

Overland Cruising

Toyota Land Cruiser Club of Australia (Victoria) Inc. A0005442c



Inside...

< Fraser Island



< Wyperfeld NP and Vic/SA Border track

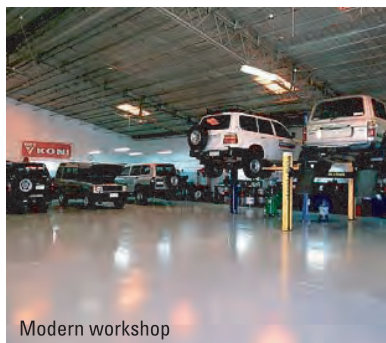


< Geelong Branch goes to the dingoes!





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.



Modern workshop



Extensive showroom



With decades and millions of kilometres of 4WD experience, we only stock the best quality accessories in our showroom - at the best prices.

Services

- 4WD service and tuning
- Pre-trip inspection and advice
- Suspension modification and kits
- Transmission and diff repair
- Pre-purchase inspection
- Clutch and brake repair
- 4WD tyres and wheel alignment
- Dual and triple battery kits
- Turbo intercooler kits

Products

- Engel & Waeco 12 volt fridge freezers
- Piranha off road products
- ARB accessories
- RV Storage Systems
- Wide Range of Tyres
- Roof Racks
- Rhino Racks
- Long range fuel tanks
- Electronic parking aid
- Tyre repair kits
- Air compressors
- 4WD maps and books
- Shower units - hot and cold
- Optima batteries
- Drive Lights & Light bars
- Kaymar step bar and wheel carrier
- Recovery kits
- Safari snorkels
- GME UHF radio and antennae
- GPS and EPIRB
- In car Sat navigation
- DP Chip
- Taipan Exhaust



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 website: www.guest4wd.com.au



TOYOTA LAND CRUISER
CLUB OF AUSTRALIA
(VICTORIA) INC.
A0005442C
ABN87301244383

JUNE

2016

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VOLUME 44

No.12



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General Meetings: 7:30pm on the 3rd 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.tlccv.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.

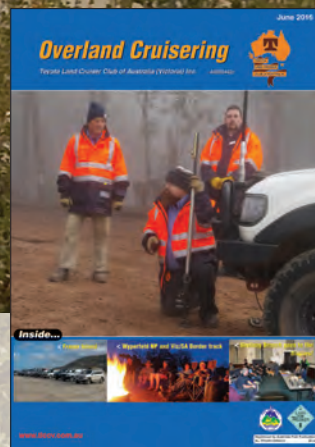
RECOGNISED CLUB RADIO CHANNEL: 15 UHF

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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* Assistance in trip preparation

Technical technical@tlccv.com.au
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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

Social Coordinator social@tlccv.com.au
* Book for participation in social events

Visitor Greeters
Carol & Greg Edmunds

Cruiserkhana enquiries@cruiserkhana.com.au

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Matt McPhee geelong2@tlccv.com.au

Secretary
Jennie Harvie

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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** – 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.

Winter has arrived, which means it is time for most of the High Country tracks to be closed. However, this should not stop us looking at other locations to head off to the 4WD tracks. Tracks are usually closed above 800 metres, so this leaves many places to visit during the cooler months. As I write this report, I am packing the 200 Series with Ultimate in tow, to head away for the Queen's Birthday weekend to the sandy Wyperfeld NP. Hopefully we have some good stories to relate as well as some great photos and videos.

Next month is our AGM. This means that we will be electing a new committee to lead us through the next 12 months. At the time of writing, nominations are still open, but will be closed prior to this month's meeting. However just prior to going to print, the nominated members will be displayed in this magazine.

Last month, we held a different club meeting. We organised round tables at Mulgrave to allow members to discuss club ideas to see if there is scope to change or streamline the way we do things. We should be reporting back to you at this month's meeting with a summary of your input. A big thanks to Sandra for organising the set-up arrangement and

the necessary paperwork. Most of you will be aware that we launched the new TLCCV website at our May meeting. The new site also incorporates our new membership database. It has been a long hard road for Heidi and I, developing our new system. Heidi has spent many, many hours each night and weekend programming our new website. There were many ups and downs along the way, but the end result is looking great. Any comments or concerns that members may have about our new website should be directed to me at webmaster@tlccv.com.au. Your comments are always welcome.

Heidi is now developing a 'single sign on' concept for the website. When complete, this will allow all members to move freely between the member's section of our website and the website which hosts our membership database with one login. Until this is in place, you will need to log into the 2 sites separately. So continue using the generic username and password that you have always used to access the TLCCV website. However, you will need to set up your own password for accessing the membership database if you wish to register for a trip, training course or social activity (which is located on the member-

ship database website). Once again, if you are having difficulties understanding this or problems with logging in, then email me at my webmaster email address.

With the 4WD show approaching in August at the Melbourne Showgrounds, we need volunteers to set up our stand as well as assist with manning the stand. If you would like to help, please contact Sandra at secretary1@tlccv.com.au.

We are also looking for someone to take over the running of our meeting raffle. Gabi & Grace have been running a successful raffle for many years, but will be hanging up their boots this month as they plan for a big outback trip. If you believe you can assist with this, please contact me or Gabi. As most of you will be aware, Tony Middleditch stepped down as Trip Convenor after 7 years of diligent work. Tony felt it was time to take a step back and allow someone else to move this role along. I am pleased to announce that Michael Schuettke has stepped into this role. Michael can be contacted at trips@ttlcvc.com.au.

Laurie Miles (1058)
PRESIDENT



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

RECARO

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Leon Bargholz, a valued member of our Club for over 30 years, has sadly passed away. He and his wife Ellen travelled extensively on Club trips, especially out-back ones. He loved his 4WD, had a great sense of adventure and loved exploring his adopted country.

Leon met his wife, Ellen, in war ravaged Germany just after the end of World War Two. He quickly realized that he had to find somewhere else to build a family and Australia was the obvious choice. He was a fine engineer, particularly with metal. He restored his beloved MGs to showroom condition. He joined the TLCCV in the mid-1980s and soon became an active participant in many Club trips. He always claimed the best trip was to Joanna Spring in the central area of the Great Sandy Desert, during 1994. He loved the challenge of overgrown desert tracks and not quite knowing exactly where he was. To him, the beautiful expanses of the desert were heaven.

Leon could be depended on for help with mechanics and repairs, never rushing but doing a job thoroughly. He attended working bees religiously for years, always helping with whatever job was needed, never making a fuss or drawing attention to himself except when driving his MG!

It was a delight to see how he and his wife Ellen adored each other after decades of

being together. They were both very proud parents and grandparents. Leon was a kind, thoughtful man, sometimes quite inscrutable with a deadpan face. But Leon had a great sense of humour, loved a joke and brightened many a campfire with his appreciation of a good joke or story. Much of his and Ellen's travelling was done with Joy Thomas (also departed and deeply missed), and they shared many a rocket fuel together.

Leon was a solid, reliable person, someone you could trust unconditionally, and once he befriended you, you were mates for life. He was truly one of nature's gentlemen.

Leon, you will be missed.

John (Magpie) Orton and Sue Bland (772)

Leon, with his late wife Ellen, enjoyed many remote desert trips, which were skillfully lead by 'Magpie' (John Orton) and 'Gumnut' (Joy Thomas). In more recent years Leon attended most working bees at the Club property and thoroughly enjoyed the bush, the birdlife and walks around the property. He enjoyed people's company. Leon never failed to visit the Memorial Garden where Ellen's ashes are scattered. Over the last 3 years Leon battled with Parkinson's Disease and died aged 81 years old.

Leon is a humble gentleman with a

wicked, dry sense of humor and will be remembered by his mates.

Jan Chivers (603)

Leon's funeral service was held on Tuesday 24th May at 10:30am at Belmore Road Church of Christ, 100 Rostrevor Parade, Mont Albert North.

Donations were requested to fund research in finding a cure for Parkinson's.

VALE LEON BARGHOLZ

The Bargholz family express heartfelt appreciation to the members of the Toyota Land Cruiser Club of Victoria for their support, messages, cards and attendance at Leon's funeral. Special thanks to Jan Chivers who presented a tribute to Leon during the service on behalf of all club members and Sue Bland who recited Leon's favorite poem "The Man From Ironbark." We are very grateful for the care and friendship extended to us at this sad time.

Warm regards,
Peter Bargholz.

NOTICE OF ANNUAL GENERAL MEETING TUESDAY 19th JULY, 2016

This year's Annual General Meeting will be held on Tuesday 19th July, 2016

NOMINATIONS RECEIVED

Position

President
Vice President
Secretary
Assistant Secretary
Treasurer
Assistant Treasurer
Committee
Committee

Laurie Miles
Michael Martin
Barbara Bryant
Ian Wells
Alan McMeekin
Vacant
Judy Spence
Greg West

Nominated by

Eamonn King
Tony Middleditch
Jennie Harvie
Sandra Tanner
Michael Schuettke
Ian Wells
Elspeth Mills
Mark Emerson

Seconded by

Libby King
Tony Bryant
Sandra Tanner
Brian Tanner
Tony Middleditch
Alan Dalton

NOTICE OF ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the Toyota Land Cruiser Club of Australia (Victoria) Inc. will be on Tuesday 19th July, 2016 at The Mulgrave Country Club, cnr. Wellington & Jells Road, Wheelers Hill at 7:30 pm.

BUSINESS OF THE MEETING WILL BE:

1. Confirm the Minutes of the previous Annual General Meeting.
2. Receive the President's report.
3. Receive the Treasurer's report.
4. Receive other sub Committee reports.
5. To elect Life Members if so nominated and/or Honorary Members.
6. To elect Officers (4) Assistant Officers (2) and Ordinary Members (2) of the Committee.
7. To present the Awards for the year.
8. Any other business of which due notice has been given.

By order of the Committee.

Sandra Tanner (607)

Honorary Secretary.

AGENDA

- OPEN
- APOLOGIES
- LIFE / HONORARY MEMBERS AND PAST PRESIDENTS IN ATTENDANCE
- MINUTES OF PREVIOUS AGM HELD TUESDAY 21st JULY, 2015. Matters arising
- TREASURER'S REPORT Motion: Appoint Auditor.
- ANNUAL REPORT – PRESIDENT. Refer magazine for all others (Executive & sub Committees)
- ANNUAL TLCCV AWARDS

- VAL MCGURGAN AWARD is awarded to the Club member – new or old, male or female – who achieves the most they possibly can out of the Club. This person shows great enthusiasm & support for their Club. This award is presented in memory of Frank's wife Val. The words "Joy of Being" are on this award.
- BEST CLUB WOMAN is awarded to the woman who displays a high level of Club involvement and is a great team player within the Club.
- BEST CLUB MAN is awarded to the man who displays a high level of Club involvement and is a great team player within the Club.
- TRIP LEADER AWARD is presented to the member(s) who ran the most trips during the past year.
- JOHN WHITNEY PHOTOGRAPHIC AWARD (judged by the Life Members) is presented to the member who enters the best photo from a TLCC Club trip.
- BEST JUNIOR CLUB PERSON
- GENERAL BUSINESS
- COMMITTEE ELECTIONS

- o President introduces Returning Officer.
- o President seeks a mover and seconder to accept as the Returning Officer
- o President declares all positions vacant
- o Returning Officer runs nominators presentation – each has two minutes
- o Explains voting procedure
- o Explains preference voting system
- o Explains how we handle votes on a person who has nominated for more than one position
- o Membership votes
- o Returning Officer hands back to President to suspend AGM and run the General Meeting.

- SUSPEND AGM
- OPEN GENERAL MEETING
- CLOSE GENERAL MEETING
- PRESIDENT RE-OPENS AGM AND HANDS TO RETURNING OFFICER
- RETURNING OFFICER GIVES VOTING RESULTS
- PRIOR PRESIDENT HANDS BADGE OF OFFICE OVER TO NEW PRESIDENT
- NEW PRESIDENT ACCEPTS ON BEHALF OF THE NEW COMMITTEE
- NEW PRESIDENT CLOSES MEETING.



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, Michael Schuettke 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>

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

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 & food, emergency sleeping bag. (Please note this FWDV require 2 snow chains)
Overnight: 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

CALENDAR

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

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GEELONG 25 West Fyans St Newtown **HOPPERS CROSSING** Hoppers Crossing Homemakers Centre Shop 4, 428
Old Geelong Rd **LILYDALE** 43 Cave Hill Rd **MENTONE** B6, 27-29 Nepean Highway **MILDURA** 846 Fifteenth St
SWAN HILL 10 Rutherford St **WANTIRNA** Cnr. Boronia Rd & Wantirna Rd **WARRNAMBOOL** 25 Walsh Rd

CALENDAR



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

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.

June 25th & 26th	Maintenance & Construction weekend	October 8th & 9th	DA Practical 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 15th & 16th	Camp Cooking & Bush Mechanics
July 23rd & 24th	Maintenance & Construction weekend	October 22nd	Boots 'n Bonnets at Terrain Tamer
July 30th & 31st	Mt Skene South Side Snow Trip	October 22nd & 23rd	Maintenance & Construction weekend
July 30th & 31st	DA Practical weekend	November 5th & 6th	DA Practical weekend
August 6th & 7th	Lock Your Hubs Mt Skene Snow Trip	November 8th	DA Theory
August 8th	Yarck Management meeting	November 14th	Yarck Management meeting
August 9th	DA Theory	November 19th & 20th	Maintenance & Construction weekend
August 19th – 21st	National 4x4 Show	November 26th & 27th	DA Practical weekend
August 20th & 21st	Maintenance & Construction weekend	December 12th	Yarck Management meeting
August 25th – Sept 11th	Great Victoria & Gibson Deserts Excursion	December 13th	DA Theory
August 27th & 28th	DA Practical weekend		
September 3rd & 4th	Otways Waterfalls		
September 12th	Yarck Management meeting		
September 13th	DA Theory		
September 24th & 25th	Maintenance & Construction weekend		



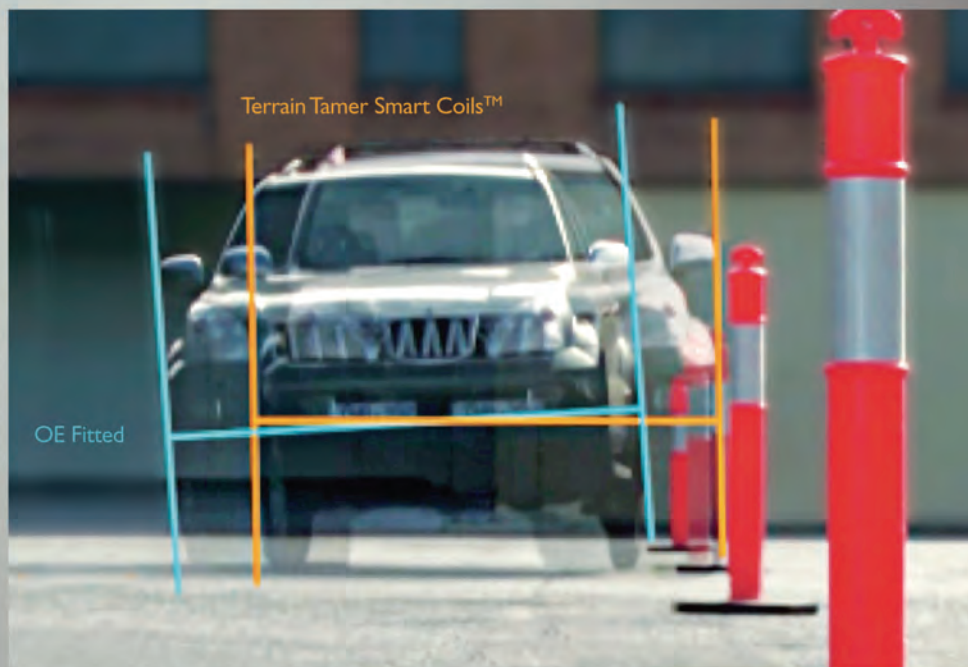
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TRIPS

WYPERFELD NP & VIC/SA BORDER TRACK

March, 2016

Trip Leaders:

Laurie & Heidi Miles

Participants:

Robert & Alison Duff
Slawko Kulyk & Rebecca Schlosmacher
Colin Beech
Chris Smith
Duncan, Sarah, Amy (13) & Jack (10)
Stadler
John & Lachlan (17) Klopstok
Chris & Greg Burr

<i>Zebra</i>	80 Series TD
<i>Duffs</i>	79 Series TD
<i>Kozak</i>	100 Series
<i>Beechy</i>	Prado TD
<i>Chris</i>	Isuzu D-Max TD
<i>Lefty</i>	79 Series TD
<i>Kloppy</i>	100 Series TD
<i>Wiskey Girl</i>	Ford Ranger TD





'The best time of the day'

4WDing sandy Wyperfeld: With good weather rising over Lake Hindmarsh, Heidi decided to fly her Quadcopter to film the great views. However, after a few minutes of flying, she received a low battery warning. Laurie was sent in to catch the out of control flying object before it crashed to the ground.

Unfortunately, one of the propellers nicked five of Laurie's fingers. With blood flying everywhere, Heidi and the rest of the convoy came to his assistance.

Departure from Four Mile Beach campground was delayed as Greg and Chris administered first aid while others assisted Heidi with packing up her OzTent.

With Laurie's fingers all patched, we were soon ready after a briefing. Our convoy was now heading north towards Lake Albacutya. The 45 minute journey was uneventful apart from the local Rainbow fire brigade blocking the road, and insisting that donations were required in their collection tin for the Good Friday appeal if we wanted to continue our journey. With many jovial laughs, we emptied the loose coins from our pockets and safely in their collection tins.

On the northern side of the sandy Lake Albacutya, we lowered tyre pressures dur-

ing our morning tea break. Unfortunately there were no scenic views of the lake as it was bone dry – same for Lake Hindmarsh. Driving on the western side of Lake Albacutya Kozak ended up in front of the convoy until the Milmed Rock Track turnoff, as our trip leaders were taking overhead footage of our rigs cruising along the sandy track.

The quadcopter was pressed into service for more lofty vision when the convoy stopped for a lunch break at Hermes Garden. The only evidence the area was once a garden was the shell of a water tank beside a clump of shrubs. Dingo tracks were evident in the soft sand. Ample time was allowed for lunch as the conditions were ideal – blue sky and warm sunshine meant good doses of vitamin D were being received by all.

Refreshments over and it was time to continue our journey along Milmed Rock Track. The convoy had not long been on the move when a call went out over the radio that Wiskey Girl in their Ford Ranger had become stuck. The usual tricks were tried by Chris to get their vehicle moving again to no avail. It was over to John and Lachlan in their trusty 100 series Land Cruiser to snatch them out. Pity the quad-

copter was having its batteries recharged! The rest of the afternoon's driving continued to be challenging – a high level of concentration was required as the track was extremely soft in places especially going round corners and up and down the dunes. The eight vehicles all made it safely to Milmed Swamp campground at 3:30 which gave us plenty of time to set up, refresh then relax and unwind at the fireplace circle.

In the evening the group was entertained by Amy and Jack as they tried to toast their marshmallows over the fire without burning them. Jack must have overdosed on these sugary treats as he stomped on the numerous small branches to feed the fire way past his bedtime. His energy level at this time of night was endless. It had been an exciting day for everyone as we got to know our fellow club members and reacquaint ourselves with the requirements of 4WDing in sandy conditions.

A big THANK YOU to Laurie & Heidi for all their efforts in putting this trip together – especially the comprehensive itinerary. It was very much appreciated by everyone.

Slawko Kulyk & Rebecca Schlosmacher (2270)



Big Desert awaits: After a chilly night we left camp at a leisurely 9:00 am. We headed off towards Milmed Rock to take in the panoramic views of Wyperfeld National Park. Most of the group were suckered in to locking our 4WDs, slip slop slapping, filling our water bottles and putting on walking shoes only to find the rock on the other side of the track. We should have twigged when Laurie started the long journey without his water bottle and signed the visitors' book at the bottom of the rock.

We finally left the Wyperfeld NP and headed further north in the Big Desert. After a stop at Big Billy to replenish our water stocks, we headed east on Delisio Track up to Sand bucket. From here we headed further east to White Springs for a lunch break, before heading north to Ross Springs.

Ross Springs is a great place to stop for some fun on the dunes. Most of the vehicles got up the steep dune. However, Kozak dug an enormous hole at the top of the dune due to their gas tank acting like a big boat anchor. Kloppy in his 100 series came to the rescue and snatched them out backwards. Lefty had quite a few attempts before taking their 79 Series up and over. After all the sand dune fun, we headed off down the Firebreak Track only to discover one of our party had no audio on his UHF radio, or at least the part that let him hear what was being said! We headed off to camp for an early happy hour after the kids helped to collect some fire wood for an enormous campfire.

After a few quiet ones, Chris finally worked out that he had mistakenly pushed the mute button on his radio during the afternoon. Is there a fine here? LOL!

Robert & Alison Duff (2620)

Heading down the Border Track: With warm and sunny weather, we continued west through the Big Desert State Forest. The sand driving was quite bumpy with lots of corrugation. As Laurie said over the radio, this can be caused by vehicles not using correct tyre pressures. Again a lot of banter on the radio, Heidi saying please don't encourage him. All had a laugh at Laurie's expense. Sorry Laurie.

As we passed Johns Bore Track, the sand became quite soft on one of the dunes. Kozak radioed through that they were stuck in the sand. After a bit of manoeuvring and getting them moving we then travelled along the top of the dune where we sighted Emus running in the fields.

We turned left then right on the Firebreak Track passing the turn off to Cactus bore. After passing Blue Gums - OMG - Wiskey Girl lost their tent and rack off their Ford Ranger as they veered to the left round a bend. Kloppy heard the message that Wiskey Girl had lost their roof top tent over the radio and actually thought they were joking. Chris was very calm, but then the second message requesting the rest of the convoy to stop, Kloppy realized that this was not a joke - this was serious! Everyone moved into recovery mode. It was amazing as everyone



worked together to get the racks fixed.

After a 2 hour recovery, Wiskey Girl continued a little nervously, but ready for the next adventure. Wiskey Girl cannot thank the guys enough for all their assistance to help them get the rack and tent back up on the roof. After a short test on a sand dune, our convoy stopped for a short break and a drink and for Wiskey Girl to adjust and tighten their roof rack a bit more. During the break Greg tripped on a small stump, so we moved the bush attached to the stump and uncovered a Bearded Dragon. The kids were very excited by this as the photos showed. Everyone was busy taking photos of the kids holding the Bearded Dragon as they enjoyed the moment before he kids placed the Bearded Dragon back under a bush off the track. This is the reason why we 4WD, to see things we don't usually see in city life and to uncover nature in their natural environment. What a fantastic experience.

We travelled on into what is known as the "Disputed Country" with Laurie giving us a commentary as to why it is named this. This is the part of Victoria that SA disputes as their land.

We finally made it to the Vic/SA Border. We headed south along the Border Track then turned west into Scorpion Springs where we stopped and had lunch. What a great spot under the trees to sit and have a bite to eat. With the one way section of the Border Track closed during the summer months, we left Scorpion Springs going passed Fish Pond along Nanam Well Track and Cox's Windmill. We turned left onto Centre Track. This area was sandy and very bumpy, testing Wiskey Girl's tent, but it was rock solid. It was time now to head back to the Border



Fence (at the bottom of the one-way section). As we continued down the Border Track, Kloppy (who was tail end Charlie for the day) realised that he had lost a jerry can (water only). LOL! That's a story for Kloppy to tell as to why it was not tied on. We stopped around 3:00pm to collect some firewood when another 4WD group behind drove past and asked if anyone lost a jerry can. Kloppy was very grateful it had been found.

It was time to head for Red Bluff to camp for the night, which we reached just after 4:30pm. This was quite good considering the 2 hour recovery earlier in the day.

We all had an eventful day and were looking forward to happy hour and a walk to the top of Red Bluff. We set up camp for the night, lit the camp fire and had a great night with many yarns being told around the fire.

We all hit the sack early, in expectation of 4WDing the big Border Track Dune tomorrow. Cannot wait!

Chris & Greg Burr (2738)



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The Big Dune awaits: Our last day, and one big dune to climb. The expectation was building as we had heard so much about it. We left our camp site at 8:50am and continued south along the Border Track on the South Australian side.

With the big dune approaching Heidi & Laurie were out with their quadcopter and camera ready to shoot some action. Kloppy and Duffs made it look easy as they sailed over on their first attempts. Chris put his D-Max into action, but failed to crest the dune right at the very top. Kozak decided to take the chicken track as his gas tank was bottoming out on the soft dunes. However Lefty tried and tried and tried, with his 3rd attempt finally taking them over. Beechy took a couple of attempts, while Wiskey Girl sailed over with flying colours (roof rack still intact!). Zebra was last over, after packing up their quadcopter.

With this being our last dune, Lefty, Beechy and Wiskey Girl decided to try the climb from the southern side. Lefty again tried a few times before cresting on their 3rd attempt. Well, they all had to come back over from the northern side again, but this time they all made it up and over 1st time. Well done guys! Hopefully you all get a chance to see the video made by Laurie & Heidi of this dune driving.

It was time head to the bottom of the Border Track. We continued further south past some decent sized bog holes, but no one was game to tackle. Duffs remembered their embarrassing bog hole recovery by a Jeep on the Avon River trip the previous month, so wasn't too keen to repeat this venture.

After 20 odd kms we reached Blue Hills Road where we put some air back in the tyres. After 400 plus kms from Lake Hindmarsh, our great weekend had come to an end. Well, until Chris ran out of fuel just before Nhill. Wiskey Girl very kindly

drove into Nhill and filled a jerry can of diesel for Chris.

Oh well, still had a great weekend, thanks to everyone for making it great!!

Colin Beech (2697)



TRIPS

2016 TLCCV NATIONAL CONFERENCE

Toyota Land Cruiser Club National Gathering Queensland April, 2016

Trip Leader:

Michael & Dianne Martin

Participants:

Marion Paton

Irek Cablewski

Mary Phillips

Carl Buswell

Darren & Christian Buswell

Pete & Thea McLean

Robert & Bee-Lee Fairweather

Chris Smith (not extending)

Roger & Janet Brydon

Alison Hilton, Chris Atkins, Albert Hilton

T/end Charlie: John & Liz Mills

Friday 22nd April: We drove to the North Noosa Retreat Caravan Park, having to queue to take a ferry across the river at Tewartin. The Queensland branch of the

Toyota Land Cruiser Club had arranged the annual conference for delegates from clubs all over Australia and had chosen this place as group bookings can be made here. The park was grassy and fairly well treed but the sites were laid out higgledy piggildy with no markings. There was no water piped to the sites and the power pole near us had 4 outlets, but 2 were broken and obviously hadn't worked for years. The amenities block was very old and tired. Outside the block were 2 water taps which were used to service the whole caravan park. At \$42/night (for 2 adults) it was poor value for money.

Saturday 23rd April – Conference Club Representatives:

Queensland: Glen Battese, David Pejich, Kym Wendt, Josh East

New South Wales: Andrew Boyd, Mark Willock, Craig Bellamy, Ken Ryan

Victoria: Michael J Martin, Laurie Miles,

Chris Smith, Liz Mills

South Australia: Darryl Royans, Ray Sheean, John Gotch, Paul Hoskins

West Australia: Bob Stephenson, Russell Lovett, Von and Dennis Menzies

Northern Territory: Unable to arrange representative following withdrawal of nominees.

The meeting was chaired by Mark Winship with Ross Smith as minute taker. Both are members of TLCCQLD.

Club Introductions from each State:

South Australia - Darryl introduced SA representatives and commented that the SA club was continuing with not much change over the past 2 years.

New South Wales - Andrew introduced delegates, most have attended before but Ken is a first time delegate. Delegates have been travelling for last week.

Queensland - Glen introduced Qld members. The Queensland Club was



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consolidating with slightly larger membership.

West Australia - Bob said 14 people in 9 vehicles made the journey to Qld in various routes. The WA Club was going well.

Victoria - Laurie introduced members. There were 19 members on the trip and most had driven to Qld. The Club was maintaining its property at Yarck, which can get very cold in the Victorian winter.

The Chair thanked States for submitting data which was available in consolidated form to delegates. He was able to display the data if it was helpful but it was intended to work through the major headings on a state by state basis. The meeting then spent the day working through the following topics from each of the clubs perspective:

- MEMBERSHIP ISSUES
- VEHICLE MEMBERSHIP
- DRIVER TRAINING COMPETENCY
- DRIVER TRAINING AND EDUCATION
- INSURANCE
- ADVERTISING AND MARKETING
- CLUB SOCIAL EVENTS
- TRIPS – RECIPROCAL RIGHTS
- COMMUNITY INVOLVEMENT
- TRAINING OTHER – NON-DRIVER TRAINING
- MEMBER RETENTION OF EXISTING MEMBERS
- TLCC Logo
- GENERAL BUSINESS

Next Meeting; The meeting considered the hosting and timing of the next conference. It was felt that value was obtained from first time attendees but those who had attended two or more times felt that the environment was stable enough for less frequent meetings. Resolutions; SA will host meeting no later than October 2019. Meeting closed at 5.00pm with thanks to attendees and to the chair and minutes secretary.

Saturday 23rd April: TLCCQld had arranged to lead two trips this morning for those people not involved in the annual conference; one to Double Island Head along Cooloola Beach and the other to the Eumundi Market. While the state delegates were at their meeting, Terry Farrely, from TLCCQld, led a group of us along Cooloola Beach. Cooloola Beach was wide, smooth and easy driving but it allowed me to re-familiarise myself with beach driving techniques before trying it out with the TVan in tow. We drove as far as Double Island Head. Here we left the cars on the beach



and walked up the track to the lighthouse. Then we headed back to camp where TLCCQld prepared a BBQ dinner for all.

Sunday 24th April: There were 3 ways planned by TLCCQld to get to Inskip Point (the place where a ferry departs for Fraser Island). One via Cooloola Beach and Rainbow Beach, another via an inland 4WD track and a drive-yourself route via Gympie and Rainbow Beach on bitumen roads. We chose the bitumen for various reasons. We met up with the first of the inland convoys at Rainbow Beach.

At Inskip Point there were some very soft patches of sand to negotiate before reaching the ferry. Just ahead of us were Peter and Thea McLean in their Prado towing their Ultimate camper trailer. Unfortunately Peter did not go fast enough with the result that the Prado became well and truly bogged. It took some time to extricate him. We took the ferry across to Fraser Island. Led by Michael Martin, our convoy of vehicles, many towing camper trailers, commenced driving north on the beach. There was a very strong south easterly wind blowing. Sand was being blown along the beach. It was around 30 degrees and very humid. The beach was a bit rough in parts but we all made it to Dundubara Campground Group Area without incident. As the sand was fairly hard there was no problem towing the TVan.

Dundubara campground is enclosed by a dingo-proof fence and cars enter via a grid that is electrified. Fortunately the campground, set amongst Paperbark trees, is a short distance inland from the beach and is quite sheltered from the high wind.

A pleasant surprise was that the campground had a fairly new amenities block with flushing toilets and hot showers close by. As well, there were a few water taps in the campground itself. Luxury!

We went to bed with the alarm set for 3.45am.

Monday 25th April – Anzac Day: We



woke at 3.45am. We left the campground in a convoy of 4WD vehicles at 4.15am, led by Josh East of TLCCQld. We were heading to Waddy Point, at the northern end of Fraser Island to attend the dawn Anzac ceremony, run by the Orchid Beach RSL. Driving along the beach in the dark was a new experience for me. It was not difficult and when the taillights of the car in front moved suddenly up and down I knew to slow down for a rough patch.

We arrived at Waddy Point to find that the RSL club had set up 2 large marquees and a covered stage. There were many 4WDs parked on the beach. There were at least 1,000 people at the service. We arrived just as the service was starting. As well as RSL representatives, active members of the Australian Defence forces, there were representatives from the NZ forces. We did not see the sunrise because the sun was obscured by low cloud; however, that did not spoil the solemn occasion.

After the ceremony we ate a light breakfast on the beach then drove along some tracks to Platypus Bay on the western side of the island. The track wound through beautiful vegetation, mostly Banksia in full bloom and Angophora, with their pink trunks. We also saw a wallaby bounding across the track. On the western side of the island, driving is forbidden except for a 500 metre stretch at Platypus Bay. Intermittent showers started. We then returned along the track to Orchid Beach and continued to Champagne Pools. These rock pools are normally good to swim in at low tide. However, with a very strong on shore wind blowing, the waves were crashing over the rocks and the pools were very churned up. We then returned to camp.

Tuesday 26th April: Today TLCCQld had organised a trip up the beach to the very northern tip of the island, Sandy Cape.

Those who went had a lazy morning as the tide had to be at the right time to venture north.



This was a spectacular drive along Corroboree Beach to the by-pass track at Indian Head, Waddy Point, Orchid Beach and onto Ngkala Rocks. We had been warned about the challenging track at Ngkala by-pass requiring a pool to cross before a winding, very soft, sandy climb and descent back to the beach on the other side of the rocks. There was a quick photo shot of all the 4WDives at the top of Fraser Island before continuing onto the Sandy Cape Lighthouse. Some chose to take the steep 2.4km return climb to the lighthouse, some chose to visit the armoury ruins and the turtle hatchery whilst others just enjoyed the incredible blue ocean. It was a hasty return to camp to beat the tide. We were held up temporarily by a previous convoy with a car bogged at Ngkala Rock by-pass. It was after dark when the group returned having enjoyed a spectacular day. The high wind continued as did passing showers.



Wednesday 27th April: Only 10 vehicles are allowed in a convoy on the inland tracks, so TLCCQld arranged 2 convoys of 10 vehicles, 15 minutes apart. We drove south along the beach then took Woralie Rd. inland, followed by Northern Rd. The area was quite hilly with some patches of rainforest. Before reaching Happy Valley, we turned right onto the road to Lake Garawongera. This is a beautiful fresh water lake. We spent some time here admiring the lake and having morning tea. The second convoy arrived but there was

consternation because they had stopped at Knifeblade Sandblow and Lake Allom and now realised that one of their party was missing. Two cars set off to Lake Allom via different routes. Eventually Alison was found.

We then drove to Happy Valley. Most of the Queenslanders left us and headed south to take the ferry. We returned north visiting Eli Creek on the way. This is a fresh water creek that flows into the ocean. There is a boardwalk inland alongside the creek for a short distance. It is popular with children

who walk in then float down the creek to the beach. There were a lot of 4WD tourist buses parked here.

Then we stopped at the wreck of the SS Maheno, which was washed ashore in 1936. There is not much left of this former luxury liner and it will probably disappear in about the next 5 years.

The strong winds and intermittent showers continued throughout the day.

Thursday 28th April: At last the wind eased and the showers stopped during the day. We travelled south along the beach then inland on Cornwells Break Rd. We stopped at Lake McKenzie for lunch and a swim. The picnic area is surrounded by a dingo-proof fence. It is prohibited to take food to the lake.

Lake McKenzie is a beautiful blue lake and the water is absolutely clear.

Next we drove to Central Station. So called because in the early days of logging, it was the centre of a tramway system that was used to cart the logs to the sawmill.



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There are many large trees of various species in the area such as Hoop Pines, Kauri and Satinay. On display are old photos and a history of the area. In 1898 Fraser Island was declared an Aboriginal Reserve. Just 2 years later this was abrogated as the value of the timber was realised. One statement said that the trees were so tall that the first limb was 100 to 200 feet above the ground. Needless to say there are none of these magnificent trees standing today.

Then we drove to Eurong, a small settlement and resort where we had coffee and cakes at the café. Then we drove north along the beach to Dundubara camp. The beach was now much smoother than when the wind was strong. We also saw a lone dingo on the beach. The day was fine but later in the evening the showers started again.

Friday 29th April: We had an easy day today, making preparations for an 8:00am departure tomorrow as we need to be at the southern end of the beach at low tide.



It was sunny during the morning and I thought that at last the weather was turning. But at 1:00pm the cloud rolled in and later in the afternoon showers started.

Only the first day on Fraser Island had been hot. All other days were in the low to mid-twenties. With a sandy base to the campsite, the rain was more a nuisance than a serious problem.

Qld National Parks Service has done a great job on the island. At every lake and campsite there are near new toilet blocks and they are all well maintained. There are also rubbish collection points for campers. Many people visit the island; it is a beautiful place with an amazing variety of vegetation.

Saturday 30th April: Overnight there had been a heavy downpour so we all packed up with wet canvas.

We were all ready before 8:00am so we set off south along the beach in a convoy that only contained Victorian participants. The TLCC members from other states had all left before this, as had one Victorian.

We made good progress on the beach as it was wide and smooth.

It was the start of another long weekend in Queensland, Monday being Labour Day, so two ferries were operating. When we arrived at the southern end of the beach, one ferry was full and about to depart, the other had just finished unloading so without any delay our convoy was able to drive on to the ferry.

We soon disembarked on the mainland, saw a long queue of 4WDs waiting to board a ferry to the island, cleared the beach and stopped alongside the Rainbow Beach road to inflate our tyres. We then drove to the Underbody Car Wash in Rainbow Beach. Here the car goes on to a grid where water and rust inhibitor are squirted up underneath the car by rotating sprays. Then a few minutes using the high pressure hose to remove sand from the wheel arches and side steps completed the job. Then the trailer was cleaned in the same fashion.

It had been a memorable week. TLCCQld really put in an enormous effort to organise the annual Conference and organise and run trips for all participants. As well as this they cooked two BBQs for everyone. Thanks to their efforts we felt very welcome.

Also thanks to Michael Martin who organised and led the Victorian contingent in a very capable manner.

Robert Fairweather, Liz Mills and Michael Martin

YARCK

MAINTENANCE & CONSTRUCTION WEEKEND

21st & 22nd May, 2016

The following members attended what turned out to be a top weekend considering the weather during the previous week:

Colin Low – Eamonn King – Neil Chambers – Dulcie Watts – Steve & Judy Spence – Brian Stewart – Gary Holt – Gabi Azzam – Garry Sonnberger – Michael Bourke – John Chenoweth – Kevin Rogers.

Plus a visit on the Sunday by Sue Bland who had Bernice Manley with her to spend some time at the Memorial Garden.

The major item for the weekend was to replenish the firewood. The team spent all day cutting and loading timber on to

Garry's trailer and stacking it in the woodshed. The result was one very full shed and many weary bodies. Next time you enjoy the pleasure of the fireplace, check the dates of future Maintenance & Construction weekends and be there to help.

A team at the bush hut were getting the rafters on the verandah across the front then they joined the firewood team.

Preparation was done behind the woodshed for the placement of a storage container that is currently being organized.

All the water storage and supply tanks were checked and filled. There has been good rainfall recently so the collection has been great.

The track down to Garvey's Gully past

the toilet block has been reopened now that the concrete drainage has been completed. All the regular maintenance items for the month were looked at.

Saturday evening a well-earned happy hour prior to a Gabi organized sausage sizzle with salads and sweets supplied by the great members that make these weekends such a pleasure. A variety of topics were discussed, some serious, most of all entertaining.

Thanks to all for the effort put in. The next Maintenance & Construction weekend will be 25th & 26th June, which is the beginning of the school holidays, so come and stay longer.

Brian Stewart (340)

YARCK MANAGEMENT
COORDINATOR

SOCIAL CALENDAR

COMING EVENTS

- Mitcham Hotel Pub night - Saturday 16th July
- Sandringham Hotel Pub 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](#)

Are you receiving your copy of TLCCV Weekend Wrap?

Make sure you include your email address on your membership renewal form. Alternatively you can send an email to the Membership Officer (Barb) at membership@tlccv.com.au with your updated details.

Weekend Wrap is produced by Laurie Miles (1058). Items for Weekend Wrap can be sent to info@tlccv.com.au.

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The Toyota family

END OF THE ROAD FOR TOYOTA FJ CRUISER

Toyota's retro-inspired FJ Cruiser will cease production in August 2016.

It was launched in Australia in 2011, with more than 11,000 vehicles sold in Australia.

Drawing its rugged DNA, inspiration and design cues from Toyota's FJ40, the FJ Cruiser was developed as a basic, capable and affordable vehicle aimed specifically at serious off-roaders.

According to Toyota Australia's executive director sales and marketing Tony Cramb, "The thoroughly modern FJ Cruiser updated the classic FJ40 theme in a contemporary way. The front grille with two round headlights recalls the FJ40's frontal styling. Other heritage design cues include the bonnet and wheel-arch contours and a rear-mounted and exposed full-size spare tyre.

The FJ Cruiser design offers plenty of functionality. Side access doors open 90 degrees in clamshell fashion for easy access to and from the rear seats. A swing-up glass hatch is incorporated into the side-hinged tailgate, opening independently and also useful for accommodating longer items.

It is powered by a 200kW, 380Nm 4.0-litre V6 petrol engine with five-speed automatic transmission, part-time 4x4, an electrically activated rear differential lock and switchable Active Traction Control technology to maximise off-road climbing ability.

FJ Cruiser has the best approach and departure angles in the Toyota 4WD range - 36 and 31 degrees respectively.

Local testing resulted in unique calibration of the heavy-duty all-coil suspension and

power steering to suit Australian conditions, plus the fitment of 17-inch alloy wheels and 70-profile tyres.

Satellite navigation became standard in early 2012. An upgrade in March 2013 boosted the FJ Cruiser's "go anywhere, do anything" appeal by more than doubling its fuel range and adding an off-road cruise-control system, CRAWL.

Fuel capacity was expanded to 159 litres with the main 72-litre tank supplemented by an 87-litre sub-tank, providing a notional driving range of almost 1,400km*.

Later in 2013, FJ gained newly designed seven-spoke 17-inch alloy wheels.

During its time in Australia, FJ Cruiser has been offered in a total of 13 colours.

The pedigree

The FJ40 LandCruiser became an icon among Toyota's vehicles, generating widespread recognition and respect for its authentic off-road capabilities.

More than 1.1 million were produced between 1960 and 1984; however, Toyota's enthusiasm never waned for the spirit of this rugged, go-anywhere vehicle.

In the late 1990s, Toyota in the United States encouraged design projects that ultimately led to the development of a new FJ - a modern vehicle that would appeal to younger drivers, even those who knew nothing about the original FJ.

Model: FJ40

First seen: 1960

In brief: The third generation of LandCruiser



Description: Tough and functional, the original FJ was a two-door, short wheelbase, four-wheel-drive vehicle. Its exterior design has become iconic - angular lines, two round headlights

set on either side of a mesh grille, an upright windscreen, wrap-around rear corner windows and a flat, white roof. The FJ40 amply demonstrated its suitability for the toughest conditions and it became a part of life in outback Australia. FJ40 established LandCruiser as the vehicle of choice for large construction projects, in mines, on cattle stations - in fact, anywhere requiring a rugged, dependable vehicle that could travel to, and return from, any extreme environment.



It was great to see a good attendance at the Geelong Branch May meeting. Around 40 members and their families - with lots of children - made for a great night. The highlight of the evening was a talk and video of the Australian dingo. While the young lady from the Australian Dingo Foundation was extremely interesting in explaining the importance of the dingo in saving wildlife, the real stars of the evening were the two dingo pups she brought along. These two had a lick for everyone and enjoyed a pat and a treat. The Foundation is carrying out important research into the dingo and has its headquarters just outside of Melbourne. The Geelong Branch

will be having a working bee there on June 25th, followed by a tour and bbq lunch. This should be a great day out, to which you are all invited. Please let us know and we can organise to meet you somewhere. The second highlight of the evening was the unveiling by President Laurie Miles of the finished Geelong Branch Honour Board. A long time in the making, this important record of the contribution made by so many, will be hung at the Hilton at Yarck. Finally a birthday cake for Kelvin and a sumptuous supper completed a great night. Come on down for a visit. You will always be made welcome
Brian Tanner (607)



Toyota Land Cruiser Club Of Australia (Vic) Inc.
GEELONG BRANCH

Year	President	Secretary	Treasurer
1984 - 1985	Gary Roberts	Don McHenry	Sue Leigh
1985 - 1986	Gary Roberts	Don McHenry	Sue Leigh
1986 - 1987	David Leigh	Don McHenry	Sue Leigh
1987 - 1988	Daryl Thompson	Judy Eyles	Roger Morgan
1988 - 1989	Daryl Thompson	Judy Eyles	Roger Morgan
1989 - 1990	Roger Morgan	Daryl Thompson & Judy Williams	Judy Eyles
1990 - 1991	Roger Morgan	Ashley Williams	Ross McCarthy
1991 - 1992	Roger Morgan	Ashley Williams	Ross McCarthy
1992 - 1993	Daryl Thompson	Sandra Tanner	Ross McCarthy
1993 - 1994	Daryl Thompson	Sandra Tanner	Roger Lee
1994 - 1995	Sandra Tanner	Ashley Williams	Roger Lee
1995 - 1996	Sandra Tanner	Lisa Vitangelo	Roger Lee
1996 - 1997	Daryl Thompson	Sandra Tanner	Roger Lee
1997 - 1998	Phil Shepherd	D.G. Goss, Judith Williams	Roger Lee
1998 - 1999	Phil Shepherd	Judith Williams	Sandra Tanner/Julie Hart
1999 - 2000	Sandra Tanner	Norm Howell	Julie Hart
2000 - 2001	Sandra Tanner	Norm Howell	Yvonne Miller
2001 - 2002	Sandra Tanner	Norm Howell	Gaby Moon
2002 - 2003	Roger Morgan	Norm Howell	Gaby Moon
2003 - 2004	Roger Morgan	Norm Howell	Gaby Moon
2004 - 2005	Roger Morgan	Norm Howell	Gaby Moon
2005 - 2006	Adam Charleston	Joe Mortalli	Gaby Moon
2006 - 2007	Sandra Tanner	Joe Mortalli	Gaby Moon
2007 - 2008	Greg Fleet	Norm Howell	Julie Hart
2008 - 2009	Greg Fleet	Kym McWilliam	Julie Hart
2009 - 2010	Steve McWilliam	Kym McWilliam	Julie Hart
2010 - 2011	Steve McWilliam	Kym McWilliam	Julie Hart
2011 - 2012	Brian Tanner	Sandra Tanner	Julie Hart
2012 - 2013	Brian Tanner	Sandra Tanner	Gaby Moon
2013 - 2014	Matt McPhee	Sandra Tanner	Gaby Moon
2014 - 2015	Matt McPhee	Jennie Harvie	Sandra Tanner
2015 - 2016	Matt Lilley	Jennie Harvie	Jennie Harvie

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STITCH 'n BITCH QUILT AUCTION

The S & B group will be auctioning their latest quilt titled **OUTBACK DREAMING** at the November general meeting. This beautiful quilt is 2.10 x 2.10 metres square, and will fit a queen size bed and includes matching 3 cushions.

Bids will be open for silent bidding up to the day of the auction. (Silent bidding closes midnight Monday 14th November, 2016). Please email all bids to: bbryant_56@optusnet.com.au



Another Wonderful Blog from Bobby Dazzler (Newsletter #57)

"By Rob Brennan, long-time Outback traveller and happy Prado owner, who writes about the Outback in a blog (dazzlerplus.wordpress.com), and also in a free bimonthly email newsletter (email brennan@bba.com.au to subscribe)."

Every Australian knows at least a bit about Burke and Wills, and most would have some recollection of names such as Sturt, Leichhardt and Eyre. These explorers set off into territory where no white people had previously ventured. Of course, indigenous people had over some 40,000 to 50,000 years traversed the country comprehensively. But the white men wanted maps. They wanted to know about rivers and vegetation and agricultural potential.

Relatively few Australians have heard of Len Beadell, the "last Australian explorer." He died in 1995 at the age of 72. His contribution to our nation was substantial.

Len was born in West Pennant Hills, in Sydney, and grew up living in Eurella St, Burwood – just three kms as the crow flies from where I sit writing this article! He attended Burwood Primary School and then Sydney Grammar. He joined the Boy Scouts, and his scoutmaster, John Richmond – a qualified surveyor – introduced young Len to the joys of camping and surveying.

In 1941, at the age of 18, Len joined the Army, and because of his knowledge of surveying learnt from John Richmond, was assigned to the Eighth Field Survey Section, and spent time in New Guinea. After the War, the British and Australian governments agreed to establish a rocket range on mainland Australia. Len was appointed to the task of finding an appropriate area, and in due course, a site was chosen about 500 km north of Adelaide – subsequently called "Woomera" – with a flight path for the rockets stretching north-west across the Western Deserts to the Eighty Mile Beach between Broome and Port Headland.

In due course, it became necessary to position instruments along the flight path, and Len supervised the work of constructing tracks through scrub and desert country, leading the way in his Land Rover jeep. In 1952, Len was told in great secrecy that "it had been decided to detonate an atomic bomb in Australia." Len found a suitable site 285 km west of Coober Pedy, where there was a large clay pan which could be used as a landing strip. The spot became known as Emu, after a "local inhabitant" who had implanted his (or her) footprint on the clay pan.

More access roads had to be built. Two atom bombs were detonated there in 1953. Later a more remote site was set up at Maralinga (an aboriginal word meaning "thunder"), south of Emu, and seven atom

bombs were detonated there in 1956 and 1957.

The need to monitor radiation fallout caused by the bombs, and to collect more meteorological data, gradually made it clear that the road building projects were going to continue for some time. Len pulled together a team which later became known as the Gunbarrel Road Construction Party. Apart from Len and his Land Rover, the Party consisted of a bulldozer and driver, a grader and driver, a supply truck and driver, a general mechanic, a cook, and a "cherry picker" (with Land Rover) whose job was to remove any sticks, roots or stones left after the final grading of a new section of road. Under Len's guidance, they were responsible for the construction of over 6,000 kms of tracks across Australia's Central and Western Deserts, completed in 1963.

All of Len's surveying was done without the benefit of modern GPS technology. He calculated his position using a theodolite. Len named some of the tracks and junctions after his wife Anne and children Connie Sue, Gary and Jacqui. Some of the longer tracks are:

- Gunbarrel Highway (Victory Downs Station near Kulgera, NT to Carnegie Station, WA) 1347 kms.
- Anne Beadell Highway (Coober Pedy to Laverton) 1350 kms.
- Gary Junction Road (Mt Liebig, west of Alice Springs to Calawalla Station, 100 km north east of Marble Bar in WA) 1350 kms.
- Connie Sue Highway (Rawlinna on the Transcontinental Railway Line to Warburton, WA) 681 kms.

Most of the tracks are still accessible to adventurous and well prepared 4WD vehicles.

Beadell was an unusual chap in many ways.

- He was never known to smoke, drink or swear.
- He never wore socks.
- While driving through virgin bush, he routinely had five or six punctures a day, and repaired them as he went.
- He acted as a dentist when necessary, and was competent at extractions.
- He enjoyed drawing cartoons, and illustrated his own books.

He wrote seven books about his work, and they are full of fascinating anecdotes. Much of the material in this article has been gleaned from Mark Shephard's excellent biography of Len entitled "A Lifetime in the Bush" (which contains an excellent map showing all of Len's roads). These books are available from the Beadell website (www.beadell.com.au). A website with some good pictures taken on Len Beadell's tracks can be found at: <http://www.dandjribbans.blogspot.com.au/2010/12/in-wheel-ruts-of-len-beadell.html>

Vandalism in the bush

The current increase in vandalism of public assets, theft of buildings and fittings and leaving of campfires unattended illustrates that some bush users have a blatant disregard for people and property and the great asset that we all have.

Dob in a HOON

We, as a group, can help public land managers, by reporting any suspicious activity we see. Dob In A Hoon forms are available for download on the 4WD Victoria website, and DEPI can be contacted on 136 186, or Parks Victoria on 13 19 63 to report incidents on public land.

With our help the current generation and those that follow can have a positive visitor experience in our parks and reserves.



ARB BACKS THE KING OF THE DESERT FOR FINKE 2016

From a business founded on engineering automotive components to help Australians travel further into, and around, the heart of this great country, it is a befitting partnership that sees ARB backing Toby Price, 'King of the Desert' in his 2016 Trophy Truck Finke Desert Race campaign.

But this is no ordinary Finke campaign as the reigning 'bike' champ, heading into his record equalling attempt of five Finke Championships, elects to compete in the 'Iron Man' division!

The Finke Desert Race is the highest order of off road racing in Australia offering nine 'Car & Buggy' and 10 'Bike & Quad' classes. Australia's fastest and greatest desert race heralds back to 1976, the year after ARB was founded, and has grown to offer over 600 entrants a platform to test mind, body and machine over a gruelling 460km return trip from Alice Springs to Finke via the old Ghan Railway.

A heart of gold and a body of steel.

If just the thought of driving over rough out-back roads for 400km makes your back hurt, the decision to compete in both Car and Bike categories will see Toby travel over 900kms of rough desert terrain.

"For the last three years I've been extremely eager to compete in both classes, I like a bit of a challenge and something new, we just need to wait and see if we can pull it off which is the exciting part." says Toby Price.

Departing Sunday 12th June, Toby will set off in his ARB Trophy Truck followed closely by a support helicopter. On completion of the first leg from Alice Springs to Finke, Toby will be choppered to the local Finke Airfield and be chartered back to the

start line in a fixed-wing light aircraft. Strapping on his boots mid-flight the plane is scheduled to drop Toby back to the start line to pick up his KTM before doing it all over again. And of course, that is just day 1.

Risking it all...

Having won the Outright 'Bike & Quad' category in 2010, 2012, 2014 and 2015 and just earlier this year winning the internationally acclaimed Dakar Rally, there is no hotter entrant on the course across all categories than Australia's own, 28 year old, Toby Price.

While chasing down Randall Gregory's 1991-1995 record of five Finke wins is a major ambition for Price, he has long had a dream to complete the Finke Desert race across both Bike AND Car categories.

"I want to be able to do this race with both categories while I'm fairly young, and if anyone had the chance to do what I'm doing, I'm sure they would jump on top of it as well...I've won four motorcycle categories, but this will make it a lot harder."

Toby's dedication and enthusiasm for this unique opportunity in his sport is what we at ARB love about his decision to take on this amazing challenge.

"To have an iconic Australian company like ARB on board for this project is simply amazing. ARB is Australia's largest manufacturer of off road and aftermarket 4WD accessories so to align with ARB is the best fit possible and one I'm proud to represent for my 2016 Finke double and hopefully beyond!" says Toby Price.

Alongside Toby at the start line will be our very own 2013 ARB Off Road Racing Series Champion Danny Brown, who'll be



challenging for a Finke podium after a disappointing driveline failure in the 2015 event.

Brown is feeling confident this year, coming off two wins in his last two races and channelling the #42 twin-turbo Jimco with 1,000 flywheel horsepower through 37-inch tyres.

"Finke is such a hard race to say you're going to go out and win. There are so many variables and so many good competitors," Brown said.

"We are going for the finish; if everything goes to plan we aim to be in the top three," he said.

The event is being run as Overland Cruising is being published, so we can't as yet report on Price's success or otherwise. For results visit

www.facebook.com/ARB4X4/

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LAPSED MEMBERS AS AT JUNE 2016

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 153 Nicholas & Ann Wilcock
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 2375 Phillip & Anne Scott
 347 Andrew Dixon
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 2389 Werner & Glenys Kuffer
 718 Mark Sedran
 2415 Stuart & Karina Alexander
 824 Paul Wendiggensen
 2436 Nasser & Samar Mashini
 887 Bret Dyson
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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.

GOODYEAR
One Revolution Ahead

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

GOODYEAR
One Revolution Ahead

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

DUNLOP

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.

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.

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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.

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.

FEDERAL
TYRES

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All-Terrain

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Added protection for your next adventure.



If you're serious about your family's safety and want total peace of mind when you're out on life's adventures, fit a Toyota Genuine Bull Bar.

- Engineered in conjunction with vehicle design & development
- Vehicle crash testing to ensure 100% compliance with vehicle safety systems – including SRS airbags
- Durability tested to ensure the integrity of your vehicle
- 5 star ANCAP safety rating maintained when a Genuine Alloy or Steel Bull Bar is fitted to LC200 or when a Genuine Alloy Bull Bar is fitted to Prado*



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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.
 All Toyota Genuine Accessories purchased and fitted to a Toyota are warranted for the remainder of the New Vehicle Warranty or 12 months, whichever is greater. Toyota Genuine Accessories purchased from an authorised Toyota Dealer over the counter are warranted from the date of purchase for one year. Conditions apply.
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