mechanic's mindset and experience, he got straight to and found the problem. Once this business was over he and I had a good chat and from there on we got along very well as he was easy going and convivial is probably a better description.

We met each year of course at the Club's AGM and he always had a joke ready to share. Also at the Club's Awards night, I'd be sitting chatting and a hand would rest on my shoulder and Dave's face appeared "Have you heard the one about....?" so I would reply with one too and then we would get onto our greetings and have a chat. He did have a good sense of humour.

Whenever I was over in the eastern suburbs I would try to call in to see if he was home and on one visit, while Esme put on the kettle, Dave gave me a tour of his possessions. Mainly what the Club had presented to him over the years.

He was really very proud of his Patron's position with the Club and enjoyed talking and describing the why's and how's that each article came about.

He did tell me that in the middle of one night he was woken and startled by a loud bang within his home. So he got up, turned on the lights and searched about but couldn't find what caused the noise and returned to the bedroom.

The next morning he discovered that a large spanner that the Club had presented to him which was up on the middle of the wall had somehow slipped it's moorings and fell to the floor behind the lounge suite.

I could well imagine that Dave got on well with everyone, he just had a knack of having an intelligent and fun conversation. I found him to be a man of substance and integrity. I admired him and was very pleased to be able to call him a "mate".

Yes, Jan, we have lost a treasure! And indeed the club has been fortunate to have him as our patron.

\* Fred Dyke who started Swift Motors was the founder and patron of the TLCC QLD.

2016 Annual Awards Weekend

Article by Glen Battese  
Photos by Kym McGregor  
Activities Award

*Awarded to members for running great club activities*

This couple Joined the Club in July 2012. One of them completed driver training in October of that year and the other later in 2014. They are both very involved with the club in various roles.

Since joining they have run many day trips and weekend trips to various destinations around South East Queensland. Over the last couple of years, they have started running more trips both 4WD and social. On these trips they have encouraged newer members to help out by being Tail End Charlie's. Sometimes getting 3 or 4 involved on any one trip and allowing them to spend some time leading the trip. Now those people are starting to run their own trips.

Their trips are always full, fun and everyone involved has a great time and they are normally the highlight at the next meeting.

The club needs more people like you.

Thank you David & Maria Pejich



Blooper of The Year Award

This years blooper of the year is a little different to previous years that I have been involved with. This person hasn't broken anything. Rather it is their ability to run a trip to anywhere in South East Queensland and perform a reekie a few weeks earlier and still have no clue as to where they are going.

This person has broken the club record for the most U-turns on a single club trip, the most U-turns in a year and for the most bunyips paid in a financial year.

I think by now he knows who he is please welcome to the stage David Pejich.



*Club Education Award*

This is Awarded to a member who has made a significant contribution to the education of Club members.

This person joined the club in March 2013 and completed driver training in March the year after. They were also winners of the inaugural trivia night a couple of years ago.

But what they are being recognized for is their involvement in club education. This was for arranging and running chainsaw courses and first aid days but mainly for the effort that he put into his presentation at the club meeting.

Please put your hands together for Jim Birch.



4 Wheel Cruisin' Magazine Award

This award is awarded to the person that has contributed most of all to the Four Wheel Cruisin' Magazine over the year. It is for Articles as well as photo's and in this instance videos

This year the award goes to Tanya Mason, who unfortunately could not be here tonight.





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### Fun Award

This is awarded to a Club member who noticeably enjoys all aspects of the Club's activities and seems to have fun no matter what.

This year's award goes to a person who has that ability from the very time they advertise a trip, right through the trip and then again at the following months meeting. He is quick witted and can make light of any situation.

He seems to absolutely enjoy every aspect of the club from the trips that he runs and others that he participates in. He is also involved in the day to day running of the club.

He has been a joy to work with over the past couple of years and makes my life a lot easier.

Please welcome back to the stage my mate Supercharger Dave.



### Most Improved Driver Award

Awarded to a member whose driving has noticeably improved during the year.

This person Joined the Club in September of 2015 with little or no 4WDing experience. They completed their driver training in 2016 and have appeared as a start in 2 Creek to Coast film shoots.

One as a newby at last years Awards Weekend and the other at LandCruiser Mountain Park on the October long weekend last year. She loves her 4WDing and goes on as many trips as she can.

She has probably guessed who it is by now please welcome Tanya Mason. Unfortunately Tanya could not make it tonight and so we will get her trophies to her at a later stage.



### Outstanding Effort Award

This is Awarded to members who have made an outstanding effort for the Club. This award often has a few different recipients and this year is no different.

This couple joined the club in July of 1997 and completed Driver Training in the same year. They have been on many club trips over their time in the club, however what they are receiving this award for is their tireless effort. Meeting after meeting they are generally the first to arrive and nearly always the last to leave. They collect the key for us to have our meeting at the auditorium and have also done an outstanding job of looking after the club library for well over 15 years.

Vinton has also scanned copies of all our old club magazines so that we have digital for our future members to enjoy.

It is with great pleasure that I present this award to

Vinton & Lynn Harold. Unfortunately they could not be here tonight and so will be presented their award at the next General Meeting.



This member joined the club in April of 2007 and undertook Driver Training in the same year. They became a driver trainer in 2010 and hasn't missed a course yet.

They have run many excellent 4WD trips for the Club including places like Sundown National Park, The Springs and LandCruiser Mountain Park. This person also helped me run my first couple of off-road adventures.

He has been recognised for his efforts in 2012 by receiving the Fred Dyke trophy and again in 2016 for receiving the Club Education Award.

He continues to tirelessly donate his time for new member's days, sand driving courses, mapping, Driver Training, Funkhana and generally for anything he is asked to do.

Please welcome Mitch McGregor to the stage.

This person is a relatively new member to the LandCruiser club having joined in April 2014. They have attended many trips in there short time at the Club but the trip that stands out for me was to LandCruiser Mountain Park shortly after he and his wife joined. They came on the trip not knowing what to expect. We took them out to Troopy Trail and the look on their faces at the bottom was priceless. As I was the trip leader I was the first car to the top and hopped out to view the remaining cars coming up. The look on both their faces was so different. His was of excitement and her's was of terror.

Since then he went on to complete the Driver Training Course in August 2015. He has run trips to LandCruiser



and Go Carting and last year became a valuable part of the training group. He has also taken on the role of Education Co-ordinator.

Please welcome Patrick Hickey to the stage.



First up this person joined the Club in June of 1991 and completed their Driver Training in August of the same year. He was an active member for quite a few years and while he stayed a financial member stepped back for several years to start a family.

They returned back for their first trip which was the awards weekend in May of 2013. Since then he has updated his Driver training in 2014 and became a Driver Trainer that same year. He was awarded the Club Education Award last year for his involvement in Driver Training, advanced recovery and the subsequent article.

He has also been heavily involved in the design and construction of the Brooklyn Project aka the erection and very rarely misses a track clearing weekend.

I would like to welcome to the stage Carl Page.



**President's Encouragement Award**

Awarded to a member who has shown exceptional Club involvement.

This person Joined the club in March 2015 and their first club outing was the Activities Meeting run the following month.

He has participated in many club events since, ranging from day trips to week long and long distance trips.

He is always at every working bee that the Club has run. He always brings a positive attitude with a great sense of humour during these days and everything he does is always with a minimum of fuss. By recognising his input and participation through the President's Encouragement Award it may help

him to take a more active part in running the club in the years to come.

I would like you all to welcome this year's President Encouragement Award winner Chris Gillies.



**Club Member of the Year**

**Fred Dyke Club Founder Trophy**

The highest accolade of all. For members who have been involved in many aspects of the Club for many years.

This person is quite exceptional for the time that they have been in the club. They joined the Club in February 2010 and completed their Driver Training in April of the same year.

This year's winner has run many club trips over the years ranging from Christmas parties to 4WD adventures and absolutely loves their 4WDing.

This person was our Club President in 2011 and have won many awards during their years in the club.

Most Improved Driver - 2010

Club Activities Award - 2012

Education Award - 2014

Outstanding Effort Award - 2015

They became our Driver Training Co-ordinator in 2016 and have been running new member's days since I joined the club in 2012. This person has been a huge inspiration for me since I joined showing me that you get out of it what you put in to it. The Club is very grateful to have her as a member.

Please put your hands together for Mrs Kym McGregor.



**Thank you from Julie Bouden...**

I Just wanted to say a huge Thank You for a wonderful awards weekend at Murphy's Creek. What a great venue.

I was really impressed with the Community Hall as a venue for the club. The hall had an amazing setup with plenty of space for all of us, with all the AV setup to run a great presentation/ceremony that everyone could hear.

The commercial kitchen set up makes it so easy to cater for large groups with the large cool room, all the needed cooking & serving equipment & dishwashers (x 2) for the clean up.

I really like the idea of the P&C catering for the event, particularly when they provide great food, but mainly as I see this as a way the club gets to support the local community by putting money back into the local community.

And you have to mention the cleanest toilets & showers for all to use.

Outside the hall saw plenty of space for all to setup & the facilities included with the hall got plenty of use, with some hitting on the tennis courts & the kids loving the skate park & the oval to run off the excess energy. This also gave the dogs with us to have a space to have a run without being around the campers.

Another great community contribution was the Withcott Fire Brigade who came along & gave all the vehicles a good hose down after their morning drive. The guys did a great job, I didn't have to wash the car when I got home & they have a

few more funds to put towards their much needed resources.

But it wasn't just the immediate venue available at the Community Hall but also the surrounding area, although I didn't drive those that did had a wonderful drive around the local area & advised there are many more spots that need to be explored in future trips.

And the local pub. Just taken over by new managers being right across the road for a sneaky lunch, that became not so sneaky once the day trippers came back & joined us. Without prior warning, fed & watered everyone with some amazing food, my onion ring hamburger was out of this world.

Now although I reckon this was a great venue & community for this Awards weekend it wouldn't have been, were it not for the efforts of the organisers. Didn't Paul & Sharyn and Nols & Scott put in an outstanding effort this weekend. They found a great venue, worked with the local community & set up the Community Hall for a great night. A big congratulations to them for pulling off such a great weekend.

**Article by Fran and Enzo Santin**

Because we live in Tenterfield now we aren't able to go to the meetings, and therefore don't get to catch up with club members regularly anymore, though we do occasionally catch up with those who go to Roberts Ranges. So when Paul & Sharyn mentioned that the next awards weekend was going to be at Murphy's Creek we thought great, we can go to that. We can drop Barney off with Emma in Toowoomba on the way through and have a "kid free" weekend and do a bit of shopping in Toowoomba as well.

We arrived at the Murphy's Creek showground just as the drive was about to head off but that didn't matter as we weren't planning on going on that anyway because "The Moose" is sick – needs a new gasket on the exhaust system but because we live in a small country town these things take a little longer than in the big smoke! So we set up our little caravan and had morning tea with the other Fran & Jenny then we headed over to the Murphy's Creek Tavern for lunch. Typical of all country pubs the meal was huge and very nice. We had to buy a bottle of wine for dinner as well because we'd left the bottles we'd bought from Dan Murphy's at Emma's place! Oh well more support for the local community!

By now those who had gone on the drive were back so we caught up with a few more people including Joe Sester who had brought up 14 rose plants for us. He has been propagating them for us since we moved to Tenterfield about a year ago.

The local rural fire brigades were on hand to wash everyone's cars for a small donation. Ross Smith even lined up with his caravan!

Afternoon tea rolled into happy hour and before we knew it, it was time to go in for dinner and the main reason for the weekend – the awards presentation. The catering was done by the local P&C and was plentiful and tasty. The local Mayor was there, David Pejich was emcee for the evening and Glen Battese (as the winner of last year's Fred Dyke Trophy) presented the trophies. It was a shame some people who were awarded trophies weren't there but Kym McGregor



who received the Fred Dyke clubmanship trophy this year was, and for once had trouble speaking! Well deserved Kym! There were lots of raffle prizes too including a beautiful quilt made by Jan Scudamore. Unfortunately we didn't win anything.

Being an hour ahead of the rest of the group (daylight saving time!) we headed off to bed fairly early and were up early again on Sunday morning. Breakfast was once again provided by the P&C - bacon and eggs on a bun. Yum - my favorite breakfast.

Then it was time to pack up, say goodbye and go back up to Toowoomba to pick up Barney before heading for home. Thank you to Paul & Sharyn and Scott & Noeline and everyone else involved for organizing a great weekend. We hope to catch up again soon.

PS The roses are now all planted in the garden and doing well. We have had about 180mm of rain since they were planted so they are well watered!



**Thank you from Paul Kranen...**

I truly believe that all who attended this year's awards weekend would have had a great time. A fabulous venue with excellent facilities and a community with a spirit that is just not seen anymore. From day 1, the Hall Committee welcomed us.



A huge thanks to Christine who could not be more accommodating or helpful.

To the local P and C who provided the most wonderful dinner and breakfast.

The Rural Fire Brigade who generously donated their time to wash our cars.

Local Councillor Janice Holstein who visited us in the afternoon.

Lockyer Mayor Tania Milligan who took time from her busy schedule to meet and have dinner with us.

Rod Coleman of the Withcott Times who came to do a story on us.

Thor and the Staff from the newly opened Tavern for the amazing lunches and dinners.

The most refreshing break in the hot weather.

The planets aligned beautifully for us that weekend. This small community was devastated in 2011 with the tragic floods and loss of local lives.

When the combined Rotary Clubs of Tasmania generously built this facility for the Community they would have had no idea of how it has brought this great bunch of people together.

As a club, I am so proud that we have been able to put a little back into this community. It was clear that our support was appreciated and I can't wait to get back there again.

Well done Murphy's Creek.





# Driver Training Course 77

Article by Ian Farrell  
Photos by Pat Hickey

Well day two was a marvellous, sunny day and all students completed their pretrip inspections. We all gathered under the insulated shelter shed for a cool debrief of the day's activities. First activity was the bumpy track with holes and hills so that everyone could learn all about momentum to keep you moving when your wheels lift off the ground. At the end of the track Mitch and Kym had you trying to stop on markers on the ground to check your perception of where your wheel was. After this exercise we headed for the creek to attempt creek crossings.



We all parked up before the creek to let our drivelines cool before attempting our first creek crossing. Kym showed us that the depth of the imaginary water was about 18 inches and our instructors got us all into a discussion about the do's and don'ts of crossing a creek. The imaginary water was so crystal clear it was easy to pick out any obstacles that might hinder our crossing. After our drivelines had cooled down enough to attempt the crossing we all proceeded through the creek on our first attempt with no one getting stuck. Then a few hundred meters upstream we attempted our second much deeper crossing, with imaginary water up to the top of



our wheels, we all forded the creek without getting wet. A job well done by all.

Next it was off to the mountains for hill climbing exercises. After more discussion, in single file up the hill we preceded, all vehicles reaching the top without incident. Over a crest and around the corner we were faced with a marvellous view over the valley and the sound of the local gun club having a Sunday morning event. But when one goes up one must come down and this was where we were coming down. More discussion and down we all proceeded, then through a gully and stopped to look at the rock jump up. There was a lot of talk about the how to make ramps and track filling to get a vehicle up the face. Stuart volunteered his vehicle as the Guinea pig and all students gave their advice and helping to track fill. Stuart's first attempt ended when his rear wheel spun the rocks down the hill behind him. Reversing the vehicle about 2 feet and securing it so it would not move we rebuilt the ramp. (Andy more flat rocks please, no not the blue ones we need the green ones / Drivers side joke). Second attempt and up Stuart come.

That marked the end of a rather hot but extremely marvellous second day, we all headed back to pack up the camp and head home.

On behalf of all 9 students I would like to thank all the instructors for a marvellous day, we all enjoyed ourselves immensely.

# Driver Training Course 77

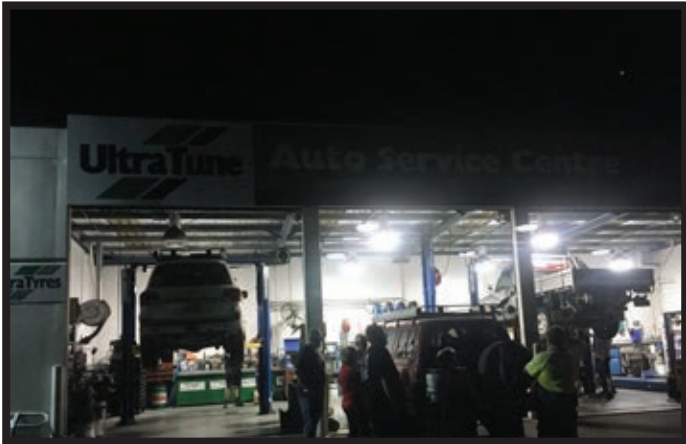
Article by Ian Gilbert  
Photos by Pat Hickey & Kym McGregor

Woke up Saturday morning to a wet camp site, yes dreaded rain (15mm) overnight, good for the farm but not so good for the training plans. On a positive note it was around 10 degrees cooler from the first weekend so a real relief.

Regardless of the conditions all of the pre departure checks were undertaken by the students but with some apprehension as to what may be in store for the day due to the wet tracks ahead.

After receiving an update from Terry regarding what tracks maybe least affected by the rain Kym and Mitch put their heads together and put plan B into action with the trainers.

At the briefing we were informed of the slight change of plans to ensure the safety of the students, trainers, property tracks and vehicles.



Also at the briefing we heard that one of the students wouldn't be completing the course due to a car accident on the way home from the activities meeting. Not her fault and thankfully not hurt but not so lucky for her Prado.

Once the briefing had finished we lined our Toyotas (all Toyotas in this course!) up for the day's adventure and the trainers picking their rides for the start of the day. Once everyone had mounted up we set out for the day with Mitch leading the convoy with his trusty map in hand.

We started off with some relatively soft climbing up the grassed paddock areas but soon started to get into some more challenging areas where there was some moisture playing a part in some interesting slip sliding feelings.

We eventually got to an area where the tracks were narrower and the climb gradually getting steeper, being back in the pack we listened intently to some of the radio discussion ahead.

"It is getting slippery up here", the lead vehicle was obviously starting to get into some really slippery black soil conditions and wasn't making any progress after several attempts. With instruction from Mitch and the newly learned skills of the student the vehicle was kept under control. Unfortunately the call was sent out to terminate the climb and for all vehicles to turn around and head back down. I think the hill should now be called heart break hill to be tackled another day.

As we had to turn the convoy around Mitch was now in my car for the next part of the trip - Plan C. In total, we basically travelled from diagonal corner to diagonal corner of Brooklyn across the full day searching for dry ground.

One of the students unfortunately found some soft stuff at the bottom of a fairly steep gully and their 70 series got stuck on the exit bank at a fairly steep angle. One of those times you don't want your recovery gear behind your seat in a single cab.

It wasn't long and the trusty Prado was able to snatch recover the 70 series to safety. This was a good opportunity to put into practice what we had learnt and to discuss with the trainers an actual live situation and possible ways to improve for next time.

All in all it turned out to be a good day; the rain stayed away which meant we had the opportunity to gain a fair bit of experience in a variety of different track conditions with steep windy uphill and downhill transitions.

Plan C turned out well with an enjoyable day had by all (Marvellous time!). The afternoon ended with preparation for the nights combined dinner. The dinner and deserts went down well followed by some after dinner banter that finished at a reasonable hour. The night finished with storm activity lighting up the surrounding sky and the threat of more rain to come.

Very big thanks to all the trainers over the two weekends, all of the instruction, advice and hints over the four days plus the theory nights certainly helping me to become more familiar with my Prado's abilities (lots) and limitations (not so many). Now I am looking forward to getting on some trips to put the learnings into action.

I would recommend the course to anyone wanting to learn how to be safe out there.

Tyre pressures, tyre pressures, tyre pressures!!!!



A massive thanks goes out to Vic Kocov, a club member who runs Ultratune Keperra, for opening his workshop up to our course for the workshop night. Thanks Vic!



Article by Peter O'Donnell

The camp again progressively awoke to the light rain, the final effort of the storms which had passes over night. The camp was soaked, the last night's fire was well and truly out, not even a dribble of smoke. It was not like last weekend when the site was dry and temperatures reached the high forties some say even the low fifties.

As the students took stock of the situation and yesterday's experience on the wet muddy tracks, the hill which was too wet to get up and required all vehicles to reverse down the track and make a three (five) point turn before the safety of some flat ground was reached or the muddy creek crossing which caught the second vehicle to cross it. Even with diff lockers there was no escape. A snatch recovery was required. Well done Ian and the team 77.

The realisation that the tracks were now more slippery brought a collective groan. What was planned for us today?

At 8:00 AM sharp a car horn sounded as the signal for all to gather for the days briefing. Terry stood by Kym who held her phone in hand with the list of information and actions planned for the day. The instructors sat relaxed on each side of Kym while the eight students stood hesitantly awaiting.

Kym started by repeating advice from Terry, the tracks were wet and very slippery. More groans but then the next bit of information came. The tracks were too wet to travel and instead a road trip was planned. What a relief. The students relaxed for the first time in weeks.

The next order of business was the issuing of the Course 77 Driver Training commemorative Shirts and how marvellous they were. A quick dash back to the camp to change and then the assembling of the student's vehicles into a circle for "Oh what a Feeling" photo.

The convoy lined up ready for the road trip. Mitch was appointed leader/navigator and with map and compass in hand the lead vehicle lead off. Back to basics was Mitch's comment when he was offered a GPS – need to hone up my skills for the forthcoming Orienteering trip.

We travelled through the Upper Clarence via Upper Tooloom and Paddys Flat passing through a beautiful peaceful landscape of rolling hill and creek crossings. Little oncoming traffic, kangaroos were abundant and a few cattle grazed along the road. One land holder was somewhat forthright about their views on campers. A stop for morning tea was made at the tank traps a reminder of times past and the infamous Brisbane Line.

We travelled south a further 18 Km then made an eastly turn towards Duck Creek and Meryulia where an "air stop" was made. To make the morning just a little more challenging the stop was made in a mud field and those who ventured out of their vehicles soon found themselves 150 mm higher than when they left the vehicle. The Air Up was done in quick time with those with the more sophisticated compressors aiding those with the less efficient machines. Then it

was back out, form up the convoy, a north turn onto the hard standing and head for Urbenville and camp.

A debrief followed the arrival at camp. The marvellous Team Leader and the marvellous trainers were thanked for a marvellous Training course by the marvellous Course 77 students. We all broke camp and headed home well satisfied with the experience and comradeship gained over the last two weeks.



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# Mt Mee March 2017

18th March 2017

Article by Chris Allen-Sympson

Our trip started off by meeting at 8am at the Dayboro bakery where some chose to indulge in the delicious treats on offer. On the trip we had 2 new members who were on their first official trip (me being one), with a total of 12 cars in attendance for the trip up into the picturesque mountain range known as 'Mount Mee'.

Mount Mee is the northern section of the D'Aguilar National Park which stretches from Samford and Dayboro north of Brisbane, up to Woodford, north-west of Caboolture. There is about 60km's of bush tracks to explore and on our trip we certainly saw the majority of them!

After meeting at Dayboro and gathering all our members (some who were side tracked by delicious baked goods), we set off in convoy towards the entrance to the national park. We found a suitable place to stop and aired down the tyres. It did look pretty amazing seeing so many Toyota 4WD's in convoy along the country road.

We arrived at the entrance to the park and one of the new members completed their hill stall procedure while everyone watched with encouragement. Then we were off.

The first obstacle we came across for the day was a hill climb known as 'A Break'. We parked up and hopped out to inspect the hill. This is when we learnt from Stuart the trip leader's previous experience, 'Flip Flops are not appropriate footwear for climbing up hills' – I can only imagine that was discovered from some kind of dirt/skiing incident???

After a chat about which lines to take, all 12 cars made it up without issue. We followed the track along and came to Somerset lookout where we stopped for morning tea (cue more bakery goods). The view was magnificent. We could see Somerset dam on the right and the headwaters of Lake Wivenhoe on the left. It was such a clear day and it was relaxing looking out into the distance. I can only imagine what that same view would have looked like during the 2011 floods. We carried on and passed a few local scout groups who were out bushwalking. I didn't envy them on that hot day – I certainly enjoyed seeing the scenery from my airconditioned 120!

Before we left, we were concerned about how muddy the tracks might be given that there had been rain around the



area early in the week. Turns out we were completely wrong. The tracks were bone dry. Stuart managed to find us a small mud obstacle in one of the gullies to get the tyres wet. We all hopped out and observed the group determining how deep the ruts were and what was the best way to get through without getting stuck. This was one task I was happy to not go through first! We all made it through with sufficient mud stuck to the cars, certainly enough to show off in the work carpark on Monday.

We then made our way up to the Gantry and had lunch amongst the goannas. They certainly seemed a little too friendly so we made time and headed off for some more adventures.

A few more hill climbs later and we arrived at the mother of all hill climbs (for the day) up near the most northern end of the national park. This hill was something pretty special. We all hopped out of the cars (with appropriate footwear this time) and decided that we would get our exercise in for the next 3 weeks and climb the mountain. I apologise in retrospect for anyone that mistook my lungs for bagpipes! The hill was long and slippery, with a few large ruts right at the top.

With plenty of encouragement and safe travelling distance between cars, we all made it up without the need for a recovery. We turned around and began the trip back home.

As the sun started to go down to the west, we had a lovely drive back through the forest, accompanied by a game of 'I spy' inspired by the junior members in attendance. I am actually a little embarrassed to say that not one of the 12 cars on the trip could guess what started with "T". A Toyota, duh!

Thanks go out to Stuart Trout for leading the trip and Chris Gillies for being TEC. I had a fantastic time and can't wait for the next trip.





# New Members Day

5th February 2017

Article by Warren 'Barny' Barnhill

Photos by Kim McNamara

We met Sunday 5th Feb at 8.30am @ James Norman Hedges Park, Warrego Highway near Helidon, there were 11 cars all together making for a nice sized convoy.

After a chat with Kym, Mitch and a couple of the New Members while waiting for everyone to arrive we pulled out the chairs and sat around for a briefing from Kym and Mitch.

The briefing was very informative starting with the TLCC History, make up and explanation of the different groups within the club, website, training opportunities, activities and social aspects.

The next section was the Code of Conduct which is concise.

The Convoy Procedure followed which not having been involved in any formal convoys before was interesting, it is a very simple procedure with an emphasis on safety and responsibility for each other with the Leader and the Tail End Charlie controlling the direction, pace and group.



A run through some basic driving tips, seat belts, hand position, hand signals followed by a check of our vehicle recovery points and we were ready to head off.

The convoy headed off through Helidon onto Seventeen Mile Rd along to Wallers Rd approx 27km to Kim's property 'Ruthervale', roads were unsealed in good condition and a bit dusty if you're not the Leader.

We followed the leader past the dam and arrived at a section Kym and Mitch had chosen for the Hill Stall Training.

After a thorough explanation of what not to do, what to do



and how to do it we hopped back into our own cars for some one on one training, Kym, Mitch and Glen taking turns with each of the new members up and down several times until they were confident that we were confident in what we were doing.

After everyone had completed the task we headed off again in convoy to a small clearing where we all had some lunch and a chat.

Following lunch Kym and Mitch demonstrated the techniques on a Snatch Recovery which was very interesting, they explained in detail pointing out very clearly what NOT TO DO most of which I have seen many times over the years.

The whole day was very enjoyable and the emphasis on safety, respecting each other as well as the environment you are in while enjoying yourself was great to see.

Thanks to Kym, Mitch, Glen and Kim for the use of the property.



# Roberts Ranges

11th & 12th March 2017

Article by Paul Kranen

Photos by Paul Kranen & Col McMeniman

On the 11th and 12th of March my son Todd, a new member, and I went to Roberts Ranges to assist Col with track spraying.

Col decided to tackle the Western side of the property which has not seen any action since David assisted with spraying around 18 months ago. From the beginning, it was very apparent that Col's previous clearing with the dozer and spraying is working well and the tracks are wide and mostly clear. Over the 2 days the chainsaw came out only twice for some minor fallen trees.

I found the Western side interesting as I have not been on these tracks before and am keen to run a trip over them at our Easter visit. The Western track climbs up the range and follows the border fence.

The track hovers at around 900m offering excellent views and a few nice camping spots, well worth another look. Col and I discussed the possibility of marking some of the tracks to make them more obvious in the future.

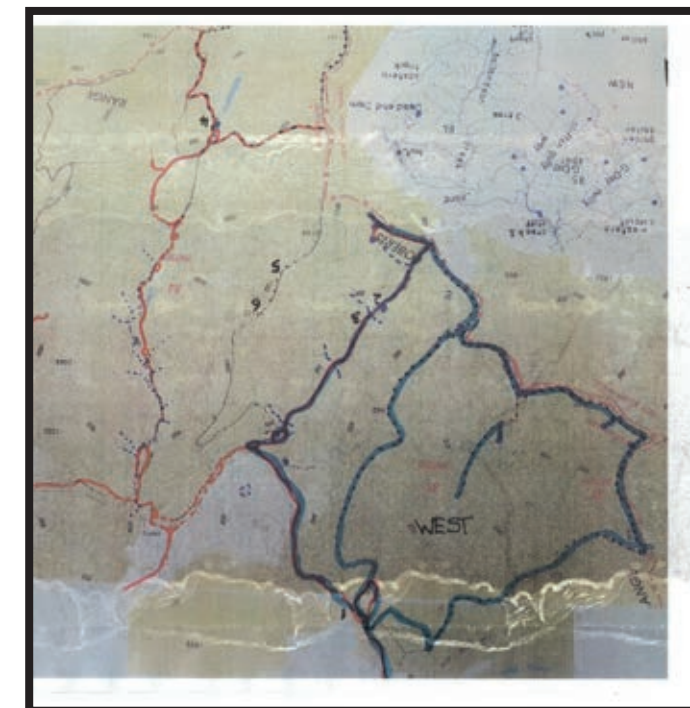
The spraying itself is quite simple as Col does most of the work. Only one car is required towing the trailer with around 350L of water. The spray is mixed with a dye to assist with identifying

areas that have already been sprayed. The spray is very effective, evident from the trail of dead trees previously sprayed.

Col plans to spray the Eastern side next with emphasis on clearing the border fence line. Hopefully I can get this organised in the next 2 to 3 months.

I would like to thank Col and Heather for their hospitality and a lovely lunch on Sunday.

The map shows the sprayed area in blue.



Thank you from Col & Heather McMeniman

Just a gratitude note to Paul and Todd on their weekend efforts and involvement in helping cover the 16 odd km of Roberts Range western tracks. Paul took the trailer with water from the house on the 2 days and I had the quad bike with spray to do regrowth on and beside track.

Because of the previous respective help from Bill Fawkes and David Pejich, the tracks covered were drive-able and encroaching scrub did not scratch Paul's vehicle. The wattle, peach bush and local tee tree would be enough to completely block the tracks if not addressed. It was and remains a good, easy and economical system of track control.

A additional bonus was that we noticed a broken trailer spring on the 3 leaf arrangement. On removing the springs, I noticed that the break was not recent and the real bonus was that I have been able to obtain new and stronger 4 leaf replacements springs from Stanthorpe for \$77!

Over the journey, we passed T-junctions in grass areas that could be better defined for future trips. Paul had some good ideas and some signage, even attached to a steel post, would help. I will follow up with some mapping and developing thoughts.

We had 40mm on Sunday night and 24 last night and more on the way – WOW!







Recipe From Carol Dale  
Red Velvet Brownies With Cream Cheese Frosting.

- Brownie*
- \* 4oz bittersweet cooking chocolate, chopped
  - \* 3/4 cup butter
  - \* 2 cups sugar
  - \* 4 large eggs
  - \* 1 1/2 cups plain flour
  - \* 6 teaspoons pillar box red food colouring
  - \* 1 1/2 teaspoons baking powder
  - \* 1 teaspoons vanilla extract
- Cream Cheese Frosting*
- \* 1 (8oz) pack cream cheese
  - \* 3 tablespoons softened butter
  - \* 1 1/2 cups icing sugar
  - \* 1teaspoon vanilla extract

*Method*

1. Preheat oven to 180C, (350F). line a 9x9 or 7x11 inch pan with aluminium foil or baking paper allowing 2 inches to hang over the sides. Lightly grease.

2. In a microwave safe bowl melt the chocolate and butter, stirring after 30 seconds each time, taking care not to burn the chocolate. Whisk in the sugar, then add the eggs one at a time until blended. Add the flour, baking powder, red food colouring and vanilla. Stir until fully incorporated.

3. Pour into your prepared baking pan and bake for 40-44 minutes or until toothpick comes out clean with moist crumbs. Cool completely.

4. To make the cream cheese frosting; Beat together the cream cheese and butter until smooth. Add the icing sugar and vanilla and continue to beat until creamy. Spread over the cooled brownies.

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Motorama Clearance 3426 7477  
Motorama Kia 3426 7366  
Motorama Ford 3426 7499

**2 3455/3447 Pacific Highway, SPRINGWOOD**  
Motorama Mitsubishi & Clearance Cars 3490 7999  
Motorama Holden HSV 3864 9444

**3 80 Anzac Avenue, BROWNS PLAINS**  
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# Hell Hole Gorge, Idalia and Welford National Parks

Mar 2017  
Article and Photos by John Kelley

To get to Hell Hole Gorge you have to go through Adavale from either Quilpie or Charleville. The road from Charleville to Adavale (168km) is bitumen for about 45 km and a good dirt road for the rest. At times I was doing 90kph with caution. Always with caution as weather changes roads quickly and bad ruts can do a lot of damage at speed. There are points of interest along the way to slow you down. There are lovely creek stops, Lake Dartmouth which is really scrub and Mariala National Park. There is a track into this park which has some interesting features like Bore Holes, escarpments and rock holes, if you have the time.

There might be a lot of history to Adavale but there is little of the "town". The Pub is the feature. We were the first "tourists" through since last season so everything was just starting up. The Pub was not allowed to cook food (closed down by Health Dept) but you can still get pies and sausage rolls and a beer. Koss, the Publican, is a friendly talkative fellow who actually lives in Brisbane.



Adavale to Hell Hole Gorge is a good dirt road some 69km long to the gate. The first feature to see, 7.3 km inside the Park, is Spencers Waterhole. This is a magnificent waterhole with steep rocky surrounds and worth the short 1.2 km trip.



Spencers Waterhole, with tortoises

Further on is Hell Hole Gorge on Powell Creek. The creek bifurcates and it can be tricky. When you initially come across the creek and a fine gorge this is not Hell Hole. Follow the sign to Hell Hole Waterhole, follow the blue cats eyes in the rock across the rocky ground, go around the creek and back to the camping ground which is a gravelly flatter part. Continue through the Camping Ground along a track to a sign noting no vehicle entry. Stop around here somewhere and walk across to the right and ahead until you hit Hell Hole Gorge. If you get to a waterhole follow the creek further on to the Gorge. The Gorge is a huge "hole" partly filled with water and almost surrounded by vertical sides with caves. It has a huge, flat-topped rock in the water to one side. It is a magnificent sight with gum trees lining the cliffs and thick along the exit creek. I hesitate to say this could be the most outstanding feature of these three Parks. You can climb down into the Hole for a different view.

Camping here is fine in a van but it is impossible to put pegs in the rocky ground stretching across the whole area. I loved the place. We were the only ones there at the time.



The Big Rock in Hell Hole Gorge  
We came back to Adavale and went north to Blackall. A good dirt-road but travel, again, with caution. Towards Blackall it

was late afternoon and there were many kangaroos about all over the road.

Blackall is an interesting place and worth a few hours or more. In particular, The Wool Scouring Shed just out of town, the Jack Howe display (the gun shearer and singlet), the tourist information place and street art.

From Blackall to Idalia is a good run some 113km to the entrance. It is bitumen except for the last 40km which, unfortunately, is black soil and impassable in the wet. It is well sign posted. Within Idalia it is another 28km to Monks Tank camp ground. The tracks are good within Idalia - always with caution.

I was not all that impressed with some aspects of Idalia. The Emmet Pocket walk was not exciting with only a view of the valley areas but we did it in about half the time noted by NP. The Bullock Gorge walk was also not exciting. Murphy's Rockhole was interesting enough and we had lunch there along with a thousand flies.



Rainbow Gorge was probably the most picturesque place and it's right on the main track. It had beautifully coloured rocks surrounding a lovely waterhole lined with gums. This was a gem.



South from Murphy's Rockhole, past Junction Hole (a nice waterhole) and up a side track (marked) brings you to Old Idalia ruins. They are definitely ruins with only a pile of wood and nothing more. However, the walk to Wave Rock is a must as it is an impressive piece of weathering. Be sure to walk all the way as it is tucked up in the trees.

We completed all the features in Idalia in a day, without



hurrying and left the next morning for Yaraka, a very small town, on the way to Welford National Park. The first "town" marked is Emmet on the Emmet-Yaraka road. There is a house and an old station building at Emmet. The track south is impassable past Highlands Station. We spoke to the lady who is thinking about opening the shop again (shut for years) on weekends.

Yaraka has only a few buildings and, of course, a pub where we were booked in for the night. The four rooms are at the back and, I suspect, built in the late 1800s. They were small-ribbed corrugated iron for the walls and ceiling with a wooden floor, carpeted. One window stood by the old, wall-mounted air conditioner. This is significant as these old air cons are very noisy. We turned ours off overnight but next door didn't such that the noise reverberated through our room (basically tin) such that we got up at midnight and went and slept in the car. The publican, Chris, after enquiring about my sleep the next morning kindly reimbursed the accommodation charge. Chris is a writer and Gerry, his Dutch wife, is a retired school teacher/principal from around the area. Lovely people and it is a great pub with typical pub meals and drinks. I loved the false-grass outdoor area and the attendant characters.



Mt Slocombe is a little mesa about 7km out of Yaraka. It is a steep climb but a bitumen road. It is a great 360° view and we had the pleasure of having a Nankeen Kestrel flying around tending to her chicks in a nest in the rocks near the top. We also ventured up for the sunset but it was a bit ordinary. We radioed to the pub when we left the mountain top and they had our pre-ordered dinner ready for us when we got back - service eh!

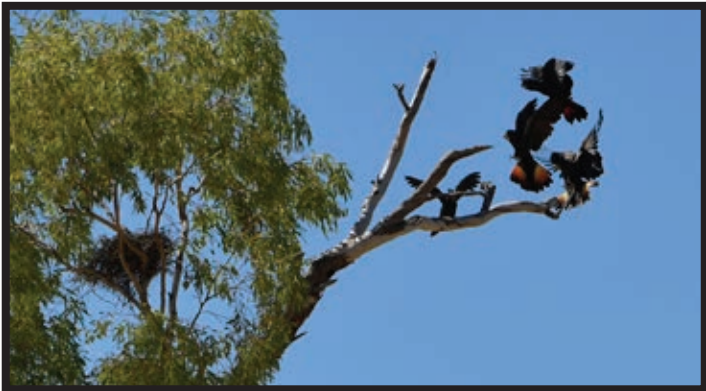
We left Yaraka for Welford NP (Yaraka-Retreat road) and, 40 km down the road, there are a couple of points of interest -



Magees Shanty and Magoffin's grave. They are about 5km NW off the road (to the right).



There is only a memorial, old bottles and timber at Magees Shanty. This apparently could have been the shanty that Banjo Paterson referred to in his poem, "Bush Christening". Richard Magoffin (a goldminer) unfortunately died of thirst in 1885 aged 52. The turnoff to the grave and memorial is near the road SE to "Budgerygar" (spelling as on the maps) Station. From here to Welford is bitumen (48km). This surprised me. We made Welford (named after a grazier who was killed by Aborigines in 1872) in good time and headed up the Mulga Track, a 71km return trip. We went to Frances Waterhole and played with some red-tailed cockatoos.



We drove further to the expansive Trafalgar Waterhole on the Barcoo and had lunch. The track further on was closed but I radioed the Park HQ (Channel 29) and gained permission to go on. They were only concerned that they had not had a chance to fix the tracks since last season so washaways were still prevalent. We had no problem but at times the track was washed out.



We back-packed up a stony track in 37° heat to Sawyer's Lookout and it was not worth it. However, when we went on to Sawyer's Creek it was a beautiful spot, almost picture postcard for a billabong. Muddy water but surrounded by magnificent white gums. These waterholes pop up out of nowhere it seems. Obviously the mighty Barcoo flows through the park and waterholes like Trafalgar are on the Barcoo but this little creek was a gem.



We drove back to, and crossed, the Jundah-Quilpie road to go into the Western part of Welford along the River Drive. Apart from "The Jetty", a rock ledge jutting out into the Barcoo, this was an uninteresting drive. The Desert Drive was a little more interesting with the main attraction being the little red sand dune. In itself this is not exciting but it is one of the most easterly dunes from the large dune field that encompasses the Simpson Desert. I found it fascinating as it was littered with animal tracks.



We camped the night at Welford having done all the tracks that day. Kangaroos and emus were abundant in Welford and the flies particularly bad. They were up before dawn and sometimes eating in the tent was the best option.



From Welford we headed back to the Budgerygar Station turn off and headed down the 150km track past a number of stations and bluffs (Alfred and Lovetts Bluff) through Durack Gap and Hobson Gap to hit the Quilpie road. Unfortunately I ripped the side wall of a brand-new BF Goodrich All Terrain tyre (running 35psi) on this seemingly innocuous dirt road about 30km before I hit the bitumen.



Bluffs and emus on the Budgerygar Road.



4 Wheel Cruisin' March/April 2017

The ill-fated tyre on the seemingly innocuous dirt road, 30km before the bitumen.



Red dunes on the western road to Quilpie.



We made it back to Brisbane after a night in Charleville and nine days out. The rains followed us and it was quite wet out that way for the next few days. Lucky. The real "tourist" season does not start until April when it's not so hot, less rain and possibly fewer flies.







Photo taken by John Kelley on his recent trip west in March 2017. This was John's set up for the night at Welford National Park when he and his wife travelled to Hell Hole Gorge, Idalia National Park and Welford National Park and all the spots in between. You have just read his story documenting the trip and to see all the photos he included, but I couldn't, please log onto the website and head to the Documents Download section.

*Congratulations John!*

January/February	March/April
May/June	July/August
September/October (Front Cover 1974)	November/December (Front Cover 1974)



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Manual

Landcruiser 1FZ-FE Engine FZJ100  
Landcruiser 3F Engine FJ62, 70, 73 & 75 Dec 1984  
Landcruiser Diesel 1990-1994 Service & Repair Manual No. 513  
Landcruiser Diesel 4&6 Cyl Factory Workshop Manual  
Landcruiser Diesel Mar 1998-2001 Service & Repair Manual No. 520  
Landcruiser FJ Series Petrol 1985-1990 Service & Repair Manual No. 507  
Landcruiser FJ40 to FJ55  
Landcruiser FJ-RJ All Models Petrol 4&6 Cyl 1969-1990 Factory Workshop Manual  
Landcruiser HJ Series Diesel 1980-1990 Service & Repair Manual No. 502  
Landcruiser Petrol Aug 1992-Feb 1998 Service & Repair Manual No. 517  
Landcruiser SJ80, HZJ80, HDJ80 Jan 1990 Author - Repair Manual  
Landcruiser 3RZ-F, 3RZ-FE Engine RZJ90 RZJ95 Apr 1996  
Patrol Diesel 2000 - 2002 Service & Repair Manual No. 519  
Prado Petrol 1996 - 2002 Service & Repair Manual No. 518

General

4WD Adventures in Northern NSW Author - Lewis, Craig  
4WD Adventures in South East QLD Author - Lewis, Craig & Savage, Cathy  
A Field Guide to Central Australia Author - van Oosterzee, Penny  
Alive and Kick'n Survival and Rescue Author - Vroomans, Nick & Basham, Dave  
Australia, The Beautiful Wilderness Author - Moult, Allan  
Australian Bush Survival Skills Author - Casey, Kevin  
Australia's Most Scenic Drives Author - Reader's Digest Sydney  
Australia's Outback Western Queensland Author - Read, Ian  
Australia's Top 4WD Getaways Author - Lewis, Craig & Savage, Cathy  
Campfire Cookbook Author - Toyota LandCruiser Club of Aust (Sydney)  
Camping & Caravanning Across Australia 2nd Edition Author - Read, Ian  
Camping in Queensland - 8th Edition  
Camps 3 Australia Wide  
Camps 5 Australia Wide  
Canning Stock Route - A Traveller's Guide Author - Gard, Ronele & Eric  
Cape York a 4WD Experience Author - Fraser, Lynn & Yvonne  
Cape York a Traveller's Guide Author - Moon, Ron, viv  
Cape York and Back Author - Luck, Marilyn & Dan  
Dirty Weekends in Central Queensland Author - Brad McCarthy  
Dirty Weekends in South East Queensland Author - McCarthy, Brad  
Explore Australia by 4WD - BF Goodrich Author - BF Goodrich  
Explore Australia by Four-Wheel Drive Author - Wherett, Peter and Kim  
Fraser Island & Cooloola, Bushpeople's Visitor Guide  
Going Bush - Adventures Across Indigenous Australia  
GPS Vehicle Navigation in Australia Author - Robert Pepper  
Heritage Trails of the Great South East Author - Qld E.P.A. (2000)  
Heritage Trails of the Queensland Outback Author - Qld. E.P.A. (2002)  
Heritage Trails of the Tropical North Author - Qld E.P.A. (2001)  
Lonely Planet Northern Territory  
Lonely Planet Outback Australia  
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National Parks of N.S.W. Author - NSW National Parks & Wildlife

Off-road Tasmania - 4WD Tracks in Tasmania plus Waypoints CD  
Author - Chris Boden  
Outback Australia No Worries Author - Smith, Peter Wearing  
Outback Cooking in the Camp Oven Author - Absalom, Jack & Reg  
Safe Outback Travel Jack Absalom Author - Absalom, Jack  
Southern Flinders Ranges, Car Touring & Bush Walking Author - Da Costa, Grant  
The Australian 4WD Companion Author - Ford  
The Canning Stock Route Author - Australian Geographic  
The Great Top Road Author - Fraser, Lynn & Yvonne  
The High Country: 4WD and Camping Guide Author - Craig Lewis & Cathy Savage  
The Kimberley - Journey Through an Ancient Land Author - Rains, Nick  
The Kimberley an Adventurer's Guide Author - Moon, Ron & Viv  
Travelling the Outback (2 Copies) Author - Widman, Vic  
Wild Places of Greater Brisbane Author - Poole, Stephen & Others

DVD

100 Not Out  
Back to the Outback  
Bundy on a Budget - Bundaberg  
Bush Mechanic - Challenge 1 DVD Vol. 11  
Bush Mechanic - Challenge 2 DVD Vol. 12  
Cape York - The Great Adventure  
Cape York Adventure Vol 5  
Cool Runnings - Victorian High Country  
Discover Tasmania Vol 6  
Far N.Q. Adventure  
Fraser Island DVD Vol. 13  
Guide to 4WDDriving - Ron Moon's  
Journey to the Kimberley  
Makin' the most of the Fraser Coast  
Over the Top - High Country Victory  
Roothy's Outback Adventure  
South Oz Odyssey / Big Red to the Beach DVD Vol. 8 - 2 discs  
Tasmania - Wild Wild West DVD Vol. 14  
The Canning Stock Route - Desert Adventure  
The Devil's Playground: 4WDDriving & Touring Tasmania  
The Flinders Ranges - Roothy & Milos Southern Adventure  
The Hard Road - Cape York  
The Lure of the Kimberley  
Too Long in the Bush: Len Beadell Looks Back  
Touring Across the Top - Brisbane to Darwin  
Touring Australia's Southern Coast - Adelaide to Perth  
Touring Melbourne to Adelaide via the Great Ocean Road  
Touring the Kimberley from Bungles to Broome

Maps

Cape York (plus a CD)  
Central Australia  
Flinders Ranges  
Fraser Island (plus a CD)  
Great Desert Tracks 6 Map & Guide Pack  
Great Desert Tracks 4 Maps - W.A. & Central Australia  
Great Desert Tracks CD with set of 6 Maps  
Mount Byron Topographic Map - 9443-41  
Outback - New South Wales  
Pilbara and Coral Coast  
Queensland's Outback  
Simpson Desert  
Somerset Dam Topographic Map - 9443-44  
Sunmap Raster - Topographic Mosaic Author - QLD DNRM  
The Canning Stock Route Author - Westprint Heritage Maps  
The High Country - Victory  
The Kimberley (Featuring the Gibb River Road)  
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