

4 WHEEL CRUISIN'



November/December 2017 | Volume 47 No. 6



Official Journal of the Toyota LandCruiser Club QLD Inc.

In this issue



< A Forest
South



^ Sundown National
Park

Sand Driving
Course >





LOCAL PRODUCT INTERNATIONAL ACCLAIM

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Extraordinary strength gained from aerospace grade materials



4X4 ACCESSORIES



4 Wheel Cruisin'

Volume 47 No. 6

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

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COVER PHOTO

Julie Boulden - Sand Driving Course

YEAR **5** WARRANTY

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Courtesy of Sue Winship - TLCC WA 40th Anniversary



Welcome to the last edition of the TLCC QLD Presidents report for 2017.

A lot has occurred since the last report and our new committee have settled in to their new roles with great enthusiasm. At our last committee meeting we conducted our business planning session with the grateful assistance of John Lawlor (who initiated the plan in 2015 with the help of Ross Smith). Additionally it was great to host our club Patron Bill Fawkes who accepted our invitation to attend this session as well.

The purpose of this session was to revisit and review the Business Plan that is intended to guide the Club's operations and development over the next five years. (In this case from the period 2015 through to 2020). The plan identifies Service Areas and Goals for the club being: 1. Membership and Marketing; 2. Activities; 3. Training and Skills Development; 4. Environment; and 5. Club Viability. The resultant outcomes from this session shall be collated from the committee over the next two months and will be published as the latest revision of the Business Plan in January 2018 on the TLCC QLD website in the Document Downloads area.

Julie Boulden, our new Activities member also held a very successful Activities planning meeting recently that has resulted in a very full calendar for the first half of 2018. It was great to see a good turnout at this meeting to support Julie in her new role for the club, in providing a variety of trips in the form of one day, weekend and longer touring trips. Julie will run another activities planning meeting towards the middle of 2018 so keep in mind what trips you may want to suggest, do, lead or be Tail end Charlie for in 2018. The calendar is always open if you wish to put up any activity or trips for any time of the year.

In January 2018 we have a Trip Leader Mentoring Theory session followed by a practical day/weekend in the following month to provide an opportunity for all club members to understand what it takes to run a trip, how to be a tail end Charlie for a trip and to participate and become trip leaders within the club. It is a very rewarding experience to take fellow club members into areas that you may or may not know to enjoy day/weekend or longer experiences within the club atmosphere. So if you are curious about leading or being part of the trip planning process please come along to these sessions as the club will be more enjoyable for everyone if we have a large variety of trips for our members on a full calendar.

Our Driver Training Group also conducted its first Advanced Driver Training course for the club recently for our Driver Trainer Instructors in the first instance and this is a great step forward for the club in providing the next level of Driver Training Education. Well done to Kym & Mitch McGregor and the driver training team for getting this off the ground for the club.

TLCC QLD will be participating again in the Fraser Island Clean Up this year from the 19th to the 21st May 2018 and we hope to see a great turnout for the club to partake with numerous other clubs through 4WD QLD in providing a chance to clean up one of our precious islands close to Brisbane. It will be free camping for the event and discounted return Barge Fares from midday Friday 18th May for any participants. It is a great chance to see the island at a discounted rate, and an opportunity to mix with all other 4wd clubs through the event and a great place to be with other club members for a few days.

Next year TLCC QLD will not be putting a stand in at the 4wd Show in March as per other years but we will have an opportunity to have members represent the club and attract new members for the club at the 4wd QLD stand for the show. 4wd QLD also run the track activities for the duration of the show and there may be opportunity for TLCC QLD to help out there as well to provide a bit of variety in how we participate at the 4wd show next year.

I look forward to seeing a large contingent of the club at the TLCC QLD Christmas Party at Ballina and I would like to thank Kerri Hruza & Amanda Battese for the big commitment in organising this year's Christmas Party. It should be a fantastic weekend and I am sure it will be enjoyed by everyone.

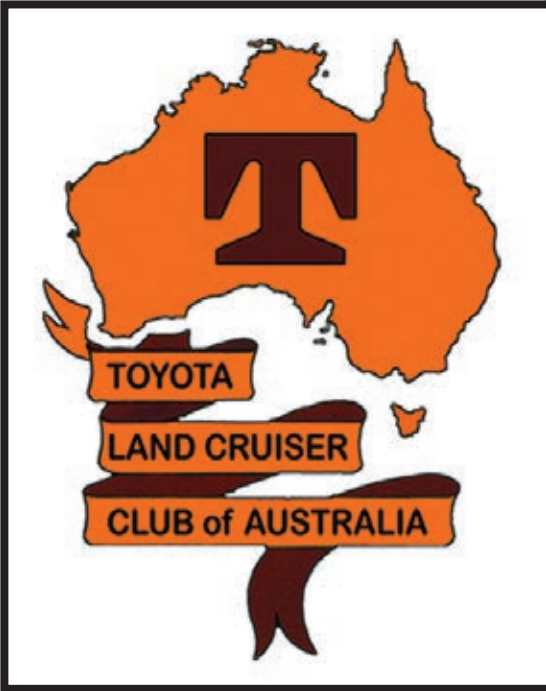
As the year comes to a close I would like to thank all our Sponsors of TLCC QLD (especially our Platinum sponsor ARB), for their partnership, club engagement and support throughout 2017. We strive to build on mutually beneficial relationships that provide value to all of our sponsors and it has been great to have everyone on board with the club. We really appreciate all that each and every sponsor has contributed for the club and we look forward to a continued association through 2018 and beyond.

To the property owners whom allow TLCC QLD access to utilise their tracks, Col and Heather at Roberts Ranges and Terry and Lorna at Brooklyn, we thank you for another year in the very long standing relationships that you have with the club. Words cannot describe how appreciative TLCC QLD is to have this privileged access to these fantastic properties that form a core of our club activities each and every year.

To everyone associated with TLCC QLD, on behalf of the executive committee I would like to wish all a very Merry Christmas and a Happy New Year. We all wish you safe travels and enjoyable times with friends and family during this holiday period and look forward to catching up once again in 2018.

Stay safe on the tracks.

Cheers,
David Pejich
President TLCC QLD



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I ran out of time last edition to put together an editorial. It turns out that trying to type up articles while you have a three week old sleeping on you is a lot harder than one would think! It's no easier when they're eight weeks old! It has been an amazing eight weeks so far with our handsome little Jensen and we look forward to taking him on some wonderful TLCC adventures.

I took him 4WDing out to our property for the first time and he absolutely loved it. This I am thrilled to know as we will hopefully get to spend a bit of time out at Ruthervale over the Christmas break and I wasn't looking forward to doing it with a screaming baby!!! The trick is to not have to stop for very long. He loves the movement, hates being stopped in traffic for too long. Lets face it, us adults don't like to be stopped in traffic either so I can't really blame him for having this sentiment.

Thank you to everyone who submitted there articles and photos in such a timely manner for the last magazine. It was very much appreciated and it did make my life somewhat easier when it came to getting the magazine to the printers in time. We always knew our little man was going to be coming early, but he surprised us by coming a bit earlier than planned. You being organised helped immensely.

It's crazy to realise yet another year has passed us by and the holidays are just around the corner. I'm sure there are going to be some fantastic stories told over the coming weeks from current and past trips. Hopefully we'll be able to publish a few in the magazine.

I would like to pass on my gratitude and appreciation to Carol & Ian Dale and Fiona Allen who have done the painstaking job of packaging up and posting the last few editions of the magazine. This can be quite a large job and it simply became too much for me to do. These lovely people stepped forward and offered to do the job for me and I can't express how much I appreciated this. Good luck to Ian and Carol as they make the move down South. We will miss you at meetings and out on the tracks. Good luck with the move and we hope it all goes well for you.

The December magazine is produced a little earlier in the month than the magazines throughout the year so this means that this one will be a little thinner than you have become used to. Hopefully you still enjoy it and like the variety of articles that will be going into this one. Because of the shorter time and being the lead up to Christmas there aren't usually as many trips to report on.

I hope you get to have a break over Christmas and get to enjoy yourself. If you are traveling, travel safe and we look forward to seeing you in the new year.

Now for some baby spam!



December 2017		
Friday	1	Christmas Party 1st - 3rd Ballina
Friday	8	General Meeting Mt Coot-tha Botanical Gardens
Sunday	10	Nerang Adopt a Track
January 2017		
Sunday	21	New Members Day Ruthervale
Monday	29	General Meeting Mt Coot-tha Botanical Gardens
February 2017		
Sunday	4	New Members Day Ruthervale
Saturday	10	Nerang Adopt a Track
Friday	23	Awards Weekend 23rd - 25th
Monday	26	General Meeting Mt Coot-tha Botanical Gardens

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



Courtesy of Julie Boulden - Sand Driving Course

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.



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
- Science 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

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 to the right.

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.

Proposed dates are as follows. Please note that these can change, check for updates closer to the date.

- 21 January 2017 - Ruthervale
- 04 February 2018 - Ruthervale
- 11 March 2018 - Ruthervale
- 22 April 2018 - Ruthervale
- 17 June 2018 - Ruthervale
- 29 July 2018 - Ruthervale

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 proposed upcoming course dates are:

Course 80 begins 14 February 2018
Course 81 begins 13 June 2018
Course 82 begins 10 October 2018

Sand Driving

Each year the club holds sand driving courses. The proposed upcoming course dates are:

13/14 January 2018 - Noosa North Shore

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

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.



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

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.



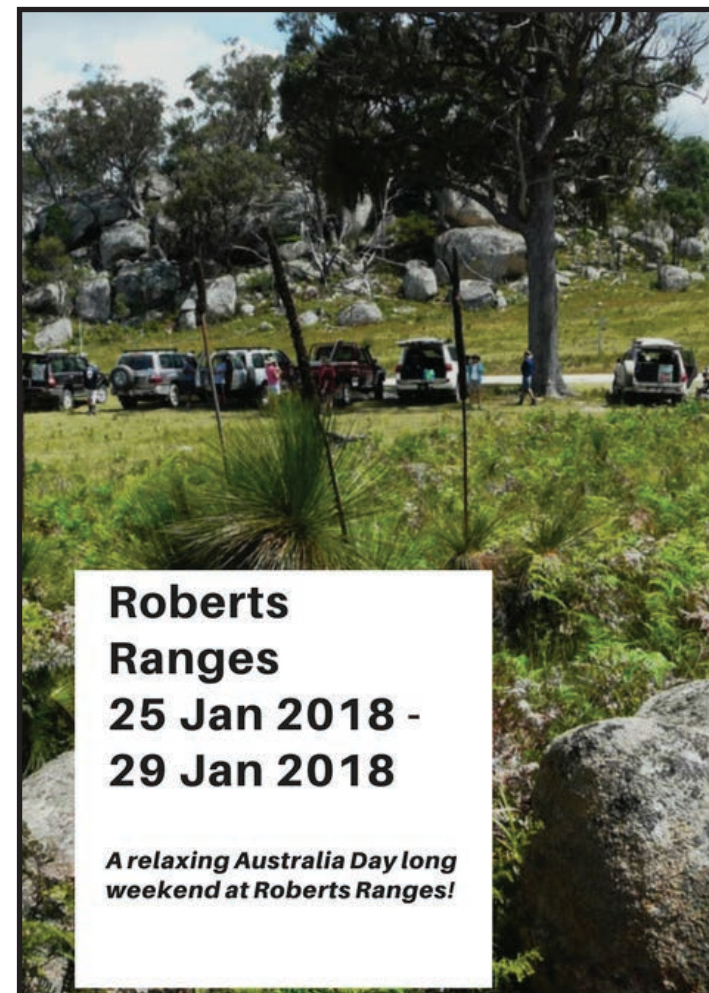
Chambray Shirt

23rd - 25th Feb 2018

The presentation of the 2017 awards will be held at the Woodenbong Golf Club the last weekend in February. There will be fourwheel driving around the area, golfing, friendly games of pool and the all important Awards Night. Dinner and Camping Costs are to be confirmed



2017 Awards Weekend



Roberts Ranges
25 Jan 2018 -
29 Jan 2018

A relaxing Australia Day long weekend at Roberts Ranges!



Nerang State Forest Adopt A Track
10 Feb 2018

We're heading out to tackle the spots that were found to be in need of a little love and attention.


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.

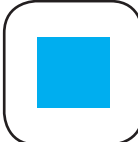
Driver Training Experience

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.

LANDCRUISER PRADO UPGRADE ADDS SAFETY AND VALUE



Toyota has upgraded its top-selling LandCruiser Prado range, refreshing the styling while adding advanced active-safety technology to GX and GXL automatic models, and increasing value for money across the board.

Recommended retail price* has been reduced by up to \$1200 on five model variants, while new 5 and 7-seat GX automatic models receive significant specification upgrades for a modest \$400 increase.

The new GX automatic gains a comprehensive suite of advanced safety measures, a 500kg boost in braked towing capacity, the refreshed exterior and interior, and an instrumentation upgrade.

Prado's new exterior contributes to added safety, with the bonnet sculptured in the centre to enhance downward visibility and the fenders re-profiled to help drivers more easily locate the vehicle extremities.

The lower corners of the front and rear bumpers now kick upwards, to enhance off-road manoeuvrability.

Advanced safety features** - now standard equipment on all LandCruiser Prado auto models - are pre-collision safety system (PCS) with autonomous emergency braking and pedestrian detection, active cruise control (ACC), lane departure alert and auto high beam. PCS and ACC were previously exclusive to the Kakadu.

Towing capacity# for all automatic models has been increased by 500kg to 3000kg and a rear differential lock has been added to auto GXL and VX grades.

The new LandCruiser Prado range is exclusively 2.8-litre turbo-diesel powered, with prices starting at \$53,490 RRP for GX manual - a \$600 price reduction while adding satellite navigation and Toyota Link connected mobility.

Largest price reduction is \$1200 for GXL manual, which has the added features of Bi-LED head lamps, LED DRLs with 'follow me' function, LED fog lamps and sun-visor lamp.

Popular GXL automatic has all these new features, as well as advanced safety equipment, rear differential lock, Optitron instruments and colour MID.

A \$3500 option pack for GXL adds leather-accented trim, ventilated and power-operated front seats, and heated front and second-row seats.

Further active safety upgrades see VX grade gain panoramic view monitor and multi-terrain monitor, blind-spot monitor and rear cross-traffic alert.

Raised specification in VX also includes ventilated front seats, cool box and LED fog lamps, while the price is reduced by \$911.

Top of the range Kakadu now has drive mode select and panoramic view monitor while benefiting from a \$1121 price reduction.

Toyota Australia's executive director sales and marketing Tony Cramb said new LandCruiser Prado extends Toyota's commitment to offering the best safety features across all grades.

"Full-chassis LandCruiser Prado is an SUV that can take you there, wherever 'there' might be, and bring you back," Mr Cramb said.

"The latest upgrades add to its appearance, comfort, convenience and safety, while delivering great value for money," he said.

LandCruiser Prado's robust exterior also features a revised grille with broad vertical bars and slit-shaped cooling openings, flanked by restyled headlamps (Bi-LED on GXL, VX and Kakadu) with the main beams positioned inboard to avoid damage from obstacles when off-road driving.

At the rear, there are new lamp clusters and a smaller garnish incorporated within the number-plate surround.

Inside, LandCruiser Prado has a redesigned dashboard, instrument binnacle and switchgear. The revised centre console incorporates a flush-surface air-conditioning control panel and has a low profile at the top for a sleeker appearance and improved forward visibility.

There are two new exterior colours, Peacock Black and Dusty Bronze. GX and GXL have grey fabric trim with the option of black leather-accented trim on GXL auto. VX and Kakadu are offered with Black and Beige leather-accented trim.

The safety technology now standard in all automatic models is designed to help prevent accidents or mitigate their consequences. The pre-collision safety system* can now detect impact risks with pedestrians as well as vehicles.

Relying on a camera mounted behind the rear-view mirror and a radar in the grille, LandCruiser Prado can operate its brakes autonomously to reduce the vehicle's speed.

Lane departure alert* monitors lane markings and helps prevent accidents and head-on collisions caused by a vehicle leaving its lane. If the vehicle starts to deviate from its lane without the indicators being used, the system alerts the driver with visual and audible warnings.

Automatic high beam can detect the headlights or taillights of vehicles ahead and automatically switch between high and low beams to avoid dazzling other drivers.

VX grade, in addition, now features blind-spot monitor* and rear cross-traffic alert*, systems from the Kakadu that support safer motoring by giving the driver better real-time information about the area immediately around the car.

Multi-terrain monitor, newly added to VX, enables the driver to select from front, rear and two side cameras to check vehicle blind spots and confirm their surroundings. New features include a panoramic view that enables the driver to check for other vehicles at blind intersections.

Drive Mode Select offers five modes which, at the turn of a dial, can provide the driver with the ability to set their preferred powertrain, chassis and air-conditioning settings.

LandCruiser Prado's high-torque turbocharged diesel engine is equipped with an electronically controlled common-rail direct-injection system.

Mated to the six-speed automatic transmission, the powertrain develops an impressive 450 Nm of torque between 1,600 and 2,400 rpm.

When mated to the six-speed manual transmission available in the GX or GXL, this engine develops peak torque of 420 Nm from 1,400 to 2,600 rpm. Maximum power is 130kW at 3400rpm.

The previous 4.0-litre V6 petrol engine is being discontinued in Australia due to overwhelming consumer preference for the turbo-diesel engine (98.8% of sales).

LandCruiser Prado is Australia's best-selling large SUV, with its nearest rival another Toyota, the petrol-powered Kluger.

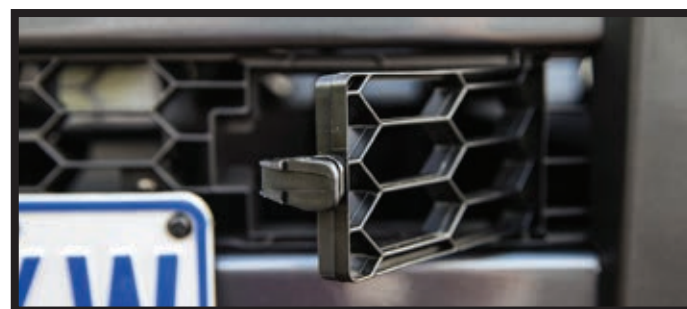
ARB's Summit Sahara Range Expands



Following the roll-out of the popular Summit bar for the Toyota Prado 150, ARB are happy to announce the newest addition to the Summit Sahara bar range, which is now available for this vehicle.

Designed and developed to offer a stylish bar that complements the vehicle design of the GX and GXL Prado, the Summit Sahara bar shares a number of features with the Summit bar, including a press form top pan and winch cover, recessed winch control mount, 30mm wing and pan radius, split pan grill with twin doors for winch and driving light mount access.

A number of subtle design changes have been developed, including different wing depth and angles to complement the Summit Sahara fit and finish on the vehicle. Whilst chassis mounts are retained from the Summit bar, new under wing panels have been developed for the re-designed wings.



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LifeFlight setting up new rescue helicopter base at Archerfield Airport

LifeFlight, a world leader in aeromedical care, is building a new home for its Brisbane-based RACQ LifeFlight Rescue helicopters and crews, at Archerfield Airport.

The new purpose-built base is under construction with its two Brisbane-based RACQ LifeFlight Rescue AW139 helicopters and crews planning to move into the new base by the end of the year. The choppers and crews are currently located in a leased hangar at Brisbane Airport.

The new Archerfield facility will include two helicopter parking areas for the state-of-the-art AW139s and space for both choppers in the hangar, as well as purpose-built on site accommodation for four crew – two medical staff and two aircrew.

LifeFlight Chief Operating Officer Brian Guthrie said the move from Brisbane Airport to Archerfield Airport would reduce some operational costs and would also mean that RACQ LifeFlight Rescue helicopters could become airborne more quickly on a consistent basis.

“While we do receive priority at Brisbane Airport for aeromedical evacuations, the move will mean improved air traffic movements over any 24 hour period for our rescue helicopters due to Archerfield being outside the major airport control zone,” said Mr Guthrie.

The new facility is expected to cost more than \$500,000 with Archerfield Airport Corporation contributing to the construction cost.

Brisbane is LifeFlight’s busiest aeromedical base with 2016-17 proving to be a record year for lifesaving missions. The Brisbane base last year flew 647 lifesaving missions covering a 450km radius with crews flying north to Gladstone, west to Roma and as far south as Grafton, New South Wales.

The new Brisbane base will also include a 40,000 litre refuelling facility (supported by corporate partner IOR Petroleum) which will benefit LifeFlight’s crews at other regional bases, allowing them to quickly refuel after they have airlifted patients to Brisbane hospitals before returning to their home base.

Queensland Health have also sponsored construction of the crew accommodation module which will house up to two medical staff and two aircrew, while there will also be offices for engineering, training, medical, a crew operations room and ‘rec room’.

Archerfield Airport Corporation (AAC) welcomed LifeFlight’s enhanced presence at the airport.

Airport General Manager, Heather Mattes, said LifeFlight’s relocation to purpose-built facilities would complement AAC’s vision to develop Archerfield Airport into a key aeromedical/emergency services hub for South East Queensland.

“Archerfield Airport is already ‘home’ to specialist emergency and aeromedical retrieval service providers Queensland Government Air Wing and Rescue 500, Queensland Fire and Emergency Services, the Queensland Police Service and LifeFlight’s heavy maintenance operations,” she said.

“We look forward to watching the facility take shape over the coming months and expanding the airport’s role in aeromedical/emergencies service provision for Queenslanders”

New LifeFlight corporate partner – Gold Coast-based LED lighting expert Aqualuma - have also agreed to sponsor lighting for the new base featuring Australian designed and manufactured, energy efficient commercial LED lights.

LifeFlight will lease the facility from Archerfield Airport Corporation.

2016-17 was a record year for LifeFlight for lifesaving missions with its aeromedical crews, community helicopters and Air Ambulance jets performing a record 5,252 missions throughout Queensland and around the world.

LifeFlight is a community-based charity funded and supported by the LifeFlight Foundation.



Sundown National Park October 2017

20th - 22nd October 2017
Article Donna Lewis
Photos by Julie Boulden

Always a rough track into Sundown but steady as she goes gives us a great start to another great weekend at Sundown, located near Ballandean just north of the NSW border.

A short trip from Brisbane to the gates about 3 hours and then an hour and half drive into the park to the Burrows camp ground.

It was the usual camp set up and jump into the group for a catch up, a few nibbles and a few well deserved drinks.

Glen and his lovely daughter Jacinta were trip leaders for this weekend and as always it was a well planned trip. Unfortunately, the rain set in on Saturday. As it was Glen's birthday, he made the early decision not to drive and kick back as a passenger. Don't I wish we'd made that decision.



9.30 am the rain stopped so Carl made the move to head out for a short trip around the park to see how the tracks looked. Of course we all followed. Everyone got to the wombat holes and made the decision not to send the whole group into these little beauties. We left them for another dry day.

With that Peter was given the go ahead to lead off along the main track and check out the other camp areas and a few of the side tracks. All going to plan, no disasters, no mishaps, until....

Yes you guessed it that one little hill, a little slip, and a little boom – the front CV, gone!

After a bit of a review of the situation and discussion with the other club members and thanks to Carl and his mighty (hurts me to say it) Nissan, towed us up the hill to the top, stopped about a meter short of the biggest, angriest, meat ant nest ever.

We jacked up the beast to check the damage, yes definitely broken, not going anywhere until that nasty CV is removed. Well that’s not a big deal – usually. No the 200 has an unusual size wheel nut – 39 mm and you can’t just buy this socket anywhere, it comes from the UK. Guess that wasn’t happening on a Saturday one and half hours from the nearest road.

What to do...ummm... we made a few calls to see if anyone had some great ideas to release the CV, loosen off the driving arm, no that didn't give enough room to pop it, drop it down again and move slightly to reposition the break, no that doesn't work. Check all tool boxes for the socket, no none available. Try hammers, vice grips, lots of tools... nothing.



Let’s call the brother in Armidale he can call into Supercheap and pick up a socket and drive it up. Only 3 hours plus the drive in. Well what are brothers for? Thanks Michael and Daniel (our nephew) for doing this but unfortunately the biggest socket they found was 38 mm, so close.

Michael and Daniel arrived to camp around 8pm and the boys got to work again trying an assortment of different tools but no go.

Last hope, call Jack, get him to bring the angle grinder, we’ll cut the dam thing off. So an early start for Jack another 3 hours trip to the gates (in the Jazz) with the grinder. Michael and Daniel again set off to the gates to claim the prize and return it to Peter.



Moments after arrival all was done and the 200 was on the move again. Heading to Ballandean pub for lunch and the RACQ flat tray to take the 200 home.



I guess this is how you get lockers. The 200 is now all booked in for 2 new lockers in early November. Hopefully no more broken CV's and we will have that socket and tool to release the 200 newton meters of torque before our next trip.

It really is fantastic to be a part of such a great club. During all of this drama, which started at 11.30 am on Saturday and continued non stop until 5.30 pm all of the club members gave us a hand.

Carl towed us out of the initial trouble.

Scot towed our camper home and up to the broken vehicle on Saturday.

Karen and Mark fed us lunch.

Kerrie arranged fire wood for us for the night and took care of the kids during the day.

Julie supplied all the photos.

Nick and Lachlan loaned their phone.

And Jacinta lent Peter her phone overnight, just in case he couldn't get out on Sunday and had to stay another night in the park. This would give him contact to arrange a mechanic the next day if need be. I've got to say, what great girls you have Amanda and Glen.



It's so easy for things to go belly up, but it is reassuring to know you have the support of all those on a club trip with you. Nothing was too much trouble for anyone and for that I sincerely say thank you.

Of course thanks to Glen and Jacinta for running this trip. We will be on the next one, with lockers! Gotta love a locker!



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A Forest South

28th October 2017

Article & Photos by Laura & Don Kelly



An enthusiastic and large group met for our day trip that took us interstate into the Border Ranges National Park on a beautiful Saturday in October. It was very well organised from the outset and it was decided that we had too large a convoy to go as one group, so we split into two groups, each with a leader and TEC.

My husband Don and I and our visiting sister on her first ever 4WD experience arrived a bit late so we joined the second group leaving a little later than the first.

The driving was cruisy and it was great to be able to relax into the scenery and listen to some pleasant jibber-jabber on the radio - I think we'll learn loads as members of this club for sure - and thank you to Dave and Maria for the borrowed radio!

We passed a couple of camping areas during the day, being able to check out potential camping places was an unanticipated bonus - great to see some new spots.

Morning tea was at a beautiful creekside stop - most of the creeks had more water in them than we've ever seen since living in Queensland and the group seemed to feel the same way with many people commenting on the water levels.

After a relatively uneventful morning, things took a bit of a turn when, approaching lunchtime, we came upon some track closure signs. The first convoy had seen the same signs and we got word from them that they'd decided to take a chainsaw to the cause of the closure. That sounded



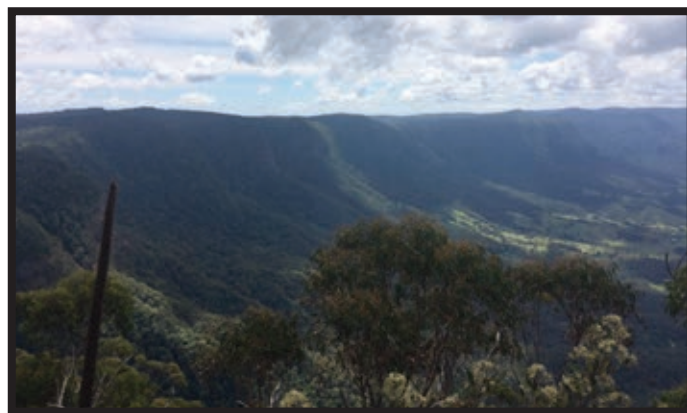
keen and industrious to us and we thought nothing more of it and followed our leader of the second group on to the lunch spot.

As it turned out, that was the last we heard or saw from the first convoy until the end of the day!

After a relaxed lunch hour or so and still no sign or word from the first group, we decided to head on out and complete the trip as per the planned route, hoping that we hadn't 'prematurely withdrawn' from the lunch spot and the first convoy went to find us there.

A stunning lookout stop in the afternoon had added interest as we were introduced to 'black boys', plants we'd never seen before and I spotted a paraglider among the forest a long way away - the glider from that distance looked to literally be skimming the trees as he/she headed towards the valley below and we kept a close eye on it for a while to make sure it wasn't in trouble.

Towards the end of the trip, we heard from the first convoy and came upon them at our final spot coming out of the



park where we all regrouped near a camping spot with an old schoolhouse and a very rustic loo.

It was here that we were introduced to yet another 4WD accessory (is there no limit?) called the ShooRoo "I haven't hit a roo yet so it must work' and corralled ourselves together for a big group shot before heading back to Rathdowney for our goodbyes.

It really was a super day, thank you to Dave and Maria for kindly organising.

A Forest South

28th October 2017

Article & Photos by Andrew & Liz Nichols

A large party arrived at Rathdowney bright and early for coffees, the days instructions and paperwork. Here Dave and Maria split us into two parties.

We (leader Colin and Kathy in the Nissan, Doug and Bev in the Prado, David in the FZ 105, Joe in his 200 series, Chris in the Mu, Andrew and Joe in the 105 with Paul in his Nissan as TEC), set off first in the day long tag team with the second crew led by Dave following 20 min or so later.



A steady climb up the Running Creek Road and over the border to the railway spiral lookout, leaving just as the others were arriving. A good running commentary by the leader kept us entertained and informed. It's now Lions Rd....

Hung a left into Simes Road to let some air out of the tyres then off up Forest Road to Sheep Station Creek and smoko at delightful rest area where Colin who was the source of continuous entertainment in the day collected some ticks on his leg to show us. Following this was a long drive up through the Tweed Range Scenic Drive forest to a truly spectacular lookout of the western Tweed Valley in superb weather. A gentle breeze rising vertically up from the valley floor 300-



400m below was being exploited by a couple of paragliders, one of whom swooped low over the lookout platform to greet us....the rider suspended below his canopy like a small grub under an umbrella. The drop to the valley floor is SERIOUSLY steep here.

Then the other group arrived just as we heard of a fallen tree on our descent road. Here we parted company, with the other group continuing on along the same road to the next lookout on the range and lunch in the bush. Colin was keen on demonstrating his prowess and agility with his fine chainsaw. Great PPE mate! We then proceeded back down the road to Lynches Creek School Reserve for our lunch. This is a pretty wee reserve maintained by the locals featuring the original building (and foul smelling longdrop) for the school that ran here from 1905 to 1965. Bats galore in the trees so we prudently moved out further into the grassed area.

The other party arrived about 40 min later for a great trip photo in the grounds.

Then we headed off home via the lovely Summerland Way rejoining the Mt Lindsay Highway just east of Woodenbong (The hippies must have named that place).

A great day was had by all.



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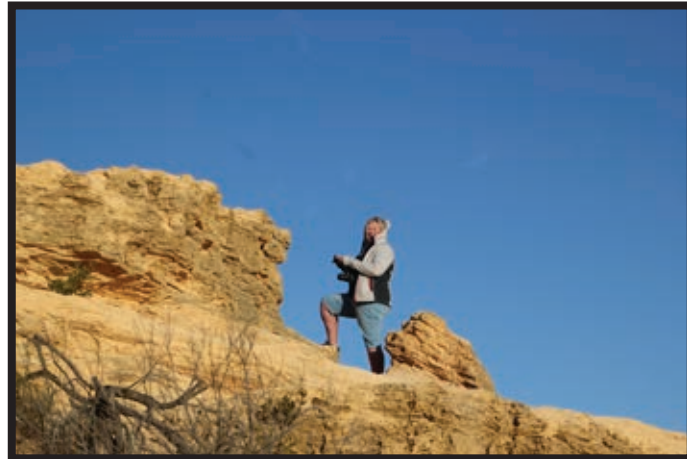


TLCC WA 40th Anniversary

2nd - 5th November 2017

Photos by Sue Winship

Recently several of our members, Mitch & Kym McGregor, Julie Bowdery and Sue Winship, traveled to Western Australia to attend their 40th Anniversary celebrations. These are a few photos from their trip.



Sand Driving Course

17th to 19th November 2017

Photos by Tanya Mason, Julie Boulden & Matt Hollywood



Sand Driving Course

17th to 19th November 2017

Article by Tanya Mason

The Sand Driving Training weekend was held 17th – 19th November at Noosa North Shore beaches. Our base camp for the two nights was at the Noosa North Shore Retreat with a mix of campers and cabins.

The weekend can be described as fun, lots of laughter and banter even with the heavy rain. The rain certainly didn't deter this outdoor bunch instead we took it in our stride and had a great time. My tent site was the only camping site which flooded (thanks to Noosa North Shore for allocating this site to me) and Trent certainly came to the rescue with a shovel and created a wonderful little array of trenches beside my tent to divert water – engineering at its best! It was a weekend where the Toyota and Bunnings golf umbrellas got a workout and members added waterproof jackets to the shopping list in preparation for the next wet trip.

On Saturday morning training commenced with Kym and Mitch providing technical training at the campground which was informative and useful. We saw the benefits of correct tyre pressures and driving techniques which saw many of us consulting our vehicle manuals to ensure we knew how to turn stability control off when we hit the beaches. Even with the rain we drove the beaches, in all sand terrain types to Double Island Point and across the Leisha Track to Rainbow Beach. Again, lots of UHF conversation between members kept us entertained. We saw a few vehicles with serious damage from rollovers and rear enders and this was a timely reminder for us on sand driving training as to how things can go wrong. It was great to see the number of women drivers on this trip and the wives who jumped into the drivers' seat and drove during the day.

Kym and Mitch booked a table at the local pub for dinner and with the rain it was great opportunity to enjoy a meal, a beer or wine and reflect on the days activities in a dry location. There were no stir fry dinners or meat on barbeques back at camp instead TLCC members enjoyed a hearty meal with great friends and mates. On Sunday morning the rain became heavier and a longer pack up than usual as members waited for any break in the weather to pack up camping gear to take home and dry.

A fun weekend and a big thanks to Mitch and Kym and all the members whom participated in sand driving training, for braving the weather and having a fantastic time. Look forward to the next one.



Driver Training Course 79

October 2017

Article by Charlton McDonagh

After a few heavy nights of theory and workshops I was ready to put my new knowledge into practice at the Driver Training Course 79. But with bad weather on the horizon, we were unsure about what to expect and whether the first weekend would go ahead. After one last look at the weather report, I got in the clean car and headed out to Brooklyn.

Friday afternoon was spent setting up camp and the toilet, collecting firewood and enjoying a couple of beers around the campfire. Nice and early to bed for the following days' learning.

The next morning, I was awake with the birds, full of excitement for the day ahead. I was met by Kym at 8 am sharp to do the pre-departure check, which I found so empowering as we are planning many long driving holidays.

First, we did a hill stall procedure which is the foundation of safety when out on the tracks, followed by a steep and slippery descent. It seems to be a bit slipperier when you're the last car down the hill.

The afternoon was spent working through the different stages of the course, however the heavens opened up and would not ease off, leaving Kym with no choice but to stop training and suspend Sunday's activities. Faced with a stormy night sleeping in my swag I decided to head home to a dry bed.

Due to another wet forecast, the course was postponed a week, but still met with the same excitement and commitment from everybody involved. After a full day on Saturday, we settled in for an awesome dinner, provided by my fellow students, of burgers, followed by some amazing desserts provided by the trainers. I know our eyes were bigger than our bellies (especially Tin's).

The Sunday drive was unreal, having to negotiate a hill I would have never attempted otherwise -that feeling of panic before you get the revs up, to elation when you reach the summit.

I now have the confidence to go on more club trips. Thank you to all instructors and students for a great experience.



Advanced Driving Training Course

26th November 2017

Article & Photos by Scott Handley

After another particularly good night around the bonfire at Camp Ground 1 at Brooklyn, everyone was busying themselves, getting the morning coffee in, having breakfast and of course doing our pre-departure checks. We were all anticipating what today would bring. Yesterday we had all the theory and the practical of the more advanced winching and recovery techniques. Today, we had to show we could drive the type of terrain where these techniques could very easily be needed.

We woke up to another overcast morning. Dr Kym was predicting rain as she had never held driver training where rain wasn't a factor. Well she was true to her word – ish. I think I felt 3 or 4 drops of rain that morning. Very soon things started to clear up.

All the instructors (who were students on this 1st Advanced Driver Training Course) had completed all of their pre-departure checks and were gathering to discuss today's proceedings. We were to go on a drive on the property that we normally reserve for the last Sunday of the traditional Driver training course but with a slight difference, we don't have the advantages (stop, look, assess) afforded to our students. We need to assess the situation from the vehicle. This gives a completely different perspective to driving these obstacles. If you don't get out and look at things, you may not have all the information you need to properly or easily traverse these obstacles. Food for thought.

Anyway, it was a pleasant drive for all and we ended back at camp for a quick morning tea. After our rest, discussions were had about making it a bit more interesting, so driving the Waterfall track in reverse was suggested. This is definitely not a normal thing we do in the club, so it was well received.

To enter the track, it was decided to use the harder, steeper entrance we used on a recent Driver Training course. After we all traversed the hill with the precision expected of Driver Trainers we then proceeded to the entrance to the Waterfall track. Now I don't know who to give the Bunyip to here, the trainer who failed to make sure the follower knew which way he was going, or to the trainer that couldn't follow the leader, but there was a moment of confusion when the signs said go left but the convoy went right. Do I have to spell it out, Mark went right as per the we're doing the track in reverse and Dave went left. We all got there in the end.

Once we were all on the right track we entered the track and were having a brilliant drive.

Everything started to go a little awry when we came to the little creek crossing at the bottom of Challenger hill. The first few cars were ok as is the normal way of Four Wheel Driving. The first 2 or 3 cars got up with no issues.

From the back of the pack I was hearing radio chatter, one student needed to reset his course of ascent and decided to use his rear locker to assist. We all got out of our vehicles to assist and observe. From a safe distance we observed the FJ traversing this hill. I'm not sure how many cars traversed the hill, but then it was the chance of one of the resident Discos to give it a go. This car, like a lot of our modern cars, didn't have a factory diff lock to rely on. Listening to the hard impact he had on entering the creek before being able to drive up showed

this was going to be a challenging ascent.

After 3 attempts it was decided to put our winching skills to the test. It was decided that Trent would be the Winch Boss for this recovery. He took advice from all people current and decided a course of action. As he was executing this action another trainer tried to interject their opinion. At this stage it was discussed about the appointment of a Winch Boss and the fact the recovery was in his control. As we do in the club, this was accepted and the recovery proceeded without a hitch.

After this, a different attack was discussed. It was difficult – there was a large rock that smacked your butt on entry. Not a problem for those of us with a rear bar, which I don't have – yet. Then there was a tree root about 2 meters up that would force your front wheels to the right whilst your rear was being pushed to the left. To be honest, this course is meant to be difficult, but the way the track was formed meant you couldn't come too unstuck. Well, I hoped that was the case.

Most of the group got up the muddy incline without issue. A lot of right foot was used to allow for the best traction to and give sufficient momentum to traverse the very slippery bit half way up. I say this as I was the second car to allow a practice winch recovery. I will say that it is not a pleasant experience to slide backwards and sideways down a hill with little to no control. I used every trick in the book to arrest my descent, but gravity and thin but very slippery mud had its way. Luckily everything panned out ok. The car was on a precarious angle, but the fact I was in the creek already meant there was nowhere else to go. We did soon find out that there was no easy, or difficult way to drive out without causing serious damage.

Ultimately this meant I ended up in the same position as the Disco previously. Unable to drive out of the situation we looked to track building, this also proved very difficult. It was decided that winching was the most appropriate recovery method, and as this was the one primary focus for the course we were on; it worked out well. One very large thing I learnt from this excellent course was it is so much easier if you know your equipment and can explain to others how to operate them properly. I was put in a situation where I needed to explain things quickly and I needed to provide instructions to my colleagues on how to operate my winch.

Anyway, lesson over. We all made it up the hill and through the rest of the course. We also made it back for lunch, just. I mean to say that winching is a slow and very calculated recovery process. To get two winch recoveries done and still complete the tracks and get back in time for a very reasonable lunch time (before 1:00pm) is a testament to the Clubs dedication to providing the best training available.

Ultimately it was a fantastic weekend. We are now looking forward to the next rank of students to put through their paces. It's not easy, it's not meant to be, but it's worth it.



November Bunyips!

Activities Meeting Bunyip

Seems Paul grabbed the wrong shirt when he got dressed for the Activities Meeting held in November!



Sand Driving Course

Falling in the sand was a common theme this month!



TLCC WA 40th Anniversary

Kym sent these photos in from WA. "

We had an excellent time at the 40th Anniversary but the next day we had time to be tourists before we took Julie and Sue back to the airport. We visited some beaches and I was busy being all photographic taking pictures of sea gull. Julie was being herself and decided she was going to run in and make my gulls fly. The sand had lots of weed under it and some was firm and some was not. I got distracted from my pictures to see Julie running into my flock. The series of pictures should tell the story."



Submit your bunyip photos to editor@tlccqld.com.au with a short explanation as to what happened.



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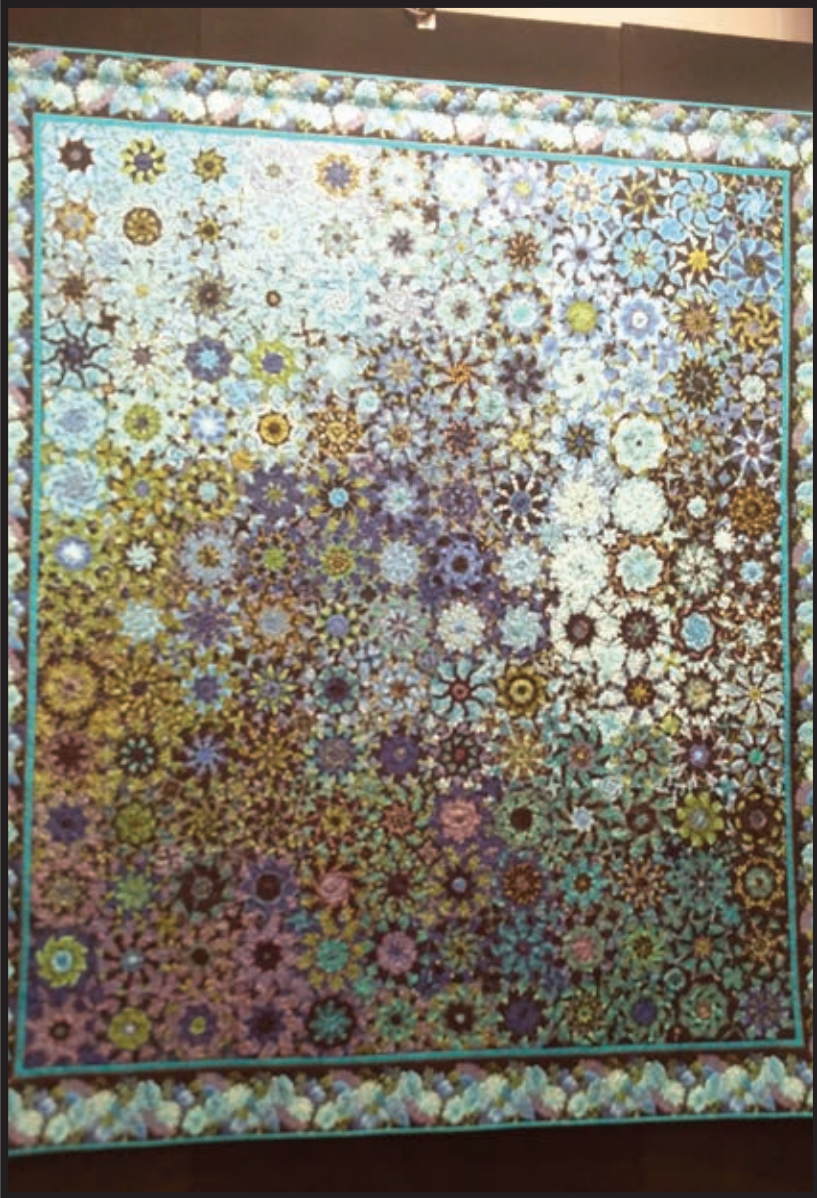
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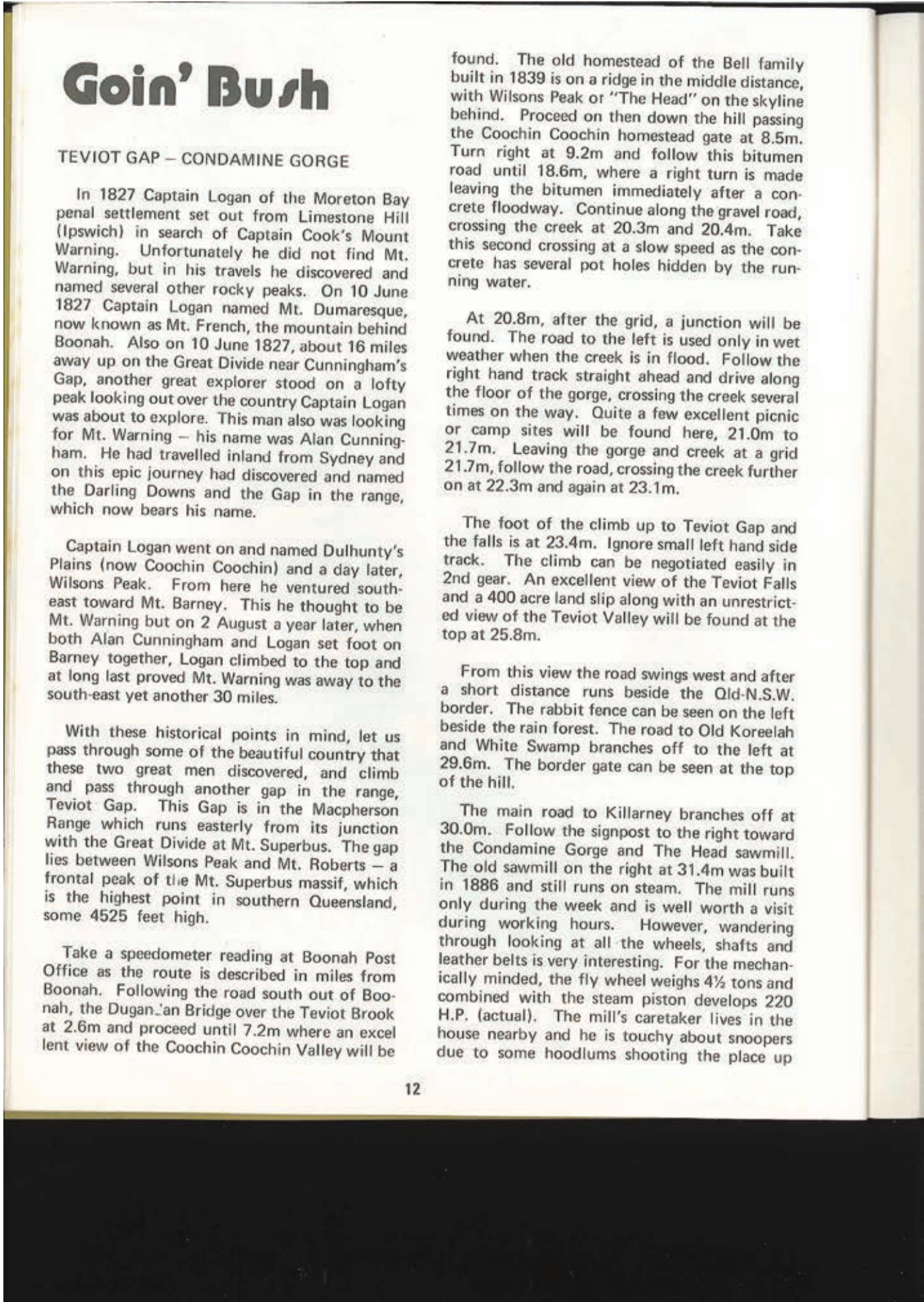
2017 Ekka

This is a couple of months late as I completely forgot to put this in the September-October edition of the magazine. This year at 32 weeks pregnant I was crazy enough to attend the Ekka, only my second time going, and despite being rather uncomfortable I thoroughly enjoyed myself. Jesse and I wandered around through the pavilions and rides and towards the end of the day almost missed one last lot of exhibitors at the Old Museum. I'm quite glad we ventured up the path. Besides getting to talk at length with Bob the Bee man, an expert in native bees, we got to see all the lovely quilts on display. As we turned the corner into the room housing a large number of exquisitely made quilts I thought I recognised one. Sure enough I had seen a photo of this quilt on Facebook not long after it had been completed. On closer inspection this quilt had been completed by none other than our very own Sue Winship. There was another lady admiring Sue's beautiful work and she was honestly speechless. We had a quick chat with her and she was absolutely in awe of your quilt Sue, it was by far hers and our favourite in the room. Congratulations on your prize, it was lovely to see your work on display.

Kim McNamara



Congratulations!





recently. When inspecting, consult him first and explain that you simply wish to have a look around.

Another interesting point — facing the mill with your back to the road, the western spur of the mountain approx. 2 o'clock is where the Lincoln Bomber crashed in April 1955. The club trip of May last year visited the wreckage as part of the Spicers Gap — Mt. Superbus trip.

Following the track on down the valley, you will pass through 3 gates several hundred yards apart. They are to be left as found. Proceed on then down the valley following the main or well used track. The valley closes in to form the Condamine Gorge with sheer vertical cliffs of 2-3 00 feet on either side. The track crosses the creek, the headwaters of the Condamine River, 12 times. All crossings should present no difficulty. There are numerous picnic and camp sites the entire length of the gorge.

At the end of the gorge, the commencement of the bitumen is at 41.0m. A branch to the right at 41.7m, following the bitumen road, takes you the 2 miles into Killarney. Otherwise continue straight ahead onto the gravel road and follow until you strike the bitumen again approx. 2 miles further on.

Turn left here and follow bitumen road approx. ½ mile and follow road signs to Queen Mary's Falls and The Head. At the end of the bitumen, Daggs Falls may be seen by taking the small side track to the observation point. Continue on to Queen Mary's Falls National Park where a shelter shed, tables, toilets and kids swings will be found. A short well guarded walking track leads to an observation platform from where the Falls are in plain view.

After leaving the Park, continue along the gravel road for 4-5 miles until a lookout on the side of the road will enable a clear view of the morning's drive in the valley below. The sign board explains most points. Note the sawmill down in the valley.

Following the road again, the steep descent back into the Head valley is via bitumen surfaced road. En route you will note again the state border fence beside the road on the right (signpost). At the junction passed earlier in the day proceed right to the next road junction marked "Boonah via White Swamp" and the border gate. Follow the road up to the gate. You will have to stop for the usual tick inspection. After the gate, follow the road into N.S.W. and proceed to next intersection. Here turn



left at a sign "To Boonah", cross small stream and follow this road until you again come to the border fence and another tick gate. This time there is no inspection.

Proceed through gate back into Queensland and continue down the series of descents until the next intersection appears. Note view down the valley on the left. Turn right and follow road downhill towards Burnett Creek. At the next intersection turn left towards Burnett Creek and Maroon. Cross the creek and follow this road down the valley until the bitumen is met.

This new section has been constructed around the recently completed Maroon Dam. Follow the road noting that there are several tight corners. There are several fine views of the dam



along this section, so don't travel too fast. Continue along the bitumen till the main Boonah-Rathdowney road is reached at a T junction. Turn left and follow bitumen road back past Coochin Coochin to Boonah and home.

4WD may be needed in one or two places in the Condamine Gorge depending upon the weather and recent logging activities. Otherwise, 2WD all the way. Allow two days for the road to dry out after very wet weather. Teviot Gap section is out if heavy rain falls.

The trip can be broken at Killarney or Queen Mary's Falls and a return journey made via Warwick and Cunningham's Gap (all bitumen).

This trip of approx. 180 miles return is best done on a clear day to get the benefit of the magnificent views. Petrol is available at Boonah and Killarney. Water at many points along the way.

Good tripping.

JOHN PENHALIGON

Discounts

THE CAMPING CENTRE

Ipswich Rd., Woolloongabba.

Varying discounts on all articles to Club members on application.

COUSINS TRUCKS

1456 Ipswich Rd., Rocklea. 47 1822

An offer of \$100 off the advertised price of a second hand Cruiser to Club members.

DENDALE FURNITURE CO.

12 Herston Rd., Kelvin Grove. 56 4838

50% off all furniture - specialising in lounge suites. Mr. Denis Blackburn.

E.J. ELECTRICAL

320 Ipswich Rd., Annerley. 91 6293

Auto and Marine Electrician. Approx. 20% off all parts - special deals - driving lights. Immed. service - exchange alternator for Cruiser to borrow if any delay. Sat. morning. Mr. Eldon James.

FLETCHER TYRE SERVICE

144 Abbotsford Rd., Mayne. 52 2556, 52 2042

Prices on application, but found to be 20-30% off retail price.

L. & H. SMASH REPAIRS

14 Earle St., Windsor. 57 5978

Windscreens fitted A/H. Repairs and Repaints. Mr. Herb Knoll, A/H 63 2426

LOGAN SPRING WORKS

10 Wellington Rd., Woolloongabba. 91 3985

10% off materials and labour. Members must show Club membership card as vehicle is brought in. Mr. John Davidson.

LEO MULLER

Fiveways, Albion

and

SWIFT MOTORS

753 Wynnum Rd., Morningside. 99 1664

15% off parts. (Cash sales only attract discount.) Show membership card.

Hereunder is the list of Blue and White Cabs Service Stations at which fuel may be purchased at 5 cents per gallon discount, on presentation of your Blue and White badge which can be purchased from the club at 25 cents each.

NOTE: The petrol bowlers at Eagle Terrace, The Valley, and 170 Ipswich Road, Woolloongabba are already adjusted to sell fuel at 52.9 cents per gallon. A badge is not necessary at these three service stations, as they sell to the public at this price.

It appears they are not allowed to advertise this fact but they are only too happy to sell fuel to everybody at this price. Apparently stations make their profit from fuel, not car repairs.

Esso Service Station
Cnr. Quay St. and Eagle Tce.,
North Quay (24 hours)

Esso Service Station
Blue and White Cabs Depot
170 Ipswich Road
Woolloongabba

Esso Service Station
(Tyre Service)
200 Annerley Road
Dutton Park

Esso Service Station
Cnr. Griffith and South Pine Road
Everton Park

Amoco Service Station
(Blue and White Cabs)
13 Bridge Street
Valley

Amoco Service Station
Cnr. Gladstone Road and Vulture Street
Highgate Hill

Amoco Service Station
Cnr. Abbotsford Road and Edmonstone Street
Mayne

Blue and White Tyre Service
(Amoco)
73 Dawson Pde
Grovely

Amoco Service Station
Kingston Road
Kingston

Total Service Station
(Terminal Motors)
Cnr. Melbourne and Manning Streets
South Brisbane

Golden Fleece Service Station
Breakfast Creek Road
Newstead

The following service stations do have a tie up with Blue and White Cabs, but I will have to make further enquiries re cheap fuel.

You will be advised in your next magazine whether or not we have been able to obtain discount from the below stations for members.

Newman Avenue Garage (Esso)
2-4 Newman Avenue
Camp Hill

Total Service Station
Cnr. Wellington Pt. Rd. and Finucane Road
Capalaba

Esso Service Station
422-423 Esplanade
Torquay

Esso Service Station
Aratula

It appears that Blue and White Cabs head office reimburse these stations (maybe) for the discount they give during each month. Further enquiries will be made.

(We will not rest until we can again buy cheap fuel.)

BILLY DAVIDSON.



Photo taken by Mark Hobler and Karen Harding at the recent Sundown National Park trip. This shows the true comraderie that TLCC QLD fosters. Everyone rendering assistance to a fellow member in need.

*Congratulations Mark
and Karen!*

January/February	March/April
May/June	July/August
September/October	November/December

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 & Cooloola, 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

- The Shepparton Talk - Too Long in the Bush
- Discover Tasmania Vol 6
- Guide to 4WDDriving - Ron Moon's
- Too Long in the Bush: Len Beadell Looks Back
- The Devil's Playground: 4WDDriving & Touring Tasmania
- Journey to the Kimberley
- Touring Across the Top - Brisbane to Darwin
- Touring the Kimberley from Bungles to Broome
- Touring Australia's Southern Coast - Adelaide to Perth
- Touring Melbourne to Adelaide via the Great Ocean Road
- The Lure of the Kimberley
- Over the Top - High Country Victory
- Cape York - The Great Adventure
- The Canning Stock Route - Desert Adventure
- Travel: Tasmania
- The Toyota Landcruiser Legend
- How to 4WD
- Terrain Tamer Tips & Techniques
- The Kimberley
- Coffs Coast
- The Gulf Country
- The Toyota Landcruiser Legend
- Travel: Tasmania's North-East
- Travel: Tasmania's North-West
- The Rugged Cape York Adventure
- Circle the Gulf
- Crossin' the Canning Stock Route
- Practical Guide to Towing
- Free Campin' the Outback
- Tacklin' the Top End
- The Back of Beyond Collection
- How to 4WD
- 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, Cooloola 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
- The Great Australian Doorstep (3 discs)



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At Terrain Tamer, only a select few people decide if a new 4WD part is added to our already 40,000 strong range.

As one of the rare remaining family owned companies, Terrain Tamer's unique 'Gatekeepers' have stood for reliability and inspired innovation since 1969.

Our Gatekeepers' hands are scarred, but they are wiser for their many years in the workshop and if a part doesn't make it past them, it simply doesn't make it into our range.

For more information on parts that you can trust visit terraintamer.com/history or call **1300 888 444**.





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Here, where there are fifty shades of dust, two hundred types
of mud, and dirt that gives soap nightmares.

And this place right here, they know it better than
the back of their own hands.

These legends aren't carved from marble.
They're the ones that carve up hills, through rivers and over rocks.

You can always rely on a legend.
When you're up a creek or up to your neck in it,
they'll be there.

No favour too big or small.

A Houdini hen, a pig stuck in muck or a stubborn mule.
They'll have their, sleeves rolled up ready.

No questions. No boundaries. No worries.

Legends step up, step in and step on it,
until every last cow comes home.

This is LandCruiser Country.

