

THE ROAD AHEAD

AUTUMN 2024

Blooms for Blokes



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HELPS DELIVER
ROAD SAFETY
MESSAGE TO
AT-RISK MEN**

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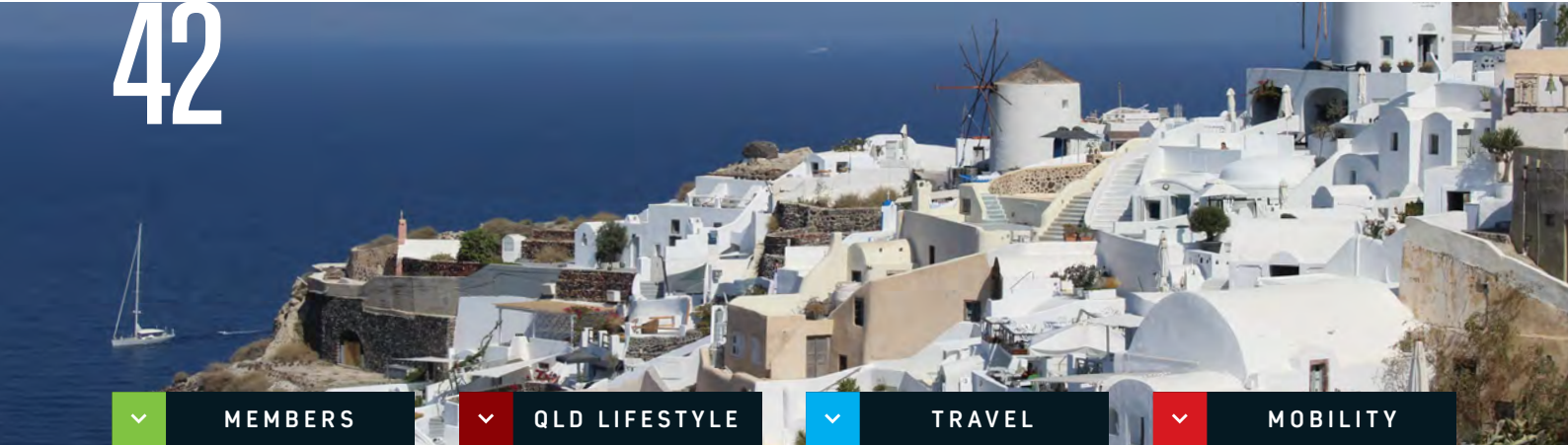
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ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the Traditional Custodians of the land on which our business operates and pay our respects to Elders past, present and emerging. We also acknowledge the important role of Aboriginal and Torres Strait Islander peoples within RACQ and the communities in which we live and work.



OUR COVER: An FJ Holden from the RACQ historic fleet used at the Gold Coast Blooms for Blokes event. Digital image: Dave Pattinson **Story page 16**

RACQ

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(Brisbane, Gold Coast, Cairns, Townsville)

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HELPING MEMBERS SAVE

WITH COST-OF-LIVING pressures
persisting, RACQ has launched a new
cashback program, helping members
save on everyday expenses by earning
cashback rewards on purchases from
hundreds of online retailers.

The cashback program forms part
of RACQ's Member Benefits and
has been launched initially as a pilot
alongside the existing discounts
program.

RACQ General Manager Member
Loyalty and Benefits Karen Wynn said
the Club was proud to offer members
a new way to save when many were

finding the current financial environment
a challenge.

"The new cashback program will help
members save by earning cashback
rewards on everyday purchases that can
then be redeemed as a digital Visa or
retailer gift card," Ms Wynn said.

"We have partnered with hundreds
of retailers to provide cashback offers
across fashion, beauty, home and pet
categories that members can easily
access on the RACQ website."

To access the program, log in to the
Member Benefits page ([racq.com/
cashback](http://racq.com/cashback)).

DEADLINE FOR BANK CHEQUES

RACQ BANK MEMBERS are
reminded that all bank and personal
cheques should be presented for
payment before 27 May 2024.

Cheques presented after this date
will be dishonoured.

RACQ Bank stopped issuing cheque
books, bank cheques and accepting
foreign international drafts or cheques
on new and existing accounts from 2
January 2024.

If you currently have an RACQ Bank
cheque book, you can continue to
issue cheques as a payment method

up until 27 May. However, your account
will no longer have cheque access
once you have exhausted your current
allocation.

RACQ Bank made these decisions last
year in response to changing banking
trends and the Federal Government's plan
to close Australia's cheque system by
2030.

If you have any concerns about these
changes, our dedicated customer service
team can support and guide you in-store
or by calling 13 1905. Learn more at [racq.
com/banking/cheque-cessation](http://racq.com/banking/cheque-cessation).

Ray's note

WELCOME TO THE autumn edition of
The Road Ahead, the first for 2024.

Before Christmas, I was among
several groups of RACQ staff, including
members of the executive and board,
who spent a few hours at the FareShare
kitchen tucked away in an industrial
area of Brisbane suburb Morningside.

FareShare uses rescued and donated
food to create meals for Queenslanders
experiencing 'food insecurity', meaning
those going hungry.

Increasing numbers of Australians
face the prospect of not eating regular
meals.

Our group helped package more than
1,800 meals in the few hours we were
in the FareShare kitchen.

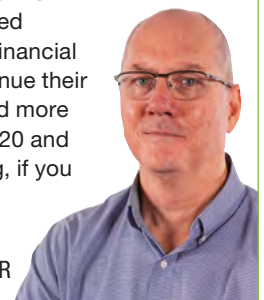
This seemed like a lot, but
it represented only a minimal
contribution to the daily food
needs of those doing it tough in our
communities.

This edition also features a story on
the Mini Farm Project.

This charity aims to establish
a network of volunteer-run small
farms across the State growing fresh
produce for food distribution charities.

FareShare and the Mini
Farm Project need
volunteers and financial
support to continue their
great work. Read more
on pages 8 and 20 and
consider helping, if you
can.

RAY ANDERSEN,
MANAGING EDITOR





VIEWPOINT THE PRESIDENT'S PERSPECTIVE

Group CEO David Carter and RACQ claims team members Jeff Deane and Neil Mitchell with Cairns member Mark Freeman whose home was affected by flooding. Photos Jake Ryan.



The Mobile Member Centre in Cairns.



OUR COMMITMENT TO QUEENSLANDERS EXTENDS BEYOND REACTIVE SUPPORT, IT INCLUDES A PROACTIVE APPROACH TO BUILDING RESILIENCE AND ENSURING THE WELLBEING OF OUR COMMUNITIES IN THE FACE OF FUTURE CHALLENGES.

IN THE FACE of recent severe weather events that have tested the resilience of communities across Queensland, I would like to reflect on the unwavering commitment and efficient response demonstrated by RACQ and the support provided to members by our insurance, assistance and banking teams.

From Cyclone Jasper in Far North Queensland, severe storms in the south-east, to Cyclone Kirrily and subsequent flooding across the State, it's been heartening to see the dedication of our people when it matters most.

Our Insurance teams were on the ground, providing swift and comprehensive support to our members, working tirelessly to process claims, placing people in temporary accommodation, arranging make-safe work and offering emergency payments.

RACQ's Roadside Assistance teams have been a constant support for motorists, coming to the aid of vehicles suffering flood-related damage. The rapid mobilisation of our assistance teams

reflects our ongoing commitment to being there for our members, whenever and wherever they need us.

Our banking team has played a vital role in supporting members who have experienced financial hardship by providing financial relief and flexibility to those affected.

As we navigate the aftermath of these events, it's important to recognise the strength of the Queensland community.

The resilience of those affected is inspiring and we are committed to being a dependable partner by moving quickly and offering the support they need to get their lives back on track.

As these weather events increase in severity and frequency, I am pleased to share that the RACQ Foundation is expanding its Community Grants Program in 2024 to include a new resilience category.

This means the Foundation will now not only support community groups as they rebuild after natural disasters but also help them to undertake the work

needed to protect against the impact of future weather events.

Our commitment to Queenslanders extends beyond reactive support, it includes a proactive approach to building resilience and ensuring the wellbeing of our communities in the face of future challenges.

You can read more about our Community Grants Program and the important role it plays on page 11.

In closing, I extend my sincere gratitude to the dedicated teams at RACQ who have worked tirelessly to ensure the safety of our members.

Together with our community, we will continue to navigate the challenges and provide support to create safer and more resilient communities.

LEONA MURPHY,
RACQ PRESIDENT

YOUR SAY

GIVING MEMBERS A VOICE



RACQ CLUBHOUSE: EMAIL ROADAHHEAD@RACQ.COM.AU. **MAIL** THE ROAD AHEAD, P.O. BOX 4, SPRINGWOOD, QLD 4127.

PLEASE INCLUDE NAME AND ADDRESS. **LETTERS WILL NOT RECEIVE AN INDIVIDUAL REPLY AND SHOULD BE NO MORE THAN 120 WORDS.**

SHOW COURTESY TO PEDESTRIANS

I LOVED THE article about safety advice for e-scooters in the summer 2023/24 edition of *The Road Ahead*. However, I have a couple of comments I would like to make about e-scooters, bicycles and even the mobility scooters/motorised wheelchairs used by the aged and those with mobility issues. The first thing I noticed was that there was no mention that they should give a warning (bell, hooter, etc.) when overtaking pedestrians. It is tough (especially when elderly) to

hear e-scooters, bicycles, skateboards and even powered mobility scooters/wheelchairs approaching from behind, unless they give adequate warning. For example, you may be walking along and need to sidestep something on the pathway and end up colliding with an approaching mobile scooter, bike, wheelchair, etc., because you had no idea they were approaching. The second issue I would like to raise is that despite legal requirements for operators of those

mobile devices, it seems that they are not policed too well. I regularly see them travelling at speed, not giving way to pedestrians, weaving in and out between pedestrians at speed and, in the case of e-scooters, just dumped anywhere on the footpath. Being an elderly person, I have had many close encounters and even been hit with these devices, although luckily, I have suffered no serious injuries so far.

ARTHUR HAMILTON, NORTH LAKES

ROAD SIGN'S POWERFUL MESSAGE

ON A RECENT holiday to the Cook Islands, and while motoring around Aitutaki, we came across this road sign, which I found to be quite moving and to the point. Perhaps we could use something similar in Queensland, given

the current level of accidents, many of which are in stolen cars.

KEVIN HUXHAM, BARGARA

Go to page 16 to read about RACQ's Bloom for Blokes road safety campaign.



FOOT SWITCH PREFERRED

I HAVE BEEN driving since 1965 and have driven all over the world. My question is: Why did vehicle manufacturers change the dip-switch position from the floor next to the clutch on the left-hand side to the headlight stalk on the right-hand side of the steering wheel? Driving at night and being confronted by an oncoming vehicle with headlights on full, your right hand has to extend downwards to dip your full beam causing you to lose some control of the steering wheel at a time when you need total control of the car's direction. However, on the floor under your left foot, it can be done instantly without reducing your grip on the wheel, thereby reducing your grip. Presumably it is cheaper for the car companies to construct the car with all headlight functions in one place, but in my view this is a backward step and leads to a reduction in control of the car. Additionally, the left foot has nothing to do unless changing gear (manual), so why not use it?

MIKE MABBUTT, CHILDERS

TOO LATE TO CHANGE LANE

I AM AMAZED that a letter writer admitted to being in the 'third lane from the left' of the four-lane M1 northbound (Summer TRA 2023/24). They knew they had to exit the M1, yet they stayed in that third lane. They then complained that the sign was not high enough and placed too soon before the exit to give them time to cross over two lanes of traffic. There are signs indicating the distance to the next exit before the exit. Did they not see them either? It's probably because they were in the third lane. This is why Queenslanders have such a poor reputation on the highway.

JANET DUNN, MORNINGSIDE

TAPE SUGGESTED FOR SAFETY

WHEELCHAIRS DRIVEN ON the road at dawn or dusk, at night or on shaded roads are a concern. Adding two pieces of reflective/high-vis tape, outlining the edges of the vehicle, would improve the safety of everyone. This low-cost safety improvement should be easy to achieve where registration is required. This would then flow to non-registered vehicles as its common-sense practicality was seen.

KIM KIMBER, LABRADOR



COBB & CO. REMEMBERED

AN IMPORTANT MILESTONE will be reached in 2024 with the centenary of Cobb & Co's final Queensland run (Summer TRA 2023/24). This legendary company played a vital role in Australia's colonial development and was a precursor to future forms of transport. With a hard-won reputation for service and reliability, Cobb & Co. holds a special place in this country's history and hearts. While this icon is no longer with us, its impact will never be forgotten.

MICHAEL WOUTERS, BUNDABERG

FAMILY LINK TO FAMOUS SERVICE

I READ WITH great interest your article in The Road Ahead (Summer 2023/24) in regards to the Cobb & Co. celebrations. In 1895, my grandfather Robert Croft was the driver of the coach that took the first gold shipment from Georgetown Bank of NSW to Port Douglas. In 1993, my mother Alice Harriman (nee Croft) and I travelled to Toowoomba to give the Cobb & Co. Museum copies of letters Grandad wrote and the gloves he used while the driver of the coach. I was led to believe that the letters would be taken to the University of Queensland to be preserved, however, I did not hear further to this matter. Wishing you all happy celebrations

RITA PHILLIPS (NEE HARRIMAN), INGHAM

CLOTHING STYLE UP TO RIDER

I WAS APPALLED to read the suggestion of mandatory hi-vis for motorbike, cycle and scooter riders (Your Say, summer TRA 2023/24). I am a 72-year-old life-long motorcyclist who currently rides a 950cc

Yamaha. My motorbikes and apparel have always been black. I have never been hit or felt that I wasn't being seen – not even close. Imagine suggesting all cars be painted in high-vis colours; that would be seen as ludicrous. People's behaviour is what needs addressing, not what riders choose to wear.

PHIL SORENSEN, BONGAREE



CAR-THEFT PRECAUTIONS

I CANNOT UNDERSTAND why expensive cars are being stolen and not found. I purchased a steering wheel lock (\$50) and use it every time I park my car. I also have an AirTag hidden, so if my car is stolen I am able to track it on my phone. My vehicle is worth \$5,000. So, for \$100 I have an almost guaranteed way of not having it stolen and, if it is, knowing where it is. Yet I frequently hear on the news of expensive Mercedes and Audis being stolen.

REV. NEIL BERNARD, ALDERLEY

BAD HABITS PASSED ON

A LETTER IN the summer edition suggested raising the skillset required for the driving test may improve safety for young drivers. Unfortunately, the difficulty level for the test makes very little difference to the safety of novice drivers. My background includes 11 years as a driver trainer, 13 as a driving examiner and seven as an advanced driving trainer. One of the most significant factors influencing the way that young people drive is the example set by their parents/guardians. Changing the standard of the driving test makes virtually no difference to 17 years' exposure to poor driving attitudes.

HOWARD GRIFFIN, MAROOCHYDORE



RACQ volunteers Natalie Haanwinckel, Jessie Buckingham and Melissa McGrath in the FareShare kitchen.

SHARING AND CARING

RACQ PARTNERED WITH FOOD CHARITY FARESHARE TO HELP FEED STRUGGLING QUEENSLANDERS DURING THE FESTIVE SEASON.

STORY MELISSA McGRATH

RACQ STAFF STEPPED into a FareShare kitchen last December to help prepare meals for Queenslanders doing it tough.

As Australia's largest charity kitchen, FareShare transforms rescued and donated ingredients into nutritious meals for people experiencing food insecurity and hardship.

Due to the rising cost of everyday essentials and severe weather events, demand for its meals has never been higher with 460,000 households in Queensland experiencing hunger in the past 12 months, many for the first time.

Throughout December, RACQ held a festive food drive that saw staff donate

food and volunteer to prepare meals in FareShare's Morningside kitchen.

RACQ Community and Sponsorships Manager Melanie Calzavara said 97 RACQ employees, including Group CEO David Carter and the executive team, volunteered to prepare meals alongside FareShare's chefs and regular volunteers.

"From preparing ingredients to packing meals, our employees volunteered across all levels of the business to help ensure everyone could enjoy a nutritious meal during the holidays," Ms Calzavara said.

"Our teams volunteered more than 330 hours and were able to prepare a phenomenal 12,946 meals to feed Queenslanders in need.

"Beyond the statistics, it was the care, teamwork and genuine dedication of our volunteers to help others that made this initiative truly meaningful."

Through RACQ's holiday campaign, its members, stakeholders and employees were also able to 'cook' digital meals to donate to Queenslanders in need.

"With the help of our community, we were able to donate 20,402 FareShare meals from the digital campaign to help combat food insecurity in Queensland," Ms Calzavara said.

FareShare Corporate Partnerships Director Anita Russell said the impact



FareShare's Anita Russell and RACQ's Melanie Calzavara.

of RACQ's work was demonstrated immediately, with many of the ready-to-eat meals supporting those affected by Cyclone Jasper.

"FareShare's first regional delivery for 2024 was to The Queensland Country Women's Association to replenish their supplies that proved vital in Cooktown's emergency response to Cyclone Jasper, including meals made by RACQ volunteers in the week leading up to Christmas," Ms Russell said.

"RACQ's support could not have been more timely or impactful and made an incredible difference to Queenslanders facing food insecurity." ■

Learn more at fareshare.net.au.

HOW WE HELPED

- ▶ **20,402** meals donated
- ▶ **12,946** meals cooked
- ▶ **339.5** volunteer hours
- ▶ **97** volunteers
- ▶ **84kg** of ingredients donated for 420 meals

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MONEY MULE SCAM ALERT

RACQ BANK MEMBERS ARE WARNED TO BE AWARE OF BEING RECRUITED TO BE A 'MONEY MULE' BY CRIMINALS LOOKING TO LAUNDER MONEY.

THE BANKING INDUSTRY continues to see an increase in scams with Scamwatch.com recording more than \$450 million lost to scams during 2023.

An increase in scams means an increase in criminals needing to launder money.

RACQ is warning members not to fall victim to being a 'money mule'.

Money mules are often recruited via employment opportunities or romance scams with the aim of using the victim's personal bank account for the deposit of both illegal and legal funds.

The purpose of laundering money is to hide the true origin of the funds.

For legal funds, the motivation is usually to evade taxes; for illegal funds the motivation is to hide the fact that the funds have been obtained illegally.

Once funds hit the mule's account, they are asked to transfer the funds; this can either be to another mule, who in turn does the same with the final destination usually being overseas.

Be wary of job advertisements posted online offering great opportunities to work from home and earn good money.

This work will require the mule to use their personal bank account to receive and send money to accounts, deducting a commission for their efforts.

The work usually feels too good to be true – the money earned does not equate to the effort provided.

RACQ Head of Bank Resilience Sarah Richardson said cost-of-living pressures were making these 'employment' opportunities more attractive to people looking for what seemed to be easy money.

...SENDING OR RECEIVING FUNDS ON BEHALF OF SOMEONE ELSE COULD BE CONSIDERED MONEY LAUNDERING AND LEAD TO CRIMINAL CHARGES IF YOU WERE UNABLE TO CONFIRM THE SOURCE OF THE FUNDS AND THE PURPOSE OF THE TRANSFERS.

She said there was evidence of an increase in money mules being recruited through romance scams where scammers entice the prospective mule by building a connection with them, usually online.

Ms Richardson said after establishing a 'relationship', the scammer will deposit money into the victim's bank account

before asking them to transfer it for them, usually to so-called friends or family members.

The mule doesn't think they are being scammed as they haven't lost any of their money and they are simply helping a 'friend'.

"Once the scammer gains the trust of the 'friend', they then come up with reasons as to why they need to use their bank account to send and receive funds," Ms Richardson said.

"There are major concerns that these victims don't understand the full consequences of sending and receiving funds from people unknown to them and without knowing the true purpose of the funds.

"The funds could be used to fund child exploitation or terrorism financing."

Ms Richardson said members needed to be aware that sending or receiving funds on behalf of someone else could be considered money laundering and lead to criminal charges if you were unable to confirm the source of the funds and the purpose of the transfers.

If you think you have been lured into a money mule scam, immediately contact your bank and report it at [cyber.gov.au/report-and-recover/report](https://www.cyber.gov.au/report-and-recover/report) or with your local police. ■

RALLYING AROUND **OUR COMMUNITIES**

RACQ FOUNDATION GRANTS PROGRAM TO INCLUDE RESILIENCE CATEGORY.

RACQ FOUNDATION SUPPORTED 24 community groups, charities and sporting clubs impacted by natural disasters by donating more than \$800,000 through its Community Grants Program in 2023.

Through the Community Grants Program, grassroots organisations have the opportunity to rebuild after natural disasters and prepare for the future with resilience-based projects.

Last year, RACQ Foundation ran an emergency preparedness education program for the Congolese Community of Queensland and helped Beaudesert Little Athletics rebuild following flood damage – among many other projects.

Foundation Coordinator Anna Pimlott said she was proud of the impact grants have had within local communities, singling out one as particularly memorable.

“My most memorable grant project in 2023 was for the Hope Street Cafe,”

Ms Pimlott said. “The cafe is a community hub facilitating connections, training, meaningful engagement, volunteering and employment opportunities to Brisbane’s most vulnerable people.

“Thanks to RACQ Foundation’s \$49,000 grant, they were able to refit and replace damaged infrastructure following the devastation of the 2022 floods.”

Foundation Manager Bridgette Muller

said the Community Grants Program was expanding in 2024 to include a new resilience category.

“This means RACQ Foundation will now not only help community groups rebuild after natural disasters, but we’ll help them face the future with confidence,” Ms Muller said.

“This new funding category exemplifies our commitment to fostering resilience within communities, helping to complete building retrofits and modifications, rehabilitation or protection of natural environments and increasing social resilience through education programs.

“Community organisations, charities and First Nations councils affected by natural disasters or completing resilience work can visit the RACQ Foundation webpage to find out more about our Community Grants Program.” ■

Learn more at racq.com/foundation.

...RACQ FOUNDATION WILL NOW NOT ONLY HELP COMMUNITY GROUPS REBUILD AFTER NATURAL DISASTERS, BUT WE’LL ALSO HELP THEM PREPARE FOR THE FUTURE WITH CONFIDENCE.



Discover the RACQ Mobility Centre at Mount Cotton



Located just half an hour south of Brisbane city, the RACQ Mobility Centre offers a range of world-class facilities and services, including driver training courses, conference and event hire, and different road circuit layouts. Whether you are looking for caravan or defensive driving course, or a business wanting to book a conference or events space, look no further than the RACQ Mobility Centre.

To find out more visit racq.com/mc



ARE YOUR **SOLAR PANELS** WORKING CORRECTLY?

SOLAR SYSTEMS NEED REGULAR MAINTENANCE TO ENSURE THEY ARE OPERATING EFFICIENTLY.

STORY MELISSA McGRATH

IN THE PURSUIT of reducing energy bills and harnessing renewable energy, solar panels have become standard for many Queensland households.

However, what happens when these powerhouses of sustainability aren't performing as expected?

According to RACQ research, nearly one in four (23.5%) Queenslanders who have solar did not know their solar system had to be maintained or checked regularly to ensure it was working efficiently.

RACQ Solar CEO Jack Hooper said there were several reasons solar systems may not be performing at their peak level.

"One of the most common causes of underperforming solar panels is inverter failure, which can occur if there is a grid fault if there is a problem with the earthing of the system or if the system circuit breaker has tripped," Mr Hooper said.

"The inverters are one of the most complex components of a solar system and often one of the first mechanisms to fail."

Mr Hooper said the quality of workmanship during installation also played a critical role in ensuring the solar system was generating the power that was expected.

"Unfortunately, this is often overlooked as consumers typically prioritise the price of solar installations over quality," he said.

"The most recent round of inspections

completed by the Clean Energy Regulator in 2019 showed that 23% of installations audited in Queensland were found to be substandard or unsafe.

"Hot spots, corrosion, cracks and general degradation are also common problems, particularly for aged solar panels.

"Many of these issues can be created during the installation process by poor handling of the solar modules or the incorrect mounting and fixing of the solar modules to the roof."

Mr Hooper said qualified solar electricians should perform servicing on solar systems every couple of years.

"Investing in routine solar health checks is like giving your solar panels a doctor's visit – it helps catch problems early and ensures your solar system is operating at its best," he said.

"Only electricians with a Clean Energy Council solar licence should be working on the system.

"A normal electrician is not qualified and homeowners should not be checking the system themselves."

Checking that the system is performing at its optimum level will ensure homeowners are getting the best return on their investment.

"A solar health check could reveal a system is producing up to 20% less power than it should," Mr Hooper said.

"With a 6.6kW system, that could be

in the region of 5kWh per day which could cost the owner up to \$450 per year based on the average electricity costs in Queensland of 25 cents per kilowatt hour.

"Over the 25-year expected life of the system, this could cost the homeowner more than \$10,000 in lost potential savings. In addition to the financial benefits, regular servicing also ensures that the system is operating safely and meets the required safety standards." ■

RACQ Solar offers solar health checks in the greater Brisbane region. To book or find out more, visit racq.com/solar-health-check.

NEW BATTERY REBATE

THE QUEENSLAND GOVERNMENT has launched a new Battery Booster program that provides rebates to help Queenslanders install a home battery system.

If you are eligible, the rebates will offset the upfront cost of purchasing and installing a home battery system to use with a new or existing solar system.

The program is now open and will remain so until funding is exhausted.

For more information about the Battery Booster rebate visit racq.com/solar. ■



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PRICING PROMISES REFUNDS UPDATE

MORE THAN
\$106 MILLION*
REFUNDED TO
MEMBERS SO FAR.

RACQ HAS MADE errors when calculating discounts for some insurance policies.

We have now issued more than \$106 million* to current and former eligible members to make things right.



Motor insurance refunds are well underway with many members already contacted. Most members who are eligible for a motor insurance refund will already have been contacted.



The majority of remediations for Pet insurance refunds have now been completed and we have contacted most members eligible for a refund on their pet insurance. If RACQ has contacted you regarding a refund and asked you to contact us to provide your bank details, please do so as soon as possible, so we can pay your refund to you.



We are now moving to commence home and contents insurance refunds. Most eligible members will be contacted and remediated by the end of July 2024.

WHAT TO DO IF YOU RECEIVE A REFUND

If you've received a refund directly into your bank account, you don't need to do anything.

Genuine refunds will show the description 'RACQ Ins Refund'. Once the refund is deposited to your account, we will confirm the successful payment with an email or letter to you.

WHAT TO DO IF WE REQUEST BANK DETAILS TO PAY REFUND

If we send you a letter or email requesting your bank details, please submit them using the secure refund form available on racq.com/pricingpromises.

Your refund will be paid to the bank account you nominate within 15 days – and this can be any Australian bank account.

STAYING SECURE WHEN PROVIDING BANK DETAILS

IF RACQ ASKS you to provide a bank account to receive your refund:

1. Use our secure Refund form on racq.com/pricingpromises**.
2. To keep your details secure, use the unique Refund ID (in your letter or email from RACQ), and we will send you a One-Time Passcode.
3. Still unsure? Visit your local RACQ store or call us on **1800 637 013** and we will help.

***RACQ will never ask you to click an unsolicited link to supply your personal or financial information to obtain your pricing promises refund.*

We may contact you to ask for more information so we can determine your eligibility for a refund.

We are proceeding carefully to ensure we get this right for our members; it will take some time to complete the entire remediation program.

For more information please visit racq.com/pricingpromises.

WE WILL CONTACT YOU OVER THE COMING MONTHS IF YOU'RE ELIGIBLE FOR A REFUND.

**Figures based on refunds paid as at 15 February 2024.*

OTHER IMPORTANT INFORMATION ABOUT OUR DISCOUNTS

RACQ CURRENTLY OFFERS a range of insurance discounts.

For example, one of the discounts we currently offer for Household Insurance is for members who hold a Queensland Government-issued Seniors Card.

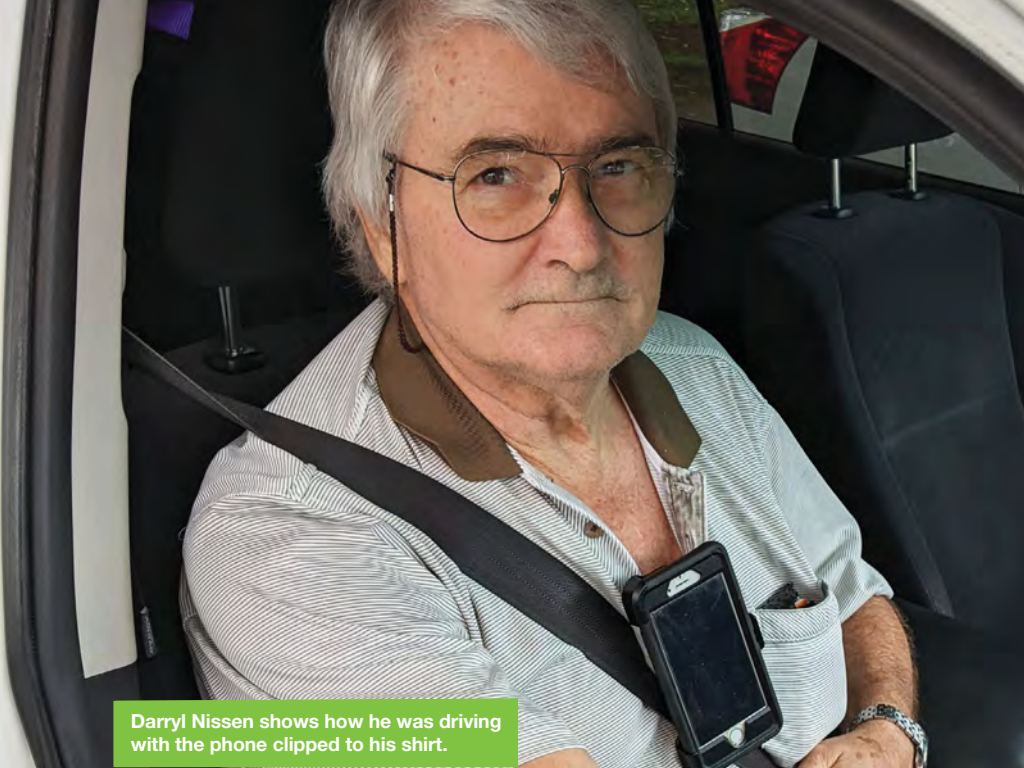
If you hold motor insurance and you have fitted an alarm or engine

immobiliser to your car you may also be eligible for a security discount up to \$20, prorated annually.

Please call us on 13 1905 to discuss whether you're eligible for any discounts on your policy.

RACQ encourages our members to regularly check their insurance cover and update their policy accordingly.





Darryl Nissen shows how he was driving with the phone clipped to his shirt.

PHONE CASE DISPUTED

MEMBER CHALLENGES PENALTY FOR DRIVING WITH MOBILE PHONE ON HIS BODY.

STORY RAY ANDERSEN

A N RACQ MEMBER incurred a fine and demerit points for driving with his mobile phone in a case attached to his shirt despite arguing it was in a position that meant he could not view it.

Karana Downs resident Darryl Nissen said he incurred a \$1,161 fine and four demerit points after a camera detected his alleged infringement while driving on Brisbane's Western Freeway at Mt Coot-tha.

Mr Nissen said the phone was inside a case fitted to an additional component with a clip attached to the neck of his polo shirt. He said he often drove with the phone in this position.

"It never entered my mind that this could be a problem," Mr Nissen said.

Under Queensland law, holding a mobile phone or resting it on any part of your body when driving is illegal.

The phone does not need to be in use

or even turned on for it to be an offence.

Mr Nissen challenged the Queensland Revenue Office over his infringement notice, claiming that because his phone was in a 'pouch', Section 300 (2) of the Transport Operations (Road Use Management – Road Rules) Regulation 2009 should apply.

Section 300 (2) states that penalties will not apply if the mobile phone is in the driver's pocket or in a pouch worn by the driver in a way that does not allow the driver to operate the phone, other than by using their voice, or see the phone's face.

However, a representative of the Queensland Revenue Office said because Mr Nissen's case allowed a view of the phone's face, any exemption from penalty would not apply.

"If a phone case or pouch has a transparent face that does not obscure the phone screen, Section 300 (2) of the regulation will not apply," an email from

the representative to Mr Nissen said.

Mr Nissen said he could not see the face of the phone while it was attached to the neck of his shirt.

"Sitting in the car with it hanging off my collar, you can't see the phone," Mr Nissen said.

"The point of this is that the regulation is wrong; it has been written very badly and has been misinterpreted by people who make the judgment on it. I am still arguing with the people that have made this adjudication and asking them to tell me what's wrong with wearing this device clipped to my shirt where I can't see it and can't do anything with it."

Mr Nissen had not paid the fine at the time of publication and was taking the matter to court.

RACQ has long recommended that drivers "set their phone, then leave it alone", storing it in the vehicle away from their body while behind the wheel. ■

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GOLD COAST



ROAD SAFETY MESSAGE SPREAD WITH LOVE

RACQ WANTS MEN TO THINK ABOUT THEIR INCREASED RISK OF BEING KILLED IN A ROAD CRASH AND HOW SUCH A TRAGEDY WOULD IMPACT LOVED ONES.

RACQ'S THOUGHT-PROVOKING road safety campaign highlighting the disproportionate number of males killed on our roads continues to spread the important message around the State.

The Blooms for Blokes campaign was launched in Brisbane's Queen Street Mall in August last year and was followed by similar public events on the Gold Coast and Sunshine Coast in December.

RACQ's General Manager Advocacy Joshua Cooney said with three times more males dying on Queensland roads than females, Blooms for Blokes centred on the idea that too often, the first time men

received flowers was at their funeral.

"We have invited Queenslanders to gift the men in their lives a flower while they're alive, tell them how much they'd be missed if they were gone and motivate them to be safe on the road," Mr Cooney said.

"Over a five-year period*, 995 males died on Queensland roads, compared to 317 females, so we need men to rethink their driving behaviour and stay safe for their loved ones."

The Blooms for Blokes campaign last year saw RACQ staff hand out flowers and cards to members of the public at the three public events while billboards were used to spread the message in Brisbane,

the Gold Coast, Gladstone and Mackay.

A Blooms for Blokes web page (racq.com.au/bloomsforblokes) allows people to send a virtual card to their loved ones.

More events are planned for this year to keep highlighting the message. ■

**Department of Transport and Main Roads data from 1 January 2018 – 31 December 2022.*



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Photos Jake Ryan, Dave Pattinson.



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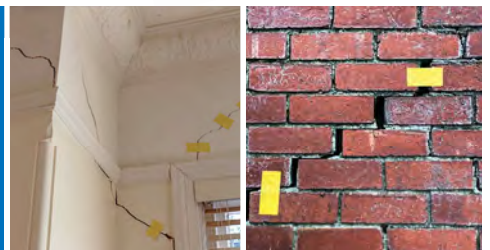
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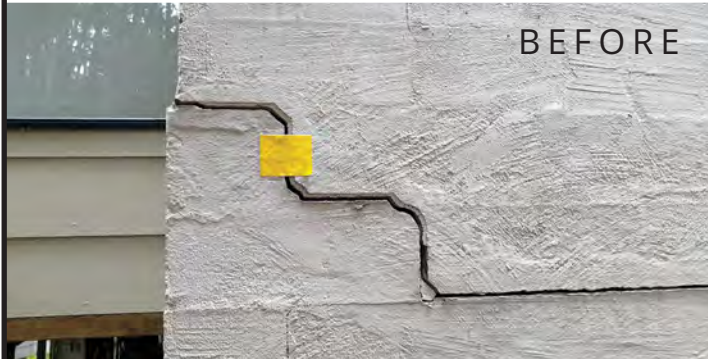
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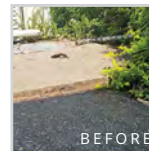


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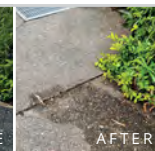


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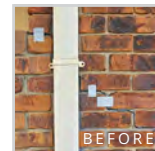
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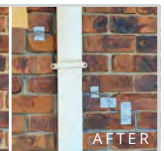
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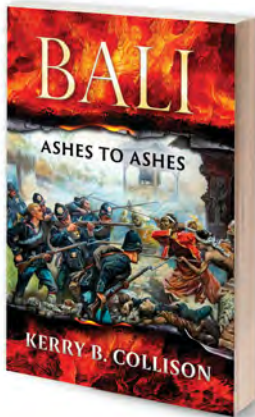
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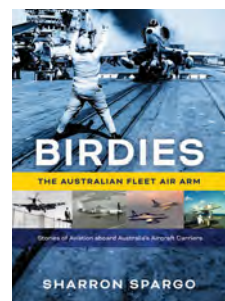
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STORY RAY ANDERSEN

FARM-FRESH SOLUTION TO HUNGER CRISIS

A FORMER BRISBANE HOSPITALITY WORKER IS STEPPING UP HIS GOAL OF A STATEWIDE NETWORK OF SMALL FARMS.

Farmer Liam Dolan with a box of fresh produce at the Samford site.

AUSTRALIANS ARE INCREASINGLY feeling the impacts of the cost-of-living crisis at the dining table with a 2023 report finding more than 3.7 million households had experienced food insecurity in the previous 12 months.

The *Foodbank Hunger Report 2023* also found that more than 2.3 million households were categorised as “severely food insecure”, meaning they were reducing their food intake, skipping meals or going entire days without eating.

These alarming statistics provide further motivation for former Brisbane hospitality worker Nick Steiner to keep pushing toward establishing a network of market gardens across the State, growing food for those in need.

He is the founder and CEO of Mini Farm Project which has undergone various iterations since his idea to provide free food began forming more than a decade ago.

He tested the idea on his land in Burpengary in 2014 and feeling convinced the idea could work on a larger scale, he registered as a charity in 2015 and established ‘farms’ on unused blocks of land in three Brisbane suburbs.

“The idea was to set the farms up on spare land that was given to us, grow the food and then give it to charity partners each week for free,” Mr Steiner said.

“We wanted to show that we can grow food anywhere in urban environments to give locally to charities.

“These charity partners could then create the meals which meant we would be getting some highly nutritious, fresh produce and meals into the charity system to feed people in need.”

This was working well until the pandemic struck.

“We lost all those Brisbane farms in 2020 when Covid struck because they were all volunteer-run farms,” Mr Steiner said.

“The idea was that we would be a mobile farm that we could move around to empty blocks and be run by volunteers. But Covid killed all that, so we pivoted to our current site at Samford.”

The Samford Farm Precinct is the Mini Farm Project’s flagship.

It sits on a half-acre block and is operated by one full-time and one casual employee, supported by a group of volunteers.

THE IDEA WAS TO SET THE FARMS UP ON SPARE LAND THAT WAS GIVEN TO US, GROW THE FOOD AND THEN GIVE IT TO CHARITY PARTNERS EACH WEEK FOR FREE.

“It’s a market-garden-style farm that we have operated for more than three years in partnership with Meals on Wheels,” Mr Steiner said.

“We also give to several other charities in the Moreton Bay local government area and sell some of the produce to help with funding.”

In 2023, the Mini Farm Project replicated the Samford operation on land at Loganlea State High School in partnership with the school, Griffith University and Logan City Council.

“At the time, they had more than 50,000 people who required daily food assistance in the Logan region and their total population is 350,000,” Mr Steiner said.

“So that’s actually quite a large number of people in their community who require daily food assistance.”

Loganlea agribusiness students were involved in building the farm and continue to help grow, wash and pack food as part of the subject, with the support of volunteers.

“Oz Harvest comes and collects goods every week, as well as Marsden Community Assist, and some of the children at the high school are classified as ‘in need’ and they get produce boxes to take home for meals,” Mr Steiner said.

“We’re trying to work on spaces in schools to actually have produce grown and then we link it to the curriculum so there is a learning outcome for students.”

The Loganlea school farm is fully funded by donations from the local community – including individuals, businesses and politicians – while the Samford site relies on donations and the sale of produce.

“Businesses, community groups and individuals can sponsor one of our farm beds for a whole year and that then pays for the whole operational cost of the farms – the wages and the inputs to actually produce that food,” Mr Steiner said.

“We don’t have enough sponsors at the Samford site, so we started selling some produce to make ends meet until we get sponsors.

“Funding is our biggest challenge. With the current economic conditions, people are pulling back on their donations.”

To counter this, the Mini Farms Project is using innovative funding models, including trying to attract 100,000 Queenslanders to donate \$3.75 a month to help open more farms, promising full transparency on where the money is spent and allowing contributors to vote on where future farms are established.

“We want a network of more than 100 farms across Queensland growing food locally for local charities that bring some goodness back into people’s diets and also help the nutrition levels of people in a situation of stress,” Mr Steiner said.

Visit mfp.org.au for more information on the Mini Farm Project, including how to help as a volunteer or donor. ■



Farm work contributes to positive results in dementia study, page 24



DRIVE AN EV AT MOTORFEST 2024

RACQ MOTORFEST 2024 offers an exciting opportunity for visitors to explore firsthand the world of electric vehicles (EVs), with on-site test drives of some of the latest models.

RACQ Events Manager Tamara Van Der Walt said this year's event on 16 June would have 10 different EVs available for patrons to drive at the Brisbane Showgrounds site at Bowen Hills.

"This is an exciting new addition to MotorFest and marks the evolution of our popular Future Zone which showcases the latest in sustainable transport options and emerging technologies," Ms Van Der Walt said.

"Patrons will be able to learn more about EVs from experts on site and experience the difference between driving a battery-powered vehicle and one with a traditional internal-combustion engine by getting behind the wheel of an EV."

The Future Zone continues to grow and this year will include vehicle displays from brands including BMW, BYD, GWM,

Kia, MG, Mini, and Polestar, with more brands expected to be announced soon. Visitors to the Future Zone can also test-ride a range of different e-bikes and e-scooters.

The feature marque at MotorFest 2024 will be the vehicle that kick-started the US 'pony car' category, the iconic Ford Mustang which celebrates its 60th anniversary this year. More than 80 Mustangs spanning six decades of the car's storied history will be on display.

This year also marks the 120th anniversary of the Rambler, one of the first cars on Queensland roads, with a single-cylinder Rambler from RACQ's historic vehicle fleet on display to give patrons a glimpse into our motoring past.

MotorFest will also include displays from various Queensland automobile clubs including BMW Queensland, the Vintage Car Club of Queensland and the Queensland branch of the Veteran Car Club Australia.

The MotorFest award winners will

be announced on the day along with the prestigious Judges' Choice winner, selected from the category winners.

This year's categories are American, Asian, Australian, British, Electric, European, Motorcycle/Scooter, Veteran and Vintage and Modified.

Go to racq.com/motorfest to register to exhibit your vehicle and enter an award category from 4 March. ■

MOTORFEST AT A GLANCE

- ▶ **Venue:** Brisbane Showgrounds, 600 Gregory Terrace, Bowen Hills
- ▶ **Date:** Sunday 16 June
- ▶ **Time:** 10am–3pm
- ▶ **Entry:** \$2 with kids under 3 free. All gate-takings contributed to the RACQ Foundation.

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THE COMPETITION CLOSSES 5PM 31 MAY 2024.



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STORY RAY ANDERSEN

DEMENTIA STUDY RAISES HOPE

A JOINT UNIVERSITY STUDY INTO THE POSSIBLE BENEFITS OF PURPOSEFUL ACTIVITIES FOR PEOPLE LIVING WITH DEMENTIA HAS YIELDED PROMISING RESULTS.

UNIVERSITY OF THE Sunshine Coast (UniSC) and The University of Queensland (UQ) researchers have seen the positive impacts that purposeful activities can have on the quality of life for people living with dementia.

UniSC psychology lecturer and UQ Honorary Fellow Dr Kris Tulloch said it was already known that spending time outdoors was beneficial for people living with dementia and a study last year took that a step further with volunteers helping at the Mini Farm Project in Samford.

Nine people living with dementia – most of whom received a diagnosis of younger onset dementia (under 65) – and their carers, mostly their spouses or partners, took part in the study, funded by the Australian Association of Gerontology.

“Gardening is a really useful activity for people with dementia as they can

pick it back up more easily than a craft project where they may have trouble remembering what they were up to,” Dr Tulloch said.

“In this research, we added an extra element – gardening with a meaningful cause. The farm where we worked donates a lot of fresh produce to community organisations in need.

“We wanted to investigate how a sense of purpose impacted people living with dementia and their carers.”

Undertaking an activity such as helping to grow food that is given to charities and shared with needy Queenslanders struck a chord with participants.

“One of the things that came out of the study was that it reminded participants of times when they had been helpful to other people,” Dr Tulloch said.

“One man said it reminded him of when he used to get his daughters ready for sport. Other participants often reminisced

about work they had done in the past.”

She said the opportunity to help someone else provided a contrast to the participants’ reliance on others during their daily lives and added to the positive experience.

“The days spent at the farm gave them something to look forward to and something for them to focus on,” Dr Tulloch said.

She said the stigma around dementia could impact a person’s quality of life once diagnosed.

“This is why projects like this are crucial,” she said. “There are a lot of misperceptions around the experiences of people who have dementia and this can lead them to be excluded from activities and social connection.

“It’s so important they are given opportunities to create positive interactions and maintain a sense of purpose.” ■



Dr Kris Tulloch.

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Products on display at the YAG shop.

Cherbourg YAG member Maureen Weazel models a dress at the opening of the YAG shop last October. Photos Dave Pattinson

CHERBOURG'S YOUNG ACHIEVERS

HAVING THEIR VOICES HEARD IS POSITIVELY INFLUENCING THE YOUNG MEMBERS OF THIS QUEENSLAND INDIGENOUS COMMUNITY.

YOUNG CHERBOURG RESIDENTS are using the newly formed Youth Action Group (YAG) to have their voices heard, improving outcomes for themselves and the Indigenous community through their 'social enterprise' work at the Bert Button Lookout.

The facility at the scenic lookout includes a native nursery to create floral arrangements to provide another source of income for the community

It is also used as a space for workshops, hosting community gatherings and facilitating truth-telling.

Cherbourg Aboriginal Council Community Services Officer Wawida Collins said the YAG was about "our youth connecting with Elders and the community, developing leadership and

learning about culture, family and history".

"It provides a space for our youth to feel safe, respected and included, as well as being engaged in activities that come from their ideas," she said.

Those ideas have led to activities and events, from candle and soap-making workshops to fashion parades. The latter features clothing incorporating the artists' own stories, modelled by the young women themselves to increase their self-esteem.

Ms Collins said the idea of flower arrangements developed after the young women had noticed the amount of 'sorry business' in Cherbourg.

"They talked about how beneficial it would be to have a florist or a shop that sold flowers in the community to save families travelling to nearby Murgon to

buy the flowers," she said.

It is hoped that the YAG will evolve into a sustainable business that will give more opportunities to Cherbourg's youth.

"We are working towards a social enterprise for young people to be trained to run the business," Ms Collins said.

"This would offer employment opportunities for youth in our community, support mental health and wellbeing and encourage and boost self-esteem among our young people."

Visitors to Cherbourg are welcome to visit the YAG facility at Bert Button Lookout to learn more about its projects and buy products like soaps and flowers. Community members are also invited to join its workshops.

"The YAG gives our young people a sense of pride, hope, belonging and inclusiveness," Ms Collins said.

During the RACQ Foundation visit to Cherbourg last October, volunteers helped plant the native nursery and restore the grounds at the lookout. ■



SCAN THE CODE TO WATCH A VIDEO ON THE RACQ FOUNDATION VISIT.

INTERNATIONAL COMMEMORATION ANNOUNCEMENT



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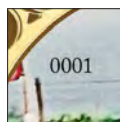
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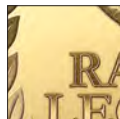
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STORY TORI MAYNE

GUT INSTINCT

A LIFE-SAVER

A YOUNG QUEENSLAND WOMAN'S DECISION TO ASK MORE QUESTIONS ABOUT HER HEALTH MAY HAVE SAVED HER LIFE.

IT'S A DIAGNOSIS everyone fears but for the 53 Australians diagnosed with blood cancer every day, it's a stark reality.

Our country's third most diagnosed cancer impacts 140,000 Australians and tragically sees 16 people lose their battle with the disease every day.

Queenslander Shelley Bishop's diagnosis came as a shock – she had no family history of cancer and was otherwise fit and healthy.

"In August 2021, I noticed a lump above my collarbone," 32-year-old Shelley said.

"I was a little more exhausted than usual and I couldn't recover from gym workouts, but I had none of the classic lymphoma symptoms.

OUR COUNTRY'S THIRD MOST DIAGNOSED CANCER IMPACTS 140,000 AUSTRALIANS AND TRAGICALLY SEES 16 PEOPLE LOSE THEIR BATTLE WITH THE DISEASE EVERY DAY.

"I am very in tune with my body and I knew immediately when something wasn't right.

"The lump continued to grow for several months and despite ultrasounds, needle biopsies and CT scans, everything seemed normal.

"Following my gut instinct, I asked my doctor again if anything could be done and he suggested a surgical biopsy."

Shelley's instincts were right and in March 2022 she was diagnosed with Stage 2 Hodgkin's lymphoma.

Before her cancer diagnosis, Shelley decided to change her lifestyle, losing 45kg, and shared her weight-loss journey online to help others make positive choices.

"I went from being in the best shape of my life to battling cancer in only a few short months," she said.

Shelley endured four rounds of chemotherapy and 10 radiotherapy sessions.

She experienced complications from the treatment including a blood clot and allergic reaction to the chemotherapy drugs.

Other debilitating side effects included broken skin, a painful rash, severe lethargy and nausea.

Shelley used those challenges to redefine her online community.

"I switched the focus of my social community from diets and workouts to sharing my cancer experience in the hope that I could help raise awareness for blood cancer and be an advocate for positivity," she said.

Shelley is now a blood cancer survivor, feeling healthy again and enjoying life.

She is urging Queenslanders to take part in the World's Greatest Shave by shaving, cutting or colouring their hair to raise funds for the Leukaemia Foundation or by donating.

Hair shaved and cut for the fundraiser can be 'recycled' to make wigs for cancer patients.

Shelley's hair was put to similar use during her treatment.

"Once I started losing my hair, I decided to shave it off and donate it to a charity that makes wigs for children suffering from long-term medical conditions such as alopecia and leukaemia," Shelley said.

"While fighting my own battle with cancer, it felt empowering to take control of my situation and to help someone else in the process.

"I turned what was the worst period of my life into something positive." ■

worldsgreatestshave.com



Blood cancer survivor Shelley Bishop.

A Pearl Pendant for a Precious Granddaughter



Necklace fastens with a heart-shaped clasp

Sterling silver heart charm is elegantly engraved with your granddaughter's name

To My Granddaughter Grandma's Pearls of Wisdom

You experience her joys. Encourage her dreams. And wish for her the best in life. Now you can give your blessed granddaughter a very special gift of love—a beautiful personalised pendant along with some wise and loving words to treasure forever.

The "Precious Granddaughter" Pearl Pendant is finely hand-crafted of sterling silver and features a genuine cultured freshwater pearl with a genuine diamond at the top. Suspended from the heart-shaped clasp is a sterling silver heart charm engraved with your granddaughter's name. A 46cm sterling silver chain completes the beautiful look. Includes a touching poem:

Grandma's Pearls of Wisdom

I've traveled paths you've yet to walk
Learned lessons old and new
And now this wisdom of my life
I'm blessed to share with you

Let kindness spread like sunshine
Embrace those who are sad
Respect their dignity, give them joy
And leave them feeling glad

Forgive those who might hurt you
And though you have your pride
Listen closely to their viewpoint
Try to see the other side

Walk softly when you're angry
Try not to take offense
Invoke your sense of humor
Laughter's power is immense!

Express what you are feeling
Your beliefs you should uphold
Don't shy away from what is right
Be courageous and be bold

Keep hope right in your pocket
It will guide you day by day
Take it out when it is needed
When it's near, you'll find a way

Remember friends and family
Of which you are a precious part
Love deeply and love truly
Give freely from your heart

The world is far from perfect
There's conflict and there's strife
But you still can make a difference
By how you live your life

And so I'm very blessed to know
The wonders you will do
Because you are my granddaughter
And I believe in you

Genuine Cultured
Freshwater Pearl

Genuine Diamond

Sterling Silver



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A beautiful expression of a grandmother's love, the pendant is also a remarkable value which can be yours for just 3 instalments of \$49.99 or \$149.97 plus \$14.99 postage and handling. This exquisite edition arrives in a velvet jewellery gift box that includes the touching *Grandma's Pearls of Wisdom* poem and a Certificate of Authenticity. The design is exclusive to The Bradford Exchange – you won't find it anywhere else, so you must act today. Just go to bradford.com.au/135835, call (02) 9841 3311 or return your coupon.



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FEATHERED FRIENDS

PHOTOGRAPHER DAVID ARNOLD HAS AN AMAZING PORTFOLIO OF BIRD PHOTOS, ALL TAKEN ON HIS PROPERTY.

STORY RAY ANDERSEN

RACQ BANK'S DAVID Arnold could be described as a serial hobbyist.

He lives by the personal adage that there is nothing you can't do, you just have to learn how to do it.

"With the proviso that you don't have time to do everything, so you need to be able to prioritise your time to fit in as much as you can," David added.

"I get a new hobby, go over the top with it, get to a level where you can't go any further, then I move on to the next one."

His current list of interests includes woodturning, collecting vintage LEGO and building scale models, but always with a constant passion for photography.

The RACQ Bank Lending Quality Assurance Officer took up photography about 15 years ago.

"My photography journey started

originally with cars, having owned a number of classic cars," David said.

"I used to do all the hot-rod shows and some motor-racing events and with this and my other hobbies, I travelled a lot.

"The wildlife photography came later due to the wildlife I was seeing while I was travelling."

David has a knack for catching birds during unusual, often humorous, interactions with each other.

This has seen some of the self-taught photographer's snaps going viral via his social media accounts.

"I photograph birds because I do it well and it's simple for me because I can do it in my yard," David said.

"I have one photo that has reached about a million views over a number of years on various sites."

David and his wife live on 1.5 acres at Bonogin in the Gold Coast hinterland,

with "thousands of acres of bush behind us". He estimates at least 30 species of birds regularly visit his property. ■

You can see more of David's wildlife photos on Facebook (Dave Arnold Wildlife Photography).



A cockatoo and a galah have a disagreement.



These two photos of a cheeky rainbow lorikeet plucking a cockatoo's tail feather, below and above right, went viral on social media. Photos David Arnold.



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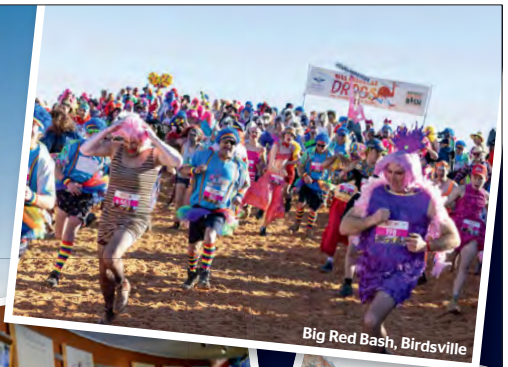
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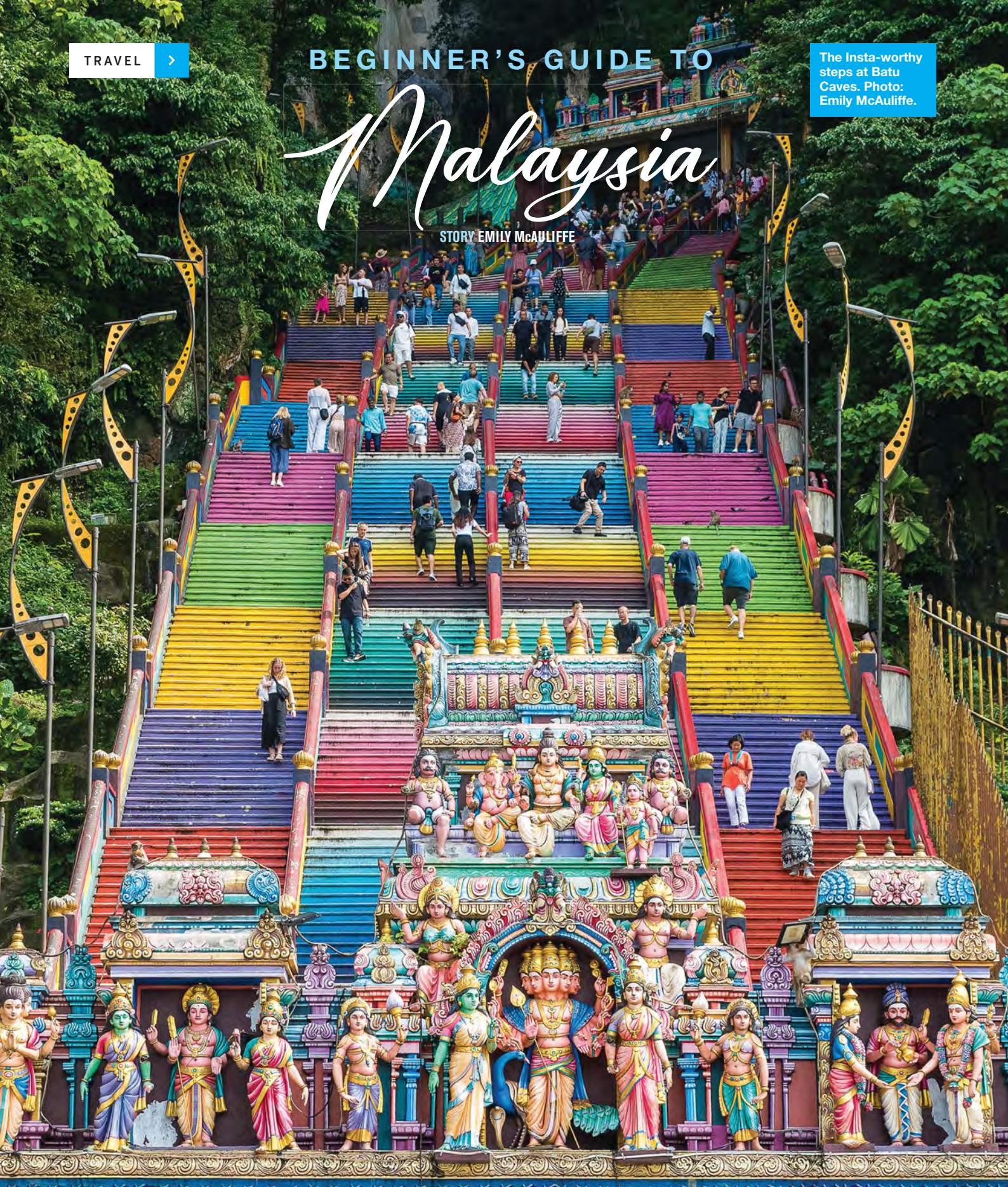
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BASH**

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Malaysia

STORY EMILY McAULIFFE

The Insta-worthy steps at Batu Caves. Photo: Emily McAuliffe.



WHY YOU SHOULD ADD THIS COLOURFUL, FLAVOUR-PACKED COUNTRY TO YOUR TRAVEL LIST.

AUSTRALIANS HAVE HAD a long love affair with south-east Asian countries like Thailand and Indonesia, but often neglect Malaysia.

With incredible culture, history and food, it's time for that to change.

Visiting Malaysia is like visiting three countries in one.

In this part of Asia's south-east, Malay, Chinese and Indian people coexist as three distinct populations, drawing further influence from the country's colonial history, given Malaysia and its earlier iterations were once ruled by the Portuguese, Dutch and British.

The result is a heady mix of food, language, religion, customs and architecture.

If you're heading to Malaysia for the first time, you will likely visit Peninsula Malaysia, where the capital, Kuala Lumpur, sits (Malaysia also includes part of Borneo).

Travelling along the western stretch from Penang to Melaka gives a good overview of the country, hitting Ipoh and Kuala Lumpur on the way.

PENANG

Penang is arguably one of Malaysia's best-known destinations.

The state covers a portion of the peninsula, but most will beeline for the island of Penang, reached by crossing one of two bridges connected to the mainland, or via a one-hour flight from KL.

An excellent introduction to the island is the Habitat Penang Hill, a sprawling UNESCO biosphere reserve.

Here, a 1.6km walking trail, which includes a canopy walk that towers 30m above the ground, provides insight into Penang's rich biodiversity, with the surrounding rainforest estimated to be more than 130 million years old.

A highlight is the funicular that takes you almost 2km up the mountain in under five minutes.

VISITING MALAYSIA IS LIKE VISITING THREE COUNTRIES IN ONE.

On the island's north side, you will also find the Tropical Spice Garden – another stunning flora display set across 2ha, where you can see many common spices like nutmeg, cloves and cinnamon in their natural, pre-packaged form.

Though Penang's natural beauty is a sure drawcard, so is its street food.

Open-air stalls are dotted around the state's capital, George Town, selling flavoursome dishes that capitalise on Penang's many spices and showcase Malay, Chinese and Indian flavours.

Try Macalister Road for a wide selection of hawker stalls selling renowned local dishes like char koay teow, nasi kandar and assam laksa.

Nasi kandar is a popular northern Malaysia dish. Photo Tourism Malaysia.



IPOH

A train connects Penang to Kuala Lumpur and about halfway it stops in the small town of Ipoh.

If you've got the time, the quaint city is certainly worth a visit.

Surrounded by towering limestone mountains, Ipoh used to be one of the world's largest tin mining communities and is now bouncing back to fame as a tourist destination.

In the city's old town, you'll find many cute cafes and buildings decorated with street art and a heritage trail that covers the city's key architectural attractions, many of which were built under British rule during the colonial era.

Melaka River Cruise. Photo Tourism Malaysia.



It's worthwhile hiring a guide, or taxi, as several attractions also sit on the city's outskirts.

This includes the largest cave in Peninsula Malaysia, Gua Tempurung (which you can enter on a self-guided walk or guided caving experience); the Enlightened Heart Tibetan temple – an impressive 13-storey, brightly coloured temple showcasing hundreds of Buddhist statues, including a hulking, multi-storey gold Buddha that overlooks the lush countryside; and Kellie's Castle, the incomplete remnants of a castle built by a Scotsman who profited from Malaysia's rubber trade but died before he could see his project come to fruition.

KUALA LUMPUR

Malaysia's capital blends grit and glamour with posh hotels and dazzling buildings, like the captivatingly beautiful Petronas Towers, interspersed with hawker stalls and cheap and cheerful markets.

A hop-on, hop-off bus is one of the best ways to hit the city's main attractions, including KL Tower, the National Palace and Merdeka Square, where Malaysian independence was declared in 1957, and the stately Sultan Abdul Samad Building across the road.

You can also whip around the city on the back of a Vespa with a 'Vespalicious' tour, which gives insight into the city's Malay, Indian and Chinese culinary scene and will likely take you to eateries and attractions you won't find on your own.

An easy train ride or Grab (Malaysia's version of Uber) can then take you to Batu Caves, one of Malaysia's most recognisable landmarks, with 272 Insta-worthy multi-coloured steps presided over by a gold-painted 43m statue of Murugan, chief deity of the ancient Tamils of South India.

The Hindu shrine has three main caves and many cheeky monkeys, so watch your backpack.

MELAKA

The World Heritage city of Melaka (or Malacca, to use its former British spelling) isn't on the train line but can be reached by bus or private transfer from Kuala Lumpur.

The city is particularly interesting for its history, given it essentially kicked off the development of south-east Asia due to its strategic position on the east-west

The Kuala Lumpur skyline at twilight. Photo Tourism Malaysia.



YOU CAN ALSO WHIP AROUND THE CITY ON THE BACK OF A VESPA WITH A 'VESPALICIOUS' TOUR, WHICH GIVES INSIGHT INTO THE CITY'S MALAY, INDIAN AND CHINESE CULINARY SCENE...

trading route. Parts of Melaka have a distinct European feel and you can see many of the city's sights and waterfront street art via a river cruise.

Melaka is best visited on a Friday, Saturday or Sunday night, as this is when the city comes alive with the Jonker Street food and craft market, which highlights not just Melaka but broader Malaysia through the colour, sights, sounds and smells that make this country such a delight to visit. ■

The writer travelled as a guest of the hotels right and with support from Tourism Malaysia.

WHERE TO STAY

Luxury hotels can be surprisingly affordable in Malaysia, so you can stay in comfort for less.

- ▶ **Penang:** The colonial-style Prestige Hotel opened in 2019 and was inspired by the 2006 movie of the same name. theprestige.my
- ▶ **Ipoh:** The Banjaran Hot Springs Retreat is beautifully wrapped around a geothermal lake tucked in the mountains. sunwayhotels.com/the-banjaran
- ▶ **Kuala Lumpur:** The EQ is centrally located and has incredible city views. eqkualalumpur.equatorial.com
- ▶ **Melaka:** The recently renovated Baba House is in the heart of Melaka's old town. babahouse.com.my



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★ Uluru camel trek adventure
★ 25-minute helicopter tour of Uluru and the Olgas ★ Maruku Arts dot painting workshop
★ Sounds of Silence dinner
★ 1 night Kings Canyon ★ 3 nights Alice Springs ★ Outback bush BBQ dinner ★ Ormiston Gorge
★ Simpsons Gap ★ 19 meals

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13 DAYS

DARWIN, KAKADU, KIMBERLEY & BROOME

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DEPARTS > 17 MAY; 21 JUN;
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★ Flights to Darwin & from Broome ex Brisbane ★ Luxury 'Gold Class' coach travel ★ 2 nights Darwin ★ Litchfield National Park day tour ★ 2 nights Kakadu with 30-minute scenic flight, Yellow Water wetlands cruise ★ 1 night Katherine with sunset dinner gorge cruise ★ 3 nights Kununurra with Ord River cruise, Bungle Bungles flight ★ 1 night Halls Creek ★ 1 night Fitzroy Crossing ★ 2 nights Broome with Willie Creek Pearl Farm tour & camel ride ★ 35 meals

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★ 2 nights Monkey Mia with eco cruise ★ Kalbarri National Park and Skywalk lookout ★ 1 night Kalbarri ★ 1 night Geraldton with town tour ★ Cervantes & Pinnacles Desert ★ 2 nights Perth ★ Rottne Island guided day tour ★ 36 meals

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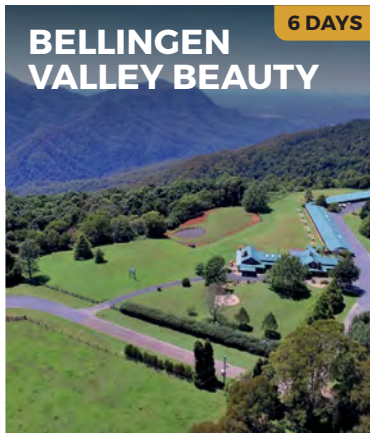
DEPARTS > 22 SEP; 13 OCT 2024

- ★ Return flights to Perth ex Brisbane
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- ★ 3 nights Perth
- ★ Rottnest Island day tour
- ★ 2 nights Geraldton
- ★ 1 night Dalwallinu
- ★ 2 nights Hyden; Wave Rock
- ★ 2 nights Albany
- ★ National Anzac Centre
- ★ Valley of the Giants Tree Top Walk
- ★ 2 nights Pemberton
- ★ Donnelly River cruise
- ★ Cape Leeuwin Lighthouse
- ★ Margaret River Winery
- ★ 1 night Busselton
- ★ 37 meals

Per person twin share

FROM **\$8,015***

BELLINGEN VALLEY BEAUTY 6 DAYS



DEPARTS > 27 JUN 2024

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- ★ Visit the Skywalk at Dorrigo
- ★ Guided tour at Duttons Trout Hatchery
- ★ 2 nights in Armidale with locally guided town tour
- ★ Join a guided tour of Saumarez House
- ★ 16 meals

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THE GHAN & RED CENTRE SENSATION 12 DAYS



Return airfares included ✈️

DEPARTS > 2 JUL 2024

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- ★ 1 night Adelaide
- ★ Gold service on The Ghan from Adelaide to Alice Springs & from Alice Springs to Darwin
- ★ 3 nights Alice Springs
- ★ 3 nights Yulara taking in Field of Light, Kata Tjuta at sunset
- ★ Sounds of Silence dinner
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- ★ Magnetic Island
- ★ 2 nights Airlie Beach
- ★ Full day Whitsunday Islands cruise with morning tea and lunch
- ★ Whitsunday Crocodile Safari
- ★ 2 nights Mackay
- ★ Cape Hillsborough National Park
- ★ Finch Hatton Gorge
- ★ Sarina Sugar Shed
- ★ 19 meals

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FROM **\$5,020***

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- ★ Gardens by the Bay
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- ★ High tea at The Fullerton Hotel
- ★ S.E.A Aquarium Wings of Time water & laser show
- ★ Chinatown tour with dinner
- ★ Singapore River Cruise
- ★ Singapore Botanic Gardens
- ★ Night Safari tour with dinner and chartered tram
- ★ National Museum of Singapore
- ★ 20 meals

Per person twin share

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Per person twin share **FROM \$7,975***

Beyond THE BEACHES

STORY DENISE CULLEN



HEAD INLAND, AWAY FROM THE GOLD COAST'S FAMOUS BEACHES AND DISCOVER THE CHARMS OF ITS HINTERLAND.

RAIN IS FALLING like fine mist as we approach Kweebani Cave in the Binna Burra section of Lamington (Woonoongoora) National Park, 110km south of Brisbane.

For thousands of years, this sweeping expanse of volcanic rock, shaped like a cresting wave about to spill, was used as a kitchen by the local Yugambeh people.

I close my eyes and imagine them here – taking shelter, lighting fires, cooking food, sharing stories.

My companion and I are hiking the Caves track barely two weeks after fierce storms blacked out tens of thousands of homes in the Gold Coast and Scenic Rim regions.

Here, in the Gold Coast hinterland, the power is mostly back on, but the rain continues, on and off.

The 7km Caves track is one small snippet of the estimated 160km of trails here.

I've explored many of them – always in the rain, it seems.

But there's no rainforest without the rain, I repeat to myself, as we dodge fallen tree branches, navigate slippery rocks and photograph mushrooms clinging to the side of a damp tree trunk.

Up close, there's much to see in this ancient Gondwana rainforest – a glimpse of a pademelon here, the electric blue streak of an endangered Lamington spiny crayfish there.

We forge on, eventually emerging at the trailhead near heritage-listed Binna

Burra Lodge. In September 2019, at the start of Australia's Black Summer bushfires, the original lodge, 42 rustic cabins, and a dozen neighbouring properties were razed.

O'Reilly's Rainforest Retreat, 21.4km away along the Border Track, was evacuated, but the blaze did not impact its buildings.

It took 14 months and \$30 million

UP CLOSE, THERE'S MUCH TO SEE IN THIS ANCIENT GONDWANA RAINFOREST – A GLIMPSE OF A PADAMELON HERE, THE ELECTRIC BLUE STREAK OF AN ENDANGERED LAMINGTON SPINY CRAYFISH THERE.

before the road to Binna Burra reopened.

The new road retains its hairpin bends, with bitumen smooth as silk.

Binna Burra Lodge, too, is rebuilding, with a new lodge and accommodation expected to open in 2025.

In the meantime, we're staying in one of six new Tiny Wild Houses perched on the edge of Bellbird clifftop, not far from where an adventure activities precinct, including a via ferrata (climbing route attached to the cliff face), is also under construction.

Viewed from the designated Tiny

Wild Houses car park, set against the backdrop of this majestic landscape, the houses do indeed look tiny from the outside.

But inside, the space magically expands to reveal a queen bed, two-seater couch, well-equipped kitchenette and separate bathroom.

I peel off my muddy boots and socks, check for leeches, make my way out onto the covered back deck and collapse into one of the solid teak chairs.

On a sunny day, there are knockout views over the imposing Ships Stern Range and, from the communal fire pit nearby, the 410m pinnacle Egg Rock (Kurraragin).

Today, the panorama is shrouded in fog but as it billows, swirls and shifts, I can still make out the jagged ridgelines of the mountains and the curves of the surrounding valleys.

The Binna Burra Tea House, which narrowly escaped the 2019 fires, is the only place to dine close by.

We opt for the two-course set menu, which provides exceptional value rather than an exclusive fine-dining experience – pear and feta salad and native bush-spiced squid, followed by oven-baked chicken breast and prawn and chorizo linguini.

The next morning, we make our way to Tamborine Mountain, about 45 minutes north by road.

Finding the doors at Witches Falls Winery wide open, we pulled up seats

The Tiny Wild Houses perched on Bellbird clifftop.



The view from a Tiny Wild House bedroom.



at one of the high tables inside for a wine-tasting experience (\$20 per person) featuring six a la carte pours.

Though the winery cultivates its own Pecorino grapes, much of the fruit is sourced from growers elsewhere, including South Australia’s Riverland, before the wine is made onsite.

As we nibble on a build-your-own cheeseboard, we sample everything from sparkling sweet Moscato to fruity, wild-fermented Marsanne.

Then, it’s time for the wild-fermented Lambrusco.

“This is a very heavy red,” our host says, raising her eyebrows. “Are you ready for it?”

Moody, dark and boisterous, it sucks all the moisture out of our mouths.

North Stores on North Tamborine is our final stop.

Located far beyond the fudge shops, clock makers and clothing outlets of the Gallery Walk, North Stores houses

an eatery, art and ceramic studios, and more.

With bellies full of cheese, we sip on strong coffee and plan to return for one of the farmers’ platters available as takeaway picnic boxes.

That’s the thing about this region, dubbed “the green behind the Gold”; it’s buoyant and resilient, with fresh surprises around every bend.

I know I will be returning, rain, hail or shine. ■

Tasting wine at Witches Falls. Photo Tourism and Events Queensland.



Charcuterie platter at North Shores.



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Aegean Adventure

STORY TRISTAN VORIAS

EXPERIENCE THE ULTIMATE GREEK ISLAND GETAWAY FOR HISTORY BUFFS AND SUN SOAKERS.

I F YOU THINK you've seen the colour blue, wait until you're anchored in a grotto, floating somewhere among Greece's Cyclades islands.

The colour of the Aegean Sea evolves as you sail through it, from turquoise to ultramarine and every shade in between.

Add a glass of ouzo on ice in one hand and some grilled octopus in the other and it's just another day in the Greek islands.

For my summer Aegean adventure, I visited Athens, Santorini and Paros – Athens for the history, Santorini for the views and Paros for the relaxation.

If you haven't been to Greece before, I recommend stopping by Athens for two or three nights on the way to or back from the islands.

I based myself in Plaka, the main shopping district which is close to all the main sights.

Nestled beneath the Acropolis, Plaka is famous for its rooftop bars, restaurants, and maze of colourful markets that stay open well after dark.

That's one thing you'll have to get used to in Greece if you visit in summer; people wake up late and stay up late. It's

not unusual to have dinner at 9pm.

At the top of my to-see list in Athens was the mighty Acropolis, a towering ancient settlement featuring colossal temples, built on a rocky outcrop high above the more modern city.

I spent the rest of the day clocking up mileage on my pedometer, walking around the Panathenaic Stadium, where the first modern Olympic Games were held in 1896.

**I WAS NOT DISAPPOINTED,
SPENDING THE NIGHT DANCING,
SINGING AND SMASHING PLATES
WITH A BAND OF MERRY GREEK
PERFORMERS.**

I also spent time outside the Hellenic Parliament to catch a glimpse of the famous Evzones or Greek guards.

With tired legs and quite an appetite, I rounded out my Athens stop-over

with dinner at one of Plaka's rooftop restaurants, Anefani.

Eating feta wrapped in filo pastry and drizzled with honey while watching the sun go down over Athens is now an indelible memory.

The next morning I beelined for the notorious Greek islands ferries at Port Piraeus.

You haven't experienced chaos until a Greek crew member has yelled at you as you dodge cars, motorbikes and herds of tourists while boarding a ferry to the islands.

You can fly to some islands from Athens if you prefer, but ferries are more direct if you plan to hop between a few.

I recommend doing your research and book your tickets well in advance.

Next stop was Santorini, where I stayed near the island's main town of Fira.

You can't walk from Santorini's port to any of the towns; the island is volcanic and characterised by its sheer cliffs.

The local buses are the best option to get around as they are cheap and frequent. Just make sure you have cash

A tourist boat anchored between Paros and Antiparos. Photos Tristan Vorias.



Ammoudi Bay on Santorini.



Oia's sugar-cube homes.

Paros is the ultimate all-rounder. It's got amazing food, friendly people, picturesque beaches and reasonably priced accommodation.

I based myself in Parikia, the main port town.

Unlike towns in Santorini, Parikia is at sea level, so a 15-minute walk from the ferry to my hotel, Kokoon, was all that was required.

Parikia is defined by an esplanade of fantastic restaurants and bars with narrow laneways full of market-style stores leading away from the water's edge.

It also has the second-best sunset in the Greek islands (in my opinion).

I spent most nights eating lamb gyros or grilled octopus while watching the sun disappear behind the watery horizon.

Paros is the third largest island in the Cyclades, but its roads are narrow and there are plenty of off-road tracks, so I hired a quadbike from Best Paros Rentals to beach hop.

My favourite was Kalogeros Beach, which is bordered by cliffs of natural clay that you can scrape off and cover your body in.

After a clay mask and rinse-off, my skin was silky smooth.

Many of Paros' more secluded beaches can only be accessed by boat, so it's worth booking a full-day cruise.

I went with Captain Ben's but there are others to choose from depending on your style.

Swimming and sailing in the crisp, refreshing waters surrounding Paros is something I'll cherish forever.

Leaving the island, my mind and body felt cleansed, relaxed and reset.

It's incredible what the colour blue can do. ■

to pay for your ticket.

Santorini is the Greek island you've seen on postcards. It's the most famous and, yes, it's expensive, but when you're sitting in your private jacuzzi overlooking the Caldera your budget worries wash away.

The island has impressive nightlife with seemingly endless bars and markets.

I opted for a more unique experience, buying a ticket to The Greek Wedding Show in Fira.

I was not disappointed, spending the night dancing, singing and smashing plates with a band of merry Greek performers.

I made sure not to leave Santorini without visiting Oia, a town on the northern tip of the crescent-shaped island.

Oia is home to stunning sugar-cube houses, a castle, shops, bars, restaurants and the most famous sunset lookout in the world.

If you want a hike, walk down from Oia to Ammoudi Bay.

I spent an entire afternoon there, swimming in crystal clear water and eating seafood linguini – pure bliss.

After a good draining of the bank account, it was time to head to the cheaper, more relaxing island of Paros.



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Voyage

OF REDISCOVERY

STORY LAUREN COONEY

VIRGIN VOYAGE'S RESILIENT LADY PROMISES TO BE UNLIKE ANY SHIP YOU'VE SAILED ON.

FOR A FIRST-TIME cruiser like me, it's difficult to compare ships but according to cruising regulars on board *Resilient Lady*, there really is no comparison.

Virgin Voyages' *Resilient Lady* arrived Down Under in early December after her first season in Europe, making the 45-day journey from her home port in Athens, Greece.

The \$1.1 billion cruise ship is the third in the Virgin Voyages fleet of four, joining sister ships *Scarlet Lady*, *Valiant Lady*

and *Brilliant Lady*.

Virgin founder Sir Richard Branson's spirit of fun, freedom and determination to be different is legendary.

The plan for the new Virgin ship is to disrupt the domestic cruising market and bring new energy to the industry.

According to one guest, who told me he has been on about 50 cruises, it's cruising but certainly not as you know it.

Ahead of her maiden voyage from Melbourne to Tasmania, I was invited on board the 2,700-passenger, adults-only ship for a two-night taste of luxe cruising to Melbourne.

We boarded the bright-red behemoth in Sydney Harbour and before sailing were shown to our accommodation, which felt more like a boutique hotel than the tiny cabin I was expecting. The

Sea Terrace Staterooms are fresh and modern, with an in-room tablet that lets you control the lighting, curtains, TV, and music.

The bathroom is compact and the balcony small but has enough space to relax in a red hammock – a feature on every terrace.

We quickly scouted the outdoor areas to find the best spot for a sunset drink as we headed out to sea and landed on one of the many bars on board – The Dock House.

As far as first impressions go, this mezze cocktail bar sets the bar high.

Everything on board is booked on the Virgin Voyages app – you can make your dinner reservations and find the itineraries for activities and experiences.

This could be a pain point for some;

Resilient Lady sailing into Sydney Harbour.





Passengers are encouraged to wear red for the Scarlet Night celebration.



The Dock House is one of many bars aboard Resilient Lady.

the app wasn't entirely user-friendly and glitched.

Fortunately, there were plenty of dinner bookings available, although choosing from the more than 20 restaurants wasn't easy.

With only two nights on board, we narrowed down our top picks to Korean BBQ, fine-dining steak and seafood, Italian and Mexican.

We landed on Italian for night one and the steak and seafood restaurant for night two – the quality of food and service at both was incredible.

Dining is one of the many things Virgin Voyages is doing differently. They've ditched the buffets and big dining rooms and everything is made to order.

All the eateries are designed to feel like restaurants on land – every evening is a different night out. Each restaurant has unique decor, details and menus curated by Michelin-starred chefs.

And the best part is every restaurant is included in the price of your cabin.

I was told that these restaurants would

be considered premium and cost extra on other cruise ships.

Virgin wants the whole experience to be about the food and service.

The 1,150 crew members are relaxed and encouraged to be themselves. They're allowed to display their tattoos and piercings and talk openly about their family – something that would be a faux pas on many other cruise liners.

The crew encourages guests, exclusively referred to as sailors, to choose the holiday they want and be ready to enjoy themselves.

If you want to party, there's plenty of opportunities.

Scarlet Night is the ship's signature celebration. Guests are encouraged to wear red, and throughout the night the immersive show of pop-up circus performances, live music and storytelling makes its way to the pool on the top deck for a huge party.

Fancy some bubbles on board? You can shake the app and have a bottle of Moët delivered anywhere, anytime.

If you're feeling bold and have an impulse to eternalise your trip, the onboard tattoo parlour has you covered.

And if you want to relax, there are plenty of quiet spots to do just that.

With no children in sight, the pool or various jacuzzis on the upper decks are perfect spots to unwind, and the onboard day spa is beautiful but pricey if you really want to spoil yourself.

There's no excuse to ditch your workout routine either – the gym is state-of-the-art and there's a vast range of yoga, spin and HIIT classes, all included.

The dedication to sustainability on board is also impressive. Single-use plastics are banned and there's a commitment to limiting food waste by having no buffets.

This ship is for anyone who wants a holiday without kids and to experience excellent restaurants and bars at exceptional value with endless activities and entertainment.

Resilient Lady will track back to Athens in May and return to Australia in November 2024 with 15 itineraries to choose from, including cruises to and from Brisbane. ■

The writer travelled as a guest of Virgin Voyages.

Enjoy being pampered while taking in the view.



For all the details on Virgin Voyages, contact RACQ Travel on 1300 888 449.



STORY GED BULMER

A 1993 Mitsubishi Magna is crash-tested last year.

CRASH COURSE IN SAFETY

ANCAP LAST YEAR CELEBRATED ITS 30TH ANNIVERSARY, USING THE OCCASION TO HIGHLIGHT IMPROVEMENTS IN VEHICLE SAFETY AND TESTING METHODOLOGIES OVER THE DECADES.

CLASSIC CAR ENTHUSIASTS sometimes get all misty-eyed when recalling a favourite ride from “back in the day”, claiming without hard evidence that “cars were better back then”.

They weren't, of course, and by most objective measures – be it fuel efficiency, build quality, comfort or performance – modern cars are better in virtually every respect than their predecessors.

While old-car fans may rightly argue the aesthetic appeal of '50s fins, real chrome over plastic, or the reassuringly over-engineered thunk of '80s-era Mercedes-Benz doors, an aspect of modern vehicles that can't be denied is their vastly superior safety.

Safety is arguably the most critical measure of a car's worth.

Today, safety has become so central to the sales and marketing of modern automobiles that it's easy to believe it's always been this way. But car makers haven't always welcomed independent analysis of their vehicles' safety performance.

Lawyer Ralf Nader's seminal 1965 book *Unsafe at Any Speed* is widely regarded as having helped usher in a new era of consumer activism and corporate accountability regarding

automotive safety, with its scathing assessment of the US automotive industry's focus on profits over safety.

Almost three decades after Nader's best-seller rocked the auto industry, most car makers were conducting safety tests but guarding the data zealously, and there was no way for consumers to

CONSUMERS AND FLEET PURCHASERS EXPECT THE HIGHEST LEVELS OF SAFETY, AND VEHICLE MANUFACTURERS WORK HARD TO NOT ONLY SATISFY THE MARKET BUT LEAD THE DEVELOPMENT OF NEW SAFETY FEATURES AND TECHNOLOGIES.

compare the performance of one make and model versus another.

In this context, the New Car Assessment Program (NCAP) was founded in 1992, becoming just the second new car assessment program in the world after the United States.

RACQ was one of 10 founding members, along with several of Australia's other state and territory-based motoring organisations, the Queensland Department of Transport, and its equivalents in New South Wales, Victoria and South Australia.

NCAP would later rebrand as ANCAP (Australasian New Car Assessment Program) and play a pivotal role in enhancing the safety of new vehicles sold across Australia and New Zealand.

“Before NCAP, there was no independent measure, no mechanism to inform consumers as to how well, or not, their vehicle performed in a crash – nor any incentive for manufacturers to fast-track safety improvements in their models,” ANCAP Chief Executive Officer Carla Hoorweg said.

“Today, ANCAP safety ratings are a valuable consumer tool and one of the most sought-after aspects when making a new vehicle purchase.

“Consumers and fleet purchasers expect the highest levels of safety, and vehicle manufacturers work hard to not only satisfy the market but lead the development of new safety features and technologies.”

Late last year, ANCAP gathered a selection of vehicles included in the

initial 1993 Crash Rating Report, to mark three decades of progress in automotive safety.

Included in that first round of safety ratings were nine cars common on Australia's roads at the time, including the Ford Falcon, Mitsubishi Magna, Holden Commodore and Mazda 626, together with the Honda Accord, Subaru Liberty, Nissan Pintara, Toyota Camry and Volvo 940.

"In 1993, a single full-width frontal crash test at a speed of 56km/h was the only test conducted, with only one of the nine models tested offering an airbag for the driver," Ms Hoorweg said.

"In most cases, the only significant safety feature present in these vehicles

was the standard seatbelt."

The omission of basic safety features Australian motorists expect today was highlighted by a crash test of a 1993 TR Series Mitsubishi Magna at ANCAP's Western Sydney crash test laboratory.

Dummy injury measurements showed the driver of the Magna would face a high risk of serious or fatal skull fracture and brain injury resulting from hard contact on the steering wheel without the cushion of an airbag.

High injury measurements were also recorded for the driver's upper and lower legs and pelvis, with moderate injury risk for the chest. The rear passenger would also have sustained serious injuries.

"Back then, the cars we drove were



ANCAP CEO Carla Hoorweg says car makers are now leading the way with safety innovations.



A crash test in the early 1990s.

just regular cars," Ms Hoorweg said.

"We didn't think twice about what safety they offered or didn't provide.

"We've seen vehicle safety advance in leaps and bounds over the past 30 years because of ANCAP's persistence and ability to influence consumer-driven change.

"Over that time, countless new tests and assessments have been introduced by ANCAP, with existing ones enhanced.

"Our founders were originally met with strong resistance from vehicle manufacturers, yet today, they're the ones bringing forward new and innovative ways to prevent road crashes." ■

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Preparing vehicles for real-world testing of fuel consumption and emissions.

FUEL TESTING GETS REAL

NEW REAL-WORLD FUEL CONSUMPTION AND EMISSIONS TESTING AIMS TO HELP MOTORISTS MAKE MORE INFORMED DECISIONS ABOUT VEHICLE RUNNING COSTS AND EMISSIONS.

STORY GED BULMER

RESIDENTS OF THE Victorian city of Geelong could be forgiven for thinking a remake of the 1985 sci-fi comedy *Back to the Future* was being filmed in their region, given frequent sightings of late model vehicles with what looks like a 'Mr Fusion Energy Reactor' fitted to their rear end.

The apparatus in question is not the work of the film's eccentric scientist Dr Emmet Brown, but sophisticated exhaust emission measuring technology that is a key part of the Australian Automobile Association's (AAA) research into real-world fuel consumption and emissions.

The AAA has started independent real-world testing of new vehicle fuel consumption and emissions, with the program aiming to examine 200 cars, utes and vans over the next four years.

The initiative is funded by the Australian Government, which has committed \$14 million to the program to empower motorists and fleet buyers to make purchase decisions based on real-

world running costs.

Currently, information about a vehicle's fuel consumption and emissions is based on laboratory tests conducted for car makers overseas, and consumers have no way to assess how that information translates to the actual performance of vehicles in Australian road conditions.

A 2017 AAA pilot study of 30 popular light vehicles found that on average they consumed 23% more fuel in real-world conditions than in laboratory tests.

In addition, the real-world results achieved by 11 of the 12 diesel vehicles tested exceeded regulatory laboratory noxious emissions limits.

THE AAA HAS STARTED INDEPENDENT REAL-WORLD TESTING OF NEW VEHICLE FUEL CONSUMPTION AND EMISSIONS...

AAA Managing Director Michael Bradley said the initial 2023 results suggested gaps between lab results and real-world performance may have narrowed.

However, with many vehicles still to be tested it was too early to draw conclusions.

Testing started in August last year in and around Geelong, using strict protocols developed in consultation with industry and the Federal Government.

The testing protocol for Australian vehicles is based on a similar real-world testing program in the European Union, with some adaptations for local conditions.

Portable measurement equipment fitted in the vehicle measures emissions and uses this to calculate fuel consumption.

Data integrity is maintained via tight controls on how the vehicle must be driven throughout the test, with results including real-world fuel consumption, carbon dioxide (CO₂) emissions and

noxious tailpipe emissions.

There were no DeLorean supercars among the first round of vehicles tested which instead included a mix of nine popular small and medium SUVs, with the initial results showing that four vehicles delivered fuel consumption within 2.5% of lab test results, while the remaining five used 8-13% more than their laboratory results.

Three of the SUVs tested also exceeded the applicable lab limits for Australian-regulated pollutants, such as carbon monoxide and nitrogen oxides (NOx). At the same time, two had results that exceeded the European particle number (PN) lab test emissions limits.

“These results will improve motoring affordability for Australians, while cleaning up our light vehicle fleet,” Mr Bradley said.

“The AAA is pleased to partner with the Government to deliver this important program and is grateful that it enjoys bipartisan political support.”

RACQ Principal Technical Researcher Andrew Kirk said the real-world Testing program would empower Queensland motorists to make more informed decisions when buying their next car, using real-world running costs and emissions rather than figures recorded in an indoor lab overseas.

“RACQ is proud to support the AAA’s

program because buying a new car is a huge investment and motorists deserve to know how their vehicle performs right here in Australia,” Mr Kirk said.

“If a car you’re interested in will use more fuel in the real world compared to its reported lab results, that could affect your hip pocket for years to come.”

The results of the first round of testing are now available on the AAA website, with the RACQ and other AAA member clubs committed to promoting these and subsequent real-world test results to the nearly nine million motoring club members across Australia. ■

For more information, visit aaa.asn.au/realworld.



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6

OF THE BEST

LIGHT CARS

THESE MODERN LIGHT CAR CONTENDERS PUNCH ABOVE THEIR WEIGHT IN TERMS OF SAFETY AND FEATURES WHILE OFFERING STRONG VALUE FOR MONEY.



Kia
Picanto GT-Line

THE ONLY ONE of our selections to hail from the Micro-car class, the diminutive Picanto now shoulders a bigger load following the axing of its larger Kia Rio stablemate late last year. A December 2023 update added fresh styling, enhanced technology and new safety features which should help further expand Picanto's healthy sales lead over its only direct rival, the Fiat 500/Abarth. Available as a five-door hatch in a two-variant range, the Picanto Sport (\$17,890) and GT-Line (\$19,760) are powered by a 1.2-litre four-cylinder hitched to a five-speed manual, or a four-speed single-clutch automatic for an extra \$2,000. The GT-Line steps out in 16-inch alloys with front and rear LED lighting signatures, while inside there's a slick-looking 4.2-inch digital instrument cluster, complemented by an 8.0-inch floating touchscreen. The latter incorporates Apple CarPlay, Android Auto and multi-connection Bluetooth, with other features including wireless phone charging, heated and electric folding side mirrors, a D-cut steering wheel and alloy pedals. The Picanto boasts six airbags and a comprehensive advanced driver assistance system (ADAS). ■

Price: \$19,760 (MRLP)
Engine: 1.2-litre four-cylinder petrol (62kW/122Nm)
Fuel consumption: 5.4L/100km (125gCO₂/km)
Transmission: Five-speed manual
ANCAP safety rating: Unrated
Warranty: Seven years/unlimited km



Mazda 2
Evolve Hatch

THE HIROSHIMA-BASED car maker released its updated Mazda2 hatch in October 2023, adding styling and features upgrades to the almost 10-year-old model. Available in both sedan and hatch body styles, the refreshed model carries over the Skyactiv-G 1.5-litre petrol four-cylinder engine with improvements to fuel economy and emissions. The hatch comes in Pure, Pure SP, Evolve and GT trims priced from \$22,720 for the Pure manual, to \$27,920 for the GT Auto. The sedan is available in Pure (\$24,720) and GT (27,920) trims only, with its main appeal being a larger boot. We prefer the look of the hatch and rate the Evolve as a sweet spot for value and kit with features including black cloth upholstery with red stitching, head-up display, traffic sign recognition and satellite navigation. The compact Mazda has long been a standout for its driving dynamics with a nicely balanced chassis, responsive engine and quick-shifting six-speed auto. Interior and exterior design are other Mazda strengths, but the 7.0-inch infotainment touchscreen is a generation behind newer widescreen offerings in other Mazda models and the 2015 five-star ANCAP rating expired in January 2023. ■

Price: \$26,220 (MRLP)
Engine: Skyactiv G 1.5-litre four-cylinder petrol (81kW/142Nm)
Fuel consumption: 5.0L/100km (117gCO₂/km)
Transmission: Six-speed automatic
ANCAP safety rating: Not rated
Warranty: Five years/unlimited km



MG
MG3 Excite

THE MG3 NOTCHED up an impressive 15,430 sales in 2023, more than double that of the next-best Suzuki Swift. The entry-level Core's sub-\$20,000 purchase price helped ensure it was also Australia's most cost-effective vehicle to own and operate in the most recent RACQ Vehicle Operating Costs survey. The Chinese-made light hatch delivers acceptable driving dynamics and decent around-town performance, although the suspension lacks polish on anything but baby-smooth tarmac. A four-cylinder 1.5-litre petrol is the only powerplant, driving the front wheels through a four-speed auto. The MG3 has no ANCAP safety rating and lacks many of the modern active safety features – such as autonomous emergency braking and lane-keep assist – found on better-equipped rivals. It does, however, get rear parking sensors, a rear-view camera, six airbags and electronic stability program, so is not without safety merit. An all-new MG3 is due to launch in the second quarter of this year with four-cylinder petrol and hybrid powertrains. ■

Price: \$20,990 (driveaway)
Engine: 1.5-litre four-cylinder petrol (82kW/150Nm)
Fuel consumption: 6.7L/100km (159gCO₂/km)
Transmission: Four-speed automatic
ANCAP safety rating: Not rated
Warranty: Seven years/unlimited km



Suzuki
Swift GL Plus

THE SWIFT HAS been a familiar presence on Australian roads for decades, with the current version launched in 2017 and facelifted in September 2020. The range spans the pragmatic entry-level 1.2-litre-powered GL manual costing \$23,490 (MRLP), through to the feisty 1.4-litre turbo four-cylinder powered Swift Sport auto (\$33,490). In the middle is the CVT only 1.0-litre 'BoosterJet' GLX Turbo (\$29,790), and our pragmatic pick the 1.2-litre GL S Plus CVT auto (\$25,990). Well-built and attractively styled, the Swift boasts good driving dynamics and affordable running costs. It's also decently safe, with all bar the GL boasting a five-star safety rating, albeit achieved in 2017 and due to expire at the end of this year. The GL Plus adds key safety features including adaptive cruise control, autonomous emergency braking, lane departure warning, weaving alert and blind-spot monitoring. Inside, there's a leather-covered steering wheel ahead of analogue dials, plus a 7.0-inch multimedia touchscreen. The next-generation Swift is due later this year. ■

Price: \$25,990 (MRLP)
Engine: 1.2-litre 4-cylinder petrol (66kW/120Nm)
Fuel consumption: 4.8L/100km (110gCO₂/km)
Transmission: CVT
ANCAP safety rating: ★★★★★ (2017)
Excludes GL
Warranty: Five years/unlimited km



Toyota
Yaris SX Hybrid

THERE AREN'T MANY categories where it competes that Toyota sits outside of the top three, but the tiny Yaris is an exception, ranking fifth in an eight-car class. Available in three and five-door body styles, the former is exclusive to the wild-child GR performance range, while the five-door starts with the entry level Ascent Sport (\$24,800), rising to the SX (\$28,190) and ZR (\$31,260), all powered by a 1.5-litre three-cylinder petrol engine driving the front wheels via a CVT. Further up the range the SX and ZR are also offered with a 1.5-litre three-cylinder petrol hybrid and cost \$30,190 and \$33,260 respectively. The hybrid gets our nod for its combination of superior fuel efficiency (3.3L/100km versus 4.9L/100km) and driveability. In SX guise the Yaris boasts a leather-accented steering wheel, smart entry and start, satellite navigation, automatic air-conditioning, 15-inch alloy wheels, LED headlamps and foglamps, and rear privacy glass. Inside, there's a 7.0-inch touchscreen with Bluetooth, Apple CarPlay, Android Auto and a 4.2-inch dual digital dash display. All variants boast a Toyota Safety Sense package as standard. ■

Price: \$30,190 (MRLP)
Engine: 1.5-litre three-cylinder in-line hybrid (85kW/141Nm)
Fuel consumption: 3.3L/100km (76.56gCO₂/km)
Transmission: CVT
ANCAP safety rating: ★★★★★ (2020)
Warranty: Five years/unlimited km



Mini Cooper
3-Door Classic

OUR SINGULAR SELECTION from the premium \$30,000-plus Light Car category, the Mini Cooper boasts one of the most distinctive designs on the planet and it's underpinned by BMW mechanicals. Mini today is a brand in and of itself and comes in a range of different body styles and price points, but budgetary considerations restrict us to the three-door Cooper Hatch, which comes in Classic (\$40,725), Classic Plus (\$43,050) and Mini Yours (\$48,050). All three are powered by a 1.5-litre three-cylinder petrol-turbo, driving the front hoops via a seven-speed dual-clutch. Customisation is a key part of the brand's appeal, with different combinations of bonnet stripes, roof colours, mirror caps and 16-inch alloys on offer. Elsewhere, classic toggle switches give a nod to Mini's racing heritage, as does the chunky three-spoke leather-trimmed wheel. Kart-like handling and above-average performance remain a hallmark of the brand, but you'll need to hurry to secure a current-generation model as production has stopped ahead of the arrival of the all-new Countryman in Q2, followed later in the year by the new Cooper. ■

Price: \$40,725 (MRLP)
Engine: 1.5-litre three-cylinder TwinPower petrol-turbo (100kW/220Nm)
Fuel consumption: 5.6L/100km (128gCO₂/km)
Transmission: Seven-speed dual-clutch
ANCAP safety rating: Not rated
Warranty: Five years/unlimited km

**TESTED**

REVIEW GED BULMER

Kia EV9 GT-Line

KIA'S NEW HALO product is not a racy sports coupe or high-performance sedan, but a roomy seven-seat all-electric large SUV that boasts an impressive array of advanced technology, expansive battery range and oodles of kit for its circa sub-\$100,000 starting price.

The new Kia SUV is available in three grades starting with the rear-wheel drive, single-motor Air costing \$97,000 (MRLP), rising to \$106,500 for the AWD dual-motor Earth and topping out with the AWD Dual Motor GT-Line at \$121,800.

Unsurprisingly, the Air boasts the lowest outputs of 160kW/350Nm and the lowest range of 443km (WLTP) from its 76.1kWh battery. The Earth and GT-Line both come with a larger 99.8kWh battery feeding a dual-motor AWD system, with impressive outputs of 283kW/700Nm.

Despite having an identical battery and power and torque outputs, the 19-inch wheel-equipped Earth has slightly more range at 512km (WLTP) than the 21-inch wheel-equipped GT-Line, which manages 505km (WLTP).

The GT-Line counters, however, with a significantly quicker 5.3-second 0-100km/h sprint, versus the Earth's 6.0-second effort, thanks to an additional Sport-mode boost function. That puts the 2,636kg SUV in the same acceleration league as stablemate Hyundai's feisty i30N hot hatch.

Stylistically, the EV9 is characterised by a muscular and chiseled SUV body style.

Notable tech inclusions of the GT-Line include fingerprint recognition for engine start and driver profile selection, digital side mirrors, a digital centre mirror, wireless Qi phone charging pad, augmented reality head-up display, remote parking assistance and a 14-speaker Meridian sound system.

On the safety front there are nine airbags, including full third-row coverage, two second-row side bags and a front centre side bag, plus a dizzying array of electronic driver safety aids which form the latest version of Kia's advanced driver assistance system.

Luggage space is a generous 333 litres even with the third row in use, expanding to 828 litres with the third row folded, or a cavernous 2,318 litres with both rear rows flat.

The EV9 also has a handy frunk, or front trunk, which provides an additional 90 litres of stowage in the single-motor Air, or 52 litres in the dual-motor models.

Kia has gone to considerable effort in developing an Australian-spec suspension tune for the EV9, which features McPherson strut front suspension with frequency selective dampers, and multi-link independent rear suspension with self-levelling dampers.

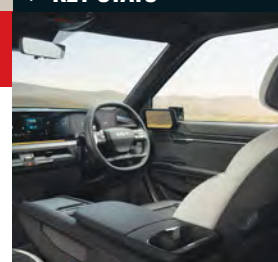
Based as it is on a stretched version of Kia's Electric Global Modular Platform (E-GMP), the EV9 utilises Kia's fourth-generation battery technology and can handle fast charging on both 800V and 400V infrastructure.

Using a 350kW ultra-fast charger the EV9 can add 232km of driving range in about 15 minutes or complete a 10-80% charge in 24 minutes.

Charge time blows out to one hour 23 minutes on more readily available 50kW DC chargers, or nine hours for a 10-100% charge on an 11kW charger.

While it has plenty of ICE-powered large and upper-large SUV rivals, the pickings are slim for families needing more than five seats and wanting to go electric. In that rarified environment, Kia's new EV flagship is a standout. ■

▶ KEY STATS

**PRICE:** \$121,800 (MRLP)**WARRANTY:** Seven years, unlimited km**POWERTRAIN:** 99.8kWh battery, dual electric motors, AWD (283kW/700Nm)**RANGE:** 505km (WLTP)**ANCAP CRASH RATING:** ★★★★★ (2023)**ENERGY CONSUMPTION:** 22.8kWh/100km (WLTP)**FOR:** Good range, long warranty, quiet cabin, generous interior space, good ride and handling, quality finishes.**AGAINST:** Expensive, no spare wheel, high energy consumption, digital side mirrors unnecessarily complex.

Toyota LandCruiser 70 Series Workmate GXL

AUSTRALIANS HAVE LONG had a love affair with big vehicles powered by big six- or eight-cylinder engines, so when one of the biggest and toughest 4x4 models on the market switches to four-cylinder power, it raises eyebrows.

For nearly four decades Toyota's LandCruiser 70 Series range has been the go-to vehicle for anyone needing serious offroad, towing and heavy-duty capabilities. And since the launch of the current-generation in 2007 it's been offered only with a gutsy 4.5-litre turbodiesel V8 and five-speed manual transmission.

Now, in one of the biggest ever 70 Series updates, Toyota has added a 'new' 2.8-litre four-cylinder turbodiesel engine and six-speed automatic transmission, claiming the new drivetrain improves fuel efficiency and addresses driveability issues relating to the truck-like V8 manual.

The 1GDT four-cylinder engine is well known through its fitment to HiLux, Fortuner and Prado, although Toyota says multiple mechanical changes have been made specifically for the 70 Series to ensure optimal cooling and performance in tough conditions.

Also familiar is the AC60 six-speed auto, which has received enhancements, including improved cooling for more stable oil pressure, a raised breather hose to enable deep water crossing and a new transmission guard to protect the gearbox when driving off-road. All 70 Series body styles and drivetrain variants feature revamped front-end styling that channels the iconic LandCruiser 40 Series and includes circular LED headlights with manual levelling and automatic high beam.

Now, as before, the interior is dominated by hard,

durable plastics, exposed metal sections on the dash and doors, and just the barest concessions to comfort on GLX variants, which get carpets, fabric seats, power windows and twin USB plugs. Workmate and GX variants soldier on with hard-wearing vinyl trim.

Elsewhere, Toyota has largely adopted an 'if it ain't broke, don't fix it' approach. The suspension remains live axles front and rear with coil springs up front, and leaf springs at the rear, all attached to a rugged ladder-frame chassis. Traction continues to be via a part time 4x4 system with low-range transfer case, plus front and rear diff locks as standard on GXL and optional on other models. Brakes are four-wheel discs, with GX and GXL grades riding on 16-inch alloys clad with 265/70R16 rubber, while other variants use 16-inch steelies and narrower 225/95R16 tyres.

The new four-cylinder auto drivetrain is offered in three LC79 Single Cab grades – Workmate, GX and GXL – plus the LC70 Dual Cab, LC78 Troop Carrier and LC76 Wagon variants in Workmate and GXL grades. Model-for-model pricing is pegged \$4,100 below the equivalent V8 model, starting at \$75,600 for the Workmate 76 Series Wagon and rising to \$83,500 for the 79 Series Double Cab Chassis GXL.

We had the opportunity to tow a 3,100kg off-road caravan behind both a V8 manual and a four-cylinder auto, with the latter giving away little if anything in highway performance, while proving easier to drive. The four-cylinder also matches the V8's 3,500kg braked towing capacity and has a higher payload thanks to a kerb weight reduced by between 50-75kg which increases payload by the equivalent amount. ■

▶ KEY STATS



PRICE: \$76,800 (MRLP)

POWERTRAIN: 1GD-FTV turbocharged 2.8-litre four-cylinder diesel, six-speed torque converter automatic transmission (150kW/500Nm).

ANCAP CRASH RATING: Not rated

FUEL CONSUMPTION: 9.6L/100km (254.4g/km CO₂)

FOR: Excellent off-road ability, sturdy construction, improved driveability and fuel consumption versus V8, high towing and payload capacities.

AGAINST: No ANCAP rating, basic interior, firm ride, slow steering, large turning circle, poor NVH.

REVIEW GED BULMER





REVIEW GED BULMER

Hyundai Kona Hybrid Premium N Line

BUYERS IN THE market for a small SUV have never been better served in Australia, with no less than 29 brands offering their wares across nearly 40 model variants.

Among these, the Hyundai Kona has been a popular staple since the first-generation model launched here in 2019, with the all-new second-generation landing in mid-2023 in turbocharged and atmospheric (non-turbo) petrol four-cylinder guise.

Late last year Hyundai added additional hybrid electric (HEV) and battery electric (BEV) models, bringing the range of powertrain choices to four.

The Kona is unusual in offering consumers the choice of internal combustion engine (ICE), hybrid and electrified powertrains in a single model range.

The hybrid introduces a third internal combustion engine to the Kona line-up, in the form of the SmartStream G1.6 GDi Hybrid, which joins the two established four-cylinder petrol powerplants.

The Kona Hybrid utilises a non-turbocharged 1.6-litre petrol engine delivering 77kW/144Nm, plus an additional 32kW/170Nm from the electric drive motor, for combined system outputs of 104kW/265Nm.

Arguably its key selling attribute is its thrifty 3.9L/100km combined cycle fuel consumption, but it also boasts identical peak torque to the turbo model, ensuring good performance and driveability.

Despite a price premium of \$4,000 over the comparable 2.0-litre petrol model, Hyundai expects the Kona HEV to be the most popular drivetrain choice in the new range.

Stylistically, Hyundai has adopted distinctive EV design attributes across the Kona range, with the ICE, HEV and EV models all differentiated by slightly different grille and front-end treatments.

The N Line trim adds a further layer of differentiation with a body kit that brings body-coloured cladding and side skirts, 18-inch alloy wheels, a wing-type spoiler, gloss black mirror caps, dual projector beam headlights and LED headlights.

The interior is roomier than the small SUV classification might suggest, with an attractively designed dash, good quality finishes and a light and airy feel courtesy of an open console which incorporates a wireless charging pad and cup holders. A column-mounted shift-by-wire gear selector also frees up console space.

Out on the road the Kona Hybrid delivers quality driving dynamics, thanks in part to its use of a multilink rear suspension, where the 2.0-litre MPI utilises a torsion beam.

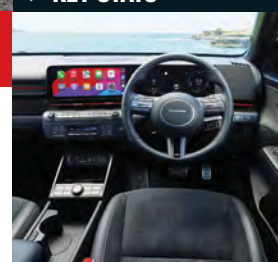
Hyundai's e-Motion Drive, an electric dynamic torque vectoring control system (e-DTVC) also does its bit to enhance handling by braking an inside wheel and sending drive to the outside when cornering.

The dual-clutch transmission offers notably more engaging driving characteristics than rival CVT offerings. With Sport mode engaged, gear selection can be manually controlled by paddle shifts. When in other modes the left paddle acts to control the three-stage regenerative braking system, which in maximum braking mode will bring the car to halt when you lift off the throttle, just like an EV.

On the safety front, the Kona boasts a long list of more than 20 advanced active safety and driver-assistance features bundled together under Hyundai's SmartSense Safety banner, plus seven-airbags including a front centre-side airbag.

Despite this, the new model received only a four-star rating in recent ANCAP safety testing. ■

▶ KEY STATS



PRICE: \$46,500 (MRLP)

POWERTRAIN: 1.6-litre four-cylinder GDi engine (77kW/144Nm), electric motor (32kW/170Nm), 1.32kWh battery, six-speed dual-clutch transmission, front-wheel drive (Combined 104kW/265Nm).

ANCAP CRASH RATING: ★★★★★ (2023)

FUEL CONSUMPTION: 3.9L/100km (89g/km CO₂)

FOR: Well-built and nicely finished, expanded interior dimensions, thrifty fuel consumption, good dynamics, premium grade comes loaded with equipment, N Line kit adds flair.

AGAINST: Four-star safety rating, intrusive driver-assist

STORY LAUREN COONEY

TEACHING ROAD SAFETY

REAR VIEW LOOKS BACK AT THE HISTORY OF MOTORING IN QUEENSLAND THROUGH THE PAGES OF *THE QUEENSLAND MOTORIST*, *THE RACQ JOURNAL* AND *THE ROAD AHEAD*.

ROAD SAFETY EDUCATION has always been a priority for RACQ and in 1974 an article in *The Road Ahead* urged the State Government to make road safety education and driver

training mandatory in schools and to implement learner and provisional licences.

“Experimental courses run by the RACQ at three Brisbane high schools proved, conclusively, that behind-the-wheel driver training could be successfully carried out at high schools with no adverse effect on the student’s normal studies,” the magazine reported in a story on updated RACQ road safety policies.

RACQ’s Education Team has taught road safety at Queensland schools since 2007.

In 2023, the Education Team taught more than 63,000 students across the state, visiting 274 schools and reaching remote areas such as Mossman, Charleville and Dalby.

The 1974 article also reported that in Brisbane, the wait for a driver licence test was about eight weeks and this was “not good enough”.

“So the RACQ urges provision of adequate testing stations with a view to reducing the time factor involved in applicants being tested for licences,” the article reads.

RACQ also wanted more use of civilians to conduct licence tests to free up police for “more important duties of traffic control and law enforcement.”

ROYAL DUTIES FOR THE CLUB

An April 1927 article in *The Queensland Motorist* recapped RACQ’s most exciting endeavours, the most notable for the club with a royal prefix being a visit from the Duke and Duchess of York.

The story detailed how RACQ was very busy during the Brisbane visit, being assigned the important task of parking and minding the cars of attendants at official functions.

TEST YOUR RULES KNOWLEDGE

RACQ’s traffic quizzes get Queenslanders talking every week on social media.

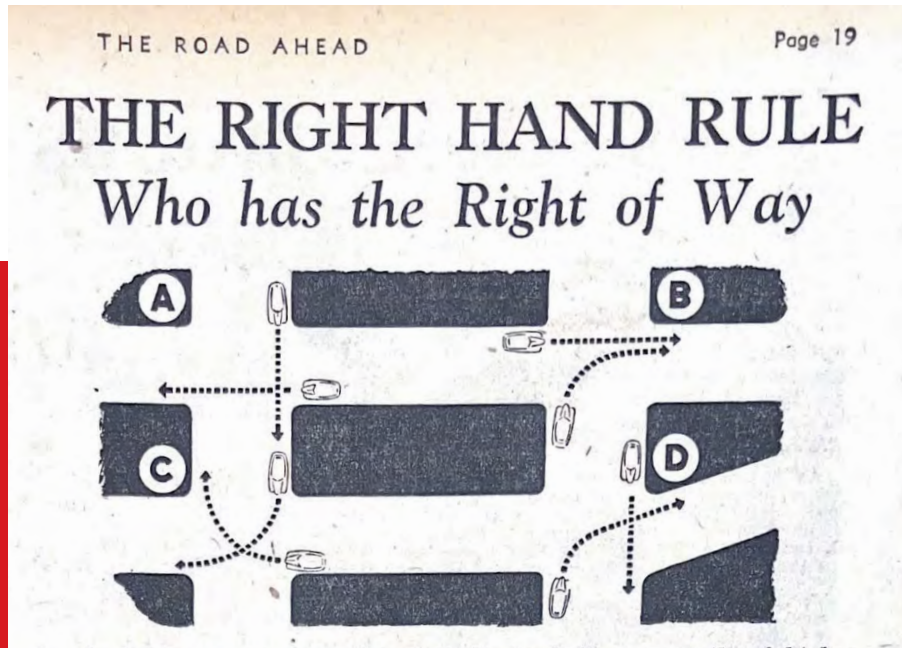
From navigating roundabouts to understanding who gives way at a complicated intersection and knowing how to merge on a motorway, the quizzes are created for drivers to test their knowledge of the road rules.

However, this isn’t something we started doing in the age of social media. A 1950 edition of *The Road Ahead* quizzed motorists on “right-of-way” rules.

The Queensland Road Rules no longer use the term “right of way” as sometimes two or more vehicles can be required to give way to each other. Applying today’s give-way rules to the below diagram from 1950, what would your answers be? ■

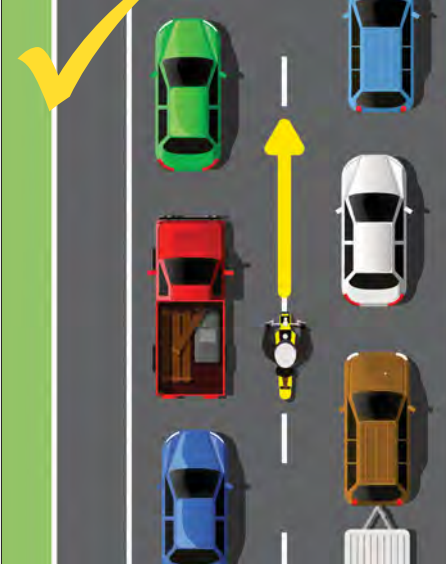

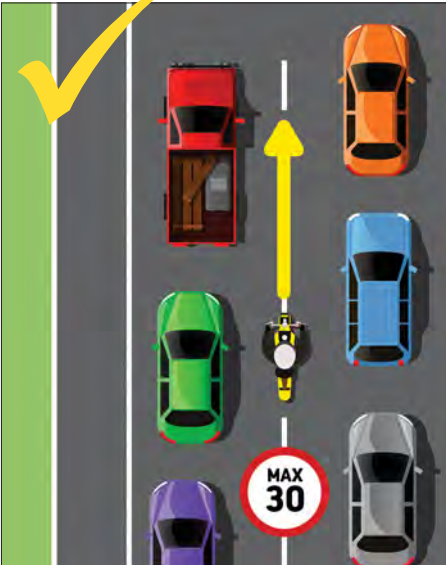
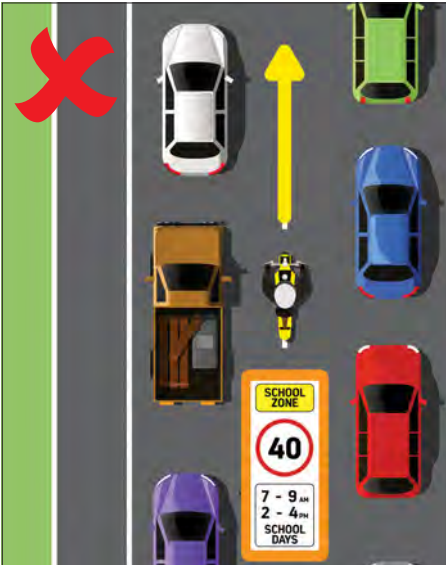

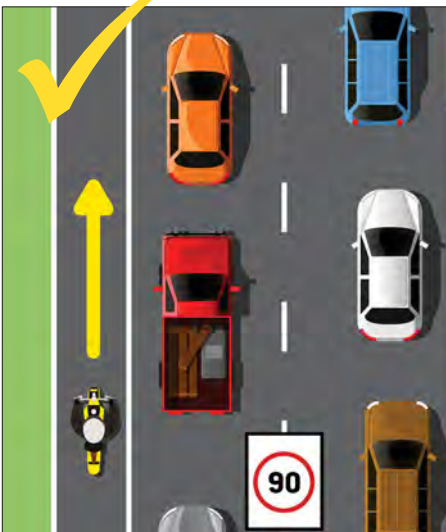
WHO GIVES WAY?

- A. You must give way to vehicles on your right at uncontrolled crossroad intersections (such as the ones in the image). The vehicle travelling from right to left must give way to the vehicle travelling down the page vertically.
- B. Similarly to (A), you must give way to vehicles on your right at an uncontrolled crossroad intersection, so the vehicle travelling from left to right must give way to the vehicle turning right.
- C. The vehicle at the bottom of the image must give way to the vehicle on its right, travelling down the page and turning right.
- D. The vehicle turning right must give way to the car travelling straight down the page.



LANE FILTERING RULES FOR MOTORCYCLE RIDERS

Lane filtering and riding on shoulders is allowed for motorcycle riders in Queensland under certain conditions. For more information about Queensland's road rules please contact the Department of Transport and Main Roads at tmr.qld.gov.au or by calling 13 2380.

	<p>[1]</p> <p>You can only ride at low speed between two lines or lanes of stationary and slow-moving vehicles travelling in the same direction as you are, and if there is enough space between vehicles to do so safely.</p>
	<p>[2]</p> <p>If one of the lines or lanes is a dedicated turning lane (left or right) you must not lane filter using this lane. You also should not lane-filter between trucks or buses that may need additional space to turn.</p>
	<p>[3]</p> <p>Only Open motorcycle licence holders can lane filter, and they can only do so at 30km/h or less and when it is safe to do so.</p>
	<p>[4]</p> <p>Lane filtering is not permitted in school zones during school zone hours.</p>
	<p>[5]</p> <p>Lane filtering is only allowed between stationary or slow-moving vehicles, not between a vehicle and the kerb.</p>
	<p>[6]</p> <p>You can also ride on the sealed shoulder of a road or the emergency stopping lane in slow-moving traffic if the speed limit is 90km/h or more. You must still travel at 30km/h or less.</p>



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