

Overland Cruising

Toyota Land Cruiser Club of Australia (Victoria) Inc.

A0005442c



Inside...

< Jordan Valley Loop Working Bee

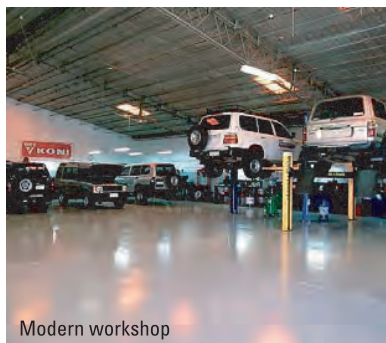


< April Driver Awareness





Guest 4WD service centre has been established since 1961 with extensive experience gained from operating 4WD tours to some of Australia's roughest and remotest areas. As well as general servicing and vehicle accessories, we pride ourselves on pre-trip preparation and suspension modifications to ensure customers have a trouble free 4WD adventure.



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- GME UHF radio and antennae
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- DP Chip
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TOYOTA LAND CRUISER
CLUB OF AUSTRALIA
(VICTORIA) INC.
A0005442C
ABN87301244383

MAY

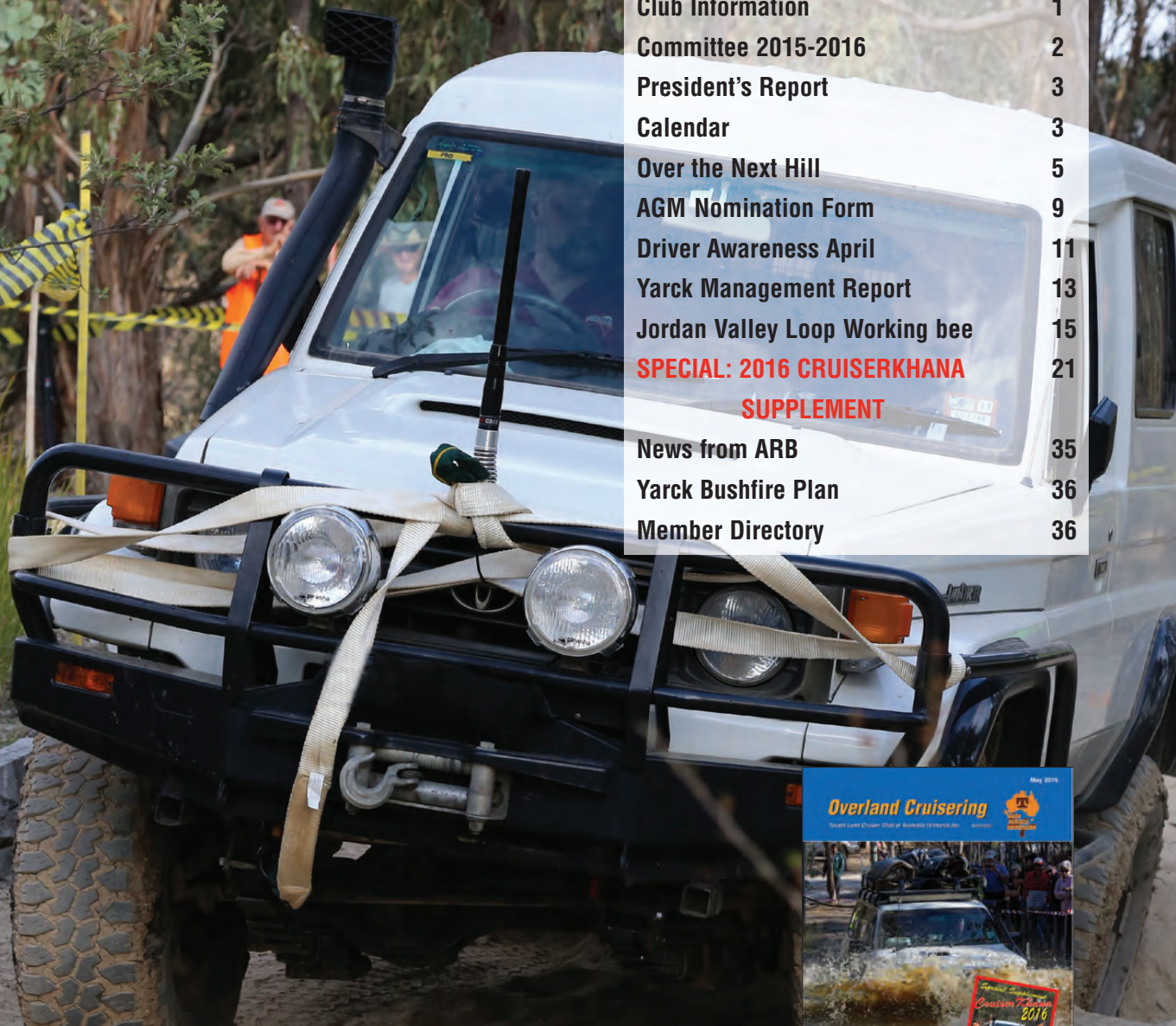
2016

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General Meetings: 7:30pm on the 1st Tuesday of each month at **Mulgrave Country Club Wellington Road (corner Jells Road), Wheelers Hill** Melways Ref 80 H1

Geelong Meetings: 7.30pm the 1st Tuesday of each month & 2nd Tuesday each November at the Supper Room, Geelong West Town Hall, 153 Pakington St. 3218. (Mel. 451 J2)

ENQUIRIES: Membership & General to:
The Secretary
Toyota Land Cruiser Club
PO Box 363,
HAWTHORN 3122

Website:
<http://www.ticcvt.com.au>

MEMBERSHIP DETAILS
Joining Fee: \$280.00
Membership: \$155.00

REINSTATEMENT OF PAST MEMBERS

If a member rejoins the Club within 5 years, a joining fee is not applicable.
If a member rejoins the Club after 5 years, they are required to pay the joining fee and undertake the Club's Driver Awareness course.

RECOGNISED CLUB RADIO CHANNEL: 15 UHF

YARCK PROPERTY

Our property is a registered Land for Wildlife property and no inference is drawn in the publication that the sign or registration has any other meaning.

Life Members: Graeme Wilson, John Whitney (Dec), Don Honey, Bill Dower, Alan Winch, Barrie McCarthy, Harold Ross, Sandra Tanner, Brian Stewart, Charles Norman, Ashley (Dec) & Judith Williams, John Turbill, Garry Cooper, Jan Chivers & Ken Hildebrand

Honorary Members: Ross McClure, Clive Blakely, Reece DeJong
Club Auditor: Chris Rumble

The opinions expressed in the articles appearing in this magazine are not necessarily those of the Editor or the Toyota Land Cruiser Club of Australia (Victoria) Inc. The Editor reserves the right to delete where necessary any section of any article, which has been sent for publication in the magazine. Acceptance of advertisements does not necessarily imply endorsement of products or associated companies or individuals by the Toyota Land Cruiser Club of Australia (Victoria) Inc.



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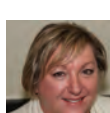
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* Contributions to the Library

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Gabi & Grace Azzam

Club Shop
Graham Cahill clubshop@tlccv.com.au

Sergeant-At-Arms

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* Book for participation in social events

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Cruiserkhana
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MAGAZINE CONTRIBUTIONS

All articles, trip reports and other contributions are welcome for inclusion in the magazine. They must be in the hands of the Editor by the first of the month.

Please send them to:
The Editor, Overland Cruising,
PO Box 1778, Geelong 3220

or email: editor1@tlccv.com.au

Members' name and membership number must accompany all articles and/or contributions.

SUBMISSION GUIDELINES

- Please submit articles as **Word documents with no formatting**. (No fancy formats as it will only have to be removed in preparing for publication). In particular **DO NOT** embed pictures in your documents

- **Images (photos) should be supplied as separate JPEG files.**

The higher resolution the better. As a guide images should be of 300 pixel per inch with image files around 1-5MB fine.

- If you have multiple images, please burn to a CD and post to Editor rather than trying to email numerous images.
- Articles can be posted with normal photos. They will be scanned and returned to the author if a self-addressed envelope is provided.

TRADING POST

- **Note:** If selling a vehicle in the Trading Post it is a Motor Car Trader Regulation (1988-22(4) legal requirement that a cash price, registration number or engine number are supplied.

ADVERTISING A TRIP

- **Note:** All trips must be approved by the Trip Convenor before they can be gazetted in Overland Cruising.

All contributions **MUST BE** received by the 1st of the month.

ADVERTISERS

Please support those companies that advertise in our magazine. Let them know you saw their advert in *Overland Cruising*.

ARE YOUR MEMBERSHIP DETAILS CURRENT?

If you have recently moved, please notify Barbara Bryant – [Membership Officer](mailto:membership@tlccv.com.au) – and provide your new address, telephone number(s) and (if altered) your email address as soon as possible. Please also remember to remove the Club sticker if you change or sell your four-wheel drive.

Last month was a busy time for me. The TLCCV conference was held in Noosa a few weeks ago with 20 state representatives. Michael Martin, Liz Mills, Chris Smith and myself represented our club along with 4 representatives from each of the other attending states SA, NSW, Qld and WA. It was good to meet with other states to see how they operate and to find whether we have commonality with the way we run in Victoria. Being the only FIFO for the weekend, I was the first to be awarded the 'silly hat'. This hat was passed around to other delegates during the day for various misdemeanors. A big thanks goes out to Queensland for organising the conference. It was also pleasing to see 15 other TLCCV members make the long journey to Noosa to be a part of the conference celebrations. Victoria certainly had the biggest contingent of members. Apart from me, all the other TLCCV members headed off to explore Fraser Island on the Sunday morning for a 4 day adventure. Part of the trip involved an Anzac Day dawn service on the Island. This necessitated the convoy rising at 3:00am for the 1 hour journey to the dawn service. From the reports I have received, it sounds like they all had a great trip. Thanks to Michael Martin for organizing the trip. No doubt we will see a report and pictures soon. I reported at last month's meeting about the success of CruiserKhana. For those of you who couldn't make the April meeting, this year's event was well run with many club members helping out in many tasks. Most of these members go unnoticed, but they all worked hard to

ensure things ran smoothly. The hours put in by the CruiserKhana committee were extensive and exhausting, but quite rewarding when they saw the finished product. I certainly had the easy task of just attending as President and awarding the prizes, plus being able to walk around and watch the events. Hopefully next year, the TLCCV can win back the Team Challenge trophy that has eluded us for a few years. The Bush Hut is progressing well. Many volunteers put valuable time into its progress. I am aware that some members head up to Yarck on a normal weekend just to move the big task along. If you head up to Yarck, make sure you take a drive over to the Hut to see its progress. Our AGM will be in July this year. If you would like to nominate for committee, then please make sure your nomination is received by the Secretary by 9th June. Details of committee positions have been shown in past editions of Overland Cruising. The position descriptions also appear in the members' section of the club website. Our new website and membership database will be launched at this month's meeting. It has been a long and testing time to get it to launch status. Hopefully the final touch of 'Single Sign-on' will be up and running by the launch. We plan to give attending members a quick overview of its operation.
Laurie Miles (1058)
 PRESIDENT



NOTICE OF ANNUAL GENERAL MEETING

TUESDAY 19TH JULY, 2016

This year's Annual General Meeting will be held on Tuesday 19th July, 2016. Please note the closing date for nominations **MUST** be received by the Secretary no later than 9th June, 2016

JUNE-SHOW & TELL



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Liz Mills, Show & Tell Co-ordinator

2016 CALENDAR COMING TRIPS

Prior to booking or setting any dates for an event, please check with the Activity Coordinator who will ensure that there are no clashes. Please email to the Activity Coordinator the proposed date, time, venue and overview of the event.

May 21st & 22nd	Maintenance & Construction weekend	August 25th – Sept 11th	Great Victoria & Gibson Deserts Excursion
May 28th & 29th	DA Practical weekend	August 27th & 28th	DA Practical weekend
June 11th – 13th	Sandy Wyperfeld Trailer trip	September 3rd & 4th	Otways Waterfalls
June 13th	Yarck Management – Public Holiday	September 12th	Yarck Management meeting
June 14th	DA Theory	September 13th	DA Theory
June 25th & 26th	Maintenance & Construction weekend	September 24th & 25th	Maintenance & Construction weekend
July 11th	Yarck Management meeting	October 10th	Yarck Management meeting
July 12th	DA Theory	October 11th	DA Theory
July 23rd & 24th	Little Desert – McDonald Highway	October 22nd & 23rd	Maintenance & Construction weekend
July 23rd & 24th	Maintenance & Construction weekend	November 5th & 6th	DA Practical weekend
July 30th & 31st	Mt Skene South Side Snow Trip	November 8th	DA Theory
July 30th & 31st	DA Practical weekend	November 14th	Yarck Management meeting
August 6th & 7th	Lock Your Hubs Mt Skene Snow Trip	November 19th & 20th	Maintenance & Construction weekend
August 8th	Yarck Management meeting	November 26th & 27th	DA Practical weekend
August 9th	DA Theory	December 12th	Yarck Management meeting
August 20th & 21st	Maintenance & Construction weekend	December 13th	DA Theory

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INFORMATION FOR TRIP LEADERS

• Trip leaders please note that under the Constitution, members may not take part in any club activities involving four-wheel driving unless they have completed the Driver Awareness

Course (Theory & Practical) and have filled in an Indemnity Form.
 • The Club Insurance Policy states that only Club Trips that are gazetted in the Club Magazine and the Club website are covered by the Club Public Liability Policy.

- All Club Trips gazetted in the Club Magazine must include a telephone number (or mobile) and/or an email address for the purpose of booking on a trip.
- Members please note that telephone calls should not be made later than 8:30 pm.

Club trips are for club members only. Non members are not afforded insurance coverage by the club and may jeopardise our coverage. If you have any queries they may be raised with our Trip Coordinator, Tony Middleditch.

Members Please Note: All guests attending TLCCV trips must take out Temporary Membership. This includes children of members 18 years of age and older. If you have any queries contact our Trip Convenor, Tony Middleditch at trips@tlccv.com.au. All applications and pay-ments for Temporary Membership MUST be received by the Membership Officer NO LATER than 14 days prior to the trip.

Facebook: Any trips advertised on Facebook that have not been approved by the Trip Convenor will not be recognised as an official Club trip and therefore not be covered by the Club insurance.

Seasonal Road Closures: Contact Parks Victoria on <http://parkweb.vic.gov.au/safety/fire,-flood-and-other-closures/seasonal-road-closures2>

JUNE

LITTLE DESERT RECCE

Date: Saturday 11th - 12th June, 2016
Meeting Place: Goroke Accommodation Park (this will be base camp for the weekend - caravans, trailers OK)
Time: 1 pm Saturday
Limit: 4 vehicles
Standard: Easy to medium
Radio: UHF (initially Ch 15)
Fuel: Full tanks from Horsham
Equipment: Standard recovery equipment that includes closed front and rear recovery points, snatch strap with rated shackles, shovel, air compressor, genuine off road biased AT or better tyres with at least 50% tread - including the spare. Maxx Trax or equivalent may be handy. Sand flag advisable (may be mandatory tbc)
Overnight: Goroke Accommodation Park - cost \$20 power, \$5 unpowered per night.
Details: We will have a short drive saturday afternoon and a longer drive on Sunday checking out the Little Desert tracks to work out the details and routes for our July trip.
Contact: **Graeme Innis:** Email: geinnis@gmail.com

JUNE

SANDY WYPERFELD TRAILER TRIP (Queens Birthday weekend)

Date: Saturday 11th - Monday 13th June, 2016
Meeting Place: Lake Hindmarsh
Time: Saturday 8:30am.
Limit: 6 vehicles
Standard: Medium, depending on weather conditions.
Fuel: 145Lt capacity. Full tank from Horsham/Rainbow.
Radio: Car mounted UHF plus hand held UHF (initially channel 15)
Equipment: Basic recovery gear including snatch strap, closed recovery points on front & back, shovel, air compressor for tyre inflation, genuine off road tyres with at least 50% tread including spare tyre.
Overnight: Friday at Lake Hindmarsh CP (fees apply). Bush camping Saturday & Sunday nights.
Details: We travel through the sandy Wyperfeld National Park & Big Desert State Forest with our 4WD camper trailers. Overnight Saturday will be somewhere in Wyperfeld NP, & Sunday will be somewhere in the Big Desert State Forest 4WD trailers (set up for 4WDing) are permitted.
 No dogs, no cats, no firearms permitted on this trip. Trailers welcome on this trip.
Trip Leaders: **Laurie & Heidi Miles:** Email: trips@zebra400.com

JULY

LITTLE DESERT - McDONALD HWAY

Date: Saturday 23rd July and Sunday 24th July, 2016
Meeting Place: Goroke Accommodation Park (this will be base camp for the weekend - caravans, trailers OK)
Time: 9:00am Saturday
Limit: 8 vehicles
Standard: Easy to medium
Fuel: Full tank from Horsham
Radio: UHF 15 (initially)
Equipment: Standard recovery equipment that includes closed front & rear recovery points, snatch strap with rated shackles, shovel, air compressor, genuine off road biased AT or better tyres with at least 50% tread - including the spare, Maxx Trax or equivalent may be handy. Sand flag advisable (may be mandatory. TBC)
Overnight: Goroke Accommodation park - cost around \$10 per night unpowered site.
Details: Saturday will be a full day travelling the McDonald Hwy and other tracks through the Little Desert. Carry sufficient water and food for a couple of days just in case. Sunday will be an optional half day activity.
Trip Leader: **Graeme Innis:** Email: geinnis@gmail.com

CALENDAR

JULY

MT SKENE SOUTH SIDE SNOW TRIP

Date: Saturday 30th & Sunday 31st July, 2016
Meeting Place: Licola General Store
Time: Saturday 30th July at 8:30am for 9:00am departure
Limit: 8 vehicles
Standard: Medium to difficult - depending on snow conditions
Fuel: Full tanks from Heyfield
Radio: 15 UHF
Equipment: Genuine all/mud terrain tyres with minimum 50% tread (road biased tyres not acceptable), recovery points front & rear, full recovery equipment, suitable cold/wet weather clothes, UHF radio, compressor & tyre gauge, shovel, water & food, emergency sleeping bag. (Please note this FWDV require 2 snow chains)
Overnight: Bush camping
Details: Starting in Licola this trip will tackle Mt Skene from the lesser used southern side of the mountain avoiding the crowds on the opposite side. Come prepared to camp the night above the snow line as our final campsite will depend on snow conditions. The trip will finish in Licola. No pets, firearms or trailers.
Trip Leader: **James Clark.** Email: james@brooklyncoldstorage.com.au

AUGUST

LOCK YOUR HUBS MT SKENE SNOW TRIP

Date: Saturday 6th & Sunday 7th August, 2016
Meeting Place: Opposite Jamieson Pub
Time: 7:00am (we're going to beat the traffic this year!)
Limit: 20 (2 groups of 10) 5 positions for new members
Standard: Medium
Fuel: Full tanks from Mansfield (Alpine diesel for diesels)
Radio: 15 UHF
Equipment: Genuine all/mud terrain tyres with minimum 50% tread (road biased tyres not acceptable), recovery points front & rear, full recovery equipment, suitable cold/wet weather clothes, UHF radio, compressor & tyre gauge, shovel, water

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SWAN HILL 10 Rutherford St **WANTIRNA** Cnr. Boronia Rd & Wantirna Rd **WARRNAMBOOL** 25 Walsh Rd

CALENDAR



Overnight: & food, emergency sleeping bag. (Please note this FWDV require 2 snow chains)
Hotel in Mansfield
Details: A large, exciting & family friendly weekend trip to Mt Skene to experience some of the best snow driving in Victoria. We will be based at Mansfield from where we will travel up to Mt Skene to drive in the snow, have some fun & then return to the Jamieson Brewery & socialise. New members are encouraged to come along & vehicles will be split into two groups with two trips run concurrently to ensure that the large number of vehicles run smoothly.
Trip Leaders: **Simon Mustey & Sherry Salvesen:** Email: simon@mustey.com
Matthew & Sara Lilley

JULY/AUGUST CANNING STOCK ROUTE (CSR), ALICE SPRINGS TO BILLILUNA TO WILUNA

Date: Sunday 31st July to Friday 26th August, 2016
Meeting Place: McDonnell Range Caravan Park, Alice Springs
Time: 8:30am Sunday 31st July, 2016
Limit: 4 vehicles. No camper trailers. No pets.
Standard: Isolated Outback tracks, heavy corrugations & sand dunes, limited services available.
Fuel: Diesel & petrol available.
Radio: UHF and at least 2 satellite phones & EPIRBs in the convoy
Equipment: The vehicles should be well equipped & in good condition suitable for an extended period of remote Outback touring where there are limited services with fuel carrying capacity for 800kms of sandy desert travel, plus a reserve allowance, 2 spare wheels with good tread, a comprehensive set of tools & spares, (shock absorbers are a frequent failure), standard recovery equipment.
Overnight: Almost entirely bush camping & self catering - with 22 camp setups in 26 days.
Details: We will travel quickly from Alice Springs along the Tanami Track for 2 days to Billiluna on the northern end of the CSR, and then at a more leisurely pace head south for 11 days to Georgia Bore. Then we will make a westerly diversion for 5 days to the Karlamilyi National Park, and purchase fuel. After returning to the CSR, we will continue south for 9 days to Wiluna - the end of the CSR. A leisurely to moderate tour pace is anticipated averaging about 100kms per day while on the CSR, with 4 rest days over 27 days, and a total distance of 3200kms. Reference website URL - exploreoz.com
Trip Leader: **Alan McMeekin:** Email: gail@mcmeekin.org

AUG - SEPT GREAT VICTORIA & GIBSON DESERTS EXCURSION

Date: Thursday 25th August (Eucla) - Sunday 11th September (Alice Springs)
Meeting Place: Eucla Roadhouse
Time: 8:15am on Thursday 25th August
Limit: 8 vehicles - preferably diesel (because of spinifex), preferably no trailers
Standard: Moderate, with some potentially difficult sections
Fuel: Full tanks at Eucla, sufficient for 1200km
Radio: 15 UHF
Equipment: Vehicle in sound mechanical condition. Good off-road tyres with ample tread, a second spare, standard recovery equipment, closed recovery hooks front & rear, compressor & tyre gauge, sand flag, shovel, basic tool kit, tyre repair kit, vehicle spares, camping equipment, water & supplies. Spray bottle & wire hook for spinifex fires. Further details at pre-trip meeting.
Overnight: Mainly bush camping with no facilities. Cabins optional where available.
Details: We travel north across the Nullarbor Plain to Forrest & then via various tracks across the Great Victoria Desert, also using portions of the Connie Sue Highway, Anne Beadell Highway, Hanns track (un-mapped section), & the Great Central Road to Warburton. From there it's north up the Sandy Blight Junction Road and east on the Gary Junction Road to The Alice. Note that Hanns Track is potentially rough, overgrown with spinifex, & could stake tyres. Note also that some areas are subject to acquisition of permits to be organized by the Trip Leader.
Trip Leader: **Don Bryant:** Email: dbryant@bigpond.net.au

SEPTEMBER OTWAYS WATERFALLS

Date: Saturday 3rd & Sunday 4th September, 2016
Meeting Place: Gellibrand Otway Tourist Park (this will be base camp for the weekend - caravans, trailers OK) Cabins also available
Time: 9:00am Saturday
Limit: 8 vehicles
Standard: Easy to medium
Fuel: Full tank from Colac (petrol only in Gellibrand)
Radio: 15 UHF (initially)
Equipment: Standard recovery equipment that includes closed front & rear recovery points, snatch strap with rated shackles, shovel, air compressor, genuine off road biased AT or better tyres with at least 50% tread - including the spare.
Overnight: Gellibrand Otway Tourist Park (cost around \$30 per night unpowered site).
Details: Exploring Otways bush roads & tracks & visiting a couple of waterfalls in the southern Otways. There will be some bush walking at the waterfalls including some steep sections & steps.
Team BBQ or dinner at the pub on Saturday night, depending on weather and opinion.
Trip Leader: **Graeme Innis:** Email: geinnis@gmail.com

CALENDAR

WOMBAT STATE FOREST CLEANUP

3 - 5th June, 2016 (weekend activity)

Meeting Place: Meeting place and camping location at the Bullarto Hall, toilets available
 Time: Friday night at 7pm
 Equipment: Standard recovery gear. Good off road tyres.
 Food and drinks.
 Overnight: Camping at Bullarto Hall
 Details: Dinner provided Friday/Saturday. Breakfast Saturday & Sunday.
 Contact: **Mac Redfern**, TLCCV Co-ordinator, Email: tlccrg@tlccv.com.au Mobile: 0402 964

920

SOCIAL CALENDAR

COMING EVENTS

- Westside Tavern - 28th MayLast chance to book is NOW!
- Mitcham Hotel Pub night - Saturday 16th July
- Sandringham Hotel Oub night - Saturday 10th September
- Werribee Park BBQ - Sunday 10th October
- Christmas Pub night - Eltham Hotel - Saturday 26th November

PLEASE NOTE: Closing date is 4 days before to be fair to the venue. No late bookings accepted by Social Secretary

Angela Di Lallo, Social Secretary social@tlccv.com.au

NEWS

2016 ANNUAL GENERAL MEETING

PROXY VOTING

Notice is hereby given that the Annual General Meeting of the Toyota Land Cruiser Club of Australia (Victoria) Incorporated will be held Tuesday 19th July, 2016 commencing at 7:30 pm.

As per the Rules of the Constitution:

*"...appoint another member as his proxy by notice given to the **Secretary** no later than 24 hours before the time of the meeting in respect of which the proxy is appointed."*

In practical terms with our meetings being held on Tuesday, proxies must be received by the Secretary by 8:00 pm. on Monday 18th July, 2016.

APPENDIX 1 - FORM OF APPOINTMENT OF PROXY

I

of

Member No..... being a member of the Toyota Land Cruiser Club of Australia (Victoria) Incorporated

hereby appoint

of.....

being a member of that incorporated Association, as my proxy to vote for me on my behalf at the Annual General meeting of the Association to be held on Tuesday 19th July, 2016 and at any adjournment of that meeting.

My proxy is authorised to vote in favour of / against (delete as appropriate) the resolution (insert details).

Signed..... Membership No. Date

Notice is hereby given that the Annual General Meeting of the Toyota Land Cruiser Club of Australia (Victoria) Incorporated will be held Tuesday 19th July, 2016 commencing at 7:30 p.m.

NOMINATIONS FOR OFFICERS AND ORDINARY MEMBERS OF COMMITTEE

Nominations of members for election as Officers and Ordinary Members of Committee are to be in writing and signed by two members, together with the consent of the nominee.

Nominations may be posted, emailed or handed to the Secretary (Sandra Tanner) but must be **received by Tuesday 9th June, 2016.**

(Please print)

Position

Member nominated..... Signature

Nominated by Signature

Seconded by Signature

(Please print)

Position

Member nominated..... Signature

Nominated by Signature

Seconded by Signature

(Please print)

Position

Member nominated..... Signature

Nominated by Signature

Seconded by Signature

(Please print)

Position

Member nominated..... Signature

Nominated by Signature

Seconded by Signature



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The Group

30th April & 1st May, 2016

Participants: Luke Kowald (LC 80), John Riley (Prado 150), Lola and David Langthaler (Prado 120), Susan McCarthy and Jim Coghlan (Prado 120), Megan Killorn and Adrian Jeffrey (LC 80)

After an informative evening at the Mulgrave Country Club for our Driver Awareness session led by John, Michael and Simon covering a range of 4WD theory topics and tips to have our vehicle ready for our Yarck experience – on Friday 29th April after a good days rain – we all found ourselves at the Yarck Hilton. On arrival at Yarck we were met by Ian who had come up early to get the Hilton open and the fire up and running. John and Michael were away on a club trip to Fraser Island this weekend so the course was to be led by Simon. Some hours after dark most of us had arrived – we got to meet Simon and Matt who had kindly been out assessing the tracks after the rain to see if they were suitable for us newbies. (See the real reason below). During their exploring Matt thought it would be a great opportunity for Simon to help him out with some night winching – I am sure they will both be happy to tell you all about it sometime. Around the warmth of the fire we got to meet Geoff and Tony who were also at Yarck to help us over the weekend.

After a wet night in our tents / campers we were up and ready to go at 8:00am. First up after a briefing in the Hilton it was off to see Luke's LC 80 on the inspection ramp followed by John's

Prado 150. Tony and Matt pointed out the key features and differences in the vehicles, items to keep an eye on when inspecting and low points of the vehicles. Next we were off for some winching demonstrations where Geoff, Ian and Simon covered the hand winch and winching signals; we all got the chance to winch R3CVRY up the hill. Simon kindly showed us how much harder it could be in a real scenario when he put the foot on the brakes. We then had a demonstration of R3CVRY's vehicle mounted winch (which had had a big workout the night before) and finally Simon ran through the uses and constraints of the high lift jack for lifting a vehicle and also as a winch. It was then time to 'air down' and in our first time using the convoy procedures

we headed off to the Bus Stop. Here Matt ran through the technique called 'driving through the brakes'. We covered doing this for both an auto and a manual – it was then time to have a bit of a practice. With instructors in each of the vehicles it was off to various inclines around the bus stop area. All the guys kindly let their partners drive first! After a practice driving through the brakes both up and downhill it was off for a bit of a drive and a visit to Garveys Gully, the scene of the much talked about Friday night R3CRVY activity. Simon gave us a great demonstration of controlled downhill using the driving through the brakes technique. It was then back to the Hilton for various lunch delicacies – including Matt's Dreampot steamed dimmies.





After lunch, it was off to the appropriately named Bog Hole and following instructions from Ian and help from the other leaders in fitting our tarps and water bras it was David and Lola who volunteered to hit the mud first. A great effort saw them through on the second attempt with no recovery required. We all excitedly followed through on the path that David and Lola had forged for us. Next came the river crossing and the climb out the other side. Geoff and Tony helped us here with the crossing and the climb out, again David and Lola found themselves in and out of the water first with the rest of us doing well following behind. I found it really exciting heading into the water slowly and giving the extra power on Simon's signal and then waiting for the water to drain before following Geoff's advice on climbing out of the river crossing. We then headed off on a bit of a tour around the wonderful Yarck property. We found ourselves at Ups N Downs track where after discussions about how to drive in this type of terrain and advice from Matt to try and keep the car level, we followed him along the track with a deep erosion gully forming a V shape. I fortunately was following Matt and was amazed that his tyres only seemed to have a few centimetres contact with the track. I obviously didn't pay close enough attention to his line as at one point I found the left side of my car seemed suddenly to be much, much, lower than the right side and I had fears of tipping over. Fortunately Ian was at hand on the side of the track, and with some great advice on wheel placement I was back feeling a lot more comfortable and the car nearly level again. Following a bit of a break it was time for the night drive, which was a great experience around various tracks on the property and a chance to see how tracks look quite different at night. Ian joined me for the drive and provided great advice and tips along the way. I also had a chance to learn a little more

about the club and its activities – thanks Ian. It was then time for dinner and off to bed by 10:00pm as we'd had a big day.

During the night the rains really arrived along with the wind and I thought about John and Michael on Fraser Island and hoped that it wasn't too hot there and that the sand flies weren't causing them too much trouble. Sunday morning we had a great information session around the Hilton fire where Tony covered trip prep / protocols and a comprehensive coverage of toilet matters in the bush. Matt covered booking on trips, Ian told us all about tyres and Geoff had a really informative session on Comms even if it did go a bit longer than Simon had planned. Next we were off to the sand trap where with Ian, Tony and Matt we learnt about the use of snatch straps, how dangerous they can be and the procedures for connecting the two vehicles before the snatch becomes LIVE. Whilst rolling out my snatch strap in drizzling rain, I again thought of John and Michael and wondered if they were having to do any beach recoveries under the clear blue skies of Fraser Island. Next up with Simon and Geoff's assistance was the technique to change a tyre whilst on a hill, which was very interesting. We were then off on our last trip using the convoy procedure around the property which included a visit to the Bush Hut and the class of April, 2016 team photo. Before we knew it we were back at the Hilton packing up and saying our thanks and farewells. Tony took the time to give me a great run through of his terrific setup for his Troopy – thanks Tony.

I know all the participants had a great time, learnt a lot and now have more confidence driving in the terrain we encountered at the terrific Yarck property that obviously so many club members have worked so hard developing over the years. A huge thanks to Simon, Matt, Geoff, Ian and Tony for all their advice and fun times we had on the

weekend. Megan and Adrian are soon to be heading off on their 18 month figure 8 tour of Australia - we wish them a wonderful trip and look forward to updates of their adventures on the club Facebook site.

John Riley (2768)

Matt and I arrived at the Yarck property around 4:30-5:00pm. Considering the rain the property had experienced on the day, we thought prudent to drive some of the tracks before in convoy with students, to check on track conditions, fallen timber, etc. We entered via the back gate and drove down Bulldozer track, turned right at the saddle toward the bridge. After crossing the bridge, we decided to check out Butchers track. Having nearly completed Butchers track, I advised Matt that it might be a good idea to cut down into the gully as Garvey's Gully hill would not be used anyway on account of the weather.

This is where it got interesting. Matt was leading, and despite my advice, decided to ascend Garvey's. Watching from the other side, being night by this stage, I watched his headlights get about half way up, stopped and then slid to the right a couple of feet.

I jumped on the radio asking Matt if he was OK. I heard a very sheepish: "Yep," so I asked if he needed a hand, and another extremely sheepish: "Yep," crackled through the radio.

Heading up the hill using a keyring light for a torch, we tried to conduct a reverse recovery. Unfortunately the front was sliding further to the right, putting him in an even more precarious situation.

We decided that a winch recovery was going to be the only way forward, so I drove around the other way parking my 80 at the top of Garvey's. Unfortunately there isn't anything at the top of Garvey's to tether myself to, so I had to run a diversion winch using my 30m extension rope and the full length of my winch rope through a pulley block and down the hill to the front of Matt's car.

After a couple of hours of running up and down in the rain at night, he was finally at the top! We finally arrived back at the Hilton at about 8:30pm.

Simon Mustey (2533)



A lot has been happening at Yarck during the past two months. There were 25 members at the March Maintenance & Construction weekend to assist with two concrete pours. Three guys went up on the Thursday prior to get the new water tank in place ready for connecting and pumping water. (See report in April magazine). Garry Cooper meets with guy from Plastic Fusion to have the other tank repaired.

Forty-three members turn up for the early April Maintenance & Construction / CruiserKhana setup weekend. This is one very busy weekend. The repaired water tank is reconnected with a new ball valve and then filled. Both the septic tanks were pumped out.

Construction of the toilet in the Whoopsy-Do gully was finalized, thanks to our super plumber, Gary Holt. Improvements to the path lighting continue with Trajco well in control.

Most of the other projects tackled were done to ensure that all was in place and ready for the CruiserKhana. I am sure that this was achieved. Campsites cleared – firewood to various camp areas – gas water heaters and ovens

serviced. Toilets and showers cleaned and a plentiful supply of paper on standby. Work continued with the bush hut as it gets closer to having the verandah roof done. If you have not been part of this project, get in touch with Peter Burchall to find out when he requires assistance. The next scheduled Maintenance & Construction weekend is to be held on the 21st & 22nd May. That will need to be a firewood collection time. So if you have recently completed a chainsaw course, bring your gear along and get some practical experience and help restock the wood bin. It has been noted firewood has been taken from the bin to other camping spots; it would be preferred that firewood be sourced from nearer the camp and wood in the bin be used in the Hilton. The track down to Garvey's Gully past the toilet will be re-opened now that the concreting is complete.

The regular members of the Yarck Maintenance Team are looking forward to seeing a few new faces to assist with the upkeep of our great four-wheel driving property.

Brian Stewart (340)
YARCK MANAGEMENT COORDINATOR

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LMCT10156



12th, 13th & 14th March, 2016

Trip Leader:

Dulcie Watts

Attendees:

Rebecca Schlosmacher and
Slawko Kulyk
Eamonn King
Gary Holt
Trajco Vilarov
Viv and Barry Gardner
Barb and Tony Bryant
Kellie and Wayne Knight

Friday 11th March night saw most of us set up camp in a quiet spot off the Woods Point-Walhalla Road, above one of our historical sites, William Creighton's grave site and below Bald Hill Settlement, another of our histori-

cal sites. The weather, apart from Friday night when after midnight it bucketed rain on and off until around 4:00am, was wonderful, sunny with temperatures in the mid-twenties and mild nights.

William Creighton died at "Bald Hill" near Jericho on 2nd November, 1862, and was laid to rest at "Bald Hill" by Henry Smith and John Williams. Creighton was a blacksmith by trade, and had left his home in Dundee, Scotland, 10 years or so before his death. He ended up on the Jordan Goldfields, and his death followed almost a year of suffering from erysipelas (Bacterial infection of the skin caused by streptococcus bacterium. The infection results in large, red patches on the skin and can cause

blood poisoning if the infection spreads throughout the bloodstream.), compounded by lack of medical attention. It is presumed but not proven that our historical site is where Creighton's grave is.

We met up with the rest of the team at Matlock on Saturday morning and headed off down the Jericho Track, where DELWP has done heaps of track maintenance. The blackberries, which had been smack up against the car doors as you drove by, were gone and the track had been widened in places, made it all very pleasant to drive down.

We began the clean-up of our historical sites starting with the Jericho Oak Tree. I was relieved to see that the Chinese Memorial had not been desecrated and only needed a good wash to look good





as new again. Rebecca and Slawko did a great job of getting rid of a fire ring and charcoal and disguising it with fresh soil and grass cuttings.

Hopefully it will deter other idiots from lighting fires under the beautiful 100 year old oak tree.

Once the oak tree area had been groomed, we split up into 3 groups and got stuck into Chinaman's Point, Jericho Diversion Tunnel and the general signage in and around Jericho township and the Father and Son grave plus the new Bennett's house site, finally meeting up and converging on the Jericho Cemetery for lunch.

My heart sank when I saw the cemetery with the bracken thigh high and all those thistles...! Ugggh! DELWP had bulldozed around the outside of the cemetery, which was great, one less job for us. After lunch with all 12 of us knuckling down and doing our bit, we knocked it over in record time. Well done everyone!

After a bit of afternoon tea, we decided to explore the BB Divide Track that runs next to the Jericho Cemetery and comes out on the main road at Thackeray, once a suburb of Matlock, now forgotten in time. It's a bit steep and soft at the start but a lovely track, and we meandered along under a canopy of trees in dappled sunlight, until we came across a tree that had fallen across the track blocking two thirds of it. Eamonn came to the rescue with his trusty chainsaw and made firewood of the tree trunk, and we were soon on our way again onwards and upwards and WOW, what a contrast, we came out of the tree canopy to a logged area with spectacular views, however we had to get past a mammoth tree that had shattered at its base and had fallen smack down in a straight line of a 'S' bend in the road. Wayne and I cleared the

branches and other bits and pieces to make enough room for the vehicles to get around it.

Once we were past that obstacle and further up the hill, we came to the most spectacular views across the Great Divide, and with the beautiful sunny day you could see forever. Eventually we came up to the Warburton Woods Point road and turned right and checked out the historical sign at Thackeray. We then diverted up Matlock Hill and checked out the brilliant views from there before continuing down the track to Mutton Town to do a bit of a clean-up around this historical site. Next up the Bald Hill track and clean our historical site up there and down the other side to our campsite for a much earned happy hour. Trajco was in charge of the fire and once the wood had been collected, and fired, it was a delight to sit around it, relax and enjoy good company. The night sky was superb and the conversation lively, although I think we were all in bed reasonably early.

Sunday dawned with another beautiful sunny day and we were back on the Jericho Track to go through Jericho and past the school sign. Oops - we need to clean that. A quick stop and job done, on towards the Poole Track Loop. We got to the fork in the road and took the right hand side of the loop. What a fun track this was. It had a bit of everything, so glad there was no traffic coming the other way. How do 8 trucks reverse back on a narrow track as it clings to the side of the hill?? Did I mention steep yet? There were some very long and very steep sections going up and up and up. And of course you have to come down the other side. Like I said earlier, all good fun. Eventually we came out onto the Jordan Thompson Divide road, which is a great dirt road, turned left and got off it onto the Cream

Can Hill Track, finally connecting with the second part of the Poole Track Loop which was a very good 2WD track and used by logging trucks.

Back into Jericho and over to Red Jacket to check out the sites and then do a river crossing across the Jordan river and follow the RJ Spur Track up to the Jericho Track and eventually back to our campsite. What a lovely morning, so much fun.

Sadly half our team left for home and after lunch Kellie, Wayne, Trajco and myself explored the other side of the ridge by travelling along the Noble Spur Track to Woods Point. This also proved a pretty track, not hard to traverse and it came out near a lot of camping areas which dotted the Goulburn River.

Nearing Woods Point, we explored a mine which has a great long tunnel and we only had one torch with us - how dumb was that as we only went about 200 metres in, but we could have gone a lot further.

Next stop onto the pub for a quick drink and then back out onto the Johnson Hill track where we stopped at another mine right on the road, and with each of us armed with a torch and/or head light, we went to explore it. Sadly, although it was a great tunnel it petered out about 100 metres in, but it was interesting to note the work the miners had invested in it.

Back on the track we eventually came out to a recently cut fire break and great views of our campsite way over the other side of the Walhalla road. Back at camp for happy hour and another great night spent around the fire looking at the glorious Milky Way and chatting.

Monday morning we spent packing up and heading off home, what a great weekend.

Thanks to all the team for their hard work and good company.

Dulcie Watts (2480)



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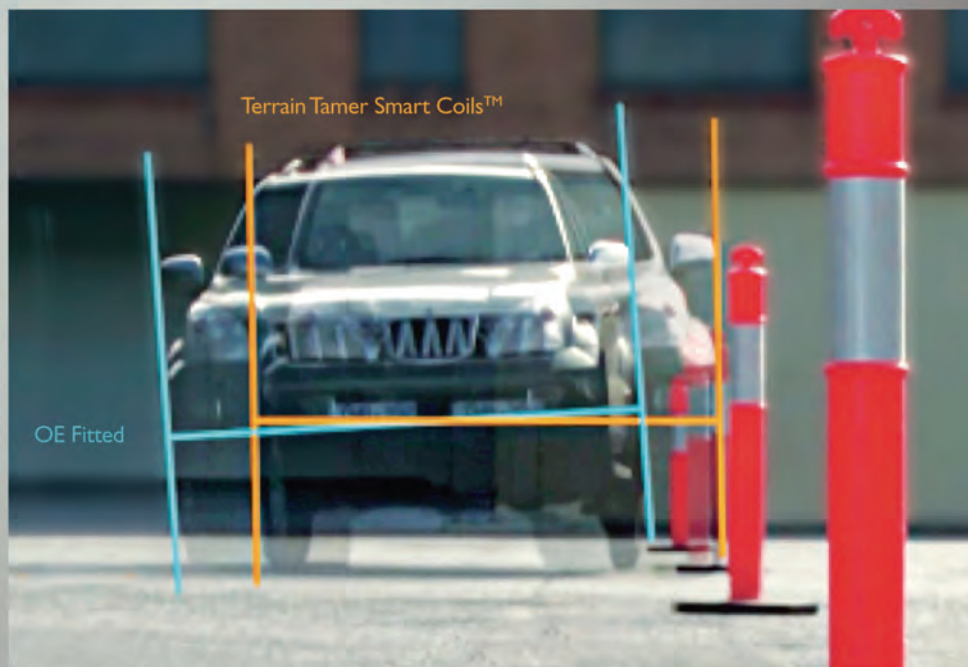
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Cruiser Khana 2016



This year's Cruiserkhana got off to a slow start and whilst we had a dedicated committee with Neil Chambers (Co-ordinator & Chief Marshall), Mark Emerson (Secretary & IT Guru), Greg Edmonds (Sponsors & Trophies), Sally Kidd (Marshals & Raffle), Brenda Daniels (Logistics), Gail McMeekin (Treasurer), Greg West (Traffic & Dogs Body) & Michael

Martin (Executive Liaison & Communications), it was not until late January that the entries started to flow in. The committee moved up a gear or 2 as CK 2016 was definitely on.

Equipment was ordered, sponsors lined up, trophies arranged, Marshals volunteering, raffle tickets sold, Grace & Gabbi Azzam arranging food supplies for 200 plus individuals. Committee meetings were occurring every couple of weeks checking on the multitude of things that go to make CK happen.

Set-up weekend before the big event saw over 25 people arrive at Yarck to get the event area prepared. Previous Yarck Construction & Maintenance weekends under Brian Stewart's leadership had Yarck looking great – full credit to Brian's crew who turn up every month. Whilst eager workers were running here there and everywhere string up tape, erecting poles, etc, the committee were in the Hilton working frantically on computers and printers preparing all the detailed material for both competitors and marshals. It was a great weekend of frantic activity capped off with good fun around the Hilton fire. This year Cruiserkhana was run over 2 days with a Night Drive optional event on Friday for those competitors who had arrived early. Twelve entrants navigated an interesting and at times difficult 4kms course around the top of the property. Although some missed a vital turn, all enjoyed the experience.

The local CFA provided a sausage sizzle Friday evening and once again this was popular for those wanting a quick and simple meal.



The Main events started Saturday morning with Timber Challenge, Blind Navigation, Flag Slalom and Cross Country proceeding better than we had expected with minimal delays.

Lunch saw the Kiosk crew of Julie Matheson, Rosemary Capper and Grace Azzam led by Jan Chivers working flat out serving hot food and drinks to all. Jan had the girls working like a well-oiled machine.

The final 4 events - Wet Lap, Mud Track, Sand Trap and Stump Climb - in the afternoon completed the serious competition. Back at the Hilton Maria & Walter Denni, Grace Azzam, Lisa & Rick Ellerton, Brenda Daniels, Leeanda Berryman and others were preparing a real feast for the presentation dinner.

The sponsors were treated to a happy hour of drinks and nibbles. We were joined by Daniel Swift from Toyota Australia who was very impressed with CK and our club's facilities, so much so that he is considering entering next year.

The boys from Terrain Tamer were back with two vehicles entered and it was good to see Airport Toyota having another crack (no pun intended but their front diff has come off second best).

In the meantime Carol Edmunds (Chief Scorer) and Greg Edmunds were tabulating the final results and working on the power point presentation to be shown on the screen for the presenta-

tion of trophies and prizes.

The presentation of winners was spread during the dinner between soup, main course and dessert. Once again the Catering Team excelled (watch out Masterchef) and many people came back for seconds.

Laurie Miles acted as MC and together with the sponsors presented the various winners with their prizes and trophies. Terrain Tamer again this year singled out a club member who has contributed above and beyond the call of duty behind the scenes and awarded Alan Dalton with a Terrain Tamer Recovery kit worth \$350.

With the formal proceedings over, Neil Chambers took to the mike to thank the competitors for their enthusiasm and sportsmanship that made this such a great CK. But CK would never happen without the many club members who volunteer at set-up weekend and who Marshal and work all this weekend to ensure that this is one of the premier 4WD events of the year. Without their assistance CK 2016 just would not happen. A big thank you to Gary Holt, Tony Swinden, Ken Hildebrand and all involved. There are some truly great people in this great club.

Sunday morning saw a winding down with just 3 optional events. The Bog Hole proved to be as spectacular as ever with a number of spectators copping a spray.

The Rock Climb proved daunting for some with lots of wheel spinning and under carriage clunking. Although the winner at just 21 years of age managed to show how it is done with a very controlled ascent earning only 2 penalties. At one stage the little Suzuki was sitting atop a large rock with all 4 wheels spinning in thin air.

The final event for the weekend was the Children's Tent challenge. It looked like the 2 Ross boys (Cameron & James) had this in the bag, but the problem was they just could not get the tent back into the bag. It was a very funny conclusion to CK 2016.

Over the weekend we had entries from the following clubs: Range Rover, Pajero, LROC, Melton and TLCCV. In all 44 Competitors and Navigators with Family and friends, 52 Marshals, including 2 from the Pajero Club (Carol Reed & Lael Lea), a photography team lead by Annie McGenniken (Ron Reed, Ryan Davis, Bernie Clapcott, John & Jenny Roeszler). Heidi Miles had her quad copter buzzing overhead all weekend and Norman Lingwood was busy filming many events. Also there were a number of day visitors, and when all of the above were put together, they made for another very successful CK 2016.

Now for Cruiserkhana 2017 on March 24 - 26th 2017.

Neil Chambers (2523)



Cruiser Khana 2016



Cruiser Khana 2016



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Cruiser Khana **2016**



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With twin aerial tabs and driving light mounting provisions, the Summit bull bar provides an ideal platform for additional vehicle accessorisation.

In the interest of improving usability, the Summit bull bar removes the need for winch clutch cut outs in the top pan of the bar, replaced by an easy to use access port integrated directly into the front grille section.

The Summit bar accepts a range of Warn, Magnum, Bushranger and Smittybilt winches up to 10,000lbs and is the first model to include an integrated control box mount to conceal winch electrics behind the bar. This further enhances air flow to the vehicle, while protecting the control box from damage off road.

Summit's attention to detail continues throughout, with the inclusion of a patented side rail attachment system that couples the bull bar and larger 60.3mm side rail tubing securely without any visible fixation. A reinforced Nylon cover sleeve protects the attachment system and provides a higher level of aesthetic finish.

An all new anodised aluminium tread plate makes entering and exiting the vehicle safer and aids traction in inclement conditions.

Adding to the overall visual aesthetics of the Summit range is the use of synchro pulse controlled welding. The system controls the current pulse so only a single droplet of filler

metal is detached each time, resulting in a virtually spatter free weld that offers seam quality in line with that of the TIG process. The Summit bull bar and side rails and protection steps are currently available for the Ford Ranger PX (2011 on). Additional vehicle applications will follow.

www.arb.com.au

YARCK

BUSHFIRE PLAN

The Toyota Land Cruiser Club does not recommend a "Stay and Defend" plan. Infrastructure on the property can be replaced.

FIRE DANGER PERIOD

[November – May]

It is members' responsibility to listen to radio news reports each evening during the Fire Danger Period for advice on the possibility of fires. Also be up to date with any declaration of Total Fire Ban Days.

Yarck is in the NORTH CENTRAL FIRE BAN DISTRICT-149 RENNIES LANE, GOBUR

It is recommended that members leave the property the day before a declared Total Fire Ban day or very early in the morning of a Total Fire Ban day

Members should not go to the property during any Total Fire Ban day.

EVACUATION

Those present will select one person from their number to take charge,

The issue of evacuation during an emergency must be addressed early in the planning.

Evacuation can be extremely dangerous unless it takes place well in advance of the fire hazard entering the general area of the camp. Roads may be blocked with fallen timber and visibility reduced by thick smoke.

Increased pressures on emergency services may make it difficult for them to render assistance.

Evacuation should only be done via the main access track to RENNIES LANE and the GOBUR – YARCK ROAD.

REFUGE

There are NO bushfire proof shelters on the property.

If a fire incident occurs and members cannot leave the property, then the Hut could possibly be used as a "safer place" to provide protection from radiant heat. It should be made as fire safe as is practical.

Wet towels to be placed under doors to prevent embers entering.

There is running water inside; there are knapsacks and fire extinguishers.

Other equipment to have on hand should include.

A battery operated am/fm radio and P2 filter masks.

UHF radios left on – mobile phones – torches – first aid kits – drinking fluids.

Clothing - it is advisable to have long trousers, long sleeved shirt and sturdy footwear. Gloves and hat are also useful.

The wearing of shorts, dresses, thongs or any synthetic fabrics is totally unsuitable.

Be prepared for smoke and embers that may enter the building. After the fire front has passed check outside and extinguish any burning embers or fires around the hut.

All vehicles should be parked on bare ground, facing towards the exit with all doors and windows closed and keys in

the ignition. **DO NOT BLOCK OFF ANY ACCESS TRACKS.**

Alarm. A distinctive alarm signal should be used, a simple manual device such as the triangle hanging in the tree outside the hut or the electronic device near the radios in the hut.

Panic. This is something that can well be done without. Anyone showing signs of panic should be kept under some form of supervision, and provided with reassurance and prevented from doing anything rash.

COMMUNICATION and CONTACTS

• Phone: 1800 240 667 for Bushfire information.

• 000 only to report a fire.

• Alexandra Fire Station

Phone 0357721855

• Yarck Fire Captain

Phone 0357734334.

Mobile: 0439 656 913.

• ABC radio AM band 774

• Local Radio Station (Alexandra) UGFM 106.9 (an official emergency broadcaster)

• GPS coordinates (six figure grid) of the Hilton.

• Websites www.abc.net.au/emergency
www.cfa.vic.gov.au

A Bushfire Survival Kit is located on the notice board behind the hut door.

It is available for members to read and return it.

MEMBER SERVICES DIRECTORY



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The multi-purpose SUV tyre that gives the traction of an off-road tyre, the comfort of an on-road tyre, with exceptional mileage.



MICHELIN

The Michelin Primacy SUV
Car and Van, the tyres complement your vehicle's safety features to better protect your family.

BF Goodrich

Mud Terrain T/A KM2

Inspired by the BF Goodrich Tires Krawler™ T/R @ KX has a footprint made to dominate almost anything in its path. Linear flex zones allow the tyre to wrap around obstacles for unnatural amounts of traction. Smart design gives it excellent mud-clearing ability and low road noise. The Mud-Terrain T/A KM2 features a 3-ply TriGuard carcass with a single-strand bead for smoother ride and uniformity.

BF Goodrich

All-Terrain T/A K02

The K02 4x4 tyre delivers exceptional toughness, durability and traction for traversing harsh conditions, including gravel, dirt, rock, mud and snow. The new K02 4WD tyre will give you the confidence to take on the toughest challenges for work or play.



GOODYEAR
One Revolution Ahead

WRANGLER AT/SA
Impressive on-road handling and added toughness without the noise.



GOODYEAR
One Revolution Ahead

WRANGLER DuraTrac
Center tread blocks provide traction and lateral stability while reducing road noise.



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ROADGRIPPER
Perfect for drivers who spend as much time off the road as they do on it.



DUNLOP

GRANDTREK AT22
Fitted as original equipment on Toyota LandCruiser for superior 4WD performance.



DUNLOP

GRANDTREK TG32
An ideal tyre for drivers who seek a combination of on and off road use.

MICKEY THOMPSON



Baja Radial STZ
80% Road & Sand
20% Dirt & Mud
Strategically Z-shaped sipes increase traction on wet and greasy roads. Textured Shoulder Lugs for off-road traction.



Deegan 38
50% Road & Sand
50% Dirt & Mud
Wide Outer Voids clear water and mud from the tread faster. Ultimate damage protection, stone ejector ribs help to eject stones, repel loose soil and mud.



Baja Radial ATZ P3
50% Road & Sand
50% Dirt & Mud
Bevelled Edges for reduced stone retention and improved cut-n-chip resistance. Wide Open Lateral and Offset Circumferential grooves, provide biting edges excellent off-road traction.



Baja Radial MTZ P3
40% Road & Sand
60% Dirt & Mud
Incredible mud terrain tyre with a unique silica-reinforced tread compound for longer wear, enhanced wet weather capability, and superior cut and chip resistance.



Cooper TIRES

CS5 - SUV Light Duty Tyre

90% Road & Sand 10% Dirt & Mud
Uniquely crafted, the CS5 surpasses the needs of today's SUV driver by providing an even-wearing, long-lasting, quiet ride. Wear Square Visual Indicator - the only tyre on the market featuring this leading-edge advancement. Reinforced for puncture resistance and guaranteed to last up to 80,000 kms.



LTZ - All Terrain Sports Tyre

90% Road & Sand 10% Dirt & Mud
Twice the mileage without giving up grip or comfort. Superior wet traction. Excellent stability, traction and treadwear, Guaranteed to last up to 60,000 kms.



AT3 - All Terrain Tyre

70% Road & Sand 30% Dirt & Mud
Sidewalls 33% stronger. Higher impact strength and puncture resistance. The chemically bonded silica tread compound provides improved wet and dry traction and handling on the highway, while also improving cut-n-chip resistance in harsher conditions. Reinforced for puncture resistance and guaranteed to last up to 90,000 kms.



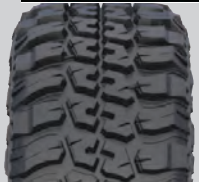
STT - Pro

20% Road & Sand 80% Dirt & Mud
The tread design and silica compound provide remarkable on the road performance without sacrificing off-road traction. 3-Ply Armor-Tek3.

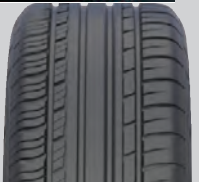
FEDERAL



Couragia A/T
All-Terrain



Couragia M/T
Off-Road



Couragia FX
On Road



Couragia XUV
Touring



S/TMAXX - Heavy Duty All Terrain

50% Road & Sand 50% Dirt & Mud
New super tensile steel belts 15% stronger than 'high tensile steel' higher impact strength and puncture resistance. Improved wet and dry traction and handling on the highway, while also improving cut-n-chip resistance in harsher rocky and gravel terrain. Armor-Tek3 shields chances of sidewall damage is greatly reduced. Guaranteed to last up to 80,000 kms.



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*Prado 150 Series (from August 2013 production). LC200 (from January 2013 production).

Toyota Genuine Accessories are not applicable to all models/grades. Consider the mass of your load to ensure you will not exceed the maximum allowable individual axle capacity, Gross Vehicle Mass and /or Gross Combined Mass of the vehicle. Refer to the current Accessories brochure or visit toyota.com.au for details on warranty and toyota.com.au/vehiclepayload for details on vehicle payload, to help determine Accessories suitable for your vehicle. Accessory colours shown may vary from actual colour due to the printing process.

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