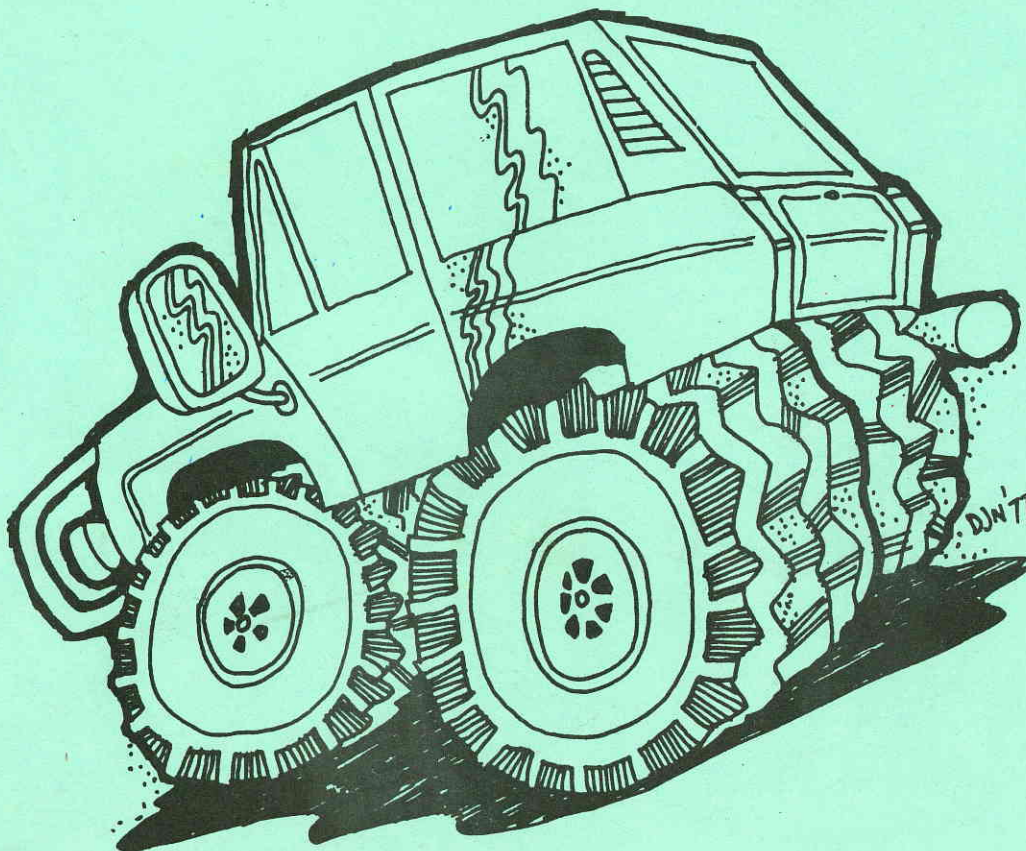


APRIL 1980.

F
R
E
E



W
H
E
E
L
I
N
G



OFFICIAL NEWSLETTER
OF
VICTORIAN FOUR WHEEL DRIVE CLUB

Registered for posting as a publication
CATEGORY "B"

VICTORIAN FOUR WHEEL DRIVE CLUB

COMMITTEE 1979-80



PRESIDENT	GEOFF MANN, 10 Fernhill St., GLEN WAVERLEY. 3150	233 2229
VICE PRESIDENT	PHIL ALDER 7 Dermot Street, STH. OAKLEIGH. 3167	579 3948
SECRETARY	BRIAN TUCK 2 Page Street, CHELTENHAM. 3192	93 1484
TREASURER	WERNER DITTERICH, 14/96 Cavanagh Street, CHELTENHAM. 3192	93 3325
ASSISTANT SECRETARY	JOHN THOM, 8/7 Green Avenue, MULGRAVE. 3170	547 3510
PUBLIC RELATIONS	PAULA LANGILLE, 6 Rowena Court, KEYSBOROUGH. 3173	798 5835
SOCIAL SECRETARY	PAM BRENNAN, 68 Willow Avenue, GLEN WAVERLEY. 3150	232 0795
COMMITTEE	ANDREW MERLO, 57 Kardinian Avenue, CHELTENHAM. 3192	93 2383
	TOM BRACKNA, 11 Sunnyvale Court, HAMPTON PARK.	799 1998
NEWSLETTER EDITOR	ANDREW MERLO (as above)	
ASSOCIATION DELEGATE	JOHN THOM (as above)	
RADIO OFFICER,	TED PLASTOW, 22 Mary Street, EDITHVALE 3196.	772 4393

MEETINGS LAST TUESDAY
OF THE MONTH AT DANDENONG
LIBRARY.

CORRESPONDENCE
P.O. BOX 778,
DANDENONG.

PRESIDENTS REPORT - APRIL 1980

Well, I hope by now you have all sold your raffle tickets, those not at the last meeting should have received their tickets in their Newsletter, remember the raffle will be drawn at the A.G.M. in July. While on the subject of meetings it would be nice to see a few more people there, the last two have been very poorly attended, please try and make it to the meetings the Club needs you.

By the time you read this you will probably be back from your Easter trip. Which I hope you enjoyed, for the first time in five years this Club did not run an Easter trip. Now I know this was not because anyone wanted to go away, in fact quite a few trips were organised, in February Phil asked if anybody wanted to go away at Easter and quite a few hands were raised. Yet at the March meeting no-one wanted to go, perhaps some peoples plans were changed in between meetings, this may be so, but think of the new members who joins a Four Wheel Drive Club to learn how to use his vehicle, this year this Club could not give that advise on the second major holiday break of the year.

On a lighter note, if you have any football experience please give your name to Andy Merlo as he is forming a club football team.

Remember also the elections in July, quite a few positions will become vacant, so think who you would like to see on the committee of your Club.

GEOFF.

On Melbourne Cup Weekend last year, John Thom and I were with a small group who travelled into the Wonnangatta Station. In places the track was in an appalling state of disrepair. Whilst in the Valley we met Bill Allan of the Fisheries & Wildlife Div. Wangaratta, who suggested some one should volunteer to repair the track.

John and I agreed, and we brought it to the attention of the V.A.F.W.D.C. at their next meeting only a few days later. Support was good, so we decided to go ahead with the project.

There followed much letter writing, telephoning etc. then on the weekend of 2-3 February, Geoff Mann, John and I travelled to Glen Falloch to see Bob Gilder, who owns Wonnangatta Station and quite a bit of the Valley, to ask his permission in person. Bob agreed to our proposal and we continued into Wonnangatta to discuss ways and means of repairing the tracks.

Shortly afterwards John Scorach of F.C.V. Heyfield wrote to me to say he would be in the Valley on Thursday 21st February, with Bob Gilder and Ken Terry of S.C.A. Bennalla, so Geoff and I arranged to meet them at Wonnangatta.

Unfortunately, at this meeting Bob Gilder told us that he had changed his mind. It is his opinion that if we fix his tracks and cemetery etc. he would be obligated to allow us access in future and would not have the option of closing the Valley. Without Bob's permission it would be illegal for us to do any work at all. He has agreed to reconsider so the project is not exactly cancelled, just postponed. Hopefully all our work we have put in will not have been wasted.

I would like to thank everyone who helped us, both in our Club and from outside, and although our efforts have perhaps come to nothing - at least we tried.

SOCIAL SECTION CONNECTION

Hi There,

This is your new Social Secretary. Sorry I'm late with the first report but things have been rather hectic lately.

Our planned film night will be held at the Dutch Club on the 2nd May. Bar facilities are available and supper will be included in the cover charge, about \$4.50 per head. The room holds about 40 to 50 people so let all go along; it's close to home; it opens til 1 am. and it's a great place for such a venue. PLEASE bring along your films - films of trips that is - there's nothing worse than sitting around looking at each other all night. Remember about 8 pm. 2nd May at the Dutch Club. See you there.

Next!

Waverley Cinema has sent me a letter informing me about coming attractions. I will bring the information to the next meeting and see what sort of movies all you four wheel driving stars like to see, if any. We can get together, polish up our eyeballs, see a good film cheaper than usual and have a bit of supper afterwards. More about that next meeting.

I have a few more fun filled, exciting social venues to plan and enquire about so thats all for now.

I'll try and be an informative type person next meeting.

Thats it for now from your industrious little social sec.

TOM.

ATTENTION CLUB MEMBERS!

THE CLUB IS HOLDING A MEETING AT THE DANDENONG LIBRARY ON THE LAST TUESDAY IN APRIL. UNUSUAL EH! ALL MEMBERS PRESENT HAVE SHOWERED AND USED THEIR DEODERANT. (E.G. WE DONT SMELL). THE LONELY MEMBERS AT THE LAST MEETINGS WOULD LIKE TO SEE YOU, SO IF YOU ARE STILL IN THE COUNTRY, COME AND SEE US, WE'RE STILL FRIENDLY.

SEE YOU AT THE NEXT MEETING.

Your lonely social secretary - Tom Brackna.

THINGS TO COME:

Anzac Weekend: 25,26 & 27th April

Venue : Gold Trip to Cassilus Mine
Time : Meet at Swifts Creek Pub at lunch time on Anzac Day (Friday). Omeo Hwy. 1½ hours from Bairnsdale approx. 5 hours in all.
Destination : Camping at Swifts Creek Caravan Park (all facilities handy) touring around surrounding areas which will include old mines and townships.
Fuel : Available Swifts Creek - full tank
Grade : 'C' Grade - special attention to all members that the area's to be visited are riddled with many tunnels and shafts - special care must be taken at all times to avoid personal injury, especially small children.
Trip Leader : Andy Bruce (546 6024)

Club Meeting: 29th April.

Gippsland 4WD Ho-down: 3rd & 4th May.

Held at Neerim Recreation Reserve. Price \$7.00 per head, children under 16 free.

Film Night: 2nd May

See Social Section Connection.

May School Holidays: Flinders Ranges, 2 - 3 weeks - Trip Leader Terry Hincks

Narbethong Trip: 18th May

Venue : Surrounding tracks around Narbethong
Departure : Narbethong Pub, Maroondah Hwy. 1½ hours from Melbourne.
Time : 9.00 am. sharp.
Fuel : Full tank
Lunch : ½ break made lunch.
Grade : 'B' - Winter type tyres only!!
Trip Leader : Geoff Mann

Car Rally: 1st June

Club Meeting: 27th May.

Venue : Annual Club Car Rally
Departure : Yarra Junction - out of Lilydale
Time : 9.30 am. Sunday
Destination : Will include some easy form of navigation with questions included. Finish is at an undisclosed spot but B.B.Que facilities available.
Fuel : Full tank - duration approx. 3½ hours and 30 miles
Lunch : B.Y.O. everything
Grade : Strictly 'C' Grade
Trip Leaders : Brian Tuck & Phil Alder

Queens Birthday: June 15-16th

Navigational Trial cancelled. Trip to Donnelly's Creek water wheel.
Leader J. Thom 'B' Grade - more details later.

Club Meeting: June 24th

Club Meeting: A.G.M. July 29th All members please keep this nite open.

Things for the future:

Early July day snow trip to Big River Area.

Annual snow trip to Tamborintha 26-27th July.

Early August Canoe trip down Thompson River from Aberefeldy Bridge to
Thompson River Bridge - see G. Mann.

Navigation Trial now to be on the 15-16th November.

Last Meeting:

We had approx. 35 members in attendance. A trip report was given by
David Heard on the King Hut weekend. Ron Camier gave us a brief outline
on the Associations aims and after the break Don Montague showed his films
of the west - well almost.

The raffle on the nite was a \$20.00 voucher from Brash's and this was won
by Tom Brackna.

Next Meeting:

To be held on Tuesday 29th April at Dandenong Library - entertainment is
unknown yet.

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

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

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

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

IT'S AND BITS

Completely forgot to mention last month that three members of the club went to a National Resources Conservation League meeting (namely: G. Mann, P. Alder and J. Thom). On the way home they decided to visit a fire tower near Narbethong and of course got the Valiant hopelessly bogged (in the middle of the night). The only decision was to go to the highway for assistance, J. Thom took on this task and ended up hitchhiking all the way home to Springvale to bring his Toyota back. Seems that that too almost came to the same fate as the Valiant had done.

Seen at the last meeting was yet another L.W.B. Diesel Toyota in the hands of Vin Handley, the rate the club is going we will soon take over Ventura Bus Lines.

Like to take the opportunity to thank Debbie Godson and Paula Langille for boosting up the tea-box at the monthly meetings. Over the years it had diminished to almost nothing - it's good to know it is now in such good hands.

The club annual raffle tickets are still available from Andy Merlo at the meetings. When the butts are completed could you please return them to the above.

On a brighter note: heard last committee meeting that when Geoff Dowell joined the club, John Lake said to him "Ah beauty now there is someone smaller than me". Geoff replied "Thats okay, at least I have got more hair!" (no more short jokes).

On a sadder note: Brian Tuck's rear diff broke - thats Toyota Tough!! Stephan Trnaceh has a new Thomas winch - and gear box.

The day trip to Bunyip turned out rather good despite the weather. One L.W.B. Toyota had all sorts of trouble with High milers and attempts to push and tow it were to no avail.

On the Easter break Goeff Dowell and Brian Tuck went into Mitchell's Homestead, Brian reported that both the track in and out of the valley were in fairly bad condition and when they arrived, there were heaps of noisy bikes. Apparently one chap drove down in a Falcon towing a trailer and had to be duly towed out to Wrens Flat by members of another 4WD club.

Could all those members who lodged their names with Brian Tuck for the Cape York Trip please see him at the April meeting so he can finalise actual numbers. There will be another meeting of all interested in the near future.

This should be of interest to all noisy diesel owners. There is a cheap and simple way to curb the noise level, turn up your radios. If no radio is provided in these aristocrat vehicles, you must sing loudly and who knows you might even make the top 40 charts.

QUOTE OF THE MONTH:

No memory is as strong as the weakest ink.

Don M.

TRIP CLASSIFICATIONS:

'A' Grade: Extensive use of 4WD: Tracks maybe difficult to negotiate - chains should be carried along with towing slings and anchor points: good winter tread pattern tyres are a must. Trip leader has the right to refuse a vehicle if above points are not met. Types of conditions likely to be met include: steep climbs and descents on all surfaces - rocky, muddy etc. mud & snow, deep river crossings and overgrown tracks. Max. six vehicles.

'B' Grade: Virtually same conditions as 'A' Grade but track condition is more favourable. Good tyres are a must as well as necessary recovery gear
Max 10 vehicles.

'C' Grade: Very limited use of 4WD. These trips include car rallies etc. Type of tyres doesnot matter and recovery gear not essential.

No maximum number of vehicles

In all above cases vehicles should be in sound mechanical condition and carry the basic spare part requirements as listed in previous Newsletters.

FEBRUARY, 1980

"TRACKWATCH"

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

What's the Association all about?

Invariably it seems that the average club member refers to the Association as "them". With some people it is regarded with suspicion as a large, faceless "big brother" organization with all manner of mysterious powers with which to trap and restrict the freedoms of the average club member. Let's consider then, some of the questions often asked.

Who is the Association?

We are nothing more than the 4WD Clubs - each represented by two delegates - and you know your delegates don't you? They're the ones who keep you informed about what goes on in Association meetings, what other Clubs are doing, and what Government and other groups are saying about us. Do make a point of asking your delegates about what is happening, and telling them your views. They probably don't want to stand up at the Club meeting and bore you with every last detail, but they want to see that you are interested because they are making a significant sacrifice of their time and effort on your behalf. In other words they need your support and encouragement. Remember also that because their manpower resources are limited, the Association is limited to the tasks of liason and co-ordination of effort - the real work must be done by the Clubs.

What power does the Association have?

The Association has no authority to direct Clubs or individual members to do (or not do) anything. The only rules in the Constitution relate to efficiently and properly transacting our business affairs. However, by sharing our ideas and experiences the Clubs can arrive at standardized policy guidelines, especially for the benefit of newer clubs. Also, because the Association enables the views of all the Clubs to be pooled, its statements to Government tend to be regarded with more respect.

Do we really need an Association?

Every month we hear new reports of track closures. Some are official and some are unofficial. Some are temporary and some are permanent. Some are justified and some are unjustified. We hear reports of commercial interests carving major roads into once remote areas, large scale forest harvesting or new water reservoirs obliterating yet another peaceful valley. We see misleading advertising in the media or unfair public criticism by groups with vested interests. Our recreation and the tracks and campsites that we enjoy are increasingly being threatened with extinction. What can the average Club member do about it on his own? The old saying, "united we stand and divided we fall" still applies. Only by joining with one another in Clubs and in the Association can we co-ordinate our action and apply ourselves to every issue of consequence. It must be stressed that this means united involvement by individuals, not united apathy. The Association is merely a framework on which ideas and action can be co-ordinated, our members educated in the careful use of the environment, and representations made to Government and other organisations.

What is the role of the average Club member?

Members of Melbourne based Clubs have the particular responsibility of ensuring that the delegates at Association meetings are competent and capable and the most suitable people available to represent our recreation to Government and the general public. Members of Country Clubs have the particular responsibility of keeping the rest of the organisation informed about what is happening in more remote areas, and to maintain liason with local forestry and national parks officers. Members of all Clubs are the "eyes and ears" of the Association in the bush. Unless club members report matters of concern which they observe, and unless clubs are prepared to act on them, as an Association we are impotent. Similarly, although one of the main functions of the Association is public relations, every member of every Club is in effect a public relations officer for our recreation. If the average club member does not do what is right, and understand why, the strivings of the Association are in vain. In other words the Association is just a group of people like you and I, and our only chance of success is if we work as a team.

TRACKWATCH - APRIL 1980

Narbethong Get-To-Gether 1980 - Association Meeting

Prior to the recent Get Together, all Club Presidents received a written invitation to attend a meeting being organised on the Saturday afternoon, being held in an effort to ascertain their views on the past performance of the Association, and possibly, the future policy.

A number of issues were discussed. These included:-

(1) Past Performance It was noted that over recent years the Association has been involved in -

- a) Submissions to LCC relating to
Melbourne Study Area
Gippsland Study Area
Coorangamite Study Area
North East Study Area
Alpine Study Area
- b) Representations to MMBW, Forests Commission
Soil Conservation, on the Thompson River track
closures (an issue still open)
- c) On wilderness area proposals for Snowy River area
- d) Representations to F.C.V. and National Parks
over bush track access
- e) Representations to various bodies over
advertising standards
- f) Publicity for the 4WD recreationalist
- g) Many other diverse but related issues

It was generally agreed that the results indicated the wisdom of arguing and speaking as a combined body, as distinct from many small clubs.

In summary, it is easy to say that most Association problems revolve around communication, and the necessity to act in a responsible manner, keeping your part of the bargain is the best way to continue using the areas we currently enjoy.

World Wilderness Congress, Cairns 8 - 13 June, 1980

Will you be in Cairns, NQ, over those dates? Would you be prepared to help the Association in attending a session or sessions relevant to our field of interest? If so, please have a word with your club delegate. For further information, interested parties can phone Ron Camier on 25 8386 (AH), or Peter Sherlock on 819 1167 (AH).

New Treasurer

Geoff Mann, currently President of the Victorian 4WD Club, is the Association's new Treasurer. Indeed, filling Committee positions seemingly holds no fears to Geoff for he has, in the past, filled such positions within the Victorian 4WD Club as Secretary and Treasurer. He had the honour of being the first elected Chairman of the Association.. Geoff has been actively involved with the Vic. 4WD Club almost since its formation.

A 31 year old shop fitter who at one stage divided his interest between four wheel driving and sailing, he gave up the latter when time and other considerations precluded the two interests happening concurrently. Geoff has been interested in 4WDs for over ten years, and has owned in that time 3 Land Rovers, and 2 Toyotas. His current 4WDing is done in his ex Army, Holden powered SWB Land Rover.

Association Letterhead and Bumper Sticker Competition

Could it be that the slogan "Don't Bugger the Bush" is wearing thin? What about a new letterhead for the Association? At the February general meeting, it was decided to hawk the proposition around the various clubs. We are fast running out of existing stocks of both items, and the time to consider updating is upon us. We would like any suggestions for:—

(a) A new letterhead bearing full title 'Victorian Association of Four Wheel Drive Clubs' or 'Victorian Association of 4WD Clubs'

A sketch showing lettering style, etc.,

(b) A new bumper/back window slogan to replace the 'Don't Bugger the Bush' one currently used.

A competition for the design/suggestion of these two items has therefore been launched.

Gary Fewkes from the Maroondah Overlanders has generously offered to provide a worthwhile prize for both categories from Smiths Industries (one was suggested Auto-Air, but we think not!!) Closing date for both is the end of May. Give it a go!!

(2) The major point to be made from the meeting is one of communication. In today's world, the word is taken for granted but in an organisation such as the Association, communication is the making or breaking of the group. Without the delegates from each club addressing their club to advise all club members of current thinking and activities, and without the delegates speaking at an Association meeting on the views of club members, then there is little point in perservering. It is the clubs and through them, the individual, who constitutes the Association. What good is it if he doesn't know what is going on?

There does appear to be a problem in obtaining, in some instances, a club delegate (s) or continuity of delegates. It ultimately depends on the enthusiasm or commitment that a particular club has to the role and working of the Association, and again this is relevant to communication.

Communication is reaching out to all members of all clubs - that is the main point behind the inception of the Trackwatch articles. To date some 16 or 17 Trackwatch features have been written, and distributed to all clubs, detailing just what is going on or providing information about resolvment of dispute, points of view, etc. How many have appeared in your newsletter, and where are the others?

(3) It was also obvious that communication will govern the attitudes and activities of our chosen recreation, as we move into the 80's. The general concensus of opinion is generally one of letting the various government bodies know our plans, and seeking their views on trip routes, etc. It is obvious that we enjoy our recreation in a fairly delicate environment and that the best policy is one of maintaining contact, and amiable relations with the local District Foresters. Has your club invited a speaker from the Forests Commission, Soil Conservation, or National Parks along to a meeting recently - there may be more in it than you think.

(4) It was also pointed out that the club member can help him/herself, their club and other 4WD recreationalists by noting any apparently illegal, strangely or ill-defined track closures. Take a note of the details, when? where?, what signs?, etc.; take a photo or two and ask your delegates to take up the matter.

(5) The Association is continuing to seek the co-operation of National Parks in the formulation of management plans for the new Victorian National Parks especially where there is an established pattern of 4WD usage. We have had a promise of consultation from NPs and are pursuing the matter. If they renege on their undertaking, what course of action would be open to the average club member and the Association?

(6) Wonangatta Track Clean-Up. In view of the tremendous effort put into the planning by the Victorian 4WD Club, not to mention the survey trips and visit to Mr. R. Gilder, (owner of the majority of Wonangatta Valley land), it was disconcerting to hear that the effort was in vain. It seems the S.C.A. are pumping for a track to the north east of the valley, that would connect existing tracks (Rileys Creek, Humphrey River area), and thereby by-pass the station. As a result the proposal to rectify the trouble spots on the valley track becomes redundant. Further information will be passed on when available.

Moomba Long Week-End Trip to King River Hut

Roll Call: Peter Rowe - Trip Leader, Stefan Trnacek, David Heard and Steven, Bluey Male and Son-in-law Peter, Geoff and Wendy Dowell, Wolfgang Zander, Andrew Guiney and Denise.

I left Melbourne at 6 am. Saturday morning, it was raining and it put me off a bit, but nevertheless onwards I went. I arrived in Mansfield about 8.15 am. and the weather was a little better. There I met Stefan and we went and got milk and bread then had a cup of coffee. Shortly afterwards Bluey & Peter arrived, they then had a coffee, by this time it was 9.15 so it was time to get out to Merrijig Pub where we were to meet Geoff and Wendy, David and Steven. Wolfgang had gone right through to King Hut on Friday night. We left Merrijig at 9.30 am. for our trip. We turned up the Mt. Stirling Road where we saw a lot of Venture walkers from the Army Camp at Balcombe, then onto the Lower Circuit Road. When we got past the Clear Hills track we thought we would try to get to King Hut using the back track, only to find we had taken a wrong turn and ended up back on the main track. Anyway we made camp by lunch time, set up camp had lunch. After lunch we left Wolfgang to look after things while we took a short trip to Pineapple Flat, there were a few in there but it was not crowded. We then headed up the Black Landing track onto the Circuit Road and back to Camp. We had an early tea and a few ports after and most went to bed early. Andrew and Denise arrived after tea.

Sunday after breakfast we headed up the Circuit Road to Clear Hill track where Stefan had to leave us and head home with a very noisy transfer box. We headed up Clear Hills track to Mt. Stirling where it was very cold and windy, many photo's were taken, whilst there we were talking to John Lake and Jim Sparks over on the Bluff, John did a flash but the distance was too great and we would not see even with Wolfgangs binoculars. From there we went down to the King Saddle where we had lunch. From there we went to Telephone Box Junction then down to Howqua Gap. We then went up the track to Mt. Stirling. The first part of the track was a bit rough with one bit that had to be detoured, when up the top of Stirling we headed back down Clear Hills track again stopping at the ruins of the old Clear Hills Hut. Then back onto the Circuit Road, down a bit further was a track to the left called King Jeep track which should have taken us back to camp. We made it down most of the hill okay until we came to a cross road. I went ahead and checked it out but the loggers had been in and there were roads off everywhere, so we then went to the right to the Circuit Road again then back to camp. After a beer Bluey, David & I decided to go up the track from our camp to see where it came out, by the way John & Jim had tried this track the day before but could not get up, so away we went within about 5 or 10 minutes we were at the top with no problems "Toyota Tough" sorry John & Jim, only to find the track came out where we all had waited while

I was looking for the right track earlier in the day. There was an arrow carved in a tree about ten feet up that's why no one saw it. That's our story anyway. We then went back to camp. After an early tea we headed off to Bindaree Hut to the invitation of John and Jim and families for an after dinner drink. Well they had a rotten fire that was three feet in the ground and you had to stand over it to get warm then when Jim put wood on it smoked everyone out, so after we ate all their marshmallows and drank their coffee we left, thanking them very much for their hospitality. Wolfgang decided to stay the night at Bindaree and we got back to Kings at midnight.

On Monday we headed off through Pineapple Flat then turned into Westons track up to Mount No. 3 it was the best 4 x 4 track we had been on all weekend, it was very steep in places and rocky with very rough creek crossing we had lunch in a logging area, then onto the summit of Mt. No. 3 where we heard Wolfgang over the radio having trouble mounting rocks, anyway after much ado he mounted the rocks and was on his way. From the summit we headed towards Tomahawk Gap then turned left to follow the Buttercup Creek back to Mansfield but missed a turn and ended up coming down Carters Road coming back to the Buller Road at Sawmill Settlement then into Mansfield where we met up with Jim, John & Wolfgang, after talking for a while Bluey & I left at 2 pm. Bluey turned off at Castella and I continued on arriving home at 5 pm. From Mansfield to Mansfield we covered 210 km. I would like to thank all for a very good weekend and the weather was also in our favour.

PETER ROWE.

TECHNICAL HINTS

If you are doubtful of the proper functioning of the ignition system of the engine, the following simple test procedure will check its effective operation.

Remove the distributor cap and rotate the engine until the rotor is midway between two lobes and the heel of the points. Ignition switched on check the supply of current to the points by placing a light bulb in series with the supply to the positive side of the coil. If it lights then current is present. Reconnect the wire to the coil. Remove the high tension lead from the centre castle of the distributor cap and hold it one quarter of an inch from a metal part of the engine. With an insulator (match or wooden twig) push the points open slightly. A spark should occur at the high tension lead to the engine, if no spark or only a spark when the distance is closed up to 1/8" or 1/16" then a defective coil or condenser is probable.