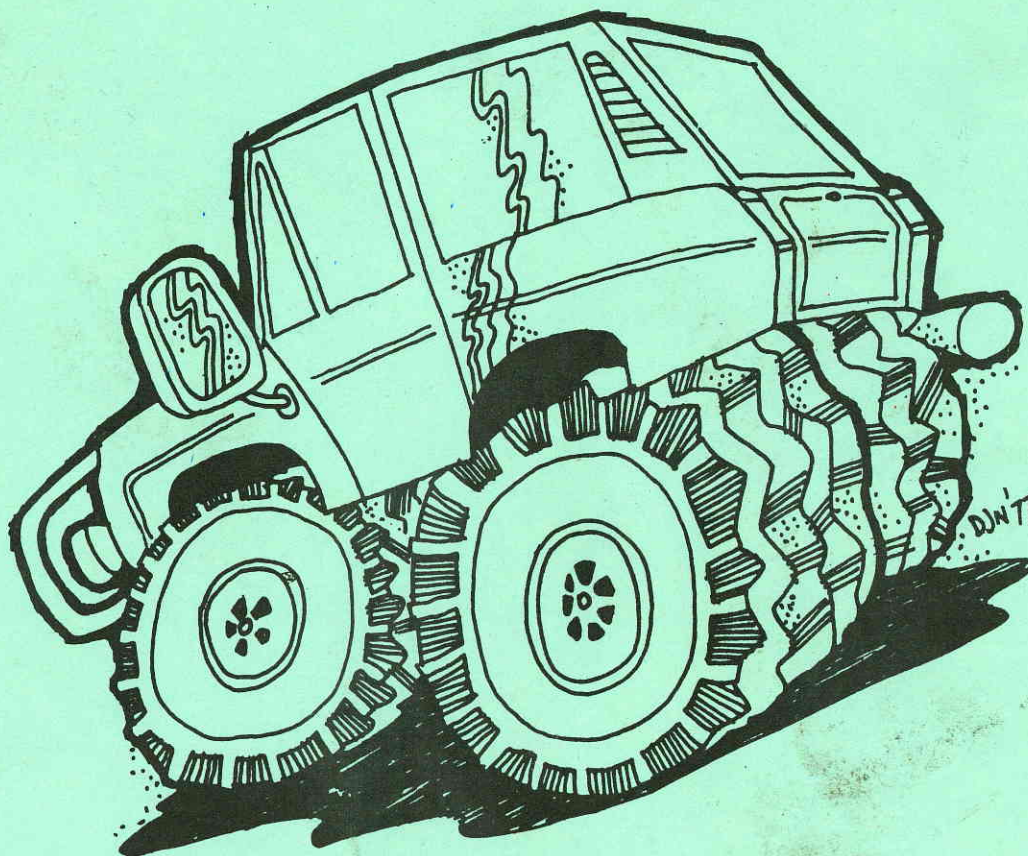


JANUARY 1980.

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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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MEETINGS LAST TUESDAY
OF THE MONTH AT DANDENONG
LIBRARY.

CORRESPONDENCE
P.O. BOX 778,
DANDENONG.

PRESIDENTS REPORT - FEBRUARY

First of all I would like to take this belated opportunity to wish you all a Happy New Year.

This year will see I think, a marked change in the activities of most four wheel drive clubs. With the cost of petrol rising a lot of people will be looking at shorter trips instead of longer and more distant ones.

If anyone wishes to lead such a trip, please contact either myself or anyone on the committee.

Last month the first part of Bonnies film of a trip by members of the club was shown, at the next meeting the second part will be screened thus completing a interesting look at part of Australia.

Elsewhere in the magazine you will find mention of the clean up at Wonnangatta, to be held on the Labour Day Long Weekend. It is vital that we get a good attendance to this function, as there is a lot of work to be done.

Also in the magazine there is a list of spare parts that we think every vehicle should have that ventures into the Bush, this list does not include recovery gear as this has been published quite a few times before.

Till the next meeting,

Geoff.

CHRISTMAS TRIP 1979 - THE HINCKS FAMILY - NOVICES TO FOUR WHEEL DRIVING

On Boxing Day 26th Dec. we met Werner, Sue and Lee at the Dandenong Library at 9.30 am., also Cathy and Brian, we all waited around for the other vehicle to arrive. We then started our journey, Taralgon being our first fuel stop. We then headed for Hayfield where we picked up Paul in his Landrover. This made 2 Landrovers and 2 Toyotas. Then we were off again, our next stop being Licola. We spent our first night on the Wellington River, it was a pretty spot and not very far from Melbourne. We hadn't set up camp very long when over the club radio came a call from Wendy and Andy in their Range Rover. There were people in a Holden which had rolled and needed help so Brian and Werner went off to help them. Our family comprises of Carolyn, Terry, Kim, Mark and Pandora our dog. Wendy and Andy have a little dog named Spike who made a big hit with Pandora.

When Brian and Werner returned we had a camp fire, good eats and a restful night. The next morning 27th Dec. all 5 vehicles headed back to Licola for fuel and a few supplies. Our second nights camp after 2 or 3 rover crossings was to be Honeymoon Hotel but it was occupied. On one of the blind bends Cathy had to bail out as there was a nasty hole in the track, the Toyota had a nose well in the air. Being third in line and only novices we were guided around it carefully. After setting up camp for the night the big kids had a ball at the water hole, one of many yet to come. Unfortunately it was a Total Fire Ban, so we had to be content to sit around and make our own music, Andy on mouth organ and a little noise from our generator for the lighting that night. Next morning 28th Dec. I was up early to find one certain S.W.B. Landy owner taking his usual bath & Brian Tuck trying his hand at fishing. After breakfast we removed one free wheeling hub from Pauls Landy. He had hit a rock the day before. A quick check of my Landy at this stage? No problems, and a slight modification to one fan on the Range Rover.

It was not long after breaking camp and heading for Butcher Country and to us all hell broke loose. Not knowing my capability or the Landy's we made it very hard on ourselves. We must have stopped at least 12 times climbing the big hill. We had very bad overheating problems with a burst manifold to water pump hoses. Probably the worst stoppage was when we were halfway up on a steep section when I nearly dirtied my undies, not far further up the hill it was evident that it had taken its toll. We came across a Landy with a busted diff, apparently it had been there for a week. After reaching the top the experience learnt was well worth while. The scenery was beautiful. Everything seemed to be much easier from then on. We hit the high plains mid afternoon in the rain and hail. It was Werner's turn to come to grief we found him stuck by the chassis. Apparently the bulldozer had the day

before made a run off for the water, but Brian made short work of pulling him out. While all this was taking place Wendy and Andy made good use of the hail stones by putting them in plastic bags for the Esky. Ten minutes after that I was stuck in the mud and Werner made good his homemade winch. I think it was the only time used. We made Howitt Hut our third night stop. It was a relief to get there as it took us 7½ hours to do 27 km. we could not make use of the hut as it was occupied by a tribe of old ladies, and I mean old ladies! They had made it their base camp. They were actually going for full days bush walking with backpacks and cameras. I might add only one of us had a run in with them being Paul, apparently they thought one of us had washed our feet in their waterhole. If you had seen the colour of the water you would not have washed your hands in it. After a good night around the campfire it was up early in the morning 29th Dec. Checking my Landy for any problems, it was my biggest mistake by crawling under it, it was minus one back shocker it had broken clean out of the chassis. It was not long after this that we were joined by Stephan Trnacek in Toyota, Mike & Dot, Don & Thelma in the Landy, this made 8 vehicles. We set off around 10.30 am. for Wonnangatta Station, we had only gone a few miles when we started over heating again. We didn't hesitate to leave the party with wet eyes and headed back to Licola to where we had camped the first night. We can tell you what happened to the main party in Wonnangatta.

The next day 30th Dec. we headed for Heyfield to fix one shocked Landy, then on to Dargo where we drove around to the Crooked River for our nights camp. Early next morning 31st. Dec. we headed for Talbotville where we thought the main party was camped. But unfortunately they were not. We came across Paula Langille in the Nissan + Van. After driving back towards Dargo we came face to face with Stephans Toyota with Lee as a passenger. Apparently the guy we were talking to the other day mentioned we were looking for them and we left a message at the Caravan Park in Dargo. We met up with all that was left, as some had to return to work. Everyone stocked up on fuel and supplies for the nights activities (New Years Eve) and we were delighted to see all again. While we were waiting in the Pub for everyone over the Club radio came the voice of Andy and Caron in the Nissan asking us to wait for them. Then off we went again almost to Omeo where Wendy and Andy's friends were camped, we looked around a bit for a suitable place to camp but no luck. We then travelled to Swifts Creek Camping Ground. The weather was very wet, pouring with rain in fact all the time. Our tent was a wipe out. The camping ground had a very big shelter shed with big fire places so thats where we saw the New Year in warm and cosy, with plenty of grog. I just might add that at 2.30 am. we actually kicked out a certain Nissan owner and they ended up at the local dance.

Later that morning we broke camp sore head and all leaving Andy and Wendy heading for their friends. We all headed for home via Bairnsdale and had a counter lunch and drinks. By then it was our turn to say goodbye and we went visiting an Aunt.

Apart from all the experience we have obtained out of this trip, the highlight would have to be the scenery and most of all the company. To all the others in the party, Carolyn and myself would like to thank you all for your understanding and patience plus the opportunity to write this report.

Carolyn, Terry & Family Hincks.

Champion Cricket Team

Our Team has never looked any better
for openers there's Thom, Tuck & Brachna
When we bring out "Tiger" Howden,
it's all over bar the shoutin'
We play this game of cricket to the letter.

The bouncers will come thundering down
from the deadly hand of Keith "Tangles" Brown
and Demon Jack O'Brien
will send the bails a-flying
these boys rev up and really go to town.

Lakey will be scoring quite a few.
We can rely on "Slasher" Montague
there's Merlo, Mann & others
and the Mighty Alder Brothers
we'll all be playing for Australia soon - it's true.

I suppose you've all heard of "Smokin' Joe"
But what about our champion - Peter Rowe
with his bat there is no messin'
He could give ol' Viv a lesson
this man is not afraid to have a go.

ANON.

FOR SALE

FOR SALE

FOR SALE

FOR SALE

FOR SALE

Bull bar tubular type suit Toyota \$25.00 Contact Andy Bruce 546 6024

* * *

4.1 Diff Centres suit Toyota Land Cruiser. Perfect Condition. \$400.00

Standard fuel tank \$40.00 Contact: 743 6465

* * *

6'6" x 5'6" All steel heavy duty trailer, fitted with Toyota Wheels.
Aluminium canopy, insulated and lined.

2 x 10 gal. water tanks built in. L.P. Gas lines, 12 V. and 240 V. wiring.

2 Bunks. \$850.00 See Vin Handley 798 2151

* * *

Half finished pack rack \$5.00 See Peter Wall 547 3991

* * *

Lift up camper roof suit any vehicle with roof rack \$250.00 O.N.O.

Contact: Paul Taylor (547 3353) or Peter Wall (547 3991)

* * *

S.W.B. 1973 H/Top Landy. R/Rack, B/Bar, T. Bar, Capstan winch, m/flaps,
Tool Box, guages, new tyres F.W.H. 80,000 mls. P.C. \$3500.00 O.N.O.

Contact: T. Brackna

* * *

Tow bar suit Nissan Patrol - \$15.00, 2 Tyres Sand Grabber Radial 12 R 15 L.T.
T/Less raised white lettering \$110.00 each. Toyota F. Engine Manual \$5.00
V.D.O. Tacho, Cowl and wiring loom. Contact: L. Wells 059 85 3206

* * *

1977 S.W.B. Soft Top Toyota Landcruiser. 50,000 Km., New Tyres and 12
months Rego. Excellent Condition. \$5,500. Contact: B. Hipgrave.

* * *

L.W.B. Landrover parts IIA - Phone 232 0795

* * *

4 Nissan Patrol Rims \$15.00 each P. Rowe 857 6422

* * *

Pack rack to suit Toyota Landcruiser - factory made - used once - \$100.

Bull bar suit Toyota - \$30.00 Phone 791 6425

* * *

1 Genuine rear passenger seat suit S.W.B. Landrover \$40 O.N.O.

Contact: A. Merlo 93 2383

WANTED TO BUY

S.W.B. Landrover - soft top - reasonable nick - approx. \$2,000

JOHN LORIMER 793 3342 Bus. Hours.

SOCIAL SECRETARY:

At the last meeting (January 29th) Tom Brackna was duly and officially appointed the position of social secretary due to Pam Brennan standing down. Following this an election to replace Tom's position was held and the following nominations were received: Paul Howden, Ted Plastow, Paul Taylor and Don Montague. The final result was a good win to Don, we would like to welcome Don to the committee and thank all the others who agreed to stand for nomination.

THINGS TO COME:

Narbethong: Saturday & Sunday 24th-25th February

Venue: Annual C.C.J.C. Get Together at Happy Valley Farm.

All members that are going have now been finalised and enteries are closed. Anyone with any queries contact John Thom.

Wonnangatta: 8th-9th-10th March. KING. HUT.

Venue: This weekend has been put aside for the proposed track rebuilding in Wonnangatta Valley. It is stressed that it will not be a pleasure trip as there is plenty of hard manual labour to do. We propose to lay a corduroy track through the bog hold (approx. 70' in length) so it will necessitate the use of picks, shovels, etc. as well as chain saws to cut the required lengths of timber. We urgently require members to attend this as only 8 in 51 indicated that they will help out. The Association is also involved in this and it is hoped that many other clubs will also attend.

Club Meeting: Tuesday 25th March

Day Trip - Bunyip - Sunday 30th March

Departure	:	Dandenong Library
Time	:	8.30 am. sharp.
Destination	:	Bunyip, Labortoché, surrounding area.
Fuel	:	Full tank
Eats	:	Made lunch, ½ hour break.
Grade	:	"A" Grade, 6 vehicles maximum. Vehicles must have own towing slings and preferably "A" Frames.
Trip Leader	:	Andy Merlo.

Easter - 4,5,6, & 7th April

Venue: Still to be decided either King Hut - Mansfield Region or Mitchells Homestead - will be discussed at February meeting.

Anzac Weekend: 25,26, & 27th April

Venue: Into the alluvial gold region of Eastern Vic. around Cassilus through Bairnsdale approx. 5½ hours drive from Melb. Trip Leader Andy Bruce. More details later.

Cape York - August 1980

This trip is closed to any further members as we now have twelve vehicles wishing to attend. Any other members thinking of coming along can forward their name to Brian Tuck and they may secure a position if there are any drop outs. On the 12th January this year there was a meeting of all parties involved and the following agenda was drawn up:-

Departure:

Saturday August 30th - 6.00 am. - Chadstone Shopping Centre - Dubbo N.S.W.

Sunday 31st - Dubbo - Cunnamulla

Monday 1st - Cunnamulla - Barcaldine

Tuesday 2nd - Barcaldine - Cairns

A few days in Cairns then onto the top spending 2 - 3 weeks up there, then back home with another week.

THINGS FOR THE FUTURE

Car Rally, Navigation Rally, Pancake Night, Casino night, Film night and weekend trip to a Winery.

LAST MEETING

Geoff Mann chaired the meeting which started at approx. 8.20, there were 31 members present and many visitors. Elections were held for Sec. and Committee persons position. Christmas trip report was given by Terry Hincks and Cathy Tuck, Kids Christmas party by Debbie Godson, and a short report by J. Lake on the Snowy River region. After the break films of Bonny Lindsay's trip across the Gunbarrell and Tanami track were shown - thanks Bonnie. The raffle which was a \$20.00 voucher for "Just Jeans" was won by Ann Schaeffer.

NEXT MEETING

Held on Tuesday 26th February at Dandenong Library. Don Montague will show a film of his trip to the West.

SPARE PARTS

The following list is the suggested minimum that you should have, some vehicles with their own peculiarity should carry more.

HOSES: Radiator, Heater, By-pass.

FAN BELT

ROTOR BUTTON, DISTRIBUTOR CAP, POINTS, SPARE SPARK PLUG, BUEL FILTER, BRAKE FLUID, ENGINE OIL, DIFF. OIL, DEWATERING FLUID, FUSES, PLASTIC HOSE, SILASTIC, also a con of Grease can come in handy at times.

All these things can be packed away in quite a small area, and can make the difference between a good trip and a bad time.

CLUB DISCOUNTS:

1. Le Mans Toyota, 1547 Dandenong Road, Oakleigh. (Trade Discount) 568 0933
2. ULR Holdings P/L., 1339 High Street, Malvern. " " 20 2130
3. Lonsdale Tyre Service, 26 Plunkett Road, Dandenong (35% Disc.) 791 8666
4. Geoff Mann is able to obtain Koolatron 12V Fridges for the below prices:

<u>Amount Ordered</u>	<u>\$</u>
3 - 10	181
10 - 24	170
25 +	159

ITS & BITS

Seems the Christmas Trip didn't go without mishap. Brian and Cathy Tuck (the only qualified first aiders) were the only ones who required attention. Cathy had the flu, and Brian fought a 3 tonne log and a chain saw all at once, (lucky he is still with us).

Butcher Country claimed a few victims - Terry Hincks constantly blew radiator hoses, Andy Bruce had all sorts of problems in his 2WD Range Rover until he engaged the diff lock, Werner managed to bog himself on the high plains, and Paul Howden pierced the body work of his Landrover with a nasty piece of wood.

Seen at the Howitt Hut was an elderly womens walking club, doubt if they did much because you could not get out of the hut over the empty Sherry flagons. They were attempting? to walk into Wonnangatta.

Who was the Range Rover owner collecting hail from around the hut, you'd think he could afford a fridge wouldn't you. (3 days later ice was still intact).

New Years Eve in Dargo was put off due to the inhospitable behaviour of locals, so we went to Swifts Creek Caravan Park, a good night except for all the rain.

On the Anniversary of my Nissan (-24 hours) drowning at the Aberefeldy our Pres. Geoff decided to take the honours this year and do a repeat - quite successfully too. (5 bent rods against 3 of mine).

Whilst on the subject of Geoff getting wet, at 2.30 am. on Sunday 2nd February he was seen swimming in one foot of water fully clothed after falling 6 feet into the Wonnangatta River. His call for help was in vain as John Thom and Phil Alder could not contain themselves on the bank above. (they were looking for Koala's!!??)

A cricket match between the above three brought back memories of the "Bodyline" era, all bore scars through using pine cones as a ball and a spade for a bat.

At John Lake's and Jim Sparks Christmas camp on the Snowy River one fine day they were visited by 5 or 6 friendly Toyota owners from our club and sure enough one by one they all ended up firmly embedded in the soft river sand.

The cricket match fought against the Nissan Club was a real success, so was the Red coloured egg that was bowled to Don Montague he has now received his just punishment (recorded live on film).

On the day Phil Alder made more "runs" off the field than on (a stomach disorder was diagnosed). Hero of the day would be Andy Bruce (who said he was too old) capturing 3 wickets in one over.

Final scores in the match were as follows:

Nissan Club	138
V.F.W.D.C.C.C.	70

enough said on the matter, but a fantastic time had by all. Thanks very much to Paula Langille for arranging the above venue. Numbers who actually participated were very even. We had nineteen players and they had twenty - it was a really good turn-out.

Club Technical Officer is John Lake available on 95 4000 during business hours.

Books available from the club library through Peter Adams at monthly meeting. Fee 10¢ per month.

Name tags at meeting - failure to do so 20¢ fine.

STOP PRESS:

I have just received news that two of our members are getting married on Saturday 23rd February, being Rosalie Hay and Dennis Evans - Congratulations from all the members of the V.F.W.D.C. and hope you have a happy life together (maybe Narbethong for the Honeymoon).

Phil Alder and me, accompanied by Steve Alder and Tom Brackna went along to the Association Meeting with the intention of discussing the deterioration of the Wonnangatta Valley and particularly the tracks through the Valley as outlined by our acting President Phil at the last Club Meeting. As it happened this subject had already been brought to the Association President, Ron Craimer's attention through "Letters to the Editor" in the Age newspaper on November 12.

During our last visit to Wonnangatta, we had the opportunity to speak at length to Bill Allan, a Ranger with the Fisheries and Wild Life Department. He emphasised the urgent need of action by telling us of a meeting to be held between the Soil Conservation Council of Victoria, the Lessee and himself to discuss access through the Valley by Four Wheel Drives. Phil and I indicated that our Club would help in corduroying the bad boggy sections and that we would approach the Association to enlist their assistance.

The response of Club Delegates present at the Association Meeting was very good. Therefore, a tentative date has been set for a long weekend in March.

Ron Camier has invited Phil and myself to the next Association Committee Meeting for further discussions.

Wonnangatta is unique. You can't stop a minority from misusing it, but you can help so that the majority can continue to enjoy it.

JOHN THOM.

(News and views from the Victorian Association of Four Wheel Drive Clubs)

Four-Wheeling in the Fuel-Starved 80's

It's not just because of the 1974 energy crisis, the Iranian revolution or a conspiracy by the multinational oil companies - the problem we are facing is a growing, long-term shortage of liquid fuels for transportation. In Australia we are particularly vulnerable because our large distances, suburban sprawl, and tradition of personal mobility make us utterly dependent on the motor car. Furthermore our indigenous oil reserves are running out. The deficiency between supply and demand is now 20%, by 1985 it will be about 50%, and by the year 2000 80%.

In Europe petrol prices are up to three times higher than they are here, although their travelling distances are usually much shorter. It is to the USA, with its more similar distances, natural resources and life-styles that we should be looking for leads as to how to respond to these problems.

The big advantage Australia has is in our enormous reserves of non-liquid energy resources: coal (black and brown) and uranium. Therein must lie the key to our economic survival. Obviously there are no cheap solutions, but let's look now at the main possibilities.

Short Term Solutions

1. Artificially increasing fuel prices will make the crunch more gradual and encourage energy conservation now.
2. Conversion to LPG is capable of supplying about 12% of Australia's needs. It will be most popular in Victoria because of our proximity to the Bass Strait reserves. Supply distribution will be limited to relatively few outlets in Melbourne and other major centres only. At present it is greatly underpriced, but conversion will be a viable alternative for about the next 10 years, especially for high mileage drivers.
3. Public transport development is economically limited by the low population density of our middle and outer suburban areas.
4. Relaxation of vehicle emission controls can save fuel both in vehicles and refineries. The balance between air pollution and a crippled transport system needs to be carefully considered. Research on cleaner burning engines and alternative emission control methods is essential.
5. Streamlining traffic flow patterns and lowering country speed limits can also save fuel.

Long Term Solutions

1. Increased oil exploration must be encouraged. However, strikes will most likely be relatively small and difficult to exploit (e.g. in remote or off-shore areas).
2. Electric cars should be developed for city commuting. Major technical advances are still necessary to obtain acceptable performance and energy efficiency. This option may necessitate nuclear power generation.
3. Alcohol for mixing with petrol can be obtained from sugar and grain crops. Large scale production is likely to be expensive and will provide a maximum of only about 10% of Australia's needs.

4. Synthetic oil from shale-oil or coal liquefaction is a distinct possibility given Australia's huge reserves of these resources. The main obstacle is that to be economic it must be done on a huge scale. Therefore forward budgeting and careful process development is essential. (It is notable that whereas most of the revenue from the U.S. world-parity prices policy is going into process development, in Australia it is going into other government expenditure!) This option may also make nuclear power inevitable for Australia

Effect on 4WD Touring

Undoubtedly our recreation will get more expensive (and so will most other things). There will be a trend to smaller, lighter vehicles. Some people will convert to LPG, although not many because of the limitations of availability and tank storage. Many people will have another, small car and save the 4WD for holiday use (it's still more fun than a boat, a caravan or a beach house!)

In the engine department diesels will become more popular because of their greater fuel efficiency. Also small turbo-charged engines which provide power for highway cruising together will reasonable economy for low speed bush or suburban driving will become common.

Trips will tend to be shorter, longer ones less frequent, and be more carefully planned. It is likely that there will be more base camp-type trips and a greater proportion of walking. Our camping style will provably become more simple, with tents instead of vehicles having built-in accomodation, and less gadgets. (Perhaps these are not such bad trends!)

Finally the prople who stay with 4WD touring are likely to be the more dedicated (i.e. club member-type) enthusiasts, whereas the casual types (often the less responsible characters) are more likely to be discouraged. Thus crowding will be diminished and impact on the environment and other recreationists lessened.

In the 80's things will certainly change - and mostly be tougher - but no doubt the instinctive ingenuity of most keen four wheelers will enable them to adapt to the challenges ahead.

(Note: The author's background for this article is as an engineer currently working on the development of alternative liquid fuels for transport).

TECHNICAL HINTS.

If you have a complete failure in the wireing of the vehicle (burnt out loom/loss of ignition keys) a simple by pass circuit can be installed by running a length of any sort of wire from the positive terminal on the battery to the positive terminal on the high tension coil. (If a resistor type ignition system is fitted it is important to pass this wire through the resistor first as overload of the coil may result).

To activate the starter motor a circuit must be made between the positive lead (generally found as one of the large terminals on the starter motor and the small terminal on the starter motor. This connection must be removed immediately the engine starts.