

OCTOBER

1986



FREE WHEELING



REGISTERED BY AUSTRALIA POST
PUBLICATION NO. VBH 161

Victorian Four Wheel Drive Club Inc.

COMMITTEE 1986-87

PRES David Heard 16 Hardy St Selby 3159 754 8406	VICE PRES Pat Casey 11 Patterson St Carnegie 3163 570 6452	SEC Mark Templeton 13 Alice St Clayton 3168 543 7196
TREAS Rob Ayton 8 Minerva Cres Vermont Sth 3133 232 0378	ASS SEC Tom Brachna 11 Sunnyvale Crt Hampton Park 3976 799 1998	SOC Gloria Carou SEC 11 Bunarong Crt Dandenong Nth 3175 795 8929
COMMITTEE Steve Alder 5 Corramar Cres Belgrave 3160 754 7294	Murray Shaw 53 Liverpool Rd Kilsyth 3137 725 4037	Brian Tuck 9 Peterfields Crt The Basin 3154 762 5981
ASSOCIATION DELEGATES Mark Templeton 543 7196		

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, mud & snow, deep river crossing and overgrown tracks. Max. 6 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 still essential. No. Max. Vehicles.

In all above cases vehicles should be in sound mechanical condition and carry the basic spare part requirement 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 Tom Brachna by General Meetings at the latest.

MEETINGS LAST TUESDAY OF THE
MONTH AT THE DANDENONG LIBRARY

CORRESPONDENCE
P.O. BOX 778
DANDENONG VIC 3175

PRESIDENT'S REPORT
OCTOBER 1986

Last meeting we showed a video of A.R.B. equipment, which clearly showed what a difference the right equipment can make to your vehicle. Of course, not everybody has unlimited funds, especially for things they may never need, although if you are going to buy equipment, don't waste your money; if in doubt ring me or any other member of the committee and hopefully we can assist you with your choice. \$1200 dollars spent on suspension might not help if you suddenly need a winch, etc..

It was good to see more participation from the floor again, don't stop now, we want to hear your views.

The magazine is coming along well, thanks to Mark and Gloria.

Don't forget the bush dance, now at Bimbimbi Wildlife Park. Any assistance with this event would be greatly appreciated, so roll up Saturday afternoon and give us a hand please, and don't forget to invite your friends along for a great night.

Brian Tuck is leading a trip to the Murrindindis' on Cup Week-end, should be a good one, more details in this newsletter.

Congratulations go to Mark Templeton and Gloria Carou on their engagement.

SEE YOU AT THE DANCE.

DAVE HEARD

*NEW
VENUE*



BUSH DANCE



BIMBIMBI WILDLIFE PARK
Paternoster Road. Mt. Burnett.

OCT. 25-26th



'BOBSY DIE' Bush Band

\$10- per head ~ \$20- per family

BEEF ON SPIT + B.B.Q. INCLUDED

B.Y.O. Salads + drinks.

Bring your friends.

Don't forget



your hat + boots!



R E M B R A N D T ' S R E S T A U R A N T

4 COURSE MEAL. LICENCED REST.
ENTERTAINMENT

W E N

BIG RIVER CAMP WEEKEND TRIP

13th & 14th September, 1986

VEHICLES

YELLOW V8 HI-LUX
GREEN DUAL CAB HI-LUX
MUSTARD L.W.B. LAND ROVER
GRAY S.W.B. LAND CRUISER
GRAY S.W.B. LAND CRUISER
WHITE TURBO LAND CRUISER
WHITE DUAL CAB HI-LUX

JIM ("ME")
NEIL STEPHENSON & FAMILY
GREG PAVLOU & FRIENDS
TERRY BAKER
BRIAN TUCK & FAMILY
KEN BEITH & FAMILY
MURRAY SHAW & FRIEND

SATURDAY 13th

Arriving at the Dandenong Library about 8.00 a.m. on Saturday morning, Neil and family already waiting. We waited another 15 minutes for any late comers then headed off. After realising I had missed a turn off at Warburton, we ended up at the Upper Yarra Dam and decided to look around before turning back. We arrived at the camp about 10.00 a.m. and looked around for a site then set up camp. Meanwhile Greg and friends and Terry turned up. We had brunch then headed off about 11.30 a.m. Our first track was firetrack No. 1. Terry and I made it up without any trouble but Greg and Neil needed a tow through some deep slippery ruts. We then proceeded to fire-track No. 2, about one-third of the way down we turned off to our right and headed in the direction of Stockmans Reward, passing through it, then right at Frenchmans Spur Track. About 3,000 meters further on we turned into Frenchmans Creek Track, where my Hi-Lux stalled in the middle of the creek. I finally got to try my winch out. Then once out of the water the vehicle started "no problems" until the next creek about 200 meters on down the track, the same thing happened. We proceeded on to Two Mile Track which turned out to be very steep and rough consisting of large loose rocks for the next 2 miles. Everyone made it to the top, the only casualty being sore arms from, trying to hold the steering wheel. We then drove back to Stockmans Reward via Frenchmans Spur Track, then Terry took us through some side tracks on the way back to camp. Arriving back at camp we set up for tea, then Tucky and family arrived and set up their camper. After tea we sat around the camp fire talking. So far the weather had turned out good, only a few showers.

CONT. BIG RIVER CAMP WEEKEND TRIP

SUNDAY 14TH

Ken and family and Murray and friend turned up as we were having breakfast. After looking over some maps we headed off. Terry led us to a quarry where he showed us a nice steep rocky hill which he went up without a hitch and back again. After a few others tried and failed we gave up and went to Fire-track No. 2 and straight into trouble. Terry failed to climb the slippery track and gave up, then I tried it, only to come unstuck, sliding off the track in the same spot as on the training weekend. Thanks to the new winch "a good investment" I got to the top, then came Murray with diff lock switched on having no trouble at all, then Greg with chains and a few extra passengers aboard. Once at the top we radioed the others. They decided to return to camp for lunch and pack up. We motored on back down Fire-track No. 1 and back to camp for lunch. Neil and Tucky decided to head off home after packing up, so the remaining four vehicles made tracks following the lead-footed Greg. We went back to the creek crossings then off on a side-track which was overgrown. After a long climb to the top we come across a T-intersection, we turned left and headed down the other side of the hill ending up at the bottom of the hill where we started. Ken and I then decided to head off home before dark, while Greg, Terry and Murray went back up to 2 Mile Track.

CONCLUSION - Good Weekend. Clocked up 150 kilometers in the bush and a good variety of track conditions. Hope everyone enjoyed the weekend as much as I did and look forward to arranging another trip in the future.

JIM LEE
TRIP LEADER

FORREST FROLICS

12th ANNUAL FOUR-WHEEL-DRIVE CLUB
GETTOGETHER HOSTED BY THE
GEELONG FOUR WHEEL DRIVE CLUB
14 - 16 November '86

The Geelong Four Wheel Drive Club Inc. invites YOU to our twelfth Annual FORREST FROLICS four-wheel-drive weekend.

Club members are welcome from Friday afternoon to establish camp and relax in the beautiful Otway Ranges. This year we have a larger camping area where clubs may congregate and enjoy camp fires. The action centres on the Forest Recreation Reserve where camping, amenities and monster bonfire are located, and trips will depart. Saturday will feature 4WD trips of various duration and difficulty.

Come darkness and let some of that energy loose at our bush dance. Following the dance retire back to camp and pull up a chair to our bonfire. Renew old acquaintances and share stories about the days activities.

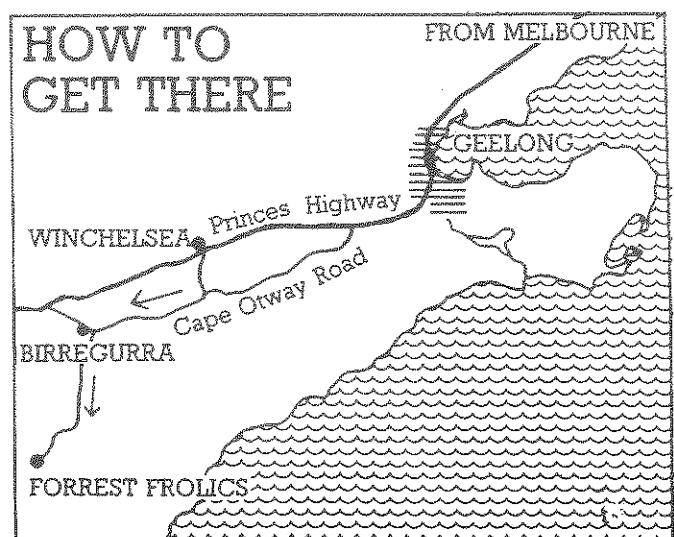
Sunday is fun and novelty day with our annual 'FROLICS IN THE QUARRY' where individual and interclub trophies will again be up for grabs on our specially prepared 4WD course. Food and drinks will be available for Sunday lunch and snacks at the quarry.

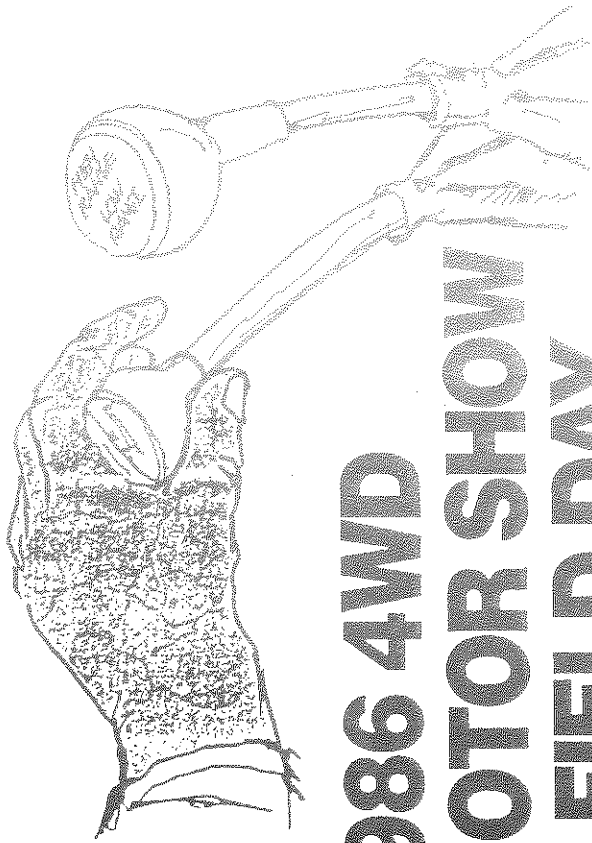
Throw in a gate prize, the full amenities at the camping reserve and a great weekend is assured. All inclusive price is \$8 per adult, with children under 15 free. (Entrance fee includes admission to the Bush Dance Saturday night.)



We look forward to seeing YOU at FORREST FROLICS 1986

Geelong Four Wheel Drive Club Inc.
P.O. Box 976
Geelong 3220
Ph: (052) 78 1537





1986 4WD MOTOR SHOW & FIELD DAY

SUNDAY NOVEMBER 23rd 10 am - 4 pm

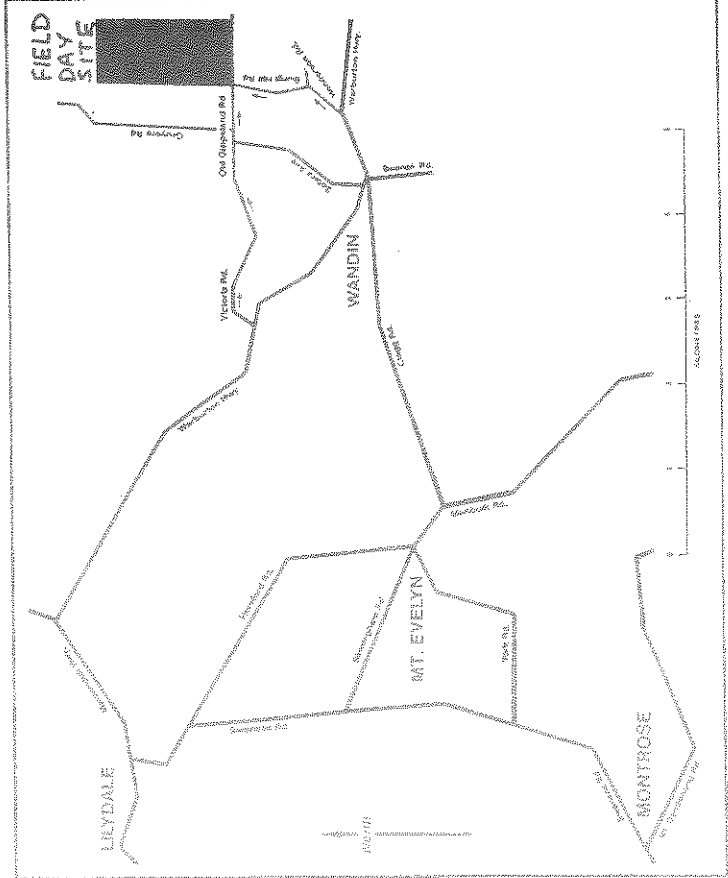
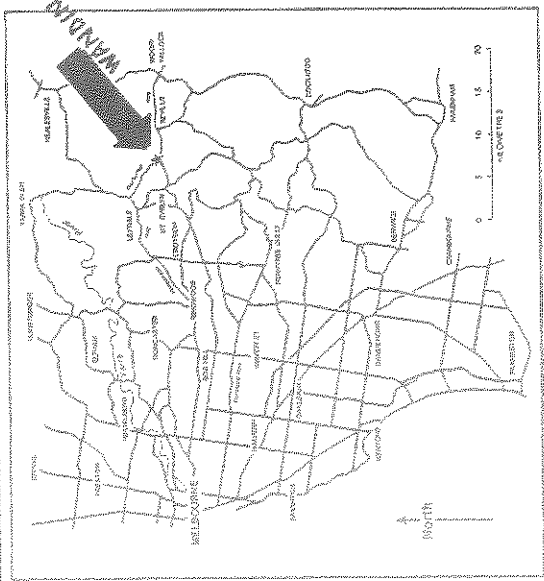
"Wandin Park", Old Gippsland Rd, Wandin North 115.07

See the latest in equipment and accessories for your 4WD exhibited by over 50 organisations.

- Dynamic demonstrations about winching, chainsaws, wheelchairs, vehicle equipping, tyre changing and repairs, vehicle towing and recovery.
- New 4WD vehicles — most popular makes represented.
- Be taken for a drive on the 4WD test track.
- See the latest vehicles and equipment operated by the Army, CFA, SES and Police.
- Wynns Safari vehicles.
- Secondhand market — sell your vehicle or equipment there.
- Information and displays by many 4WD Clubs.

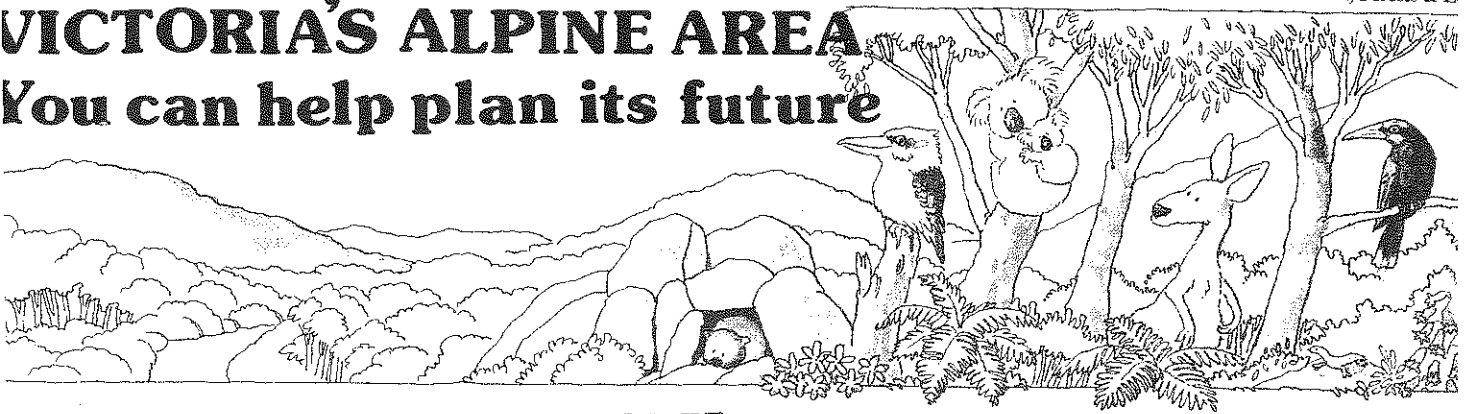
Whether you own a four wheel drive or not, or wondering which one to buy or how to equip it, come along with your family and friends and have an interesting day out. Less than an hour's drive from Melbourne central.
\$5 entrance fee per vehicle.
Hot and cold food and drinks available.

Organised and promoted in the interests of responsible four wheel driving by the:
LAND ROVER OWNERS' CLUB OF VICTORIA LIMITED (Incorporated in Victoria)
P.O. Box 8 Abbotsford, Vic 3067
Peter Dunn 20 6996 (BH) 277 0834 (AH) Alex Paszkiewicz 67 8041 (BH) 550 0650 (AH)



VICTORIA'S ALPINE AREA

You can help plan its future



THE HIGH COUNTRY — IN BRIEF

The Victorian Alps are a unique and spectacular natural area. Unique because alpine and subalpine environments occupy only a tiny part of the Australian continent. Spectacular because of the breathtaking beauty and grandeur of the mountain landscapes.

The alpine area supports diverse vegetation communities, ranging from alpine herbfields at the higher elevations to dry, open forests on ridges and slopes in the rain shadow of the Great Divide. Over 1050 native plant species are found in the Alps, including 12 species found nowhere else in the world.

The vegetation, landforms and climate combine to form a variety of faunal habitats. These habitats support a wide range of wildlife including 34 species of native mammals, 183 species of birds and many reptiles, amphibians and fish. A number of these species are rare or endangered.

The mountain catchments in the Alps are the most important water catchments in the State and provide at least 25% of the total flow of all Victorian rivers.

Productive uses include cattle grazing, timber harvesting, beekeeping and mineral exploration. Cattle grazing in particular has a traditional association with Victoria's high country.

Skiing, bushwalking, scenic driving, fishing, horseriding, deerhunting and canoeing are just some of the many recreation activities pursued by visitors.



Mount Cobar as seen from Mount Speculation



Department of Conservation Forests & Lands

PROPOSED VICTORIAN ALPINE NATIONAL PARK

An Alpine National Park, including extensions to the existing Bogong, Wonnangatta-Moroka, Cobberas-Tingaringy and Snowy River National Parks, and the Wabonga Plateau State Park, has been proposed by the Victorian Government but has not passed all stages of legislation.

Such a park would provide the southern portion of a system of linking national parks that includes Kosciuszko National Park in New South Wales and Namadgi National Park in the Australian Capital Territory. The total area would be 1.4 million hectares.

PLANNING THE ALPINE AREA

Outstanding natural areas such as the Victorian Alps require active management to protect natural and cultural values, provide opportunities for recreation and education for visitors, and control productive uses.

The Department of Conservation, Forests and Lands is the State Government authority responsible for the management of the alpine area. The Department has recently established a project team, based at Bright in north eastern Victoria, to prepare management plans for this publicly owned land.

These plans will assist and guide the Department's regional staff as they carry out their day to day management activities. They will cover such matters as:

- * access
- * visitor use and safety, and visitor facilities
- * fire prevention and control
- * protection of
 - flora and fauna
 - water catchments
 - historic sites and relics
 - landscape and scenic values
- * control of vermin and weeds
- * productive uses

The area to be included in the planning process covers some 700,000 hectares of public land. It extends from east of Mansfield to the New South Wales border, and includes the existing National and State Parks listed previously, areas which are proposed to become National Park and some additional areas of public land.

The project area does not include the alpine resorts at Mt. Hotham, Falls Creek and Mt. Buller. These are managed by a separate Government authority, the Alpine Resorts Commission.

THE PLANNING PROGRAM

The program commenced in June 1986 and is expected to take 2 - 3 years to complete. Because of the size and diversity of the alpine area, it has been subdivided into five planning units, as follows:-

Wonnangatta-Moroka
Bogong
Dartmouth
Cobberas
Snowy-Tingaringy

The planning process involves three major stages:-

1. Interim Management Guidelines will be prepared for each of the five planning units. The guidelines will provide a brief statement of the current land uses and will specify the management practices and activities which should be continued or adopted for the period until detailed management plans are prepared.
2. An Issues and Proposed Strategies Statement will then be prepared for the whole of the project area. This will identify and describe the major management issues which apply to the area and will outline strategies for dealing with these issues. The statement will be readily available to members of the public, who will be invited to participate in the planning process by making written submissions on any of the management issues and strategies covered in the statement, or any other relevant matter.
3. Draft management plans will then be produced for each planning unit and the public will again be invited to make written submissions. These will be taken into account in the preparation of the final management plans.

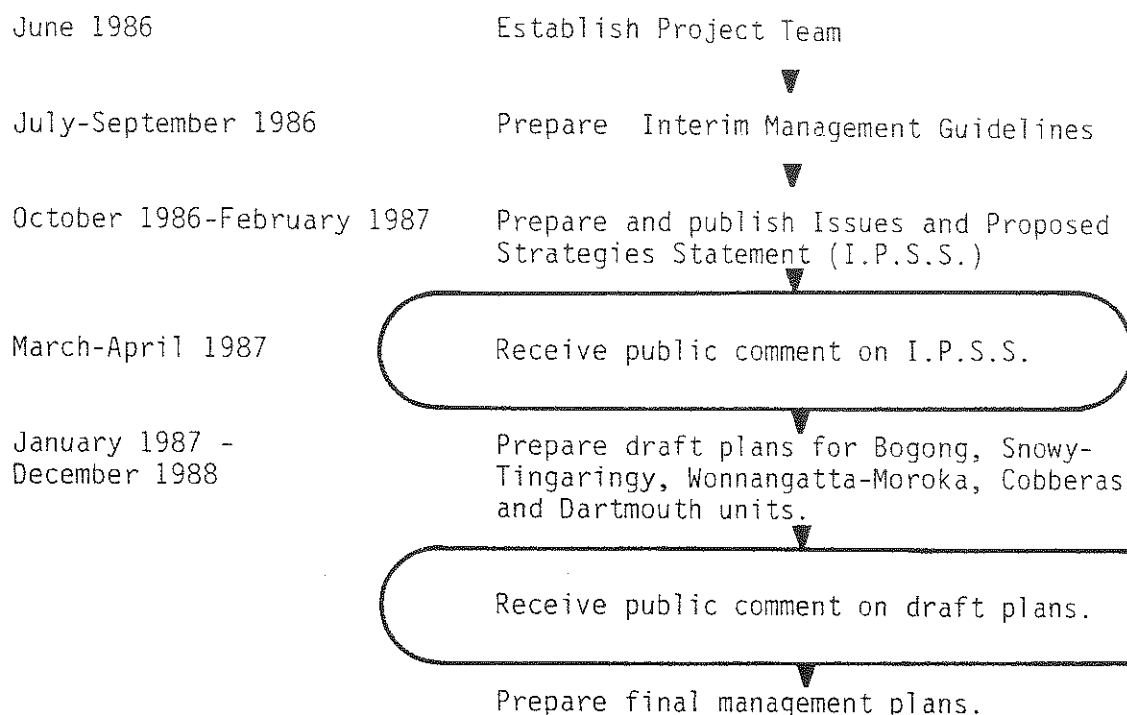
PUBLIC PARTICIPATION

Public involvement will be a major aspect of the planning. The project team will welcome discussion and will actively seek information from interested parties and individuals.

Initially the team will consult with municipal authorities, with other Government departments which have responsibilities in the alpine area and with representatives of user groups and special interest groups. As already outlined, these bodies, as well as individual members of the public, will have the opportunity to provide written submissions at different stages of the planning process.

The Department's regional staff, based at locations surrounding the alpine area, as well as head office specialists, will also have important input into the planning process.

PLANNING AND PUBLIC PARTICIPATION TIMETABLE



WOULD YOU LIKE TO HELP?

You can assist the project team plan the future management of Victoria's alpine area by :-

- * Making written submissions at the appropriate stages of the planning process. When these stages are reached, they will be widely publicised, and information will be available to assist you to prepare a submission.
- * Providing information at any stage of the planning process.

If you wish to contact the project team or require any further information, please telephone or call at one of the Department's offices listed below.

Alpine Planning Project
3 Riverside Avenue
BRIGHT 3741
Phone:(057) 552 000

Wangaratta Region
Ovens Street
WANGARATTA 3677
Phone:(057) 215 022

Wodonga Region
Astra House
Hovell Street
WODONGA 3690
Phone:(060) 242 788

Bairnsdale Region
210 Main Street
BAIRNSDALE 3875
Phone:(051) 526 211

Traralgon Region
71 Hotham Street
TRARALGON 3844
Phone:(051) 746 166

Orbost Region
52 Browning Street
ORBOST 3888
Phone:(051) 541 130

Alexandra Region
46 Aitken Street
ALEXANDRA 3174
Phone:(051) 721 633

Head Office
240 Victoria Parade
EAST MELBOURNE 3002
Phone:(03) 651 4011

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LMCT 104

ASSOCIATION NEWS

1986 Cleanup: John Wilkinson (Pajero) reported that he will be meeting with Alex Philp, who will co-ordinate the cleanup in place of Frank Noble. Following comments from several clubs, an area closer to Melbourne will be considered, and information will be circulated to clubs when available.

Easter Show: All clubs have now received information from the organizer, who now requires numbers for competitive events, catering and camping. B. Tanner is organizing the competitive events, and J. Wilkinson is co-ordinating an Association stand. He suggested that we investigate providing a free "Show Bag" containing information and useful items, and asked for comment on this idea. B. Tanner will follow up a query about the nature and extent of insurance cover provided by the organizer, seeking a written commitment.

Public Relations Report: Any comments on this month's TRACKWATCH IN BRIEF should be directed to K. Hocking. J. Wilkinson reported on the recent PR Subcommittee meeting which discussed the production of Press Kits, Exhibition Display Boards, video tapes etc. More volunteers to man Association stands at the upcoming exhibitions are needed. It is hoped that the video of the 1985 cleanup will be ready in time for the LROCV Field Day.

Track Committee Report: D. Horne thanked those who participated in the Mowbray College Tree Planting Day. He then commented that although there are now 41 clubs in the association, only about 12 regularly submit Land Use Reports. A letter will be sent to clubs who neglect to complete these reports. The Track Committee is preparing a list of tracks to avoid in the wet weather; this will appear in Trackwatch In Brief.

Mowbray College Tree Planting Day: Twenty-six vehicles from 7 clubs attended and gave 417 demonstration rides to the public. After deducting expenses, \$200 was donated to the Australian Trust for Conservation Volunteers. Poor weather limited attendance, but between 7000 & 8000 trees were planted.

ASSOCIATION NEWS CONT.

Display Boards for Exhibitions: J. Wilkinson proposed to prepare 6 boards, each highlighting an aspect of 4wd: Safety, Recovery, Joining a Club, Driver Training, Environment, History. A board will consist of one poster size print in the centre, with text at the bottom and smaller photos around the edge.

Towing Pintles: M. Templeton commented on the problems created by vehicles without towing pintles and other basic recovery gear. Clubs should stress the importance of properly equipped vehicles in the bush.

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Top Report

KAKADU NATIONAL PARK THE TOP END (OR BUST)

ROLL CALL: Tom, Liola, Dustin & Lee Brachna
Bruno & Natalie Santarossa
Brian, Connie & David West
John & Margret Smith
Andy, Josie, Ben, Vanessa
Gus, Carol & Aiden Pearl

WEEK 1

DAY 1 SATURDAY 2nd AUGUST

For most of us day 1 was really the culmination of months of planning, weeks of packing and repacking and a week of panicking. 6 am saw our Mitz (later known as the "GRADER") leave The Basin enroute to THE TOP. We picked up the Smiths in Boronia and tootled off to meet the others at the Childrens Hospital (Tom and Mob were coming along together from Hampton Park). Once we were altogether hello's said we hit the trail to the top.

Our aim was to get as far as possible, we cruised along ultimately camping on the Ana branch of the Darling, midway between Mildura and Broken Hill. A top spot, tents up by 5 pm dinner and a quiet one (or two) by the fire, badly needed there was a chill in the wind. The kids were tired (so were the oldies) so into bed.

CONT... KAKADU NAT. PARK

DAY 2

SUNDAY 3rd AUGUST

It rained during the night not a lot but enough to wet the tent. Again it was very cold (3 dog morning) we arose about 7 am hit the track about 9.30 am. A slow start, but we are on holidays now. We drove straight through Brocken Hill only stopping for fuel and to get Andy a gas regulator (left his on the piano). Headed out on the Tibooburra Road, past the Big Ant, (should have heard Aidy's comment, took a long time to explain it was not real) hung a lefty at Yanco Glen to Corona Station. Past through several properties to Broughams gate on the dog fence started up the S.A. side of the fence not much chop, so back to the gate and up Nifty's side. The track was a lot better and could keep up a good rate of knots. Mid arvo saw the animals on the move more Roo's than I have ever seen Aidy didnt know where to look first, we rotated the lead to allow everyone a chance to get a good look. camped off the track in a little sheltered clay pan (hoped it didnt rain much). 8 pm it started to shower enough to scatter the people only lasted 10 min. Little longer by the fire, tried to catch Rowie on the R.F.D.S. no-luck (more about that later). Aidy went to bed dreaming of Roo's bombed out of his brain.

DAY 3

MONDAY 4th AUGUST

Started raining again-kept up till 3 am. I was a bit worried whether we would get out of the claypan (I picked it). Had to pack around Aidy, slept like a log till 8.30 am. Left at 9.00am no sweat (can I pick camping spots). The track had water laying on it. But was easily trafficable (had not long been graded of sorts) not much wild life. Had lunch at Camerons Cnr. (would suggest this as alternate to the main drag). Still cold winds but sunny days now. On the track again to Innamincka. It's still a big dipper of a road but faster now Aidy chuckled, a few others felt off (John's hair was a shade greyer). Got to the Strezlecki turned left and drove into a swamp there was sidetracks on sidetracks, I was close several times to bogging but just kept going we reached Innamincka. About 5.30pm. camped on the creek bank. Tom immediately got bogged to the chassis Andy tried from the front to tow Tom out-2 bogged-Bruno snatched Tom's bum, Brian snatched Andy's bow, all on the road and up to Burkes Grave to camp. Another clod night, a few socials around the fire tried Rowie again - no result, port and bed a clear night, heaps of stars and no rain.



CONT. . . KAKADU NAT. PARK

DAY 4

TUESDAY 5th AUGUST

Bruno (now known as the ALARM CLOCK) woke us at 6.00 am YAWN!!! A tub, brekky a look at the grave site and off. A stop at the trading post for fuel, letter, nature and inidentals saw us leave at 9.30 am. The news on the track was very wet and sloppy, not badly cut up yet but tricky. Bruno and Tom were first bogged, but not to be out done during the course of the day, I was bogged 6 (six) times. Score:- 3 tows to Bruno, 2 to Brian and 1 to Tom (ta fellas). The mitz's problems are mainly ground clearance, we did HEAPS of road maintenance.

The road through Cordillo Downs washed away badly. After asking directions at the Homestead we drove through their yards to the road. We camped about 15KM further down the track on a recently filled creek, green grass and heaps of fire wood. Tucker, socialising, cleaning and bed about 10 pm POOPED.

DAY 5

WEDNESDAY 6th, AUGUST

Bruno "RANG" about 6 am. After a bath, breaky, etc. we were off about 9 am. The trac deteriorated as we went North, Big washouts, the track looked like a wet river bed. We drove and negotiated, until Cadlega out station. A solar powered pump system has been installed, worth looking at. We started off again, wasn't long before we were stuck, a touch of water and a dollup of mud. A quick pull and we were off again. Getting up near "Joh country" we struck water, the inland sea, we detoured around the base of dunes until finally we had to hit the top. We criss-crossed the dunes slowly working north until we ran out of track, both Bruno and Tom were bogged to the Chassys (of course I had already been stuck in soft sand, due to a lack of momentum). We got Tom and Bruno out and had a wander over the area to find an alternative track finally 3 stockmen in 2 trays came along and offered to guide us. We followed them to Betoota, here Bruno discovered his first flat (I had the bogs, he had the flats). Betoota saw us fuel up. A change of plan due to 5 and 12 mile wide floods, (didn't find them though), kept on till we found a nice spot to camp (Score Today: Tom 2, Bruno 1, Me 0, bogs).



C . . . KAKADU NAT. PARK

DAY 6 THURSDAY 7th, AUGUST

Last nights camp was a pleasant spot green grass, good wood, out of the wind and great birthday cakes - Tom is now "OVER THE HILL".

Easy start and off to Bedourie tracks were still water effected, I was still mud effected, got to the Diamantina Channels and found a cruiser wagon up to his eyeballs in mud, solo and loaded to the hilt, he had a small tirfor and lots of time, hi luxes and 5 snatchems and he was out. He continued south and we went north to Bedourie, a stop for ice cream an quickie around the town and off past the road closed sign to Mt Isa. Another good camp site tonite.

DAY 7 FRIDAY 8TH, AUGUST

Up early and on to Mt Isa, road still wet and chewed up. We arrived at 'Isa about 3 pm found spots in the caravan park, lots of hot showers (first for week/washing, etc). A take away tea, no fires here so to bed early.



TO BE CONTINUED

B U L L B A R S

A GUIDE TO THEIR ACCEPTABILITY

The following guidelines, consistent with the Motor Car Regulations 1984, may be used in assessing whether the attachment and construction of the Bull Bar are acceptable:-

(a) If a Bull Bar is fitted to a motor vehicle the safety of the vehicle must not be to adversely affected. It must be adequately mounted and supported and must not constitute a danger to other road users.

(b) The Bull Bar must not obstruct the vision of the driver.

(c) The Bull Bar should be as close as possible to the front of the vehicle but in any case must not project more than 1.2 metres in front of the headlamps.

(d) The Bull Bar and any fittings, hooks or attachments must not have any sharp edges, corners or protrusions, nor should it extend unduly beyond the side profile of the vehicle.

(e) All exposed sections of the Bull Bar and fittings must be radiused and deburred, forward and side members, if not made of round tubing, should be radiused on the outer edges to a radius of half the thickness of the section, and corners should be rounded to a spherical radius of at least 10mm as shown in Figures 1 and 2.

(f) The Bull Bar or fittings must not affect the performance or visibility of headlamps, parking lamps, turn signal lamps or other mandatory lamps.

(g) The Bull Bar, together with its mountings and any winches or other equipment and fittings, must be taken into account for vehicle dimensions.

(h) If any part of a winch or other equipment projects forward of the Bull Bar, it should not have any sharp edges or alternatively it should be enclosed by a suitable cover which is itself free from protrusions or sharp edges.

FOR FURTHER INFORMATION RING
BERIE KOLBE ON 345 4001 AT THE R.I.A.

EXTRACT TAKEN FROM THE FAJERO 4WD CLUB

FIGURE 1

SOME EXAMPLES OF ACCEPTABLE
BULL BAR DESIGNS

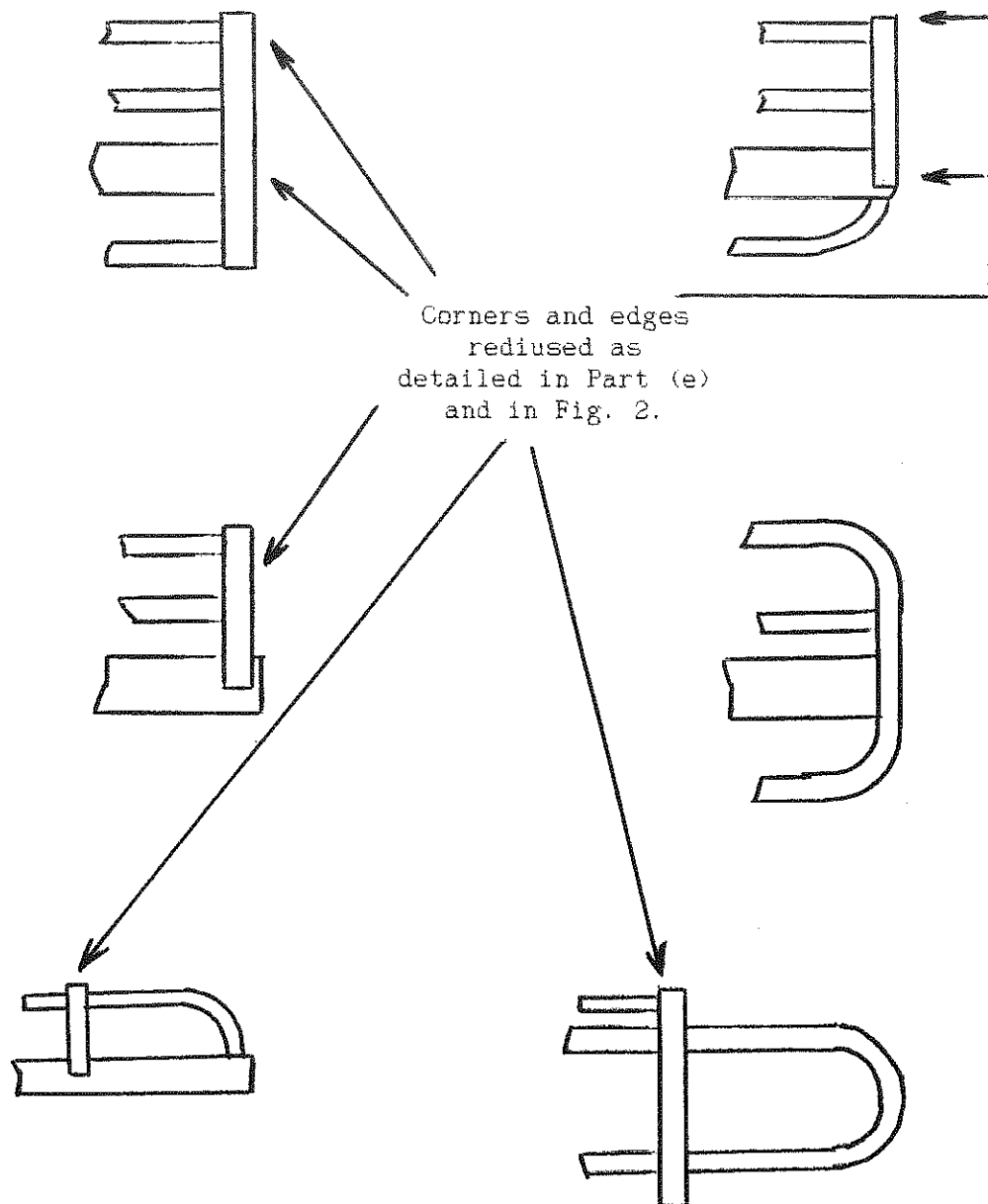
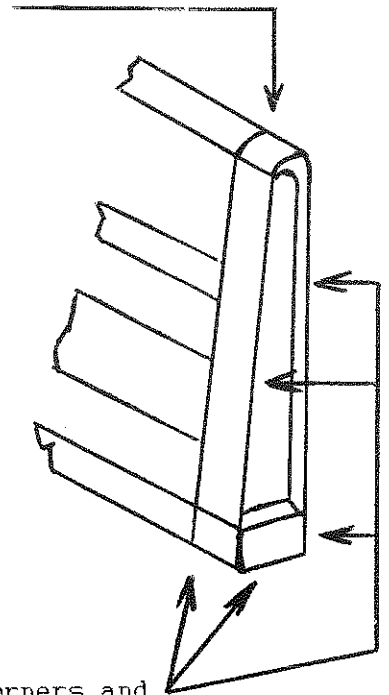
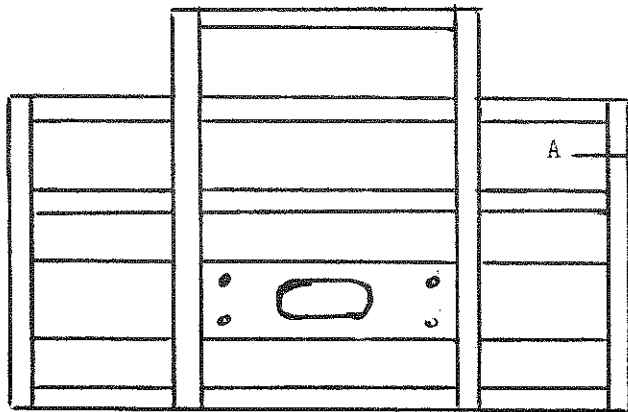
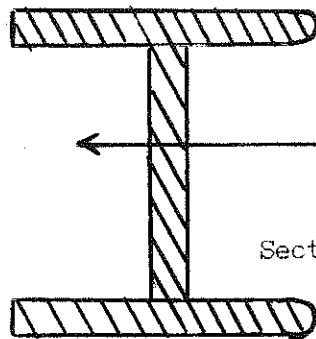


FIGURE 2
RADIUSED CORNERS AND EDGES

All corners or edges radiused
to a min. radius of 10mm
(NOTE: If solid sections or blind
tubes are used then all corners
must have a spherical radius of
not less than 10mm).



All corners and
edges radiused.



Section A-A

Radiused to a radius half
the thickness of the section.

[illegible]

MARK TEMPLETON & GLORIA CAROU
PETER PINK, TOM BRACHNA & DUSTIN
KEN BEITH, FRIEND, STEVE, GRAHAM & KENNY
JIM LEE
RODNEY & STEPHEN LEE
RON CAMM & SON
ERIN GERRARD & FRIEND
MANFRED ROESELER
WAYNE WHITEHEAD & BRIAN WEST
JORG KESSLER & FRIEND

Arriving at the Sandpit, Mark began a little demo course around the pit and over the (little) hill in the middle of the sandpit. He then asked one of our new members to make that same course. One by one they went through the course and some of our "old" members also had a bit of a play.



CONT. TRAINING DAY

After our little play we began a demonstration on how to pull a vehicle out of trouble. Jim volunteered to pull Mark's vehicle (who was pretending to be stuck at the bottom of the pit). The electric winch which was connected to Jim's vehicle was reeled out and hooked to Mark's bull bar points. Slowly Mark's vehicle began crawling up the hill, but not making it quite half way we tried the snatch block and tried again. Slowly it crawled up, BUT Jim's vehicle was slowly sliding forward, as the weight of Mark's vehicle was too much to hold, and the surface was not exactly too good for the tyres to grip, as it was sandy. With a little help from their fellow members, the vehicles swapped places (REMEMBERING: THIS IS ONLY A DEMONSTRATION PULL OUT AND THE USE OF RECOVERY GEAR). Already to go, the electric winch was operated again and Jim's vehicle made it up the little hill, no problems.



Then it was time to try the same situation, but using a hand winch, thanks to Erin (who was well equipped with recovery gear), for the use of his equipment. The vehicles were hooked and a few of the members had a go at winching the vehicle out (PHEW!! it takes a lot of muscles). Mark then went through a bit more into the types of recovery gear and what they are useful for, such as the hand jack, snatchem strap, chains, etc.. Meanwhile, (a little later with a good excuse) Rodney and Stephen Lee rolled up. We then decided to find a picnic place where we were to have a little snack for lunch. We found a spot at Bob's Park, where quite a few people were camping. While some of us were eating sandwiches, Kentucky or just drinking coffee, a B.B.Q. fire was beginning (mind you, with a bit too much smoke, but nevertheless it finally got going). Some guys yapped on about this, that and the other, others were under bonnets (one particular vehicle, which just happened to have a 400 Chev motor) and I decided to play frisby throughing with the kids (Dustin, Steve, Graham and Kenny).

CONT. TRAINING DAY

Mark and Jim then took off towards a track about 300 metres from the picnic area. One by one followed and all (or most) had a go at driving up a very muddy track with a slight inclination. When everyone was quite happy to take off again, we did!! Driving our way through tracks, we came accross a funny little track towards our left. We stopped, Mark thought, then thought some more (it takes him a while), and decided LETS TRY IT. I suggested to him to try the track on his own first and if it was fit for Four Wheel Drive's, then the convoy would follow. He answered no, it will be fine. I looked at the track and said NO WAY CHARLIE (I mean Mark), but he insisted and I QUOTE: ("IT'LL BE ALRIGHT"). So, off we went. (now picture this: TRACK NOT KNOWN; TRACK VERY NARROW; TRACK ALSO VERY MUDDY AND SLIPPERY; VEHICLE NOT ABLE TO TURN AROUND). Mark led, ofcourse, everyone followed. Just 300 metres down the track we stopped. A nice drop was in front, followed by a big puddled and another hill on the other side (just imagine a fat "V" with lots of trees around it). Mark and others decided to check out the situation, and decided to try it. We slid down, through the stinking puddle, but not up the other side. Second try (no way), third try (no way, no how, forget it), it looked like he had to go back. With a hell of a lot of maneuvering he turned the vehicle around, went through the puddle, BUT not up the other side.

Alright guys, get the snatchem straps out, he is not going anywhere on his own. While other vehicles were reversing back off the track, the snatchem straps were hooked on, Wayne was pulling Mark and just to have more weight and security we hooked another snatchem strap from the back of Wayne's vehicle to the front of Manfred's. Ready Manfred (yes), ready Wayne (yes), ready Mark (O.K.). Manfred and Wayne did a great job in pulling out Mark, (of course, we won't forget the guys outside the vehicles directing them, thanks fellas). Mark's theory for getting stuck was "IT WAS PART OF TRAINING", Believe it OR Not. But not only did the leader get stuck so did a few others, (I suppose they just couldn't resist the excitement, RIGHT GUYS????), but eventually everyone was out. (moral of this TRACK: "Trust a woman's intuition").



CONT. TRAINING DAY

Down a near by track, and towards the main drag, we try another left track (this one was alright), only to find 200 metres down the track it was occupied with other 4WD's. The Yarra Valley Four Wheel Drive Club, were on a treasure hunt in combination with Four Wheel Driving. One by one they all had a go at a very very steep, rocky track. Our members also decided to try, and did. (Fortunately, the track was dry and no vehicle had too much problem). Then they decided to drive down again.

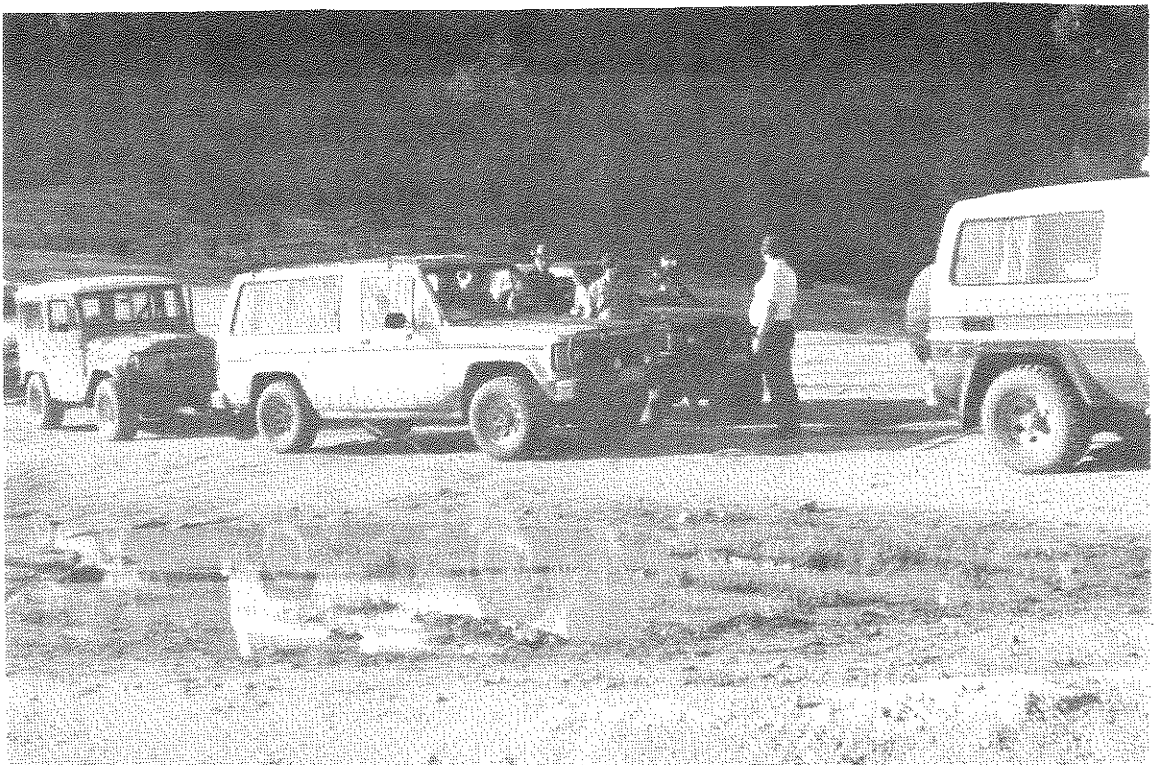
Out of this track it was now around 3.45 pm, and so Rodney (knowing his tracks very well), led the convoy through a nice and bumpy track all the way down to Maryknoll. So, with a great day of training we said our good-byes and by 4.45 pm we took off towards the highway and home.

NOTE:

Please remember, when you are in a CONVOY situation one RULE is very important to keep in mind. When on a long and unknown track to some, there is usually a distance between vehicles. When you approach an intersection, PLEASE wait until the vehicle behind you is in sight, so that he can see which track to follow on. As it is very important specially in bush tracks to make sure we all get out of the bush together. Thank you.

THANKS TO THE NEW MEMBERS THAT TURNED UP, I HOPE IT WAS AN ENTERTAINING, USEFUL AND ENJOYABLE DAY FOR YOU ALL. ALSO THANKS TO THE EXPERIENCED MEMBERS FOR YOUR GREAT SUPPORT AND HELP.

GLORIA CAROV.



CLUB CALENDAR 1986

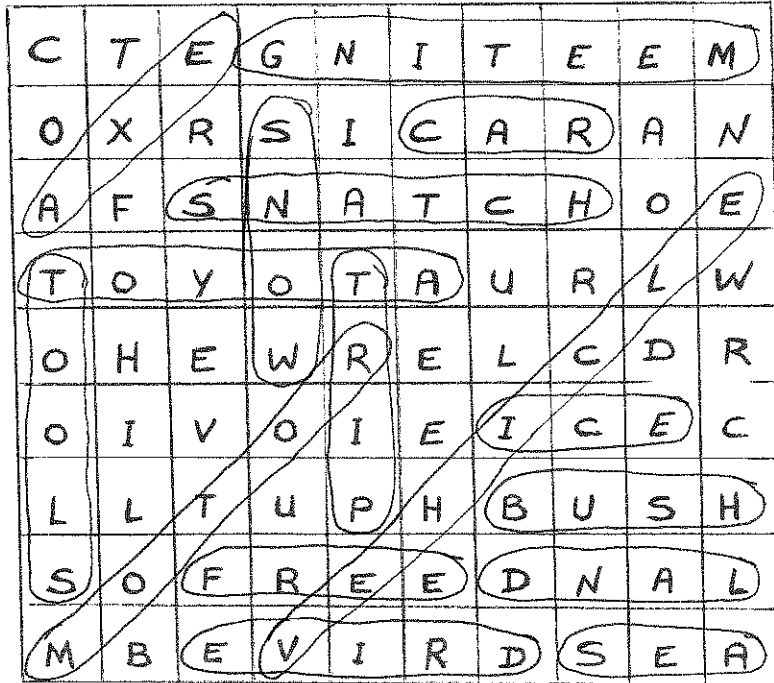
OCTOBER	18	VEHICLE CHECKOVER BRIAN'S & MURRAY'S WORKSHOP
OCTOBER	17, 18, 19	BOHO BOUNCE GOULBURN VALLEY F.W.D.C. MYRA PARK, CREEK JUNCTION
OCTOBER	22	ASSOCIATION MEETING
OCTOBER	25 & 26	V.F.W.D.C. BUSH DANCE NEW VENUE - BIMBIMBI W/LIFE PARK DON'T FORGET TO HELP WITH THE SETTING UP!
NOVEMBER	(CUP WEEK-END)	MURRINDINDI AREA TRIP LEADER - BRIAN TUCK 762-5981
NOVEMBER	14, 15, 16	FORREST FROLICS - GEELONG F.W.D.C.
NOVEMBER	23	LROC FIELD DAY (WANDIN PARK)
NOVEMBER	26	ASSOCIATION MEETING
NOVEMBER	29 & 30	PROPOSED CLEAN-UP WEEKEND V.A.F.W.D.C.
DECEMBER	14	KIDS CHRISTMAS PARTY BIMBIMBI WILDLIFE PARK
DECEMBER	19	ADULT CHRISTMAS BREAK UP DINNER REMBRANT'S RESTAURANT
DECEMBER	26	XMAS TRIP BUCHAN AREA (FURTHER DETAILS CONTACT JOHN LAKE)
FEBRUARY	1987	2X4 WHEEL DRIVE SHOW
APRIL 1987	17-20	4 W.D. EXTRAVAGANZA PHILLIP ISLAND V.A.F.W.D.C.

RECOVERY GEAR

TYPES OF RECOVERY GEAR REQUIRED FOR FOUR WHEEL DRIVING:

TOE POINTS	TYRE LEVERS
SNATCHEM STRAP	HI LIFT JACK
D - SHACKELS	A GOOD FIRST AID KIT
SNATCH BLOCK	WHEEL CHAINS
TYRE REPAIR KIT	AXE
HAND OR CHAIN SAW	SPADE
WINTCH (HAND, PTO OR ELECTRIC)	
FIRE EXTINGUISHER	
HEAVY SHEET OF PLY FOR JACKING IN SOFT GROUND	
A - BAR MOUNTS	A - BAR

KIDS PAGE



FIND THE FOLLOWING WORDS:

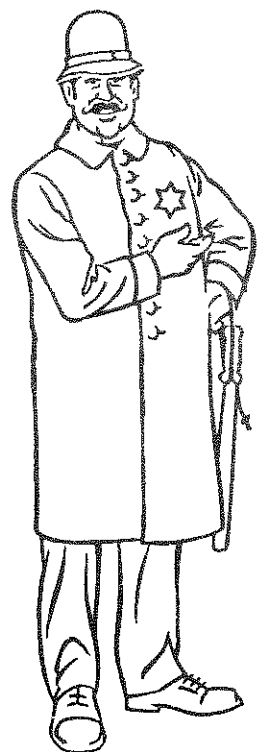
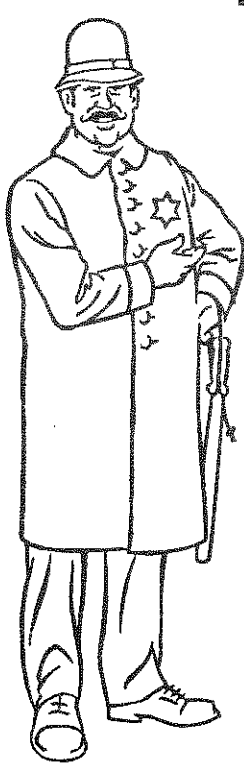
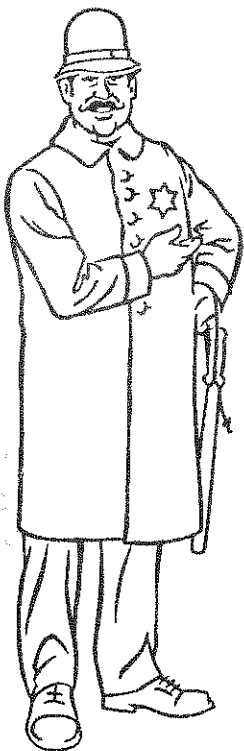
- ✓ MEETING
- ✓ AXE
- ✓ SNOW
- ✓ TOYOTA
- ✓ VEHICLE
- ✓ TRIP
- ✓ BUSH
- ✓ TOOLS
- ✓ MOTOR
- ✓ SNATCH
- ✓ CAR
- ✓ DRIVE
- ✓ FREE
- ✓ ICE
- ✓ LAND
- ✓ SEA

FIND THEM
IN:
↓
BACKWARDS
FORWARDS
DIAGONALLY

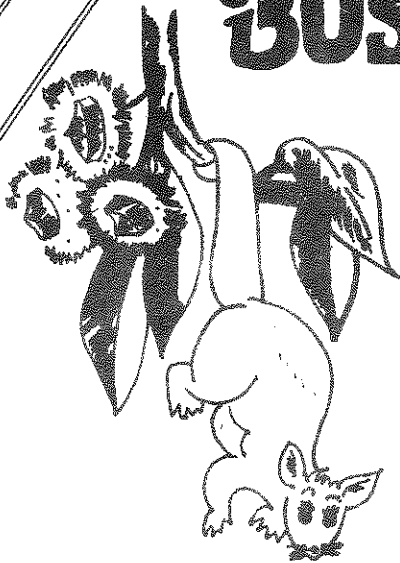
FILL IN THE LEFT OVER LETTERS BELOW:

VI-----/-----/-----/-----/-----

FIND THE TWINS



BUSH.B.Q.



THE BARBEQUE OF THE OUTBACK

simple

strong

highly efficient

compact

mesh grillen

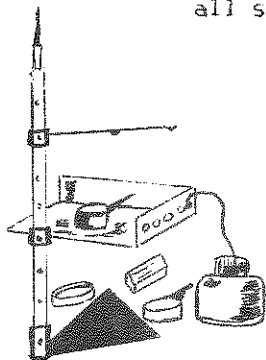
open fire cooking

fully engineered
all steel construction

versatile

indoor/outdoor

gas conversion



REALISTICALLY PRICED



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