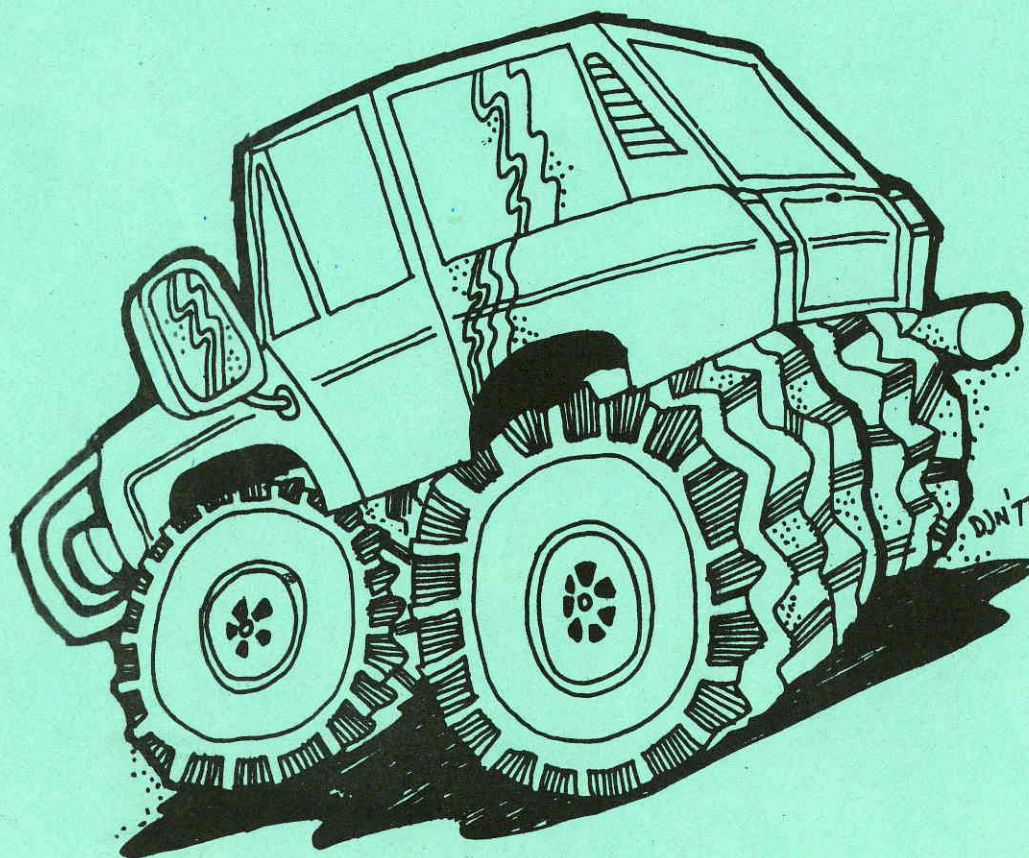


NOVEMBER 1978.

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OFFICIAL NEWSLETTER
OF
VICTORIAN FOUR WHEEL DRIVE CLUB

Registered for posting as a publication
CATEGORY "B"

VICTORIAN FOUR WHEEL DRIVE CLUB

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PRESIDENTS REPORT (OCTOBER)

On a recent trip up into the bush we were surprised and annoyed at the amount of rubbish lying around. In one instance there had been a large pit dozed out and filled with rubbish from a nearby camping area (Sheepyard Flat). Of course everything from coke cans to mars bars wrappers were thrown there and consequently rubbish was blown all around the surrounding area.

If only people would use a little common sense and burn all their rubbish first, then squash the cans, the problem would decrease a hundred fold.

Firstly the paper disappears, the tin gets burnt off the cans and makes rusting start easier and by squashing them the volume is reduced considerably. So if these two things had been done by the campers at Sheepyard, the pit would probably be only a quarter full.

While still on the subject of rubbish, I dont think it hurts for each of us to take one of those green rubbish bags when we go away, and bring back our rubbish to be disposed of properly. The same thing applies - Burn and Bash and then carry away.

(This will probably be the last newsletter for the year.)

As Steve announced last meeting Bushranger 4WD will donate 2% of total sales (to members of our club) to our club. This could be a good way to boost club funds so when you go to Bushranger, tell them where you're from.

All for now, see you next month.

The Pres.

"T R A C K W A T C H"

News and views from the Victorian Association of 4WD Clubs

National 4WD Association?

During the weekend 22-24th September a seminar was held in Adelaide to discuss the possibility of forming a national association. Delegates represented the state associations of Western Australia (Alan May), Tasmania (Boyd Sweeney), Victoria (Ron Camier, Dick Pickthall, Glen Radder), N.S.W. (Allan Dixon), and South Australia (Don Ransome, Kevin Shields, Bruce Mitchell).

The main outcome of the seminar was the unanimous decision that because most laws affecting 4WD touring were state laws, the cost of establishing a national body was not justified at this time. Nevertheless, the need for closer co-operation between the state associations was noted, and resolutions to that effect were passed.

A great deal of valuable discussion revolved around the presentation of papers on the legal situation in each state, and many useful insights were gained, especially by those states (W.A., S.A., Tas.) whose legislation has not yet been finalized. Particular points of interest were:

- The forestry departments in all states were highly regarded, although in W.A. many forest have been closed because of dieback disease.
- Victoria is the only state where there is no provision for beach driving at all.
- 4WD touring in national parks is not allowed in Tasmania and Victoria, but is dependent on the type of park in S.A. and N.S.W.
- Almost every state has had problems in the legal definition of a "road".
- In Tasmania hydroelectricity, mining and forestry interests may legally cause tremendous environmental damage, while restrictions are brought on 4WD touring as an indirect result of the placation of conservationists' protests.
- In W.A. proposed legislation threatened to ban 4WD touring outside specified areas, however discussions with local members of parliament were fruitful and the bill is now being redrafted.
- In S.A. the Environment Department formed the Recreation Vehicles Co-ordinating Council and proposed strict legislation similar to W.A. and Victoria, however the bill is being reviewed. Also confusion exists between roads on private property and public roads on pastoral leases.
- In N.S.W. the National Parks and Wildlife Service has been trying to buy up prime 4WD areas and then close them as "wilderness". However the N.S.W. and A.C.T. association has achieved much by discussion with authorities rather than confrontation.
- In every state legislation has been precipitated by the irresponsible actions of a minority of individual 4WD owners and in particular trail-bike riders.

- The Victorian contribution outlined the need to differentiate between, and provide for, both environment-based and vehicle-based vehicular recreation. The desirability of avoiding the "off road" image was stressed.

During the weekend the property on which the seminar was held became a camping ground for many 4WD club members who were entertained by State Emergency Service and Army Reserve demonstrations, a barbecue and barn dance on Saturday night, and Gawler river breaking its banks. Thanks are due to the S.A. Association of 4WDC for organising the seminar so efficiently, and to Dick Pickthall for providing transport for the Victorian delegates.

High Plains Damage

The June 1978 edition of the Victorian National Parks Assoc. Journal "Park Watch" implies criticism of 4WD touring by a photograph captioned "Snow gums cut to help 4WD vehicle out of a bog". Leaving aside questions such as whether it constitutes anymore of an affront to the environment that the accompanying photograph of the Snowy River cluttered with Canoes, it raises some points worth noting.

- (A) The fact that the driver had to resort to filling the hole with wood in order to extricate himself suggests that he was not accompanied by any other vehicle and did not have a winch - a situation which is asking for trouble when touring in difficult terrain.
- (B) Apart from the obvious undesirability of cutting down live trees, lump of timber in a muddy patch when driven over can catapult up, thereby jamming under or damaging vehicle.
- (C) The soils and vegetation of the high plains areas are very sensitive to damage, especially when wet. It is also easy to make diversions around bad patches which inevitably also deteriorate, eventually, forming a quagmire which may result in permanent environmental damage and track closure. Therefore avoid these situations - it is better to miss out getting through once rather than precipitate a situation where you may never get through again.
- (D) Finally, when out fourwheeling we should bear in mind the possible consequences of someone photographing where we have been.

New South Wales and Australian Capital Territory Legislation Affecting
Four Wheel Drive Vehicles

Neither N.S.W. nor the A.C.T. has a specific act controlling all four wheel drive or off road vehicle use.

In N.S.W. the following legislation has elements affecting four wheel drive vehicle use:

- National Parks and Wildlife Act - Regulations and Plans of Management for national parks - restricting vehicle use in certain areas and prohibiting vehicles in wilderness areas. (In this regard the Association is currently negotiating with the National Parks and Wildlife Service for continued access to areas proposed for national parks. - This is our major area of concern.) (Note - only registered vehicles are permitted in national parks anyway.)
- Motor Traffic Act - controls registration of vehicles and related matters, including design standards - similar to that in other states, except possibly for that section which defines public roads to include trails.
- Crown Lands Act - Regulations and Plans of Management for State Recreation areas - in general this area of legislation has had little detrimental effect on our recreation (it may, however, have some effect if the State decides to establish ORV Parks).
- Local Government Bylaws and Regulations - include controls over beach access - at present not of great concern, but a possible area of future concern.
- Water Board and Water Resources Administration - controls over catchment areas - prohibit use of vehicles in catchment areas - generally no form of appeal available for us to use these areas - not of such concern as the NPW legislation above.
- Commonwealth legislation - such as that affecting defence areas and other Commonwealth property.

In the A.C.T. the following legislation has elements affecting four wheel drive vehicle use:

- Seat of Government Act.
- Seal of Government (Administration) Acts.

The above acts provide for ordinances and regulations to be made affecting the A.C.T. and its administration by the Department of the Capital Territory.

Vehicles are normally prohibited on:

- Water catchment areas
- ACT Forests on days of extreme fire danger or when tracks are closed because of snow cover .
- Areas affected by other Commonwealth legislation - such as defence areas and other Commonwealth property.

(N.B. Four wheel driving is only possible in a small area within the ACT Borders - 10% approx., of the territory.)

18 Sept. 1978

ITS & BITS.

* Members are reminded that the association Four Wheel Drive Clubs hold meetings on the 3rd Thursday of each month. Anyone interested in going along and finding out exactly what their aim is, should contact one of our representative at monthly meetings.

* It has been brought to the attention of the trip committee that many members have not got their vehicles fitted with 'A' frame lugs. The amount of time and effort that these simple items can save is in the whole clubs interest. They are virtually essential on 'A' grade trips, as quite often the worst can easily happen. The committee therefore has decided to readily make available these lugs at a price of \$5.00, fitting is by means of 3/8" bolts and fitting can also be arranged for a slight fee. At the November meeting they will be available on the night. Geoff Mann or Steve Squires will gladly advise any member on use of and installation of such items. Some recent examples of necessary 'A' frame usage:-

NOV.77. 1. JOHN LAKE.Holed radiator. Club car trial.Yarra Junction.

APR.78. 2. CHUCK MORGAN. Broken Differential. Navigation Trial. Walhalla.

SEPT.78.3. JOHN BRENNAN. Broken Axle. Club Trip. Merringtons.

NOV. 78 4. JOHN THOM.Engine Failure. Club Trip. Talbotville.

As you can see from the above list that all these problems rendered the vehicles immobile, 'A' frames spoke for themselves on each occasion.

* In the New Year another club clean up is being planned for the Noble Park area. We hope to remove the remaining car bodies and complete what was not finished earlier this year. So when the time comes we hope we get the good turn up we had previously.

* The Newsletter Editor is still looking for stories from members. Each meeting the President has asked for people to come forward with news, stories, tech hints anything and the response has not been very good, so hop to it and get writing.

* Hopefully from now on all members going on club trips will be given xerox area maps detailing departure points and the destination, for those late arrivals. This we hope will aid the members concerned because many trips are into areas completely new to them. (see this issue for kids xmas party map)

ITS & BITS CONT.

* Reminder that this months meeting (nov) is the last for the year. December meetings are cancelled each year because of the holiday period.

* The Australian Labor Party policy on the National Park issue, was briefly duscussed at the last meeting during Association Business. Here is an extract from their conservation Policy leaflet.

A State Labor Government will expedite the growth of a comprehensive network of Victorian national parks under the auspices of the Victorian National Parks Service. A State Labor Government will establish an Alpine National Park as a major asset for all Australians. A State Labor Government will properly balance the needs of conservation and timber-milling. A State Labor Government will establish a major park which will cater for all interests. New employment opportunities will be provided in the area by developing the recreation and tourist industries.

* FANCY DRESS BALL PHOTOS.

As many people were absent at the last meeting I'll bring the proofs in again for those who may want to order prints.

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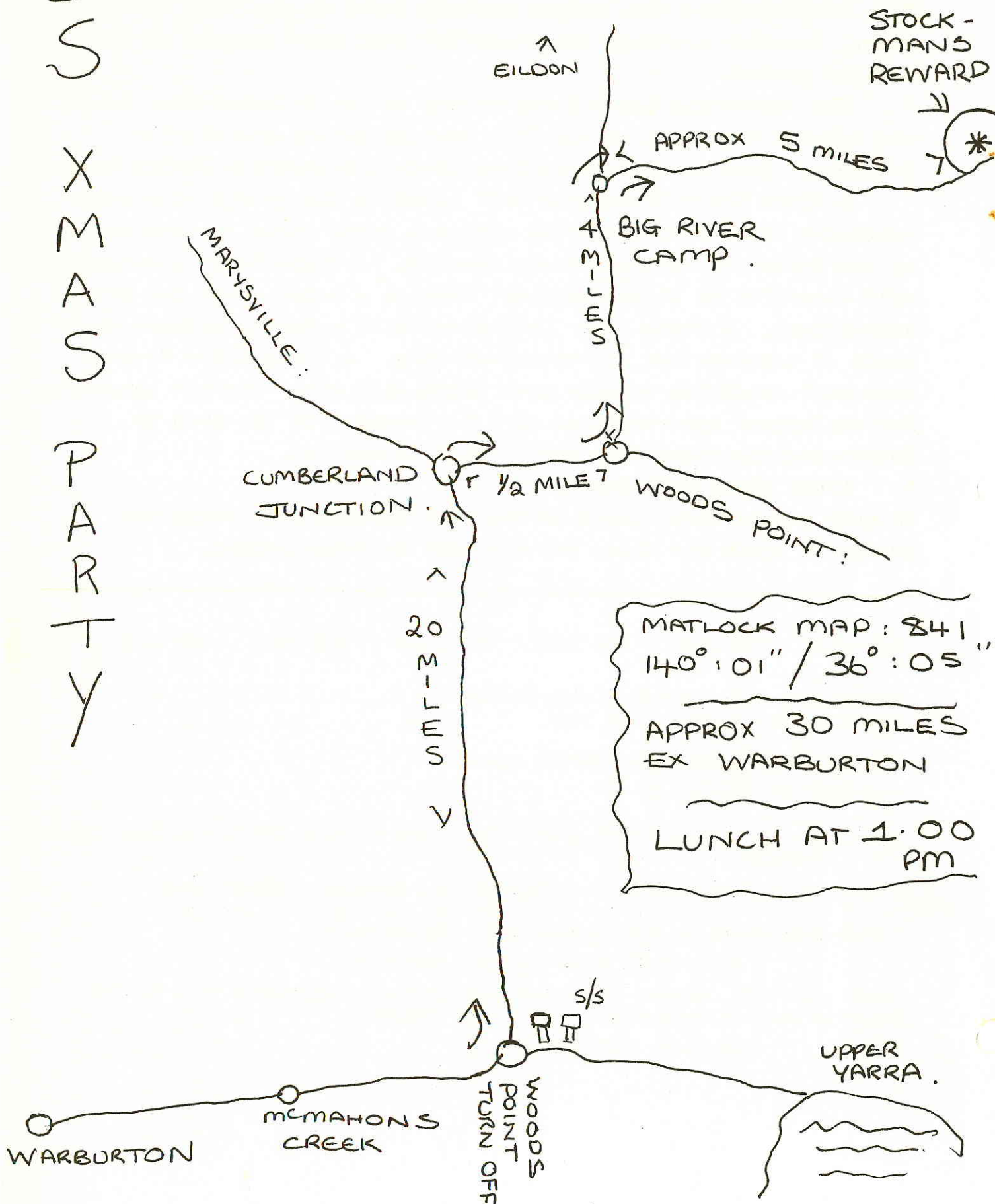
Mazda 1300 1976, Maroon with cream upholstery. Registered till May 79.
Motor in perfect condition. \$2,800.00

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"STOLCKMANS REWARD"

SUNDAY 3RD DECEMBER
"STOLCKMANS REWARD"

"STOLKMAN'S REWARD"



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ABOVE: Steve Squires crossing Aberfeldy river
on Trig track, Walhalla.

BELOW: Werner (carrying?) Andys Nissan home after
wheel bearing failure. Editor put under great
pressure to publish such a rare shot.



V.F.W.D.C. CALENDAR

NOVEMBER 17th: FILM NIGHT "GREASE"
NOVEMBER 18-19th: GEELONG F.W.D.C. WEEKEND
NOVEMBER 26th: TRUCK FIELD DAY AT ROYAL MELBOURNE SHOWGROUNDS
TO AID YOORALLA SOCIETY
NOVEMBER 28th: MONTHLY MEETING
DECEMBER 3rd: CHILDREN'S CHRISTMAS PARTY
AT STOCKMANS REWARD
DECEMBER 9th-10th: NOOJEE TRIP
'A' GRADE TRIP
LEADER - GEOFF MANN
DECEMBER 16th: CLUB BREAK UP AT JOHN HANCOCKS, MT. ELIZA.
DECEMBER 26th: CLUB CHRISTMAS TRIP:- LEADER DON ADAMS
JANUARY 27th-29th: AUSTRALIA DAY WEEKEND
'C' GRADE TRIP TO DONNELLYS FLAT
WITH 'A' & 'B' GRADE TRIPS EVENTUATING
FROM DONNELLYS.



ODE TO A CLUB MEMBER

If he is usually in the club - he haunts the place.
If he's not there when wanted - he's never on the job.

If he talks on a subject - he's always trying to run things.
If he reminds you of a club rule you've broken - he's always
standing over members.

If he is silent - he's lost interest.
If he agrees with you - he's a "yes" man, and lacks originality
If he doesn't agree with you - he's ignorant.

If he takes a holiday - he's been on one all the year anyway.
If he isn't well dressed - he's not upholding the dignity of the club.
If he is well dressed - he thinks he's a big shot.

If he's a member for a long time - he's in a rut.
If he's a member for a short time - he lacks experience.

THE SOCIAL - SECTION CONNECTION

The social highlight for October would have to be our "Annual Ball". This year it was "fancy dress" and I'm pleased to report that 95% of the 108 people who attended really used their imagination and came out in some great costumes. These were many and varied and it was sometimes hard to tell who was who in the general melee. It was a good night right from the start. There were spot prizes throughout the evening leading up to the main raffle which was a naughty night at the hotel Hilton, (including dinner etc.) This was won by Steve Alder. Good luck Steve! Best Ladies/Mens costume was won by Carole Ray and Lindsay Wells respectively. Carole put a lot of work into her costume of a black spider in a crocheted web and really looked great. Lindsay - well, what can one say - except he was really a chic Sheik. Noticed a few harem girls around that night too! This report would not be complete without a mention of Wayne Kearney's table. They deservedly won a prize for the best dressed group. This was the M.A.S.H. table, complete with "grog still" and uniforms - a really great effort Wayne. The Ball finished at 2 am. with most of us still in "Fancy Dress" - enough to shock other motorists who wondered where in the heck all these "goons" were coming from!

Twenty-four tickets were sold for the film "Newsfront" on 27th October. This entitled us to two free tickets - courtesy of the Bryson Cinema. These tickets were promptly raffled off at interval and the two lucky winners were Peter Adams and John Brennan.

The general opinion of "Newsfront" was, "a good indication of Australian life in the 40's and 50's" - interesting and entertaining. It was a very short movie however, finishing at 10.30 pm. All members felt it was far too early to end the night, and therefore had coffee within the Bryson complex at the "Palm Restaurant".

The Childrens Xmas Party on 3/12/78 at Stockmans Reward

The menu is roast beef on the spit, pavlovas etc. Please bring your own salad, plates, cutlery.

All childrens presents to be wrapped and labelled and brought to the November meeting to enable Santa to give them to the kids on the Sunday.

We will need to know how many are going at the next meeting 28/11/78. Cost is 50¢ per member, \$1.00 per visitor - children free.

I have a special request for anyone who has spare hessian bags. If you can lend them to us for the sack races, please bring them along to the November meeting. It would really be appreciated.

Last but not least, all money for "Hancocks" 16/12/78 is due at the November meeting. \$15.00 per head, B.Y.O., starting time around 7 pm.

Bye for now,

PAM BRENNAN.

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ROLL CALL:

Steve Squires (Trip Leader), Greig Gatum, Keith (Arfka) Brown & Family, Bluey & Joyce Male, Brian & Pauline Langille & Family, Peter Rowe & Barry Hipgrave, John & Robyn Thom.

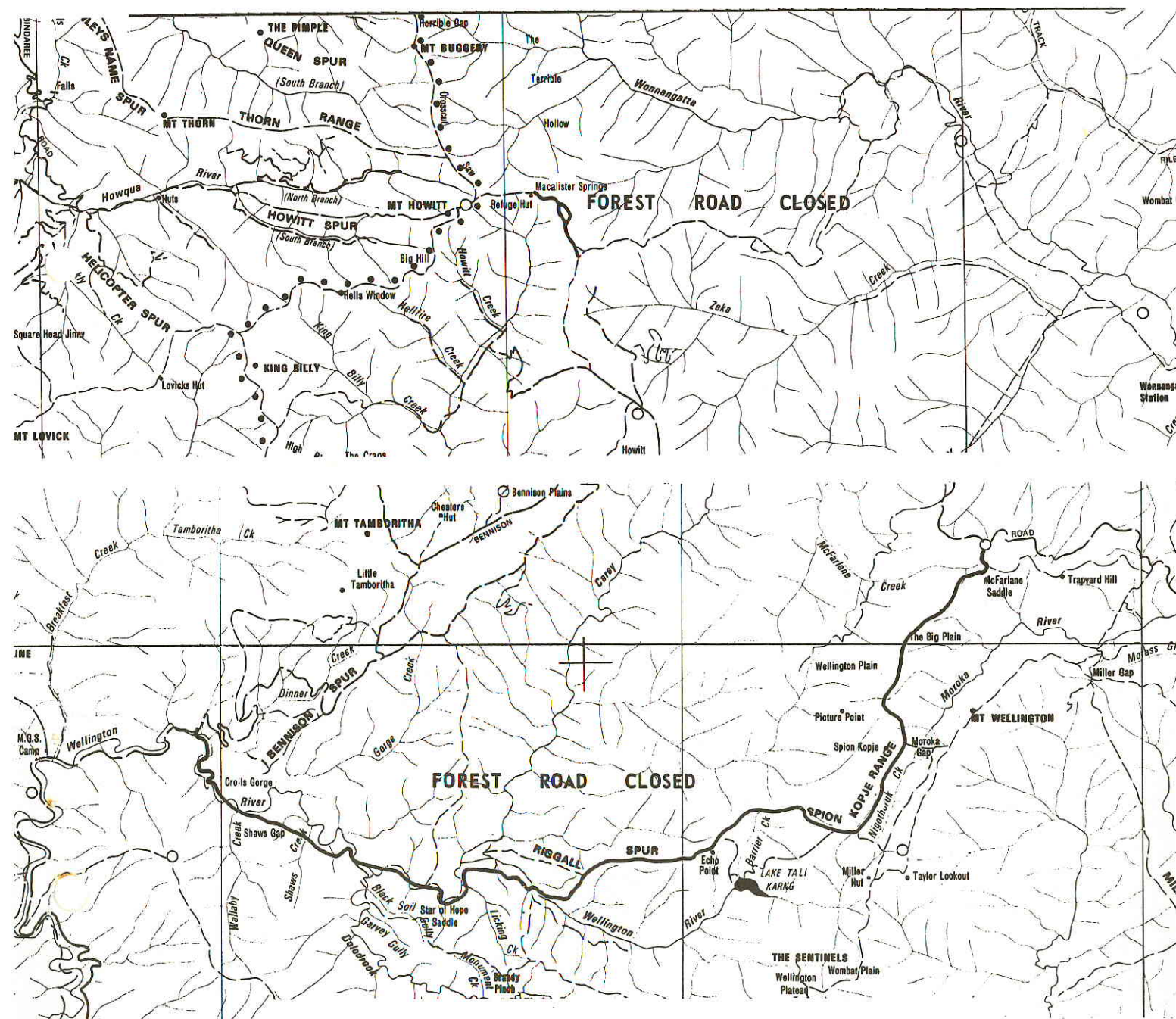
Steve, Keith and Brian left Melbourne Friday afternoon and travelled right through to Talbotville arriving about 3 am. Saturday morning. Barry & I stayed in Sale Friday night and came up on Saturday, arriving about 1 pm. John and Robyn did not arrive until later around 4 pm. When we arrived we saw a camp set up so we went over but no one was there; not realizing it was our gang's camp, we made camp elsewhere. When the others arrived from a day trip via Crooked River to Bulltown Spur to Grant then back McMillans track. We then all had an ale together and then we moved our camp over to join the others. A good night was had by all around the fire Saturday night.

Sunday. Everybody was ready to roll by 9 am. for a trip into Wonnangatta Station via Culhanes Hut up over Mt. Cynthia and down Wombat Spur. About 2/3 of the way down the Spur, John heard some knocking in his 1961 Toyota motor so he stopped. Keith suggested that they both ride with them in the School bus and pick the Toyota up on the way out. At the fourth river crossing from the bottom it was a bit slippery for me to get out, so thanks to Steve, I made it. We all then had lunch, and after talking to other 4 wheelers it was then decided we turn and head for home, which we did. When we reached John's Toyota again we topped up the oil etc. and headed off again. But after a while the noise got worse. So Steve to the rescue with his chain and off we went for a while until that was too dangerous. So then Steve pushed John with his "A" Frame. Everything was going pretty good until we got to the Wongungaua River crossing, just past Culhanes Hut. It was deepish and flowing fast. Keith went across first thank goodness, then went John being pushed by Steve, they almost made it across. It was very bad luck for both 4 wheelers as water was pouring in everywhere to seat level. The "A" Frame then had to be unhooked and Keith pulled both vehicles out of the water, everybody then got out ok. It was then decided that John should drive back to camp, noises and all, again everything went well until the Brewery Creek crossing a few short yards from our camp, when those confounded shutter bugs were in action again. Brownie and Steve made it, but everybody else had to be winched out thanks to Brownie. After a few ales then tea and a few more ales around the fire talking over the days events we all called it a day.

Monday. We left the camp at 10 am. for a day trip up the Brewery Creek track which was in very good condition, there were only one or two steepish hills otherwise it was rather flat. We had lunch about noon. It was decided we would head back to camp via a new track over towards the High Plains Road, after going down this track for a couple of miles it seemed to be getting steeper and steeper. So Steve said we better head back up again. As it was I had a bit of trouble which in turn made it harder for Bluey but we both got out ok. We then headed back the way we had come up in the morning and then took the left fork which brought us back to the last Crooked River crossing, then two Brewery Creek crossings and back into camp by mid afternoon. We then got John's 4 x 4 ready for Steve to tow it home the next day.

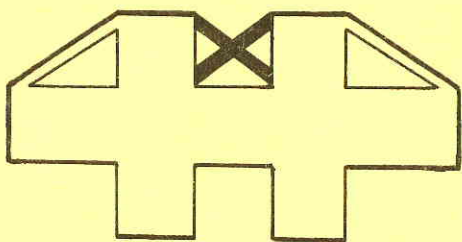
Thanking you,

Peter Rowe.



In accordance with the provisions of Section 21 (1) (ea) of the Forests Act 1958, the Forests Commission has closed the roads shown on the above maps as red lines, to motor vehicles until 31st December 1978.

BUSH-RANGER



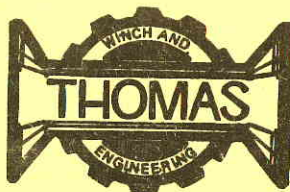
ACCESSORIES



Formula Tires. Dallas. Texas



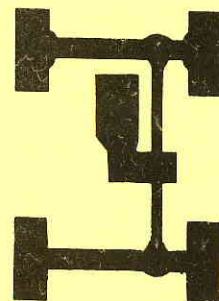
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MAPS



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