



# FREE WHEELING



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Avon River  
Easter '84

**JUNE '84**



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&  
WHEEL CYLINDER  
KITS**

# VICTORIAN FOUR WHEEL DRIVE CLUB



COMMITTEE 1983/84

|                        |  |           |  |            |  |
|------------------------|--|-----------|--|------------|--|
| PRES                   | PETER ROWE<br>6 Bickford Pl.,<br>HALLAM<br>703 2346              | VICE PRES | RAY WEST<br>44 Kays Ave.,<br>HALLAM<br>703 2357            | SEC        | TOM BRACHNA<br>11 Sunnyvale Crt.,<br>HAMPTON PARK<br>799 1998                    |
| TREAS                  | DON MONTAGUE<br>9 Coronation St.,<br>MT WAVERLEY<br>288 1200     | ASS SEC   | DAVID HEARD<br>43 Mortimore St.<br>MOORABBIN<br>557 5915   | SOC<br>SEC | THELMA MONTAGUE<br>9 Coronation St.,<br>MT WAVERLEY<br>288 1200                  |
| COMMITTEE              | TERRY HINCKS<br>Lot 3 Springvale Rd.,<br>KEYSBOROUGH<br>798 3798 |           | TREVOR WEST<br>4/9 Bride Ave.,<br>HAMPTON PARK<br>799 0376 |            | GERRY LAVERY<br>Lot 1, <del>SUNNYS</del> Rd.,<br>BACCHUS MARSH<br>(053) 67-2899. |
| ASSOCIATION DELEGATES: |  |           | TERRY HINCKS<br>798 3798                                   |            | GERRY LAVERY<br>(053) 67-2899.   |

## TRIP CLASSIFICATIONS:

'A' Grade: Extensive use of 4 WD: Tracks may be 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 4 WD. These trips include car rallies etc. Type of tyres does not 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.

The Committee would like to express the fact that if in the opinion of the trip leader a vehicle is not suitable for a trip, then that vehicle may be refused permission to partake.

Newsletter items to

Ray West by General Meetings.

Radio Officer

Geoff Mann 233 2229 10 Fernhill St., Glen Waverley.

Club has one radio for hire at \$1.00 per day, or free if you are leading a trip.

All enquiries must go through the officer regarding purchases, licenses etc. —

MEETINGS LAST TUESDAY  
OF THE MONTH AT DANDENONG

CORRESPONDENCE  
P.O. BOX 778,  
DANDENONG

## JUNE 1984 PRESIDENTS REPORT.

Hi Members,

Last meeting we had Mr Peter Corrigan from Preston Motors to hand over to Jack Craven and Martin Cory, the Perpetual Trophy for being first in the Preston Motors Navigation Trial for 1984, 2nd Place was Ross Ferguson - Ann Stillwell, 3rd Place was Kim Ferrier - Dennis Merlo. Well done to the place getters and to Preston Motors for sponsoring our Nav trials. Thanks also to Dave and Patrick and their helpers in setting it up.

Mark Templeton has a day trip on Sunday 30th June, leaving from the Hallam Pub at 8 am., for Noojee - Powelltown - Gembrook.

As from 30th June members who dont pay their Radio Licences, their names will be put into the newsletter, unfortunately some members have not paid in the past and the Club has had to foot the bill, that is not fair on the members who have paid.

Terry Hincks is looking into having another trip to Portland and joining forces with the South Western 4 x 4 Club over the Cup weekend in November, more details later.

Also over the Cup weekend, Ralf Kanngiesser wishes to lead a trip around the Dargo area, it will be "A" Grade. 8 vehicles leaving at 7 am., Beaconsfield Hotel, Beaconsfield on November 3rd.

Thanks to Mr Ian Nesbit from the National Parks Service for his talk last meeting, I hope was some help to those who were there.

Peter Adams was the lucky person to win the raffle last meeting.

That's about it for now.

See you at the next meeting on 26th June.

PETER ROWE

### FOR SALE

I 2F Water Pump New.

Full Set Hoses New.

\$50.00 the lot. Phone Brian Tuck 762 - 5981

## DAY TRIP

### Powelltown Area.

Present : - Toyota Hilux      - Brian Tuck - Trip Leader  
          Toyota HJ60        - Patrick Casey - Author  
          Toyota SWBs      - Peter Rowe, Gerry Lavery, Dave Heard.  
          Daihatsu         - Scott Whitelaw  
          Land Rover LWB   - Dal Williamson and Wife.  
          Jackaroos        - John and expecting Wife.  
                             - Terry Barry.

---

On Sunday 27th May, we all gathered at 8.30 am., near Yarra Junction. After waiting for any stragglers, we set off at 9 am. We had an uneventful trip to the Powelltown oval, via Britannia Creek road and Portas road. Our intended route up the track behind the football oval was closed, thus everyone commiserated with pies and staminade. Multiple requests were made to Tucky to find some real 4x4 tracks, eg., "What about the Sisters".

Thus adequately refreshed, we set off towards Mt Beenak, where Tucky found this little hill, that had everyone wandering into the forest prior to ascending "the Hill". First up was Tucky who scratched about, let his tyres down, scratched again, let more air out, more scratching and finally the Tirfor was produced. Next up was Scott in the Daihatsu, who scratched and scratched, and then retired. Then Dave Heard went up "the hill" with the tacho on bulk rpm's, only to scratch (but they were bigger scratches), and then reversed down "the hill". At this stage Mr Rowe was heard to remark - "I only let my tyres down as a last resort". Upon reaching the base of "the hill", Dave promptly let his tyres down to "Big Bulge Pressure". Then in high one and with a lot of scratching and front wheel lifting, he proceeded to the top of the hill. Having witnessed this, Mr Rowe went off to let his tyres down. Then I proceeded up "the hill" with the Diff Locker working well, until I dropped a back left hand wheel in a large hole and proceeded to bury myself by digging the hole deeper (35 deg) on the inclinometer. After reversing out and staying to the left of the track, I proceeded uneventfully to the top. Then Terry in the Jackaroo tried and tried and tried and retired. (Possibly would have been better with a lug tyre). Then Gerry proceeded to the top with out any fuss. Then came Dal in the Landy, who scratched at the top corner, but made it. Then came Rowe, with his tyres well down, who skirted around the large hole, but grinded to a halt on the corner (25 deg. on side tilt), backing down again for another try, he dropped into the large hole, and really lifted the front right wheel. Once Rowe had his eyeballs back in their sockets, he could confirm my initial inclinometer reading of 35 deg., and 25 deg., side tilt). Reversing out of the hole, he then scrambled to the top, then the spectators (10 in all) were faced with a steep walk to our vehicles at the tip, but Tucky's Hilux carried us all to the top - traction plus.

We then ambled down the track and had a quiet lunch as the trail bikes continuously went past (for some reason all tried to do wheelstands). Rowe had a conversation on the 2 way radio to Bluey Male, and later Vin and Peter Handley (all miles away). A lot of people pumped up their tyres.

We then headed off and after negotiating 200 yards of greasy rutted road, we found a sedate little track called Burges track. After chainsawing the two large trees across the track, we proceeded. Approximately 70 yards after the trees, the road rose sharply and there was a large rock strategically placed on the left hand side. There were some walkers at the tip, having a quiet chat by their fire - until Tucky screamed up the hill, bucked and bounced around the rock and then drove over their fire. In similar manner, myself and then Gerry scrambled around the rock and over their fire. The walkers, for some unknown reason, put out the remains of their fire and left for safer ground.

Powelltown trip cont'd...

Approximately 10 yards up from the rock, there was a deep, rutted, water filled 50 yards long, bog hole. To make room for more vehicles to come up the hill, I proceeded into (Note not through) the bog hole, 10 foot in and the back diff was high and dry, Tucky who had got through snatched me out. Meanwhile back at the tree, the Daihatsu was sideways across the track. Meanwhile at the bog hole, Gerry had proceeded 5 feet in and got completely bogged (possibly because his hubs were disengaged by someone who went through Narbethong with his 4wd lever in 2wd). Gerry then dug down at least 1 foot to his hubs and engaged 4wd, then with a gentle wave to the crowd and a few quiet words, he got back in his car. When the mud and soot had finally settled, Gerry was out the end of the bog hole. Meanwhile, Scott required a push around the rock and then had to twice snatchem strap Terry in the Jackaroo around the rock. Dal in the Landy had some real big scratches before making it up. Meanwhile, Tucky had gone ahead to scout and was now on the radio requesting me to go and snatch him out of this water filled crater further down the track. Meanwhile, Rowe came screaming up the hill and straight in and on (Not completely over) the large rock, the showers of sparks off the front diff would have made THOR happy, lots of sparks for a diesel. We all lifted Rowe off the rock and with no damage to vehicle, he proceeded around the rock to the top. Meanwhile, I had found Tucky with the Hilux's nose in this large crater sitting at an angle of 35 deg's. A quick snatch with the magic strap and we headed back. Meanwhile, Gerry (in 4wd) proceeded 5' into the next bog hole and got hopelessly bogged, Dave snatched him out. Then Tucky got bogged in the same hole, that Gerry was just in, so I snatched Tucky out again.

Without further bother, we proceeded back to the main track. The conversation turned to the "Sisters", but not wanting another "midnight meander", we all headed home.

All in all, a fun filled day with everyone enjoying themselves.

Overall trip rating - just a B.

Thanks Tucky.

PATRICK CASEY.

----- REMINDER -----

OUTSTANDING FEES

Our receipts and records show the following members to be outstanding in the payment of the below mentioned fees.

It would be appreciated if these could be settled before the beginning of the next financial year.

| NAME      | FEE OUTSTANDING          | AMMOUNT                  |
|-----------|--------------------------|--------------------------|
| S.Alder   | Radio Licence extra fee  | \$11.00                  |
| J.Dawkins | " " " "                  | 11.00                    |
| K.Ferrier | " " " "                  | 11.00                    |
| B.Lindsay | " " " "                  | 11.00                    |
| G.Mann    | " " " "                  | 11.00                    |
| J.Thom    | " " " "                  | 11.00                    |
| W.Zander  | " " " "                  | 11.00                    |
| W.Zander  | Radio Licence annual fee | 21.00 (\$3.00 part paid) |

1984-85 ANNUAL FEES

\$20.00 Single Member

\$30.00 Dual Member

\$35.00 Radio Licence fee

The above mentioned fees are due and payable at the June General Meeting.

Note:- Members not financial before the A.G.M. on July 31st are rendered ineligible to vote or be elected to office.

A.G.M. Special Effort tickets:- Proceeds from the sale of these tickets should be paid in to the Treasurer and check butts returned at the June Meeting to assist in the preparation & drawing of this Special Effort at the A.G.M.

Any Member who has not replied and paid for our 10th Anniversary Dinner at the Phoenix Restaurant Cockatoo on the 21st July should do so immediately as unsold seats are being offered to Members to invite friends.

A nomination form for Committee positions has been included in this newsletter.

Please fill in the relevent details and hand to the Secretary at the next General Meeting in order that the necessary printing of voting slips can be attended to.

Thanking you for your co-operation

President.

NOMINATION FORM FOR ELECTION OF COMMITTEE 1984/85

| <u>POSITION</u>  | <u>PERSON NOMINATED</u>   | <u>PROPOSED BY</u> | <u>SECONDED BY</u> |
|------------------|---|--------------------|--------------------|
| PRESIDENT        | .....   | .....              | .....              |
| VICE PRESIDENT   | .....   | .....              | .....              |
| SECRETARY        | .....   | .....              | .....              |
| TREASURER        | .....   | .....              | .....              |
| ASST SECRETARY   | .....   | .....              | .....              |
| SOCIAL SECRETARY | .....   | .....              | .....              |
| COMMITTEE        | .....   | .....              | .....              |
| COMMITTEE        | .....   | .....              | .....              |
| COMMITTEE        | .....   | .....              | .....              |
| PUBLIC OFFICER   | As T.Brachna Was appointed to this position until the end of the 1984/85 year no nominations are necessary for this position. |                    |                    |

Note:- All retireing committee persons with the exception of T.Hincks are eligible for re-election.

\_\_\_\_\_

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## EASTER TRIP

### Avon River

Roll Call : - Trip Leader Rick Goon & Bill, Andy & Dennis Merlow & Jane, Kim & Anne & Deano Brandi.

Four vehicles in all.

We departed Friday morning 7.30 am., from the Dandenong Library. Heading east along the Princess Highway, to Moe. As we got to Moe the sky opened up and down she came, it rained for the rest of the day. We turned off the highway at Moe and headed towards Heyfield where we refueled and went through to Maffra to the Avon river.

We entered Avon from the Moroka Valencia creek road and turned onto the Avon track. After five river crossings we arrived to where we were to camp until Tuesday morning. The camping area which Rick had picked out had "A" frames erected which we covered over with tarps. As the rain still came down we put up our tents and got a fire going and sat around hoping and praying that tomorrow would be a better day.

On Saturday we decided to take a drive. We headed back along the track which we came in on. After four river crossings the fifth crossing took it's toll, I drowned my vehicle up to the door handles. My dogs and myself deserted ship, they swam back to the bank, I got up on the roof and looked down into my vehicle as the water rushed in. I then had to jump into the river myself to hook the winch cable from Kim's vehicle to my one, it was very cold.

After winching my vehicle back onto dry land we removed the spark plugs and turned over the motor, out came the water from the cyclinders and exhaust system. We put the plugs back, started up and headed back to camp to dry off. That night was party night and everybody was in good spirits sitting around the fire and eating and drinking.

Next day was declared recovery day around camp, with only a short drive up the Avon Turton Divide track.

On Monday, Andy and Jane made tracks back to Melbourne as Jane had to work Tuesday and Andy returned back later with Dennis. For the rest of us it was a trip into Maffra for a counter lunch and fuel. On the way back to camp up the Avon track, that afternoon, I laid my vehicle on it's side. With the experience of the other it was soon on it's wheels and we were on our way again.

Tuesday morning we packed up camp and were on the track to The Bluff, via Moroka road and King Billy track. That evening we stayed in the Bluff Regency hut.

Wednesday we made tracks home through Sheeppyard Flats, visited "Frys Hut", went across to Jamieson for refreshments and fuel. Then down to Woods Point, Warburton and arrived home at 7.30 pm.

I reserve the rights to this report.

DEANO BRANDI.

# 1984 PRESTON MOTORS NAVIGATION TRIAL

Well this years navigation trial received a good response, with a total of 12 vehicles competing. You will notice the event has been called the Preston Motors Navigation Trial, as they have kindly donated a perpetual trophy which will inspire more competition in events to come. The event was held in the Wombat State Forrest which, as with last years event, is a new area to the Club. This meant no-one had the advantage of "local knowledge" so equal skill was required by all, and to my surprise nobody opened thier panic envelope, or got themselves bogged, or ended up interstate, infact the last vehicle to enter the finish arrived there right on 5.00p.m. only 2 hours overdue. (The next one will have to be harder.) Anyway I enjoyed myself much the same as everyone else so here are the results, and you can laugh cry or whatever.

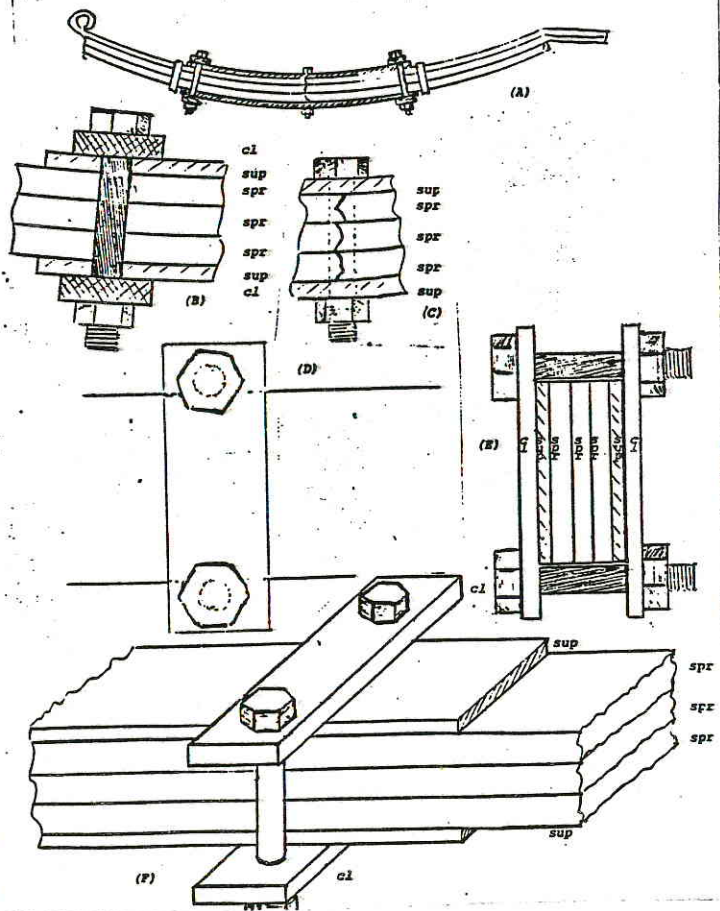
|               |        |                |     |        |      |
|---------------|--------|----------------|-----|--------|------|
| 1st. Outright | Car 7  | Jack Craven    | 52  | Points | Lost |
| 2nd.          | Car 9  | Ross Ferguson  | 74  | "      | "    |
| 3rd.          | Car 8  | Kim Ferrior    | 90  | "      | "    |
| 4th.          | Car 11 | Brian Tuck     | 120 | "      | "    |
| 5th.          | Car 10 | John Lake      | 126 | "      | "    |
| 6th.          | Car 4  | Mark Templeton | 184 | "      | "    |
| 7th.          | Car 6  | Trevor Nelson  | 199 | "      | "    |
| 8th.          | Car 12 | Ray West       | 236 | "      | "    |
| 9th.          | Car 5  | David Hocking  | 240 | "      | "    |
| 10th.         | Car 3  | Don Montague   | 271 | "      | "    |
| 11th.         | Car 1  | Keith Brown    | 307 | "      | "    |
| 12th.         | Car 2  | Elo Olsen      | 353 | "      | "    |

Special Thanks to Patrick Casey and Gerry Lavery in organising the event and also to Terry Baker , Andrew Guiney and Trevor West for thier help as control officials.

David Heard.

HINTS AND TIPS

THIS IS THE DIAGRAM FOR YOUR  
APRIL 'REVIEW' (THE 'SPRING REPAIR'  
ARTICLE)



INCOMING MAIL

Information leaflets by Thomas Winch Industries.  
Dandy Swap Club.  
Silver - Reed Typewriters.  
Norcoast Discount Refrigeration.  
Lukey Mufflers.  
Arctic Cold Refrigeration Units.  
East to West Continental Safari.  
B.C.L. Covering Service.  
B.F. Goodrich T/A High Tech-Radial Sweepstakes.

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From : - GOULBURN VALLEY FOUR WHEEL DRIVE CLUB. P.O. BOX 652, SHEPPARTON. 3630

On behalf of the members of the Goulburn Valley Four Wheel Drive Club, I would like to invite the members and friends of your club to the 6th annual Boho Bounce to be held on the 26th, 27th and 28th October at the usual place - Myra Park, Boho South.

The cost of the weekend will be \$10 per adult with children under 15 free, the cost covers tea and the entertainment. As with the past 2 years the popular Woolshed Dance will feature the Mc Conkey Bros. Country and Western Band. Provided free of charge there are several trips running throughout Saturday, followed by a motorkhana event run on Sunday morning. People are reminded that entries are to be in by no later than 9.00 am on Sunday Morning and each driver will have only one run around the course.

Last year there were some people who made mention that their tea was cold by the time they reached their camp, to overcome this problem we are setting up a marquee in the centre of the camp area as an information and cooking area.

Further information will be forwarded to you.

Good 4 Wheeling.

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From : - GEELONG FOUR WHEEL DRIVE CLUB. P.O. BOX 976, GEELONG. 3220

As we have recently been advised by our Association Representative, that the Landrover Owners Club have calendered their Field Day for the Same weekend as our previously advertised Forrest Frolics, we wish to advise that we have had to change our dates.

Would you please note that Forrest Frolics this year will be held on the 10th and 11th November 1984, and not the 17-18 November 1984, as advertised previously.

We have felt this change to be necessary, in the interest of all Four Wheel Drive Clubs so that at least members can attend both activities if they so choose.

Our apologies for this unnecessary inconvenience.

Peter Cox. G.F.W.D.C.

INCOMING MAIL CONT'd.

From :- U B PROMOTIONS PTY. LTD. - MOTOR CYCLE & FOUR WHEEL DRIVE SHOW.

Here is early notice of an important event for your club members and their friends :-

Friday, October 19 to Sunday - October 21, 1984.

These are the dates of the Motor Cycle and 4 Wheel Drive show, to be held in Melbourne, at the Royal Exhibition Building in Carlton.

Please place this event on your Club Activities Calendar now. Perhaps you could even plan a club rally across the rugged, treacherous, inhospitable roads of suburban Melbourne ending up at the 4 Wheel Drive Show.

Happy driving! Peter H. Barnes, Director.

---

IF YOU THINK YOU ARE BEATEN, YOU ARE  
IF YOU THINK YOU DARE NOT, YOU DON'T  
IF YOU LIKE TO WIN, BUT YOU THINK YOU CAN'T  
IT IS ALMOST CERTAIN YOU WON'T

IF YOU THINK YOU'LL LOSE, YOUR LOST  
FOR OUT OF THE WORLD WE FIND  
SUCCESS BEGINS WITH A FELLOWS WILL  
IT'S ALL IN THE STATE OF MIND

IF YOU THINK YOU ARE OUT CLASSED, YOU ARE  
YOU'VE GOT TO THINK HIGH TO RISE  
YOU'VE GOT TO BE SURE OF YOURSELF BEFORE  
YOU CAN EVER WIN A PRIZE

LIFE'S BATTLES DON'T ALWAYS GO  
TO THE STRONGER OR FASTER MAN  
BUT SOONER OR LATER THE MAN WHO WINS  
IS THE MAN WHO THINKS HE CAN.

Author Unknown.

(News & Views of the Victoria Association of FWD Clubs)

WORKING WITH THE NATIONAL PARKS SERVICE

One of the positive initiatives which has resulted through our improved liaison with the NPS has been the establishment of the joint NPS/VAFWDC Track Working Party.

The Association was invited by Mr Saunders, Director NPS in February to become a part of the working group, as a direct means of ensuring an on-going exchange of views between the two organisations.

Hence on the 9th March Ken Campbell, Peter Sherlock & Brian Tanner attended the first meeting of the Working Party. In attendance from the NPS were Ross May (Assistant Director Management), Ian Nisbet, Mike Gardiner and Max Kewish.

Aims and objectives of the group were discussed with the following objectives decided upon:

1. To provide a forum for the encouragement of better communication between the NPS as a land manager and the VAFWDC as the representative of 30 individual four wheel drive clubs.
2. To provide a forum for the discussion of planning and management issues in parks as they relate to recreational use of four wheel drive vehicles.
3. To provide a forum for the discussion of operational issues as they relate to recreational use of four wheel drive vehicles.
4. To develop long term strategies for the recreational use of four wheel drive vehicles in areas managed by the National Parks Service.

Issues which may be considered by the Working Group, include:

1. ACCESS
  - track closures, seasonal/permanent
  - track rationalisation
  - track linking, new tracks
2. MAINTENANCE
  - track maintenance/stabilization
  - track upgrading
  - priorities for maintenance
3. VOLUNTEER ACTIVITIES
  - works programs

As can be appreciated from these objectives the Working Party has far greater potential than merely to discuss issues relating to current track closures. There now exists the mechanism for the Association to contribute to the composition and direction of National Park Service strategies of usage and control, and to have input to policy and management formulation. The Association looks forward to working with the National Parks Service and welcomes any points of view for discussion from our member clubs.



# Planning the future of the Grampians. We need your help.

Dev

## What is happening in the Grampians?

The Government has announced it will declare the Grampians National Park on 1 July 1984. The area of the new national park is shown on the map.

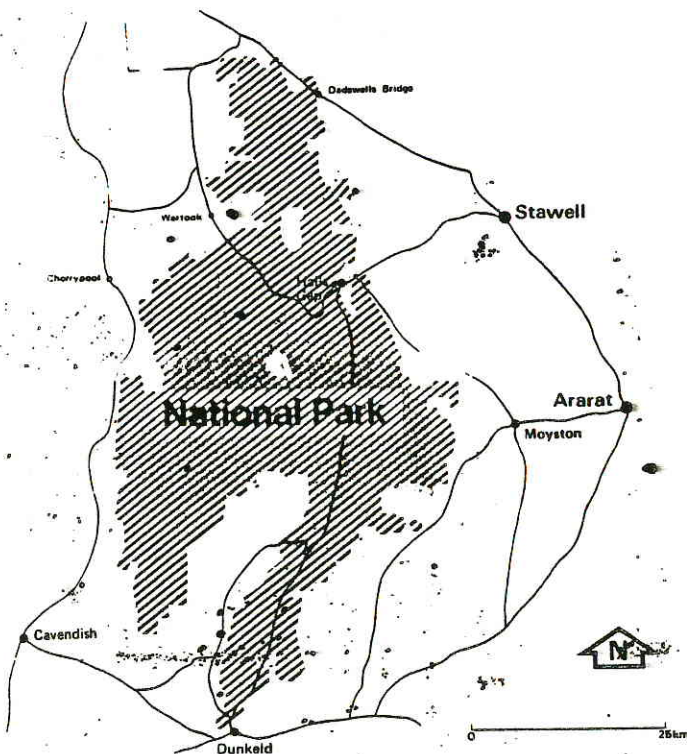
The park will be managed by the National Parks Service, a division of the new Department of Conservation, Forests and Lands. The National Parks Service has commenced work to prepare a management plan for the park, assisted by funds provided by the Australian National Parks and Wildlife Service. A National Parks Service planning group and office has been established at Stawell, next to the Forests Office in Patrick Street.

The planning program is summarised in the diagram overleaf. Any assistance with information or ideas from anyone familiar with the area would be greatly appreciated.

## How and when to get involved

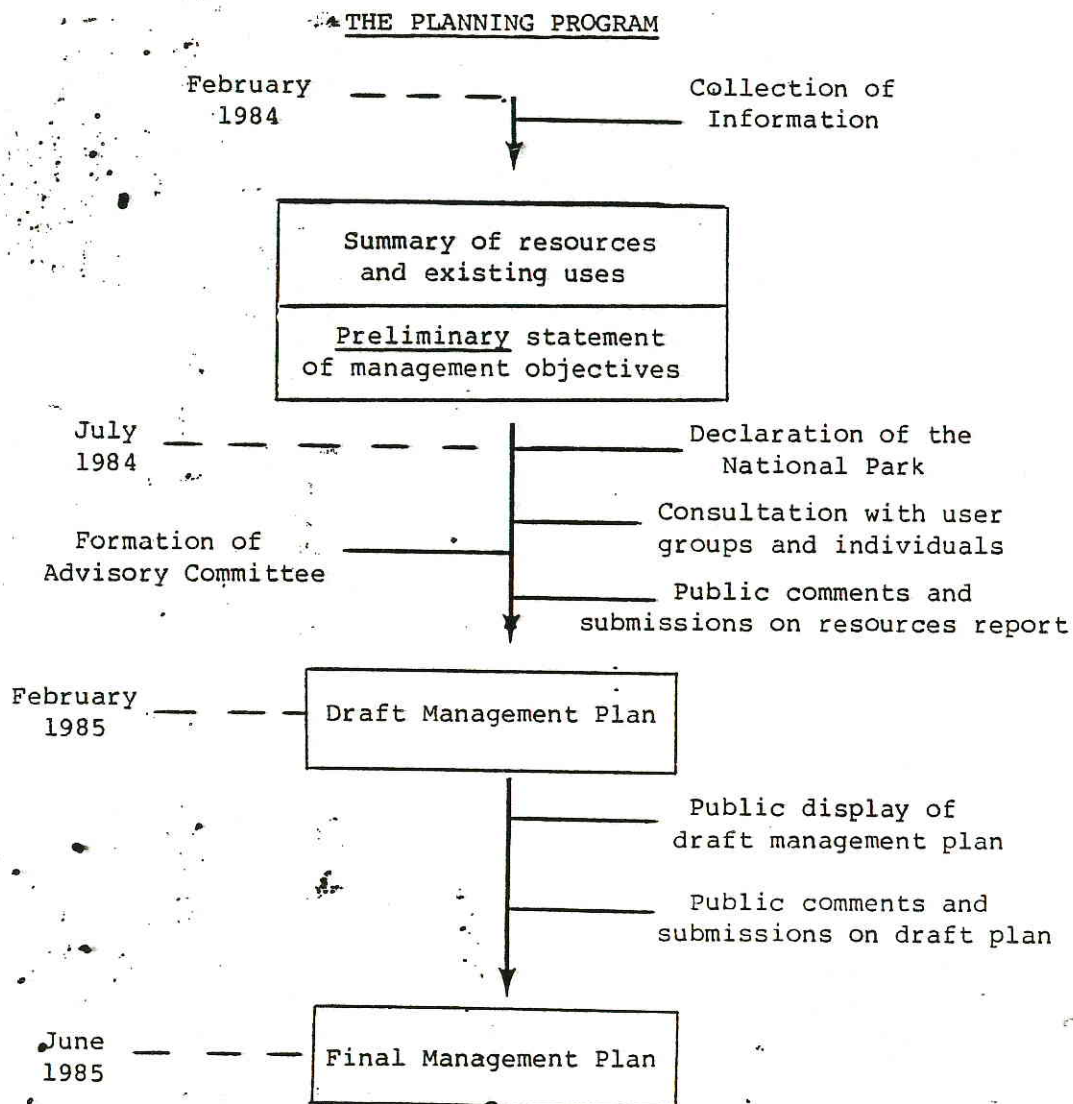
There are three main periods in which you can help:

1. Now: Collection of information, such as on significant features, historic areas, existing uses and recreational values is currently underway. If you have any information which you think might be useful, you should contact the Stawell office as soon as possible. A resources report summarising this information and the implications for management will be prepared by 30 June.
2. During the preparation of the draft plan: After the resources report is released in July 1984, you will be invited to provide the National Parks Service with written submissions on this report and other information that might help in the preparation of the plan.



3. After the release of the draft plan: Once the draft management plan is published in about February 1985, you will again be invited to make written submissions to the National Parks Service. All comments on the draft plan will be considered before this final management plan is prepared. The availability of reports and periods for making submissions will be advertised in local papers.

An Advisory Committee involving local representatives is to be established for the Grampians National Park under Section 14 of the National Parks Act. This Committee will consider the draft management plan and the written comments received prior to the plan being finalised.



For further information, or to make comments, please contact: The Grampians Planning Group, P.O. Box 201, Stawell, Vic., 3380 (telephone: (053) 58 3305), or visit the office at 23 Patrick Street, Stawell, 8.30 am - 4.30 pm Monday to Friday.



# DRINKING MAN'S FAULT-FINDING GUIDE.

## SYMPTOMS

Drinking fails to give satisfaction and taste.

## FAULT

Mouth not open while drinking or glass being applied to wrong part of face.

## ACTION TO BE TAKEN

Buy another pint and practise in front of a mirror. Continue with as many pints as necessary until drinking technique is perfect.

Drinking fails to give satisfaction and taste, beer unusually pale and clear.

Glass empty.

Find someone who will buy you another pint.

Feet cold and wet.

Glass being held at incorrect angle.

Turn glass the other way up so that the open end is pointing towards the ceiling.

Feet warm and wet.

Loss of self control.

Go and stand next to the nearest dog - after a while complain to its owner about its lack of house training and demand a pint in compensation.

Bar blurred.

You are looking through the bottom of your empty glass.

Find someone who will buy you another pint.

Bar swaying.

Air turbulence usually high - may be due to darts match in progress.

Insert a broom handle down back of jacket.

Bar moving.

You are being carried out.

Find out if you are being taken to another pub - if not, complain loudly that you are being hijacked.

You notice that the wall opposite is covered with ceiling tiles and has a fluorescent light strip across it.

You have fallen over backwards.

If glass is still full and no-one is standing on your drinking arm, stay put. If not, get someone to help you up and lash yourself to the bar.

Everything has gone dim and you have a mouthful of dog ends and teeth.

You have fallen forwards.

As for falling backwards.

You have woken up to find your bed hard, cold and wet. You cannot see your bedroom walls or ceiling.

You have spent the night in the gutter.

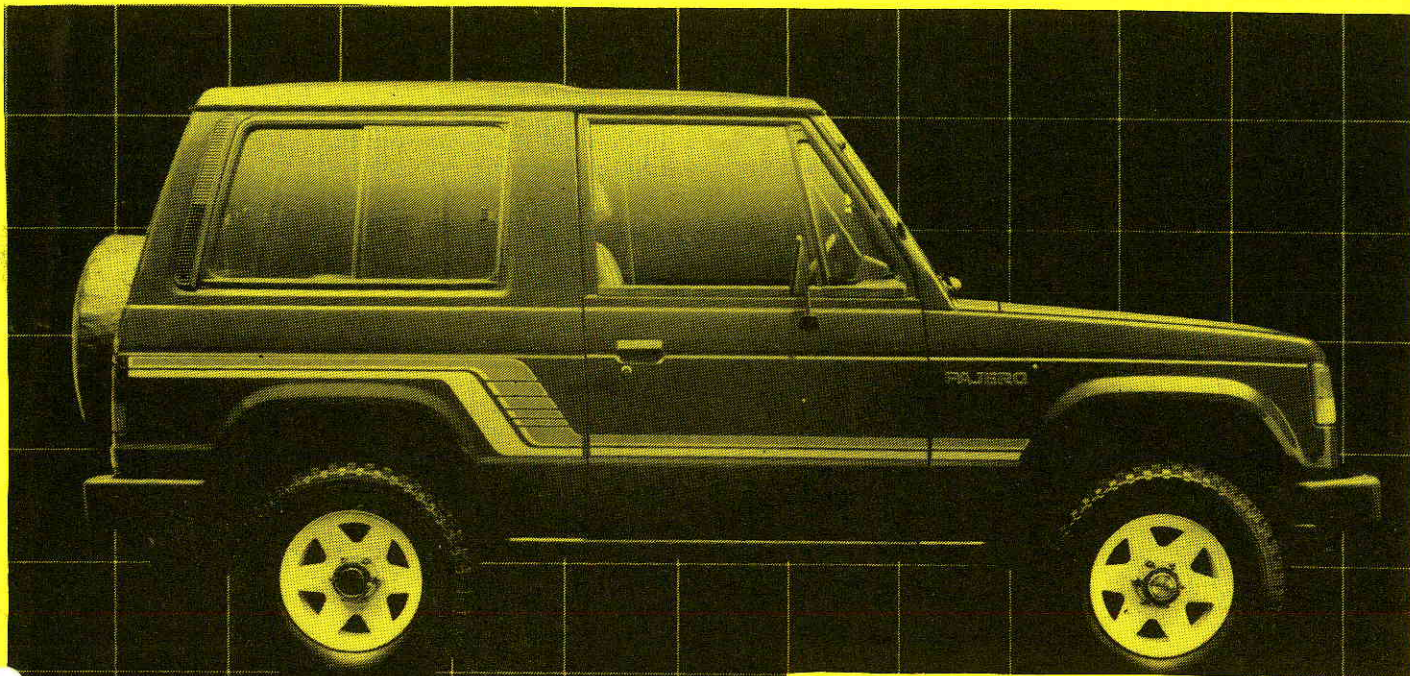
Check your watch to see if it is opening time - if not treat yourself to a lie-in.

Everything has gone dark.

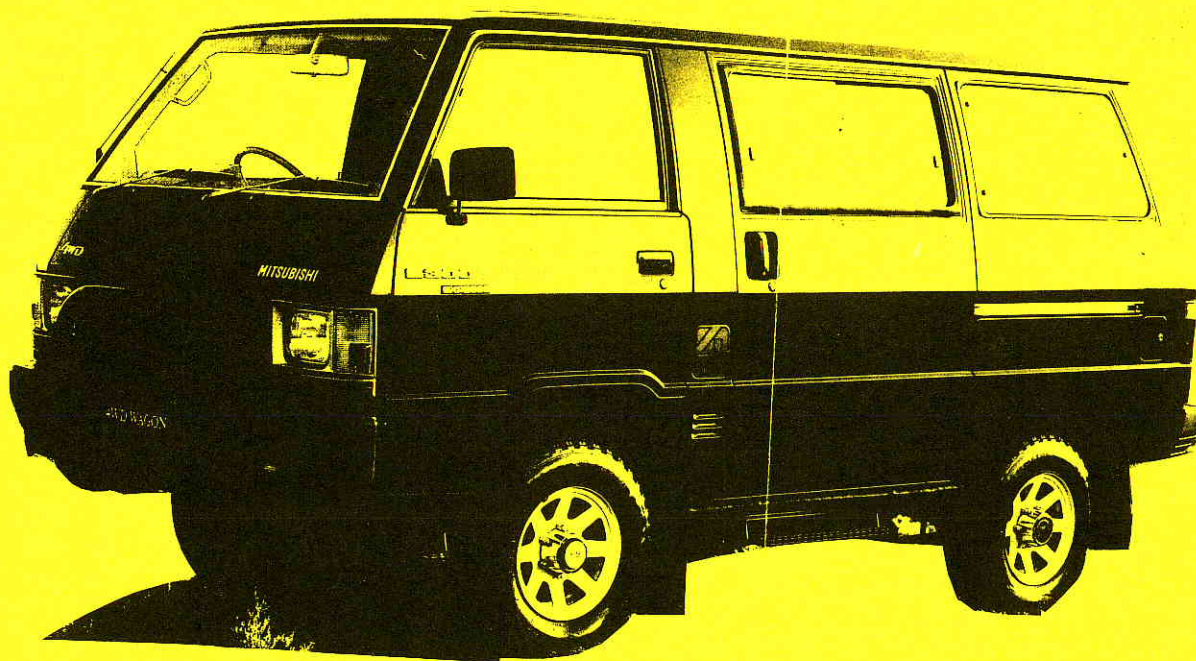
The pub is closing.

Panic!!

| MONTH     | TRIP LOCATION   | DEPARTURE TIME & LOCATION   | TRIP LEADERS                                      | CLASS                           | SOCIAL FUNCTION<br>Particulars                                |
|-----------|---|---|---|---------------------------------|---|
| JUNE      | Queens Birthday 11th  | Barmah Forest Nth Victoria / N.S.W.   | Sat 9 th 7am<br>Big Flag Hume Hwy<br>Peter Rowe   | B                               |   |
| July      | 21st July<br><del>30th</del> 1st July   | Our 10th Anniversary<br>Day Trip Poweltown / Noojee Area<br>Leave opp Hallam Hotel 8.30 am. | Mark Templeton                                    | S<br>B                          | Phoenix Restaurant<br>1. Jeanne St. Cockatoo                  |
| August    | 18th Aug<br>5 th Aug<br><i>Sunday 26th</i><br><i>Montrose Grammar School.</i> | Frazer Island (2 Weeks)<br>New Members since December 1983<br>(Narbythong Area)             | Peter Rowe<br>David Heard<br><i>TERRY WINERS.</i> | A.B.C.S<br>B.C.Tr.<br><i>S.</i> | Annual Interstate Trip<br>Training Course<br><i>Film Day.</i> |
| September | <i>8th &amp; 9th. NOOJEE.</i>   | <i>AT Pub.</i>  | <i>Peter Rowe.</i>                                | <i>B.</i>                       |   |
| October   | <i>6th &amp; 7th.<br/>20th &amp; 21st.</i>                                    | <i>WINE TRIP.<br/>WARRACKA.</i>   | <i>2nd MONTY.<br/>Tem. Barmah.</i>                | <i>B.<br/>A.</i>                |   |
| November  | Cup Day Weekend<br><i>3rd</i><br><i>DARGO AREA.</i>                           | Portland Sand Dunes Area.<br><i>BEACONSFIELD HOTEL. 7am.</i>                                | Terry Hincks<br><i>RACE.</i>                      | B.S.<br><i>A.</i>               | Sand / Forest / Fishing                                       |



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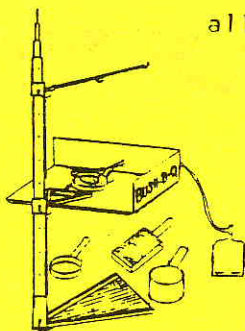
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