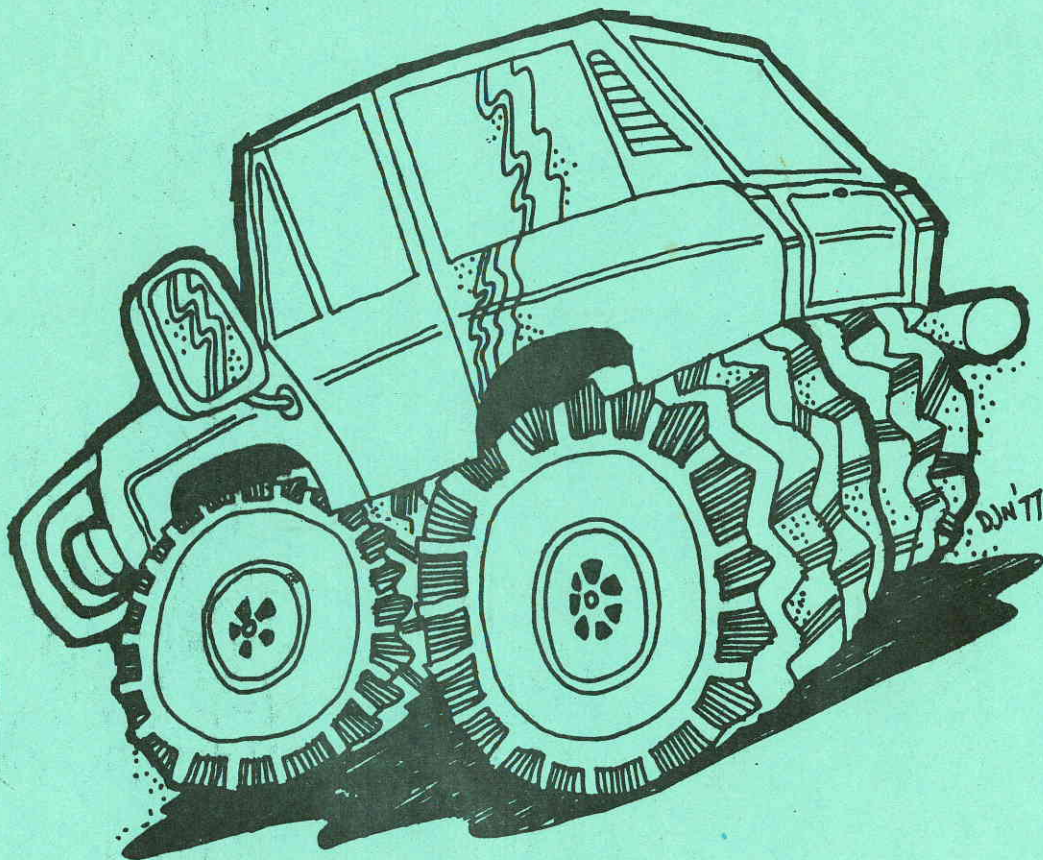


JUNE 1980.

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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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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.

Hi,

First of all I would like to explain why there was not any entertainment at the last meeting. I rang the officer in charge on Tuesday morning and was told that due to the Royal visit their members were on 24 hour standby, also they had been called out to Northern Victoria, however, he promised that if it was at all possible he would have someone attend the meeting, obviously he didn't. Anyway we now have to reapply for them to visit us.

In the last Newsletter you would have noticed that the clubs rescue service was mentioned, this was for new members who may not have been aware of it's existence. The original service consisted of John Lake and myself, however, John has now dropped out and Phil Alder has taken his place while John Thom acts as a reserve, our phone numbers are in the Newsletter.

The car rally was held on the 1st of June and was a great success, congratulations to Phil and Brian for setting such an interesting course, the winners were Keith Brown with Peter Rowe as Navigator, this is the second one they have won in row, for personal reasons I don't think I'll mention any more about it.

For all the new member's we have, Don Montague will be available for you to answer any queries you may have about the club also Don would be glad to hear any new ideas you may have.

We haven't got a date set for the clean up at the Police Paddocks, but as soon as we have you will be informed. Trailers and rubbish bins will be put to good use.

At the next meeting Brian will have a copy of the Track closures on display. There are a few ones that I don't think were shut before, in the Big River Lake Mountain area, Royston Gap Road, Cambarville Track, Snowy's Road and also Oak's Tracks are shut. These tracks are usually popular for snow trips.

We would like you if possible to bring your raffle book stubs to the next meeting. Remember it will be drawn at the A.G.M. in July.

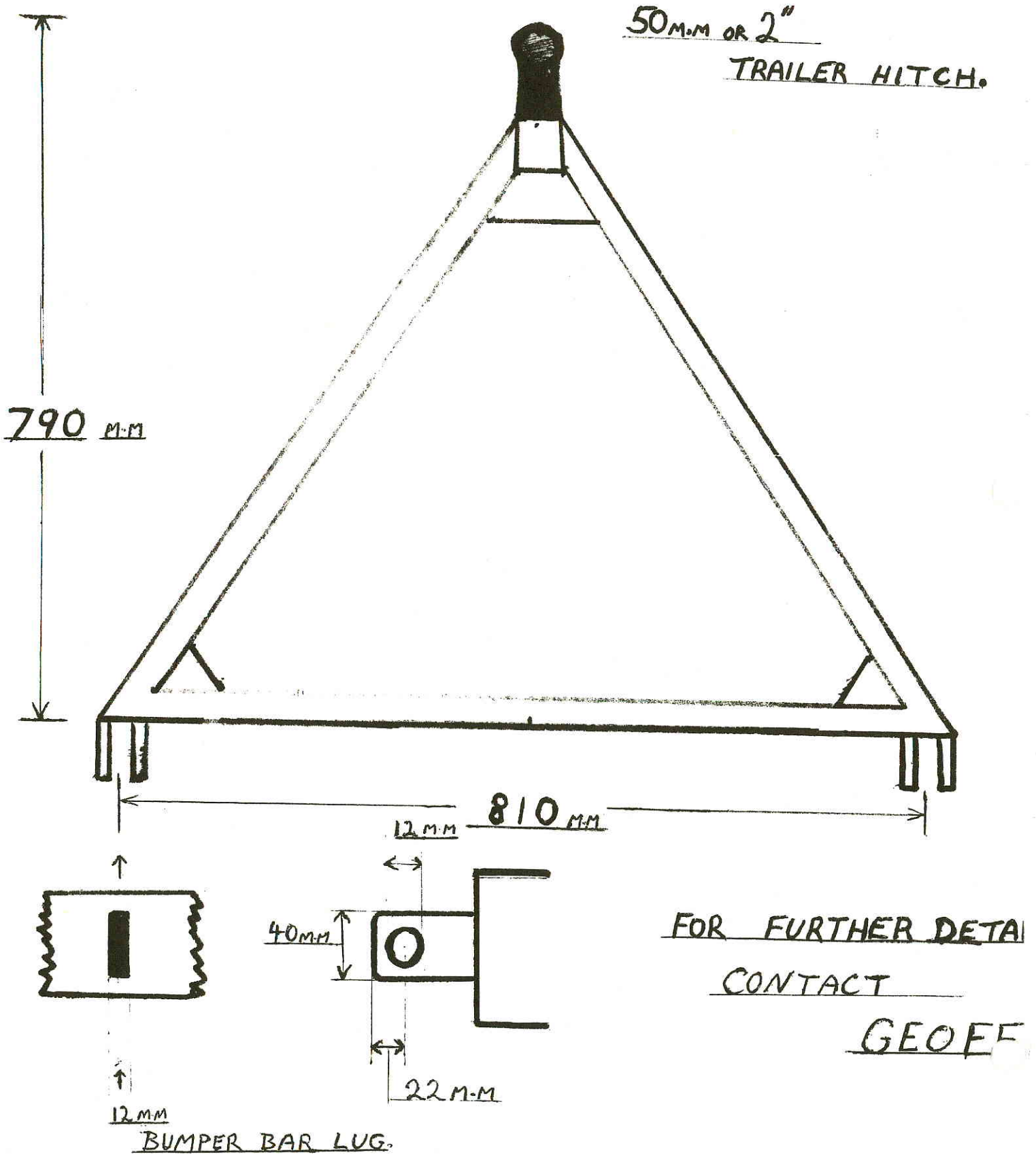
Paula Langille is looking into the possibility of us taking out some children from an Orphanage in the future, quite a few things have to be discussed yet, but I am sure we would not have any trouble finding enough vehicles.

As a final thought, don't forget that at the next meeting nominations will be taken for the elections.

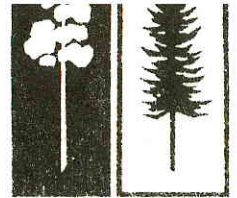
GEOFF.



VICTORIAN FOUR WHEEL DRIVE CLUB
P.O. BOX 778,
DANDENONG 3178



FORESTS
COMMISSION
VICTORIA



601 BOURKE STREET MELBOURNE

Postal Address GPO BOX 4018 MELBOURNE 3001

Telephone 617 9222

Refer Mr J H Taylor

Your Ref

Our Ref 75/700 JHT KFZ

Date 14 March 1980

Mr Brian Tanner
V A F W D C
G P O Box 401 C
MELBOURNE VIC 3001

Dear Mr Tanner

Thank you for your letter of 5 March 1980 concerning signs and barriers on roads in or leading to State forest.

The question of the sign on the Gladstone Boundary Track has been referred to the District Forester at Beechworth and he will reply directly to you.

The Commission's policy is that the network of roads and tracks throughout State forest is generally available for use by the public. However, if this use is likely to cause unacceptable road damage or danger to the public, the Forests Act permits the Commission to close roads or sections of roads temporarily, usually during winter. If a road is no longer required, or its use is likely to damage forest values, the Commission may request the Governor in Council to close the road permanently. Organisations such as the Association are advised when a decision to close roads has been made. In addition, a forest officer may close a road whilst he considers it to be dangerous for use by the public. In all these cases roads are closed by the erection of barriers or locked gates.

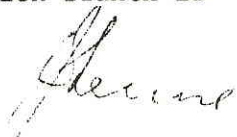
There is another situation, however, which can result in the closure of what appears to be a forest road. Access to a number of areas of State forest, especially in north-eastern Victoria, is via tracks which traverse private property. The sections of these tracks which are on private property are used by the Commission by agreement with the land owner. Such sections of track do not provide legal access, and the land owner is legally entitled to lock gates and erect signs to prevent recreational use of them. These signs may appear "unofficial", as defined in your letter, as they are often erected by the land owner, not the Commission.

Four wheel-drivers who use tracks on private property without first obtaining the permission of the land owner may be liable for prosecution for trespass.

Holders of grazing licences and mining leases are not permitted to restrict public access across land held under licence or lease, except for land held under mining lease which is actually being worked.

I trust that the information presented here clarifies the situation. Please do not hesitate to contact the Commission's Environment and Recreation Branch if you require further information.

Yours sincerely


D J LENNE
Secretary

FOR SALE

FOR SALE

FOR SALE

FOR SALE

FOR SALE

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

*

*

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)

*

*

2 Tyres Sand Grabber Radial 12 R 15 L.T. T/less raised white lettering
\$110.00 each. Toyota F. Engine Manual \$5.00

Contact: L. Wells (059) 85 3206

*

*

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

*

*

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

*

*

Pack rack to suit Toyota Landcruiser - factory made - used once - \$100.00

Bull bar suit Toyota - \$30.00 Phone 791 6425

*

*

6 Cylinder Landrover Carby - \$50.00 O.N.O. - Terry Hincks.

*

*

Toyota wide wheels and tyres (5) 11X15 , exchange for standard set.
or wanted to buy 5 standard set 7.50 X 16 in good condition.

L.Wells. Ph. 059 853206.

5 Wide Rims and Tyres suit Landrover. Tyres half worn. \$250.00

Contact: J. Lake 95 4800 Bus.

*

*

Mack type Bull bar suit Toyota - Ex. cond. \$50.00

Contact: B. Tuck 95 0400 Bus.

*

*

Toyota Landcruiser 1967 S.W.B. Hard Top. GC \$2,000

Thomas Elec. Winch (new) \$600, Bull Bar with oil tank \$120,
KYB Gas Shocks \$50, Roof Rack Camper \$300, 30 gal. alloy long
range tank \$180.

Contact: Stephan Trnacek

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V.H.F. Radio, wiring and antenna mount to suit Landcruiser \$150.

Contact: Stephan Trnacek.

THINGS TO COME

Club Meeting: Tuesday June 24th

Nominations for committee positions to be completed. Hopefully could all members attend this important nite.

Film Nite: Friday June 27th

Tom Brackna has booked tickets for this nite to see "The Rose" at the Pinewood Theatre, Blackburn Road, Mt. Waverly. Final numbers due at the June meeting (see social sec. notes).

Football Match: Sunday July 13th

V.F.W.D.F.C. Vs. Nissan Patrol Club

Venue: Mentone Grammar Playing Fields
Springvale Road, near Hailbury College.

Time: Game to start 12.30 SHARP.

Jumpers will be supplied to all members of Vic Club but boots and other gear not supplied.

B.Y.O. B.B.Q. etc. and drinks.

ALL WELCOME ESPECIALLY PLAYERS!!!

NAVIGATION TRIAL - 26th July

Venue : Navigational Trial in the Aberfeldy area
Departure: From the Aberfeldy Bridge on the Walhalla - Woodspoint Road, it is approx. ½ hour drive north of Walhalla.
Time : 9.00 am. Saturday morning.
Destination : Unknown - requires usage of maps and common sense.
Fuel : Full tank plus 5 galls ex. Moe
Grade : "B" Grade

CLUB ANNUAL GENERAL MEETING - 29th July

Elections held on this nite please turn up!!

CANOE TRIP - 2nd-3rd August - tentative

SNOW TRIP - 23rd to 24th August

Venue : Annual Club Snow Trip. Tamborintha Saddle
Departure: Members meet on the Tamborintha Road, which is near Licola and camp on the Wellington River opposite the Tarli Khan turn off.
Time : 10.00 am. Saturday morning.
Fuel : Full tank available at Licola
Grade : "B" Grade
Trip Leader : John Thom

CLUB MEETING - 26th August

IN THE FUTURE

Sunday 7th September: Picnic at Bin Bimby Wildlife Park, Upper Pakenham.

B.Y.O. Everything.

Saturday October 11th: Visit to Fergusons Winery. \$15.00 per head includes Meals and House Wines (bus will be provided)

LAST MEETING

The entertainment was cancelled last month because of the Queens visit. Andy Merlo gave a trip report on the Narbethong Trip. And Thelma Montague won the nites raffle. There were 42 members in attendance.

NEXT MEETING

To be held at the Dandenong Library on the 24th June. Entertainment will be films.

NEW MEMBERS

Only one new member last month:

Mike Valentine : 1978 S.W.B. Toyota

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 4800 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.

THOUGHT FOR THE MONTH

The right of way is not something you have, it is something another driver gives you. And if he doesn't give it to you "Brother" you haven't got it.

Hello there again, not very much news this month, I am shifting house so there is not much time for anything.

The best news this month has to be the lowering of Licence Fees - word has it they have dropped to \$20.00 per year for private users which we are. It's amazing what a little bit of public pressure and complaning to your local M.P. can do. It's the only reason they were lowered. Also don't forget it's election year, who knows what might happen again next year. If anybody still has not paid their fees for Nov. 1979 you still owe \$50.00

I have heard on the grapevine (who needs radios) of at least 3 extended trips taking place in the next 6 months, don't forget trip organisers a brief itinerary has to be submitted if you are going interstate.

For those people who do not own a radio remember there are 2 available for hire at \$1.00 per day each. Let me know a few days in advance if you want one or two. If you want to regularly hire the radios why not have your vehicle permanently wired and have your own antenna, this makes it so simple to fit.

The network is growing in leaps and bounds, so to keep track of who's who heres a list of mobiles.

- | | |
|------------------|-----------------------|
| 1. V. Handley | 13. John Thom |
| 2. J. Lake | 14. Andy Merlo |
| 3. J. Sparkes | 15. W. Zander |
| 4. B. Lindsay | 16. Brian Tuck |
| 5. Club Mobile | 17. Paul Howden |
| 6. Geoff Mann | 18. Phil Alder |
| 7. Bluey Male | 19. Peter Rowe |
| 8. Lindsay Wells | 20. Andy Bruce |
| 9. Peter Adams | 21. Mike Bell |
| 10. Keith Brown | 22. Stephen Backtrack |
| 11. Club Mobile | 23. Don Montague |
| 12. Chuck Morgan | 24. David Heard |

Last meeting I was approached by a member who told me that he was in the process of getting a radio crystalised and tuned. This was the first anybody knew of this. Remember it is a club radio and application has to be made to the Committee, it is not a free for all to join as anybody pleases. Well it's short and sweet this month, that's all. By the way my new address is 24 Luxton Terrace, Seaford.

TED PLASTOW.



(LEFT) GEOFF MANNS
ATTEMPT AT ABERFELDY
RIVER ON ANA WEEKEND
THIS YEAR. OR DID
THEY DRAG IT UP WHILE
FISHING.

(RIGHT) DENNIS EVANS CJ5
JEEP CROSSING DONNELLY'S
CREEK ON SAME WEEKEND.

(BOTTOM) JOHN BRENNAN'S
LANDY DECIDED TO HAVE A
REST ON ONE SPECK TRACK
WALHALLA, GUESS WHO'S
STILL INSIDE? GEOFF
MANN - SEPT. 1978.



ANZAC WEEKEND: GOLD TRIP TO CASSILUS

ROLL CALL: Andy & Wendy Bruce & Spike, (Trip Leader) Ted, Pauline and Sally Plastow, Don & Thelma Montague, Brian & Cathy Tuck, Andy Merlo & Caron, Paul Howden.

As planned all parties met at Swifts Creek Pub approx. lunch time on Anzac Day, lunch and a few drinks were taken, then it was off to set up camp. We stayed at the local caravan park and we had it all to ourselves at \$3.00 per tent. Later in the afternoon we took off to find the Cassilus mine with Andy Bruce in the lead, onto the Mt. Delusion Road and heading into the hills.

Andy had ventured on and reported that he must have missed the turn off, so we consulted the maps and went down Power Gully Track which after many fence crossings brought us out at the King Cassilus mine (not the original that we were looking for). The party toured over the mine site for quite a while but the main shaft must have been filled in as we could not find the adit. There was still plenty of timber and brickwork about the mine and in its day it was the largest mine in the district, the workings that came out of the mine are quite extensive.

Darkness was approaching so it was off to camp for tea and a good night around the fire was had. Don and Paul made a good double that night they had both had enough and were relying on each other for support.

Morning awoke us and it was pack up and head off again to look for the Cassilus mine. Andy went ahead to look for the turn off and the rest went to the old Tongio township site. There is a good graveyard site here and many tombstones bearing the names of men and women accidentally killed in the King Cassilus mine. Andy radioed back that he had found the correct track and so it was off to the site. We had a bit of a mix up in the directions and didn't immediately find Andy but we did find a shaft that Ted and myself went through only to find it had been sealed off further in. Paul drove us all back up the hill in the Landy (all eleven of us) where we found Andy amused that we had taken the wrong road. Having corrected that we walked down another road into the Cassilus mine site. Evidence of quite a substantial mine was evident, and further down the gully was the main mine entrance with the remains of the old battery and mullock heap out the front.

Inside the shaft there was the machine room (about 200' inside) where to the right were the vertical shafts going down several hundred feet. These were still in the original state with all the timbers still in tack,

and beside these a trap door with ladders working their way to the bottom (Soveriegn Hill eat your heart out). Further on passed this room was a doorway which led out to a rock ledge - here you could see where the miners had worked the quartz reef; as the walls were irregular in shape and the floor level plummeting down several hundred feet - this mine was a real great thrill to venture into and it was quite safe.

Outside the mine there were several other diggings and an exceptionally deep shaft which walls were hand cut almost perfectly square. We left the site and had lunch on the above ridge, then by track headed for Brookville. Along this track which traversed some beautiful country, - wild kangaroos abounded everywhere and quite by chance the track we took came right out at Brookville.

Here we found the old pub site and Ted and Don went looking for old beer bottles (pre 1920) which Paul, Caron and I had found plenty of the previous day, both had success amongst the blackberries. Nite was quickly approaching so we camped at the Wentworth River along Jones Road. In the morning it was through Dargo and along Crooked River Road to Billy Goats and on the way up the Nissan decided to let a tyre go flat. We lunched at the Pinnacles where there was some snow about and then headed home down Valencia Creek Track which was quite uneventful.

When we reached Moe most members decided to go home their own ways which they did. I would like to thank Andy & Wendy for leading such a great trip and I hope all parties had a good time also.

ANDY MERLO.

IT'S AND BITS

Below are the results of the June 1st car rally:

1.	Keith Brown	L.W.B.	(Billabond car rug)	18 pts.
2.	Gary Pearl	S.W.B.	(Dolphin Torch)	18 pts.
3.	Werner Ditterich	L.W.B.		17 pts.
4.	Don Montague	L.W.B.		17 pts.
5.	Andy Merlo	S.W.B.		16 pts.
6.	Dennis Evans	S.W.B.		14 pts.
7.	Paul Howden	S.W.B.		14 pts.
8.	Geoff Mann	S.W.B.		13½ pts.

Special thanks to Phil and Brian who organised the rally and John Thom who manned a check point. The prizes for 1st and 2nd were donated by the Club.

Some interesting facts arose from the above day:

Not one S.W.B. Vehicle covered the correct course, Gary Pearl was completely lost with the others, yet managed to be only 2 kms. out on his speedo reading against Keith. One good thing for sure the L.W.B.'s did take a "long" time to complete the course.

The way things worked out all members managed to arrive at the finish somehow or another, except Phil Alder who was "A" framed by John Thom after breaking an oil filter adaptor.

At the final stop (near Neerim) a football game was partaken in much to the disgust of the members still cooking their lunch (didn't appreciate the football on the hot plate) but most of the time the ball was in the creek. Whilst this was going on Keith's dog "Specks" managed to pinch some snags out of the lunch box so I guess all the Browns had a good day. Except when the shock absorbers fell off on the way home.

Beyond the committees wildest expectations all the raffle tickets have now been taken out. So all you have to do now is bring them back to Andy Merlo preferably at the June meeting. The raffle will be definitely drawn at the July meeting, so all stubs must come back to be eligible.

Club members who have C.B.'s will be interested to know that in emergencies members should use:

Channel 4	-	18 channel sets
Channel 8	-	23 channel sets

this is for emergencies only as many members do have both CB and VHF. It will give us a bit more safety factor for long range transmission in the bush.

FOUND - one gestetner printing press, thanks Bonny for looking after it.

IT'S and BITS. (cont.)

Paula Langille brought up an idea of the club making its own Training film for 4W Driving. Committe is investigating, all we need is a good 4WD. (pic. below).

Along with a camera with sound recording.

Topics will include different types of terrain and how to handle them, tyres, winching, repairs etc.



• DATSUN PATROL . . . fingertip control.

As you will find in the magazine, each month a page will be provided for members to publish a picture of their own. They must be prints either colour or black and white, and forwarded to the editor. The front cover will also change soon and feature a different photograph each month.

The football match is coming up real soon so try and make it to training. (Sundays 1.00 pm. at Mentone Grammar Playing Fields off Springvale Road). On Sunday 8th June, 12 members went along and trained for 3½ hours, boy o boy there were some sore bodies for a few days later. Phil looks like good full forward material and Tom Brackna looks good for the mud in the centre.

Actually late in June will see Tom Brackna and Peter Pink leaving sunny Victoria for the beaches of Frazer where Tom said he'll be "sun baking, drinking and fishing" - good luck fellas.

Good news for the members with radios, as it says in Ted's column the fees are now down to \$20.00 per year and maybe it will influence others to join the network, but you must go about it the correct way.

APRIL, 1980

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

Disagreement with Bushwalkers

On 17th March, Ron Camier, Peter Sherlock and Tony Lester representing the V.A.F.W.D.C. met with Gerry McPhee and Andy Brookes of the Federation of Victorian Walking Clubs. The main reason for the meeting was our complaint about the bias in their Alpine audio-visual which is currently being shown to school groups, naturalist clubs and other public gatherings.

The audio-visual, which consists of slides and a taped sound-track, runs for about 15 minutes. The segment referring to 4WD touring shows a group of parked 4WD club vehicles with people standing around, accompanied by the raucous revving of trail-bike engines. Subsequent frames show a huge pile of rubbish next to a hut, and a muddy track. The V.A.F.W.D.C. complaints were that:-

- (a) It was dishonest to suggest that parked 4WD vehicles sounded like unmuffled trail-bikes.
- (b) It was dishonest to suggest that 4WD enthusiasts were responsible for the rubbish pile - which in fact was acknowledged to be caused by the hut users, cattlemen, horse-tour operators and bushwalkers.
- (c) It's bias was offensive to 4WD club members and was not conducive to responsible behaviour by bush users.

The ensuing discussion was probably not particularly successful in changing the audio-visual or the walkers' opinions, but it did allow us to express our views, which in some ways rather surprised them. It was admitted that the aim of the audio-visual was to show only the positive features of bushwalking, ski-touring, canoeing, etc., and only the negative features of logging, grazing, and 4WD touring, etc. Furthermore, they agreed that their aim was to bias the general public who knew no better. It seems that the walkers impulsively react against the things that immediately affect them in an adverse manner, without trying to discover the underlying reasons. Their justification for this attitude was that they were emotional rather than rational people.

By contrast it appears that the 4WD attitude is more balanced - probably because we are in an intermediate position between the extreme conservationists (e.g. bushwalkers) and the exploiters (e.g. loggers). Hence, they were rather amazed by the understanding our perspective gives us of the fundamentals behind the issues at stake - e.g. the importance of the human element in discouraging anti-social behaviour in the bush, the crowding effect caused by all forms of forest use, the need to balance forest production with recreation, the universal recreationist desire for lack of change, and the dominant effect of roading in controlling all recreations.

Although our natural response may be to react angrily against the walkers and be just as selfish in our attitudes, such a reaction would be wrong and would merely lower us to their level of shallow thinking. In our experience the average walkers we meet in the bush are reasonable people with views quite unlike their leaders.

They respond favourably to common courtesy and friendliness. If we continue to show consistently responsible and friendly attitudes to the people we meet in the bush we will gradually win them over, and their leaders' biased statements will just look increasingly hollow!

Draft Policy on 4WD Touring

1. Four wheel drive touring is a legitimate environment-oriented, family-based recreation with social attributes. Therefore, provision ought to be made for it to occur.
2. Because of their capacity to adversely affect the environment, drivers should abide by the government-sponsored, club-supported Recreational Vehicles Code of Ethics.
3. Four wheel drive touring in Victoria should take place only on public roads or "four wheel drive roads" (i.e. tracks) as defined by the Land Conservation (Vehicle Control) Act of 1972.
4. Land management authorities should continue to seasonally close particularly vulnerable tracks under the Forests Act of 1958 during the wetter months of the year.
5. To help relieve pressures on environmentally sensitive areas, government should set aside suitable land for off-road usage by vehicle-oriented recreationists such as trail-bikes, buggies and similar vehicles. The failure to set aside "free access" areas under the Recreation Vehicles Act of 1973 is deplored.
6. To prevent over-crowding, and maintain the balance of all forms of recreational usage, on average, the existing road and track network should be neither extended, upgraded, nor closed off. This should apply to all Parks, State Forests and similar natural areas, but not to defined Wilderness areas, where all roading should be permanently closed.
7. All users of natural bushland areas should be encouraged to adopt a mutual understanding and respect for each others needs.

(Any comments on this draft should be sent to the President, V.A.F.W.D.C., Box 401C, G.P.O., Melbourne, 3001.)

CLUB RADIO's — FOR HIRE

2 sets available at \$1.00 per DAY

see Ted Plastow.

(News and views from the Victorian Association of 4WD Clubs).

When is a track closure illegal?

In the process of investigating an illegal track closure and having it re-opened, the Association has sought out the details of current Forests Commission (FCV) track closure policy. These details which all club members, and particularly trip leaders, should be familiar with are summarized as follows:-

1. State forest areas

The FCV policy is that the network of roads and tracks is generally available for use by the public. Closures may be:

- (a) Permanent - If the road is disused or its use likely to damage forest values, the FCV may request the Governor in Council to close it permanently.
- (b) Temporary - If the road is dangerous to the public or its use likely to cause unacceptable damage, the FCV may close it temporarily under the Forests Act, (e.g. winter closures).

2. Grazing leases

A holder of a grazing licence is not permitted to close tracks.

3. Mining leases

A holder of a mining lease is not permitted to close tracks unless the land is actually being worked.

4. Private property

Sections of track on private land are used by the FCV by agreement with the land owner. The land owner is entitled to lock gates and erect signs to prevent recreational usage. Therefore, the track user must obtain permission to use the track or else be liable for prosecution for trespass.

How do you know when a track is officially closed?

1. FCV closures

Maps of FCV track closures are sent to the VAFWDC and all clubs once a year, usually at the start of the winter season.

Alternatively, the local Forestry Officer (or other appropriate land management officer, e.g. Lands Department Officer, National Parks Ranger) should be contacted. Current lists of local FCV and NPS Officers and their telephone numbers have recently been supplied to all clubs via the VAFWDC.

The tracks themselves will have an official FCV barrier or locked gate.

2. Other closures

These tracks will have a locked gate or home-made sign. (The VAFWDC have proposed that such signs should bear the name and telephone number of the author).

It is the responsibility of the track user to check whether a track is on private land or not. This can be done by:

- (a) Asking private property owners.
- (b) Asking local land management officers (e.g. Lands Department, Forests Commission, National Parks Service, Local Shires).
- (c) Buying parish plans and maps.
- (d) Referring to the Land Conservation Council Study Reports.

What do you do if you find an illegally closed track?

If you have made all the necessary checks and are satisfied that the closure is illegal, gather all the relevant information, (i.e. location on map, wording on signs, statements of local land management officer/land owner, and a photograph if possible), and report the matter to your Association delegate. The VAFWDC will then take it up with the relevant authority, and past experience shows that we do get results.

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 vehicle

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