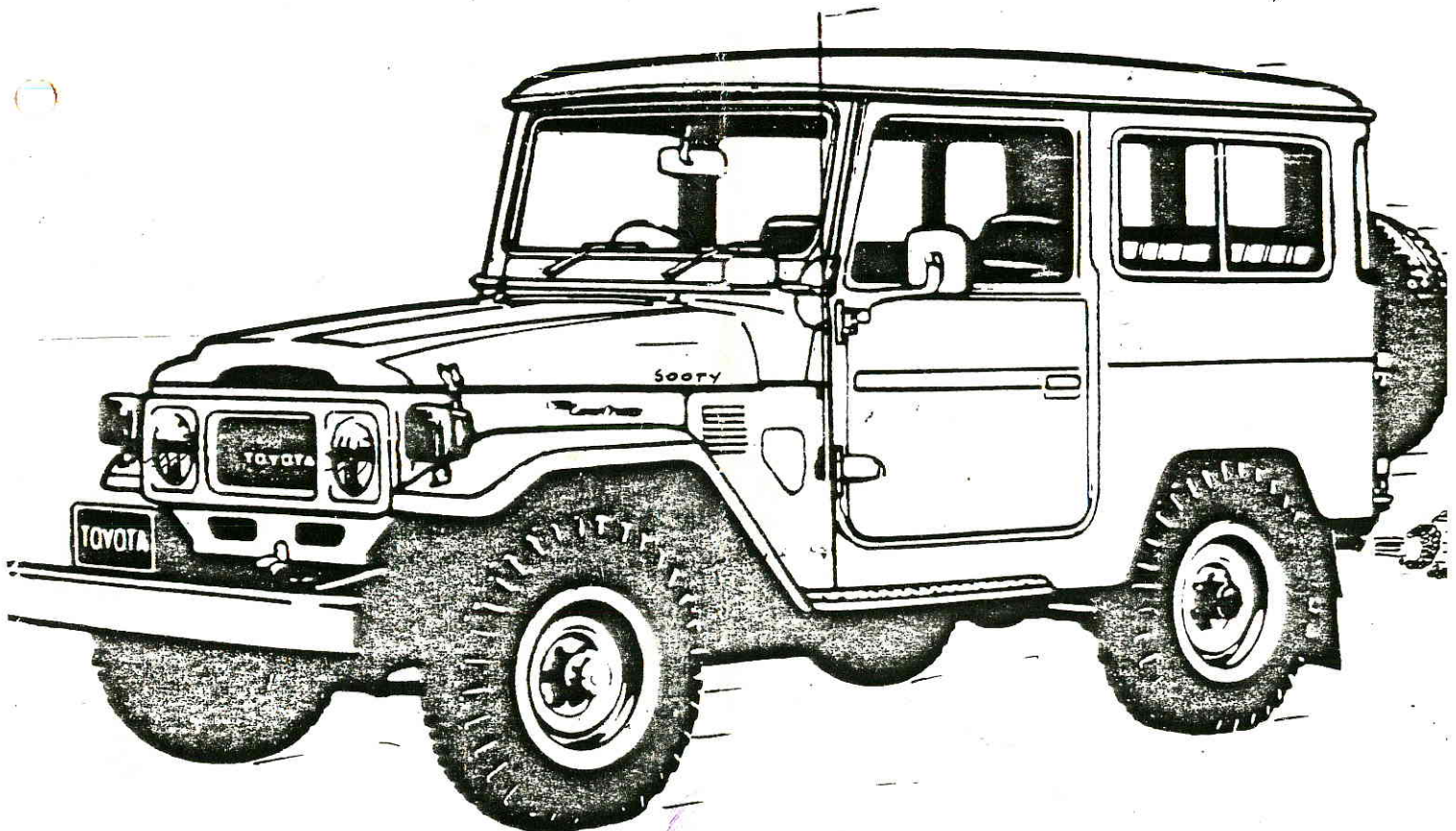


**FEB 1986**

**FREE**



**WHEELING**





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*All Work Guaranteed.*

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---

We sincerely regret to advise the passing on of a very valued Club Member, Peter Adams. Peter was a foundation member of The Victorian Four Wheel Club and his presence will be sadly missed by the members of the club.

Sincere condolences to the members of the Adams family for their great loss and ours.

## p r e s i d e n t ' s   r e p o r t

---

Well it looks as if we're back on the tracks with the magazine again. I apologize to those of you who didn't receive the last one, but as you see we have **not** been asleep, as this magazine's calendar will clearly show. All we need now is some people to go on these trips, not like Christmas, where only three vehicles from the club joined the Westernport Club, because our numbers were so low.

Don't forget Bryan West's trip to Blue Rock Dam on the 2nd of March and of course Narbethong on the 8th, 9th & 10th of March (Labour Day Weekend). Also in March is the Cricket Match (maybe more details at the meeting) and not forgetting Easter. There will be two trips available at Easter. The first being led by Tom Brachna to Talbotville and possibly the Den of Nuggen and secondly Trevor Nelson will lead a trip to the Hatiah Lakes.

For those of you who haven't already heard, the Club has suffered a loss with the passing away of Peter Adams on the 23rd of January. Peter was known by all in the club and had been a member since the formation of the club. The club will be donating \$50 to the Peter Mc Callum Clinic by request of Mrs. Adams.

See you at the March meeting.

David Heard

calendar - 1986

- February 16 Brian Tuck and Murray Shaw are leading a day trip to the Murrindindi State Forest leaving from Blenburn Pub.  
A & B Grade.  
Contact Murray or Brian for further details.
- February 22 & 23 Sue Williams to lead trip to Tali Karng.  
More details ring Sue.
- March 2 Bryan West is leading a Picnic Trip to Blue Rock Dam. Fishing, swimming and socializing are available. BBQ's are available at the dam. A good day for the whole family.  
Meeting Hallam Pub 10 a.m.
- March 8,9 & 10 Cross Country Jeep Club Get Together (Bog Hole Weekend)  
Deposits required for tickets. Camping from Friday onwards. Usual format for the weekend: Friday set up camp  
Sat. day trips and Mongrel sled pull  
Sat. Night Sled pull final  
Sun. morning Bog Hole trials  
Sun. afternoon finals Bog Hole.  
Sun. Night Monster Bonfire, weather permitting.  
Monday pack up and go home.
- March *SUNDAY* 23 ~~Tentative~~ Annual Cricket match against Nissan Club at Mentone Grammar playing fields.
- March 28,29,30,31 Talbotville area leaving Hallam Pub 8 a.m  
(Easter) Good Friday.  
On the way try and find the Den of Nuggan.  
Set camp on Crooked River.  
Few short sightseeing trips around area.  
Fishing, swimming and socializing.  
B grade.  
For further details contact Tom Brachna
- March 28,29,30,31 Trevor Nelson Tentative trip to Hatiah  
(Easter) Lakes.  
More details in February.
- APRIL.* 6<sup>th</sup>. *Toolangi State Forest. Brian Tuck.*  
April 19 & 20 Gippsland Go Down.  
Refer to letter in Magazine. Names taken at February meeting.
- May 3 & 4 Wine trip to Rutherglen area.

c a l e n d a r - 1986 cont...

June                    15            Annual Football match against Nissan  
                          (tenta-           Patrol Club.  
                          tive)

July                    5 & 6           Driver Training weekend.

July                    26 to           Kakkadu National Park.  
September                    6  
   More details in next magazine.

ANYBODY WISHING TO LEAD TRIPS PLEASE CONTACT COMMITTEE.

WE NEED TRIP LEADERS!

i t ' s   a n d   b i t s

Congratulations to Michele and David on their agreeance to wed.  
May they share many little Tojos together.

Very best wishes to you both from all of us.

Roll call: Tom, Liala, Dustin & Lee Brachna  
Natalia & Bruno Santarossa  
Peter & Debbie Pink  
David & Barbara & Claire Westmacott  
Bryan, Connie & David & Ma West

We all met at Tom's place on the 24th September at 8 a.m. After a cup of coffee and a few last minute odds and sods we jumped in our cars and headed off through the outskirts of Melbourne. After fighting our way through the City's Saturday morning traffic we eventually found the Hume Highway and zipped down there to Seymour where we turned off and made our way to Tocumwal. We stopped on the banks of the River Murray and had some lunch, drinks, and a stretch before proceeding on to the Newell Highway, to West Wyalong where we all topped up our tanks.

While filling up and having a cuppa, Tom decided to take the opportunity to ring Pete and Debbie to inform them that we were to be spending the first night at Parkes, as they were unable to leave until the early hours of Sunday morning. After the brief break at West Wyalong, off we went to Parkes, where we intended to stay, but due to bad timing or bad luck the whole town was booked out so we pitched the tents and roughed it instead.

Next morning, we arose to be greeted by a fine warm day so we had breaky, showered and began our packing procedure when we heard Pete and Debbie on the CB. We directed them to our location where they had breakfast too and showered away the cobwebs from driving all night.

When everybody was organised, we hit the road again and made Gilganderra for lunch. After lunch we proceeded up the Newell again and after a few pit stops we made Goondiwindi where we spent the night.

In the morning the Queensland weather was at it's best, so out came the shorts and thongs.

From Goondiwindi we drove to Somerset Dam where we had lunch and continued straight through to Tewantin where we arrived late in the evening. The following morning we stocked up on fresh supplies and drove down to the Noosa River ferry. Once across we finally hit the beach. The tide was low and the sand rock hard, as we made our way along the water's edge where Tom tried to find the Bubbling Springs. He found what was a Bubbling Spring the previous year, so he said, but now was a dry sandpit.

PTO

Fraser Island cont...

On we drove till we came to the Cherry Venture, an old ship which had been washed up in a cyclone. We all had a good scramble around the decks, took some photos and then proceeded around Double Island Point, along the Coloured Sands and into Rainbow Beach. Tickets were bought for Gordon Elmers Barge, fuel tanks filled and grog supplies topped up and off we went to the Barge and across to Fraser Island.

Once on Fraser, we got about three hundred yards down the beach before we turned around to help a Range Rover to get mobile. He had become bogged while towing a Campervan.

The tide was low so we had a reasonable 75 km drive down the beach to where we were to stay. When we arrived, the camping area was like tent city, with hundreds of people jammed in like sardines. The Ranger checked that Tom had permits, which he did, and told us to find a camping spot? After a scratch around we found a perfect camping spot with grass, shade and no other campers in sight. We were lucky. We pitched camp, had tea, a few beers (other way around!), and off to bed.

The following morning was spent resting and having a look around the beach and camp. That evening we tried our luck with the finned creatures and managed to haul in a few Dart which we devoured for tea that night.

The next day we set off early for a round trip of Arrawinya Creek, the Rain Forest, Bowarrady Lake and back to camp. At Arrawinya Creek we had a fish, (no luck), lunch and a swim and headed back across the Island towards Bowarrady Lake. The track heading back was very rough and rutted with some steep ascents and a very steep descent back onto the beach. Then a quick drive up the beach and back to camp. We made tea and did a bit of socialising around the fire and retired.

The next morning after breakfast we drove down to the Mahino to try our luck at fishing. We caught some small Dart and Bream so we gave it away.

That evening we tried our luck in the Surf for Tailor and it wasn't long before I got the first fish of around 2-2 $\frac{1}{2}$  lb. and then the whole beach came alive with fishermen, shoulder to shoulder dragging fish out one after another. While i was bleeding my first Tailor I got a bit over-excited and almost cut the top of my Thumb off, so I had to go back to camp and get a bit of first aid and flew back. We ended up with about 6 Tailor and a heap of Dart - a good night's fishing.

The next day we went to Sandy Cape but did not quite get to the Lighthouse because of the High Tide. Tom kept his record intact by getting stuck every time he has visited Fraser.

While on the Island we visited Eurong, Happy Valley, Orchid Beach, Champagne Pools, which were full of sand, Wabby Lake, Lake Mc Kenzie and a few other places inbetween.

PTO

Fraser Island cont...

In all we spent 11 great days on the Island before we had to leave.

We said goodbye to David, Barbara and Claire Westmacott who decided to stay on and made our slog down the beach back to the Barge at High Tide in low 2nd and 3rd all the way. We made the Barge trip and back down the beach to Rainbow Beach. A sit down lunch was had by all and a refuel then down to the Big Pineapple for a "pig out" on all the fruit and cream.

After the pig out, Bruno and Natalia and Peter and Debbie had to leave us and head for home and back to work.

Goodbyes were said and we went our separate ways.

From the Big Pineapple we went to spend the night at Tom's mate's place in Palmwoods and from there the next day onto Cleveland and another barge trip onto North Stradbroke Island to spend some time at my brother's home at Pt. Lookout.

We spent a week fishing, sand driving and touring around inland lakes. A track was tackled up to a Survey Point, the highest point on the Island, and after letting a touch of air from our tyres we made it to the top to be rewarded by a spectacular view of North Strady and the Gold Coast skyline.

Tom left on Saturday to visit some friends in Brisband and I left on Sunday to meet Tom at Coolangatta for lunch and then on to Coffs Harbour where we spent 2 nights in a caravan park on the beach front.

During the day we went and had another "pigout" at the "Big Banana" followed by a spot of shopping in Coffs and then down to the beach for a swim in the surf. After being thoroughly rattled in the waves we went back to the park for a dip in the creek. Tea was had and we went fishing off the rocks where Tom caught a nice sized Bream.

The following day we made our way to Cesnock in the Hunter Valley to spend the night and sample some of the local wines. At about midday, after sampling some ports, we proceeded to Sydney via the backway through Wiseman's Ferry and on to Windsor where Tom and I parted company.

Tom went home along the Coast and I had to go into Sydney to visit some friends and then home down Highway 31.

In all we were away for four weeks and thoroughly enjoyed ourselves.

Thanks to Tom for organizing the Permits for Fraser and the trip.

Bryan West



# Gippsland Four Wheel Drive Club

INCORPORATED.

P.O. BOX 189,  
WARRAGUL 3820

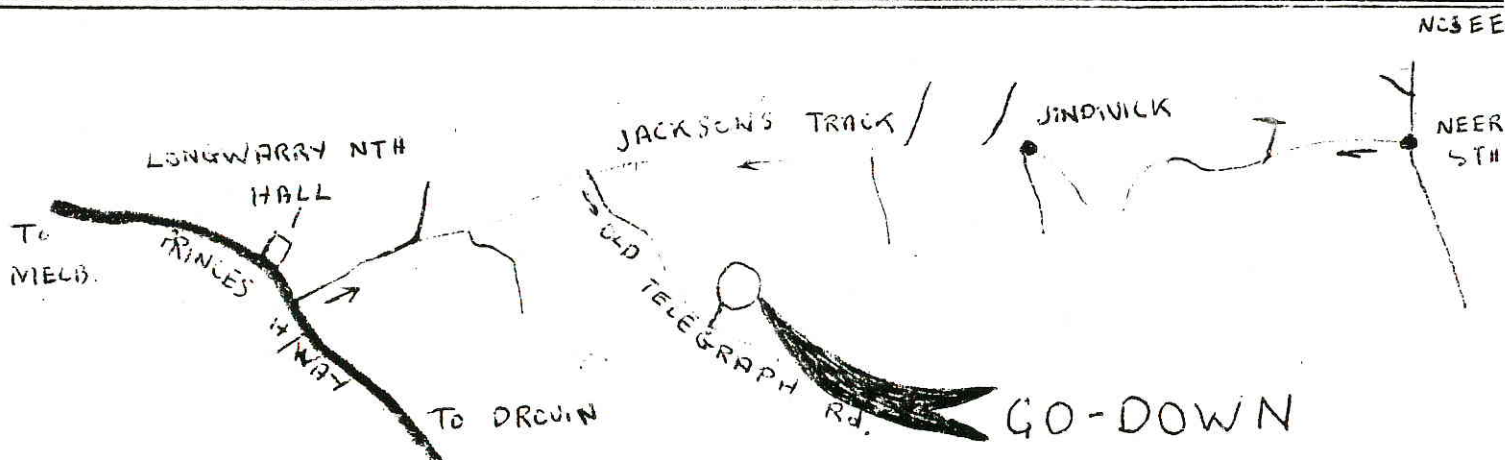
PRESIDENT  
GRAEME DOWSETT  
Ph 056 251298

SECRETARY  
ANNETTE BRANSE ROVE  
Ph 051 275952

PRESENTS

## GO-DOWN '86

ON APRIL 19th - 20th 1986



- \* Good camping area from Friday afternoon
- \* Prizes and trophies to be won
- \* Organised bush trips
- \* Organised bush trials
- \* Free Saturday night meal
- \* Saturday night FUN around the bonfire
- \* Mudrun open to all comers
- \* ALL EVENTS TO BE RUN AT COMMITTEES DISCRETION
- \* DOGS, MOTORBIKES, FIREARMS STRICTLY PROHIBITED

ADMISSION ADULTS \$10.00, CHILDREN 15 YEARS AND UNDER FREE

(TICKETS AVAILABLE AT GATE)

- \* CLUB SECRETARYS PLEASE NOTE - Could you make a note of adults and children attending and forward a list to our secretary by FEBRUARY 26th 1986 in order to finalise catering arrangements thank you.

SEE YOU AT THE GO-DOWN

## THE NON RALLY TO END ALL NON RALLIES

On Friday 18 October 1985, four vehicles departed Colac at 6.30 pm for Blackwood. Graeme now knows that 6.00 pm sharp is not 6.00 am.

On arrival at Blackwood, Joe couldn't find the campsite because Chris said we entered the town from the west. We soon found the campsite and set up for the night.

Graeme and the boys arrived early Saturday as did more vehicles from the Victorian Club.

The Yellow Peril departed in No 1 position and .16 kms after departure, we found the first error in the instructions - TR should have read TSU (turn straight up!). Despite dire premonitions, the Hilux went up the hill with no problems, but I couldn't help wondering how Des and Graeme would manage with their racing slicks.

Less than a kilometre later and we were on the end of a winch cable. Dave assured me "we hadn't seen anything yet". Onto a gravel road then back into the bush just to go around in a circle and down into a creek at the second winch point. This was followed by a slalom course between trees close to each side of the vehicle. Both winch points were later abandoned when the queues got too long. Which five vehicles bypassed the big loop around Yankee Track when they followed Chris out of five ways after he had done the loop?

Section 1 ended in the middle of nowhere and around in another circle to the first control. The rally began to remind me of Chuck Berry's song "around and around and up and down we go again". (Must remember to buy Patrick a new compass for Christmas. With so many circles, it probably explains why certain people crossed the Simpson in the wrong direction).

We followed Patrick out of Control 1 but he kindly pulled over and let me hit the potholes first.

On XL Track, Dave snatched us over the top. I was getting sick and tired of that Blue Toy-let being at the top of a hill I was trying to climb. But who drove the white troop carrier down the hill and forced Des with racing slicks on the Rocky to back off?

Just before lunch stop we met up with Rachael and Ron Topp who told us the information boards were missing. The only other vehicles (apart from controls) we had seen were Gerry and Graeme Veitch.

At the lunch stop we learnt that most of the information boards had disappeared after we had seen them but before the second vehicle arrived. The culprit obviously had a set of rally instructions and ruined a good rally. I hope he got a good laugh.

It was a pity the rain during the preceding week made the going impossible on the two winch points and no doubt, the wait in the queues got up someone's nose.

Graeme had made left-hand turn which was not in the instructions and bent the left front mudguard. Next time he'll trust his navigator and stay off the bank.

The section after lunch was "an easy two-wheel drive". Patrick, when you take Anne's car, with her in it, around the circuit, I'll believe you.

Graeme was low on petrol so I followed him out on Section 3. He must have been in a hurry to finish before he ran out. Down the steep rough section of Ambler Lane the Nissan's independent front suspension came into its own and we were left for dead. Unfortunately, he later took a wrong turn and decided his need for petrol was urgent. He put 61 litres in the 60 litre tank!

We finished the shortened course followed soon after by Gerry, the Turbo Hilux and the Rocky ahead of a shorty. Patrick had packed up by the time the MQ Patrol reached the finish. Chris and Lesley with Tony and nine week old Joel, caught up to him at the campsite but not before missing the turn to the pub. After bouncing around the course, Joel will grow up thinking you bounce under a trampoline.

The night section was cancelled due to lack of interest. I wasn't sorry when I saw it the next morning. Only a real fiend would schedule four winch points within one kilometre in the dark!!

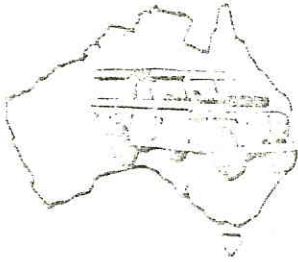
There is no truth in the rumour we were going to have to produce our Medicare Cards at each winch point.

The rally was eventually declared a non-event - the best and only realistic decision under the circumstances.

Sunday morning some vehicles headed home, others headed up some of the tracks and several went for a look at what was going to be the night section. What a mess!! The shorty went through the puddle and ruts but stopped short of the bog'ole and then went back to assist the Pajero out of the puddle. Then the Toy-let came down the opposite hill and into the bog'ole at all sorts of funny angles, but he forgot to fit the bulldozer blade on the bull bar. The monster is not invincible. Two winches later he was up the hill only to return to provide assistance if required. Someone suggested he do a high dive off the side of the puddle, which resulted in Dave being stuck again and having to be snatched out by Patrick when his winch packed up.

A fantastic weekend was enjoyed by all Otway 4WD Club members who attended. Thanks again to all involved in organising, winching and control points.

We reached Colac about 4.00 pm and it was a pleasure to hose off mud splashes instead of the usual caked mud.



## LAND-ROVER OWNERS' CLUB OF VICTORIA LIMITED

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P.O. Box 8, Abbotsford, Victoria, 3067.

2nd December 1987

Tom Bruckner  
Victorian 4WD Club  
P.O. Box 778  
DANDENONG VIC. 3175

Dear Sir,

On behalf of the Land Rover Owners' Club of Victoria Ltd., I would like to thank you for your contribution towards helping to make the 1985 Four Wheel Drive Motorshow and Field Day a success. The event was attended by over 1500 vehicles representing in excess of 5000 people.

The display put on by your members was well received and does much to promote our recreation.

The event is obviously a permanent feature of the 4WD calendar. If you wish to attend next years event please phone 277 0234 NOW so that we may reserve a place for you. Whilst you are talking to us please feel free to pass on any comments, ideas or suggestions you have.

Yours Sincerely,

*Peter Benn*

PETER BENN  
Field Day Co-ordinator

# TRACKWATCH

NEWS & VIEWS OF THE VICTORIA ASSOCIATION OF FOUR WHEEL DRIVE CLUBS

## FOUR WHEELERS HIT FOR SIX!

In an unprecedented move to discriminate against 4WD touring the Dept of Conservation Forests and Lands has recommended 27 permanent track closures in the Grampians National Park.

Proposed recommendations were for 18 permanent closures, with the end figure representing an unacceptable substantial increase. On top of this figure can be added existing seasonal closures and 5 new seasonal closures. The National Parks Service have clearly demonstrated in their first major management plan that parks are NOT for the people, but for government and rangers only to enjoy.

The VAFWDC is an advocate for fair and sensible management of our public lands, be they contained in state or national parks, but the actions of the Grampians Planning Group are completely unacceptable to these objectives.

The Management Plan proposes to divide the Grampians into 4 management zones, based on activities which may occur in each zone. 4WD touring is a legitimate recreation designated for Zone 2 and 3. The VAFWDC agrees with this assessment and concedes Zone 1 and 4 as generally unsuitable for our recreation - with 1 being an area of high conservation, and 4 the primary intensive tourist area, including the Wonderland unit.

However, within Zone 2 and 3 management have on one hand made the concession that our recreation is a legitimate pursuit, and then on the other taken away the opportunity to participate in 4WD touring.

### - THOMSON CLEAN-UP -

"300 volunteers ready and waiting" is the message project coordinator John Cribbe's was able to recently convey to Thomson Catchment Management Authorities.

The growing number of Clubs', manpower and resources committed to the project is a tribute to the Association and its coordinator.

The fight for access to the 330 sq km outer catchment area has been fought and won, and club members must now join forces to clear tracks to ensure access to tracks for seasonal usage by four wheelers.

Most member clubs of the 36 club strong VAFWDC will be represented along with several prospective member clubs.

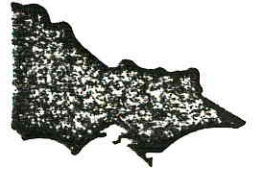
Camping is available at Muttontown (BYO drinking water) and diesel and petrol will be tankered in and available at competitive prices. 200 litres of two stroke fuel is available to run chain saws, slashers, etc, while communications will be linked under the direction of Melbourne Company 'Just Communications'.

Details of task allocation, camping details, and other information have been distributed to Clubs

Last minute details can be obtained from John Cribbes, Ph 299 2827 AH.

NOTE: There will be NO December General Meeting of the Association, with the next meeting on the 22 January, 1986. There is NO Executive Meeting in January.

# Victoria Association of Four Wheel Drive Clubs



NOVEMBER 1985

MEMO TO ALL CLUBS

G.P.O. Box 401c,  
Melbourne, 3001.

## WE NEED YOUR HELP ....

To carry on the important work that our Track Sub-Committee has commenced we require some delegates to join with our Track Co-ordinating Officer to assist with sharing the workload.

### TRACK COMMITTEE TASKS 1986

1. Reappraisal of state of track networks
  2. Review of condition and status of tracks that members have brought to the Associations attention in the past 18 months.
  3. Collation and up dating of information from Track Reports into usage information: eg:
    - No of people on trip
    - No of vehicles
    - Areas visited
    - Duration spent in area
    - No of clubs visiting particular areas
    - Repetitious club patterns using same areas
    - Likely future overcrowding locations
  4. Update club trip records  
ie: require from Clubs areas visited, and relevant data as above
  5. Plotting of tracks not included in existing alpine parks, but would be included in new alpine park
- Aim to prepare a recommendation of which track networks are linked networks which must be maintained.
6. From above - update 'Track Closure' report (1983)

---

MEMBERS WILLING TO ASSIST IN ANY OF THESE TASKS, PLEASE FORWARD YOUR NAME TO

DAVE HORNE  
TRACK CO-ORDINATOR, VAFWDC  
GPO BOX 401C  
MELBOURNE VIC 3001

NAME: .....

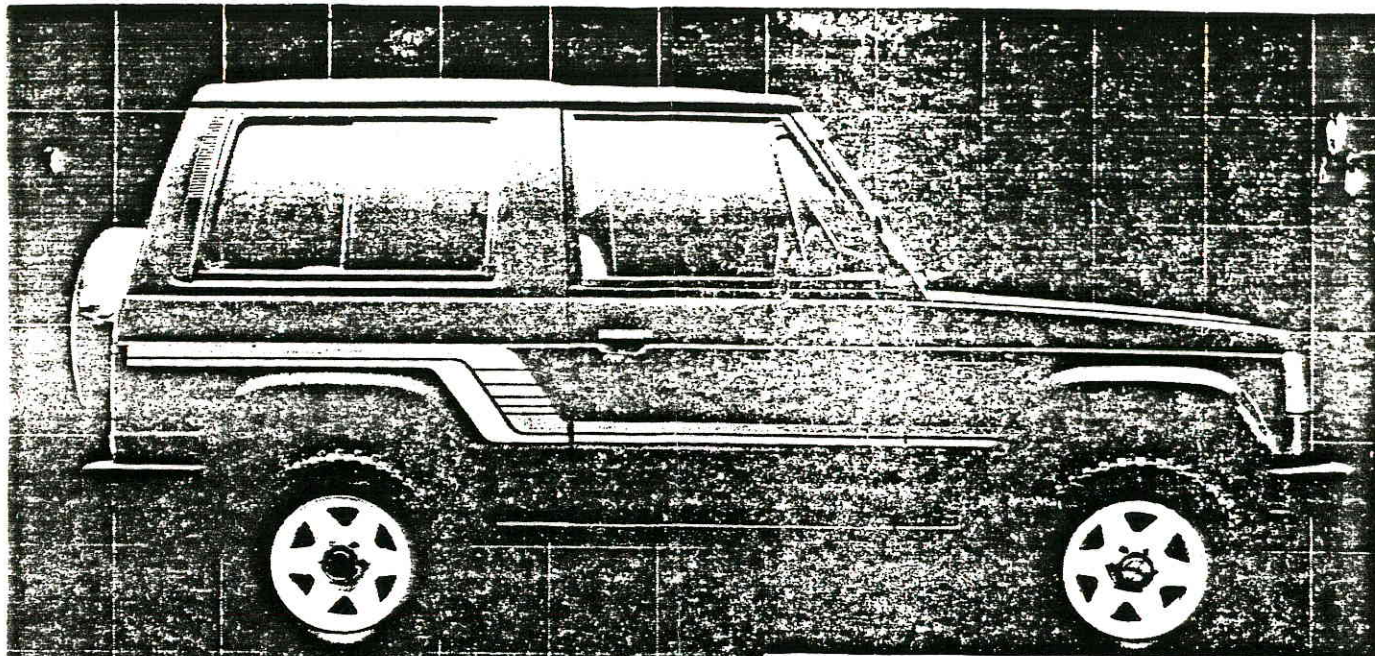
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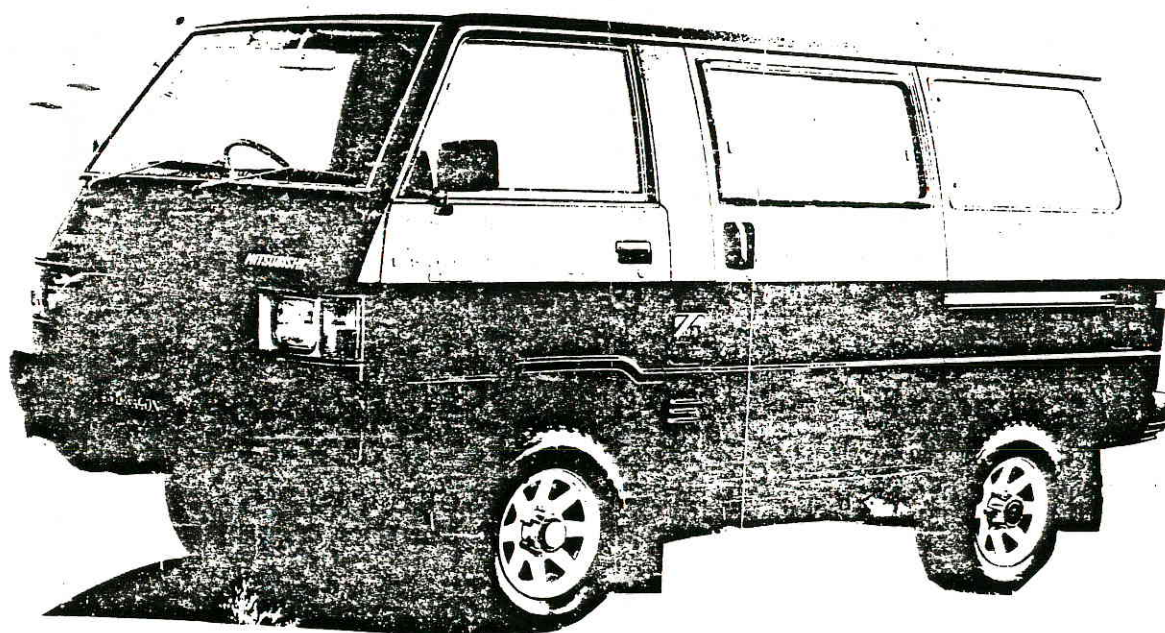
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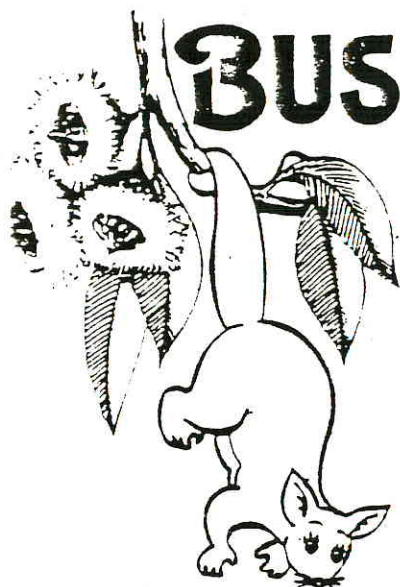


## BREAKTHROUGH IN 4WD MOTORING

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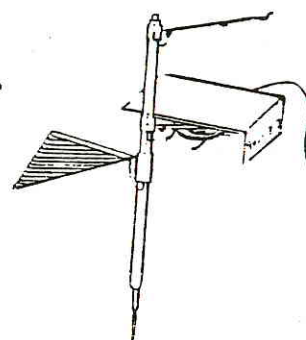
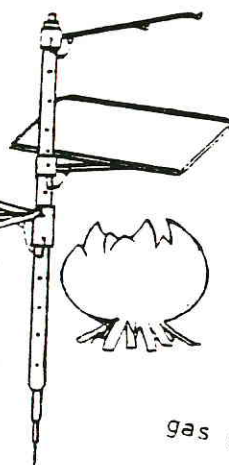
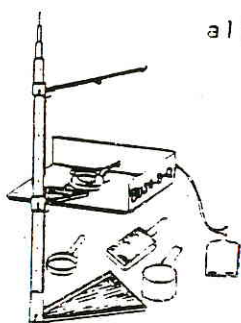
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