

JAN. 1983.



FREE WHEELING

Registered for posting as a publication

CATEGORY "B"

THINGS TO COME:

JANUARY 25TH - CLUB MEETING

JANUARY 29, 30, 31ST

VENUE: AUSTRALIA DAY WEEKEND TRIP

DESTINATION: DONNELLY'S CREEK

T/LEADER: PETER ROWE (contact him for further details)

FEBRUARY 22ND - CLUB MEETING

FEBRUARY 26 & 27TH

VENUE: ANNUAL GET-TOGETHER AT NARBETHONG
(more details next meeting)

CAPE YORK EXPEDITION

By Andrew Williams.

October 1980 and 6 4 W.D.'s are pointed south after successfully defeating the mighty Simpson Desert. The question on everybody's mind was; where next, the answer was a place that offers the extreme opposite to the Simpson dry - Cape York Peninsula.

Almost 2 years later on the 1st September 1982, a gathering of 7 4.W.D's and 15 people at Laure H.Q. marked the beginning of the Cape York Expedition. The 15 people were Peter & Bluey, Vin & brother Peter, Myself & mate Col, Bonnie, Gus & family and Ray & family. The vehicles were 6 L.W.B. Landcruisers and one L.W.B. Hilux. The latter being possibly the best 4 W.D. vehicle that has ever been (yes I'm bias). Anyhow for fear of losing most of my readers I will carry on with the trip report without mentioning this fact again.

From Laura we travelled 400 K's to Weipa passing through Coen and traversing tracks so rough with corrugations and washouts that my head was imitating a pannel beaters dolly on the ceiling of the truck. At Weipa we played rubber necks (touro's) and took a guided tour of the aluminium bauxite mines. North of the Weipa we made camp on the Wenlock River, the first of the wet creeks. Its banks lined with thick rain forest jungle gave the feeling of being in the Congo and just to make the feeling complete at 5.00am the next morning we were woken by hundreds of birds making monkey like calls.

Heading north from the Wenlock every creek had water and each had embankments needing special negotiations, some requiring travel upstream in the creek to find an exit.

We must have past through some hundred or more crks before arriving at the Jardine River. They call it a river but it looks more like a lake on its way somewhere.

Our party represented the club well here, making the over metre deep river look like a Bure Street, gutter, though we did watch a Mitsubishi float down stream and a homemade, fangdangle, you beaut, landrover thingimejig become bogged to its floor pan when the electrically operated automatic front diffengager went on strike.

North of the Jardine we left Australia.....and arrived at Bamaga, still on the main land, though with the Palm trees and all the locals being Torrens Strait Islanders it felt like Fiji. Friendly people but slow. Lunch spans from 11.00am to 3.00pm and you can wait, as we did, 3 hours for fuel. Bamaga treated us with a once in a life time the Bamaga Show where we saw native carvings, cooking, painting, dancing and the locals having a great time at their day of the year.

About 20 K's north of Bamaga is the Top, and with tied being out we stood at the absolute limit of the Australian main land. Back at Bamaga we made the planned meeting with L.R.O.C. (Land Rover Owners Club) and chartered a boat to Thursday Island (T.I.) meandering between island after island during the 30 K's from Australia to T.I.

Back on the mainland L.R.O.C's and Mobiles broke radio contact as they headed north and we south retracing the 'Highmiler' tread patterns, through the 'Jardine', Wenlock & Archer Rivers' and many K's of rough track to Musgrave Stn, where we hung a passenger (left turn) and headed into the Crocodile infested waters of Lakefield National Park.

Even Carrol, who doesn't like croc's much survived this part of the trip and we all arrived safely in Cooktown.

As it turned out we had arrived at Cooktown on a Friday. Cooktown has three Hotels and a limited supply of customers so locals start a Friday night with the Hotel at the top of the hill, more down to the centre hotel and then onto the bottom of the hill (a disco). Well when in Rome do as the Romans do, so off we went. After the first two Pubs the Waltzers, Jivers, Rockers and others decided to give the disco a miss. I decided to prove the staying power of the younger generation and drank and danced and drank on into the night. The next day showed who had the real staying power as I crawled behind the rest seeing the sights of Cooktown.

I recovered from Cooktown just in time to appreciate the sights of Cape Tribulation or as we renamed it, Cape "Titulation" a National Park between Cooktown and Cairns, dedicated to Hippy communes.

Tearing ourselves away from "Titulation" we made for the millionaire's holiday resort of Cairns which marked the end of our trip as a group, some taking the express run to Melbourne others staying in North Queensland another week and myself and Col taking the long way home via Birdsville Trk.

In all it was a great trip that we wouldn't have even ended if it wasn't for the fact that most of us were committee members, and so for the clubs' sake we came back. If you buy that you'll buy the one about how good the Hilux is but I promised not to mention that again.

Andy Williams.

Trackwatch

No 42

(News & Views of the Victoria Association of Four Wheel Drive Clubs)

TRACK CLOSURE APPRAISAL

Many Forest Commission seasonal track closures will be reopened on the 31st October, 1982.

Track closures are naturally of vital concern to four-wheel-drive tourists' and we ask for YOUR assistance in helping YOUR Association to monitor the track networks of Victoria.

At the September meeting of the VAFWDC a 'Track Closure Investigatory Sub-committee' was formed to 'investigate' overall track closures in Victoria, particularly in the Alpine Area, and prepare a report on these closures by 31st March, 1983.

While we support the Forest Commission in the concept of seasonal track closures where conditions genuinely warrant closure, we are of the opinion that some of these closures are not justified. The purpose of this committee is to devote its energies to a comprehensive analysis of the state of access to Victoria's track network, and to pinpoint any trends it perceives in any region.

It is vital for our recreation that when we meet with government departments that we have "facts and figures" at hand, rather than generalisations and/or rumours of the state of such-and-such a track. To this end we ask that all club members co-operate fully with this committee and in particular maintain the 'Track Report' sheets which have been distributed to all Clubs'.

The aim of this committee is grandiose in magnitude and if it is to be meaningfully completed YOU will have to contribute. We ask that all trip leaders arm themselves with a few 'track report' sheets prior to departing on a trip. They should be filled out and returned to the Association if any unscheduled/non-map marked/ illegal -eg trees dropped/ seasonal closures still closed, or unusual track closures are encountered. We are particularly interested in tracks that are closed and not marked as such on any maps. Where possible walk up the track and try and find a reason why it might be closed.

During November seasonally closed tracks could be traversed and photos taken of areas which may be the justification for a winter closure.

Taking into consideration the dry conditions of this year, any likely trouble spots should be recorded so that we can then monitor their condition in wetter conditions and reach a decision on the justification of the closure.

We need to maintain accurate records of these closures and their reasons, and we can only do this with YOUR help.

We look forward to your assistance and support.

We bring to your attention the
SPECIAL INVESTIGATION OF THE ALPINE AREA
currently being undertaken.

The fight is on again for the survival
of four-wheel-drive-touring in this magnificent
region and we urge all Clubs' to compile a
submission for this investigation.

Copies of the complete report can be obtained
from the Government Printer.

This material however is the same as that prepared
for the previous LCC Studies of this Area.

The new information is enclosed in a separate
booklet, obtainable for \$2.50 posted, from

The Govt. Printer, Sales Office

P.O. Box 203, NORTH MELBOURNE 3051.

SUBMISSIONS ON THE FUTURE OF THE ALPINE AREA MUST
BE RECEIVED BY THE LCC BY THE 10th DECEMBER, 1982.

News & Views of the Victoria Association of FWD Clubs.

PROMOTING YOURSELF

The future of four wheeling rests squarely on the shoulders of you and me. We are the members, we are the Clubs', we are the Association. That's a lot of responsibility we're each carrying! A responsibility which occasionally we don't quite fulfil.

Sure we like a good time. Occasionally we can be a bit aggressive behind the wheel. We love a bush barbie and a couple of cold cans. Club trips are good also - occasionally we might even show-off. In front of our members and even the public. We're only human you know!

But to the uninitiated, the outsider, you might look a complete idiot! He'll leave with an image of the four wheeler as a ratbag. Public relations and public behaviour are subjects we take for granted or often ignore. But should they be?

Everytime you get into your four-wheel-drive, you're representing the club whose emblem you display on your vehicle. Everytime you drive to the milk bar, across town, wherever, you are virtually running a club trip. Everyone who sees you can associate you with a club. So you goof off a bit on the freeway - a little bit of bullbar intimidation - you've just been noted and recognised as a 4WD club member.

Similarly at a interclub 4WD get-together or public show, you are expected to act in a manner becoming to a responsible four-wheel-drive operator. There is an unwritten code of conduct to which the majority of four-wheel-drivers consciously heed. Environmental consciousness is one form of responsibility, but occasionally members behave in public in a manner unbecoming to themselves and their clubs. We've witnessed outbursts of stupidity and the acts of the unthinking at Boho in the past.

Some members would do well to remember that the Club scene is a family scene. Clubs are promoted as responsible organisations, and there is no reason why individuals who will not consider the rights of others, should be considered or allowed to remain members of clubs. Similarly clubs should be aware that ultimately they are responsible for their members and note that their actions are a direct reflection of the club they represent. The overwhelming majority of club members do the right thing - let's make sure the minority do also.

VICTORIA ASSOCIATION OF FOUR WHEEL DRIVE CLUBS

INCOME AND EXPENDITURE BUDGET 1982-1983

INCOME

Members club levies	\$3,400
Interest deposit account	\$245
Interest investment account	\$200
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<u>Budgeted Income</u>	<u>\$3,845</u>

EXPENDITURE

Secretary honorarium	\$Nil
Cost of typing	\$Nil
Secretary Expenses - Stationery	\$100
- Postage	\$100
- Telephone	\$ 20
Photo copying 75 \$/month	\$900
Postage 36 \$/month	\$430
Hire of hall 30 \$/month	\$360
P. O. Box fee	\$ 65
A.C.F. fee	\$ 40
Auditor fee	\$125
→ Federal 4WD Club interstate meeting	\$800
formation expenses	\$100
Track Closure Committee expenses	\$200
investigations	\$400
Field Day expenses	\$200
Alpine Area submission	\$100
Printing and Stationery - Keep Scene Green	\$280
- Join Club	\$240
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<u>Budgetted Expenditure</u>	<u>\$4,460</u>

INCOME AND EXPENDITURE

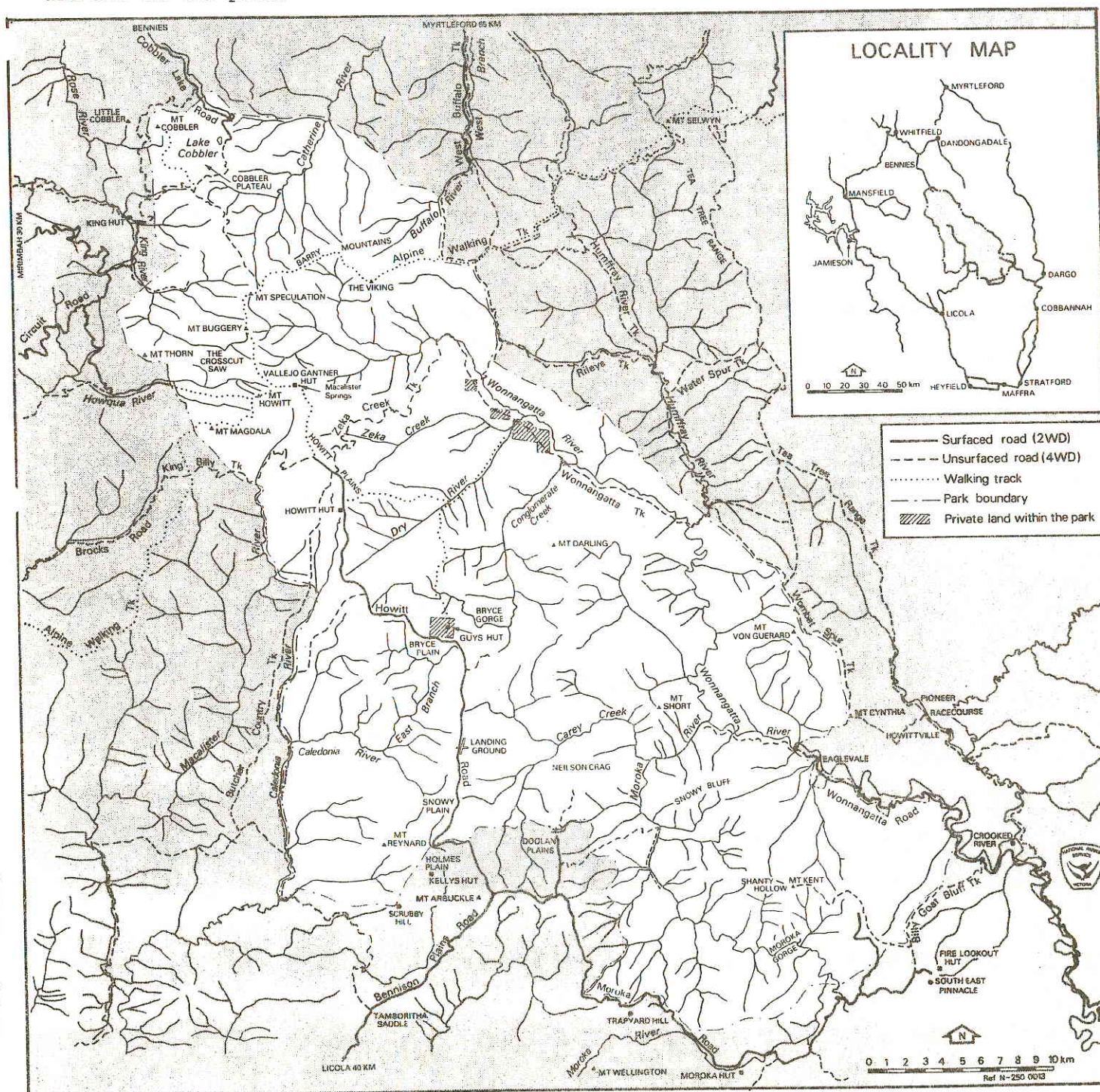
Income	\$3,845
Expenditure	\$4,460
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Operating loss	\$ 615
Less With Compliments	\$ 615
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Budgetted Operating Balance	<u>NIL</u>

Parknotes

Wonnangatta-Moroka National Park

This leaflet briefly describes the new Wonnangatta-Moroka National Park and provides basic information about access, recreation and regulations.

Proclaimed on 1 July 1982, Wonnangatta-Moroka is the State's largest national park, with an area of 107,000 ha. It contains spectacular alpine scenery with rugged peaks such as Mt. Howitt, The Viking and Snowy Bluff; sub-alpine plains and plateaux on the Snowy Range and near Mt. Cobbler; deeply dissected valleys at Moroka Gorge and along the Caledonia River; and the historic Wonnangatta valley. The freehold blocks surrounding Guys Hut and in the Wonnangatta valley are not in the park.



Warning: Track locations are approximate only and some minor tracks are not shown.

The park

Vegetation in the park is very diverse, and includes alpine herbfields on Mt. Howitt (where the best display of wildflowers is during late spring and early summer), snowgum woodlands, grasslands and heathlands on the plains and plateaux, alpine ash forests, peppermint forests on the lower slopes, and riverine vegetation along the valley floors.

The climate is typically alpine, with frequent snowfalls over much of the park in winter. Frosts and cold wet weather can be experienced at any time of year, even in summer, and the change from fine to wet weather can be sudden.

Cattle grazing is permitted under licence in most of the sub-alpine areas in summer and on the lower slopes throughout the year, and once-only logging of specified stands of timber will occur in the park up to 1988.

Visitors are reminded that dogs and cats are not allowed in the park and that other National Park regulations apply.



Vehicular access

The main vehicular access to the southern part of the park is from Licola via the Bennison Plains Rd, the Howitt Rd and the Moroka Rd. On the western side, the Circuit Rd from Mirimbah (near Mansfield) provides access to the headwaters of the King and Howqua rivers, and from the north the Cobbler Plateau can be reached along the Cobbler Lake Rd from Bennies (see map overleaf). Many other roads and tracks in the park are only suitable for four wheel drive vehicles. Seasonal road closures apply to many tracks in and leading to the park from about mid-June to the end of October. Maps showing these road closures can be inspected at the Head Office of the National Parks Service or District Offices at Traralgon, Taggerty and Wangaratta.

Vehicles must not be driven off roads or tracks and all vehicles used in the park must be fully registered.

Warnings

- * Beware of log trucks which use many of the roads in the park during summer and autumn.
- * Adverse weather conditions can reduce visibility, and may make some roads and tracks impassable.

Maps

Useful maps covering parts of the park include:

- * Forests Commission of Victoria, "Macalister River Watershed", 1:125,000
- * Victorian Mountain Tramping Club,
 - "Snowy Plains and Mt. Wellington", 1:63,360
 - "Crooked River - Dargo Area", 1:63,360
 - "Watersheds of the King, Howqua and Jamieson Rivers:", 1:70,000
- * National Mapping, "Howitt" and "Dargo", 1:100,000.



Walking

This park offers superb opportunities for bushwalking, particularly for those who are prepared to camp out. The Alpine Walking Track traverses some of the most spectacular terrain in the park from Mt. Howitt along the Cross Cut Saw and over

Mt. Speculation, The Razor and The Viking. Other popular destinations are the Wonnangatta Valley, Mt. Cobbler, Snowy Bluff and Moroka Gorge.

There are several shorter walks of up to half a day's duration that can easily be undertaken by visitors with two-wheel drive vehicles. The Dandongadale Falls are only a short walk from Lake Cobbler; Mt. Howitt and Macalister Springs can be reached from the Howitt Road; Pieman Falls and Bryce Gorge are on the eastern side of Bryce Plain, and Nielson Crag can be reached from Doolan Plain.

Good walking boots, warm clothing, waterproofs, and a good map and compass are essential items for any walks in the park.



Camping

Dispersed camping is permitted in the park, but please observe the following conditions:

- * Do not camp within 20 metres of any stream or dam.
- * If pit toilets are not provided, bury night soil 10-15 cm below the surface (where there are plenty of micro-organisms to break it up) and at least 30 metres from any stream or dam.
- * Take your rubbish with you. Do not bury it.



Use of fire

The use of camping stoves is preferred to minimise disturbance to the park environment. If you do light a fire, and there is any danger of spread, the following regulations must be observed:

- * The fire must be contained in a receptacle or fireplace or, if these are not available, in a trench 30cm deep. When selecting a site for a trench, look for a place that a previous camper has used (to minimise disturbance to the area).
- * All flammable material on the ground or overhanging the fire within a distance of 3 metres must be removed before the fire is lit. There must be no logs or stumps within 7.5 metres of the fire.
- * The fire should be kept as small as possible.
- * The fire must not be left unattended and must be completely extinguished preferably with water, before leaving. Trenches must be filled in.

No fire may be lit in the open on a day of Total Fire Ban.



Fishing

Trout can be caught in nearly all the streams in the park. An inland fishing licence is required.



Horseriding

Horseriding is permitted, but to assist the Service in the present and future management of this activity, please observe the following conditions:

- * Horses should be put in yards or hobbled overnight. If you intend using yards, either in or near the park, the cattlemen who use them should be contacted before the trip.
- * Keep to the roads and tracks wherever possible.

- * There should not be more than 25 horses in any group.
- * Horses should be watered downstream of occupied campsites.
- * Contact the National Parks Service prior to your departure.



Deer hunting

Deer hunting by stalking is permitted in the park from 15 February to 15 December inclusive. The use of dogs is not permitted and a current Shooter's Licence with Hunting Endorsement must be carried. It is not permissible to carry or discharge a firearm for any purpose other than deer hunting, and the use of spotlights for deer hunting is illegal.

Firearms permitted are those authorized for the purpose of hunting sambar deer in accordance with the Wildlife (Game) Regulations 1976 No. 2. Within 100 metres of camping or picnic sites, firearms must be kept unloaded to prevent their discharge.



Cross country skiing

The Snowy Plains and the area around Mt. Howitt are a "winter wilderness" and are suitable only for experienced skiers and campers.



For further information

Contact any of these National Parks Service offices:

North East District
P.O. Box 456
Wangaratta 3677

Tel: (057) 21 5557

Upper Goulburn District
C/- Post Office
Taggerty 3714

Tel: (057) 74 7247

Central Gippsland District
P.O. Box 762
Traralgon 3844

Tel: (051) 74 6166

or Head Office:

240 Victoria Parade
East Melbourne 3002

Tel: (03) 651 4011



July 1982: Information subject to review.