

# VICTORIAN FOUR WHEEL DRIVE CLUB

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## COMMITTEE 1978-79

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PRESIDENT	JOHN LAKE 34 David Street, NOBLE PARK. 3174	798 2421
VICE PRESIDENT	DARYL NAPPER 5 Riverview Terrace, BELMONT. 3216	(052) 43 4378
SECRETARY	STEVE SQUIRES 112 Railway Parade, NOBLE PARK. 3174	792 3570
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TREASURER	GEOFF MANN, 1 Ingham Avenue, GLEN WAVERLEY. 3150	560 3626
SOCIAL SECRETARY	PAM BRENNAN, 68 Willow Avenue, GLEN WAVERLEY. 3150	232 0795
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ASSOCIATION REPRESENTATIVES	STEVE ALDER As Above.	
	GEOFF MANN As Above.	

## PRESIDENTS REPORT (APRIL)

Hello Folks!

I don't know if it's my imagination or whether I'm just getting old, but these Presidents Reports seem to come up with alarming regularity. Before we know it, it will be 'end of year' again. Which brings me to my first topic. It's not too early to be considering likely candidates for the Committee for next year. I would like to see some serious thought go into the elections this year and not leave it all until the last minute and take pot luck. If you feel that a certain person would be a desirable committee member, then it would be a good idea to approach him or her and sound them out. It would give the person food for thought in that someone thought enough of him or her to want to have them on the committee. Generally people get put upon at the last minute and usually say no or worse still, say yes when they want to say no. There's nothing worse than an unwilling committee member. So have a little think about it please.

Someone asked last meeting for a repeat of the list of equipment considered necessary for 4 W. Driving. It is printed elsewhere in this issue.

Last meeting, Neville Jorgensen from Duncans Tyre Service gave an informative talk on tyres for our needs. I think he helped a lot of people and we thank him for his time and help.

If you like these types of evenings we could probably arrange with other businesses to have a representative come along to our meetings. It would be appreciated if members would let us know their likes and dislikes regarding meeting topics.

Thats all for now.

THE PRES.

### CAR RALLY

This event is still on and to be held on the 20th May, in the Gembrook, Powell Town area. Duration is approx. 50 km. and a Forest Commission map of Gembrook would be an advantage. Please B.Y.O. food and drink. Cost will be \$2.00 per vehicle to cover the purchase of prizes for placegetters. Some 4WD Tracks are to be covered definitely "C" Grade standard. Please turn up and back your Club.

### QUEENS BIRTHDAY TRIP

The "Pres" who is leading the trip to the Pinnacles has requested that due to the number of vehicles going (15) no more members will be able to join in. If anyone who has put their name down on the list and will be backing out please contact John Lake as soon as possible.

### CLUB RAFFLE

At the moment we are running a raffle to boost our finances to purchase Club equipment.

First Prize: McCulloch 16" Chain Saw

Second Prize: 'A' Frame made to suit your vehicle  
(Donated by Brian Tuck)

Third Prize: Giant camping fry pan  
(Donated by John Lake)

Tickets will be available at the April meeting for \$2.00 each or three for \$5.00. BE EARLY - TICKETS GOING FAST.



## IT'S AND BITS

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### ELECTIONS

The elections for the Committee are held each year at the end of June and this year there will be many opportunities for members to come onto the Committee and help in the running of the Club. John Lake has touched on the subject in his "Presidents Report". So please give careful consideration to his requests.

### ASSOCIATION REPORT

This month no news came in from the Association with no explanation as to why. All that was passed on was that they have changed their address again (twice this year), it is now held on the 4th Wednesday of the month at the South Camberwell Tennis Club.

### CENTRAL AUSTRALIAN TRIP

On the 5th of May the numbers of the VFWDC will be temporarily reduced by the departure of the following members.

Bluey Male, Vin Handley, Bonnie Lindsay, Gary Pearl, Ray West, Julie and Lindsay Wells and maybe Julie and Rob Ayton.

Their journey will take in the Gunbarrel Highway, Kimberly's, Tanami Track and home through the Centre. Duration is expected to be about six weeks. We hope they all have a good and safe trip and we will look forward to seeing and hearing their recollections on their return.

### THINGS TO COME

The Victorian Toyota Landcruiser Club is in the process of bringing over Len Beadell from South Australia, to those who have not heard of him, he was the person responsible for opening up the Nullarbor Plains - his best known effort would be the making of the Gunbarrel Highway. The main objective of his work was to give access to the Centre during the atomic tests at Maralinga. We hope to be able to arrange something so that our members will be able to go along also, there would be an admission charge.

### REPCO ROUND AUSTRALIA TRIAL

From an article in the latest "Off Road Australia" there was a request to any Organisations who thought they maybe able to help in manning check points, etc. the "Pres" will be following up some information to see if it will be a feasible venture for the Club.

## KING HUT EXPEDITION - LONG WEEKEND MARCH

Report by Richard and Maree

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We met Jeff and Wendy at Lilydale around 7.00 pm. on Friday night and then proceeded to Mansfield, hampered by Holiday traffic along the way. From Mansfield we travelled to "King Hut" where we met Brian and Kathy in their Landcruiser. We were surprised when we arrived to find Jim Sparks & co. the only other members present. We set up camp that night and in the morning the rest of the party arrived, making a total of eight vehicles.

On Saturday afternoon rather than waste such a beautiful day we decided to go to Lake Cobbler for a swim. The trip to Lake Cobbler only required two wheel drive and after taking a wrong turn we finally arrived by the Lake. We then got out of our cars and inspected the Lake, but the girls decided that it looked too cold and murky for swimming, so Phil, Jeff and myself in an effort to prove our manhood braved the water and found the bottom of the Lake to be very oozy. After our short dip we got out and made our way back to camp. Not long after we arrived back at camp we met two lonesome travellers who had walked and hitchhiked for many miles in an effort to find transport back to Mansfield to organise the rescue of their broken down Landrover. We then offered to give them a hand in recovering the vehicle on Sunday. They accepted our offer and spent the night down the track with some other campers. That night we all shared the camp-fire and enjoyed ourselves in the usual fashion.

On Sunday morning our two travellers arrived bright and early and showed us the way to their disabled Landrover. We reached the bottom of the hill on which the Landrover lay up above us, then Phil, Jeff and myself proceeded alone up the hill and at times encountered problems ourselves in reaching the top. We were not surprised the Landrover met its fate there. The problem being the rear differential, which was easily fixed by disconnecting the tail shaft and whipping out the rear axles.

Those fella's could not have picked a worse stretch to break down but some brave driving down the steep slope brought them to the rest of our group where we had lunch and prepared for our long tow back to the hut. We used four vehicles, my Daihatsu, Brians Toyota, Phils Landrover and Jeffs Toyota, hitched together to putt the Landrover up two very steep and trecherous slopes and after a few difficulties we finally pulled the Landrover to safe ground. From there he was able to proceed in front wheel drive only, requiring a little help in a few tight situations.



Our two friends were extremely grateful and a lot of good feeling was evident that night around the campfire.

Monday came and yet another beautiful day which was a feature of the whole weekend. That morning we all enjoyed a game of cricket, with one young girl almost hitting the ball through her fathers Nissans rear window. She proved to be quite a prospect for World Series Cricket.

Around 1 nchtime we set off home through Pineapple Flat, then out to the Circuit Road and off home. In finishing it was a most successful trip and all praise to the Clubs trip Committee for their excellent choice of location.

Richard and Maree.



#### L.R.O.C. FIELD DAY

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Despite the bitter cold that day, a good turn up was to be seen at Heskett on April 1st. Steve Alder and I went out to the field day. Steve, to attend the Association stand and myself to conjure up some business and renew some acquaintences.

There were a number of trade displays such as Bushranger 4 WD, U.L.R., Duncans, etc. and at most of the time a lot of people were hovering around each display. Especially Bushrangers. I don't know if it was because it was a large, warm tent or the half dozen nubile wenches with bushranger tee-shirts on. Anyway it was always crowded in there.

The many practical displays put on by the L.R.O.C. Members seemed to be well attended and the people who were doing the demo's should be congratulated as fingers were very numb that day.

The L.R.O.C. go to a lot of trouble in presenting this field day and it's good to see it so well attended despite the weather and the distance.

JOHN LAKE.

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## TRIP REPORT

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### DONNELLY'S FLATS - AUSTRALIA DAY WEEKEND

Firstly let me apologise for the lateness of this report. I am solely to blame, and I guess I can only put it down to plain bone idleness and a terrible memory.

But we didn't forget to meet at the Pub, on the Friday night. We weren't too sure whether they meant inside or outside the hotel. But when we arrived, they were waiting outside. Worst luck. But the trip up was fairly uneventful, except for the cooks tour, in the dark, around the new dam site on the Thompson.

When we arrived at the Flats, the advance party were setting up tents, and the luckier ones, already having been there a week, sat and watched and just smiled quietly; as our camp was established, among the unorganised chaos. Especially at our camp as we, (without the block of flats) or rather I, erected the tent. I now know why Brian will not go away on his own four wheeling. He hasn't a clue how to put up the darn tent. And all the time I thought he would just miss me!

The morning arose bright and sunny. Not that I can say the same for all around the camp, including me. It was a little early for me, about 3 or 4 hours too early, on a Saturday morning. Some early morning scouts headed into town, to meet those that were coming up that morning, and needed directions to the camp area. Whilst those that stayed behind, either relaxed in the sun, collected firewood for that inevitable cuppa, or just tried to get a little order, among the chaos of my tent.

As the sun got higher, and the smoke from the camp fires rose with the mist of the morning, we could see that the flats along the river bank had become a thriving metropolis, during the night. And when the others arrived back from town and set up camp, it reminded me of what an old mining town must have looked like. Of course without the cars. Although there was a few in, and a lot were from our club, (which was good to see). It did not take anything away from the area. Most of Saturday was spent swimming, and trying to keep cool as the temperature rose. After tea a general camp meeting was called and two trips were organised for the next day. One a B grade, and an A grade trip, for the more adventurous ones. Which we decided to join. But I must say now, I thoroughly enjoyed it, and am looking forward to the next trip. But onward to Sunday.

The morning came all too soon, but the day dawned bright and beautiful, as we headed off on our prospective trips. The scenery was lovely, and the tracks in fairly good condition. Apart from a tree or two across the track, and some odd bods, who decided the middle of a track was a good a spot as any to pitch camp, the trip was proving rather uneventful. We had one or two hairy moments, that had me holding my breath. But the main thing is, to learn by your experiences. Which we were doing, or rather Brian was.

Our worst moments, or rather my worst moments, were coming down a track called Trigg Track, which I have made a mental note, not to do again in a hurry. I tell you what, for a non-believer, I was doing a lot of praying coming down this particular part of this track, where it goes down to the river. But at the bottom of the hill, there is the prettiest, little swimming hole I've ever seen. It nearly made Trigg Track worthwhile. We all stopped for a rest and a swim. Also to do any washing that was needed. Heading back to camp, Andy, Geoff and Brian decided to do a river crossing, which had a choice of a very shallow crossing, or a deeper more difficult one, for the more experienced drivers, if they wanted to. As Andy had quite successfully done the same crossing the day before. As luck would have it, things did not go according to plan. Andy drove his car in first, and unfortunately for Andy, we all learnt a very valuable lesson. That even with the best of planning things can go wrong. Even for the most experienced drivers. The car was just a little off line, and the volume of water just a little too much, even for a Nissan, as she started to float. As traction was lost, it slowly tilted into the deeper water, and started to sink. It sank to the roof line on an angle, and settled. All got out quite safely, and salvage operations began. It came out quite easily, with the help of Werner's winch, and a couple of other four wheelers used as anchors. After an inspection of the water damage, it was decided to tow it. With the "A" bars proving invaluable again. I might add that Geoff did the same crossing in his car, quite safely, whilst they prepared Andy's Nissan for towing. We all returned to camp that night, and around the campfire, the whys and the wherefores of the days events were discussed.

Monday morning loomed around all too soon, and the packing up of the camp site began, for the homeward journey. Which proved to be a long and very hot drive. After a few stops to wash the dust from our lungs, and one to wash our hot sticky bodies. Our small convoy, consisting of the towing car and three escorts, arrived safely back at our original departure point around 6.00 pm.



Donnelly's Flats is a nice spot. Even with the blackberries, which seem to be trying to do a take over job of the area. There were one or two small fish in the river, I tried a little fly fishing, but to no avail. I guess they were just a little too smart for me. But that seems to be the norm for me. It couldn't be that I'm just a rotten fisherman? Nah! Of course not.

PAULA & BRIAN LANGILLE.

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V.F.W.D.C. CLUB CALENDAR

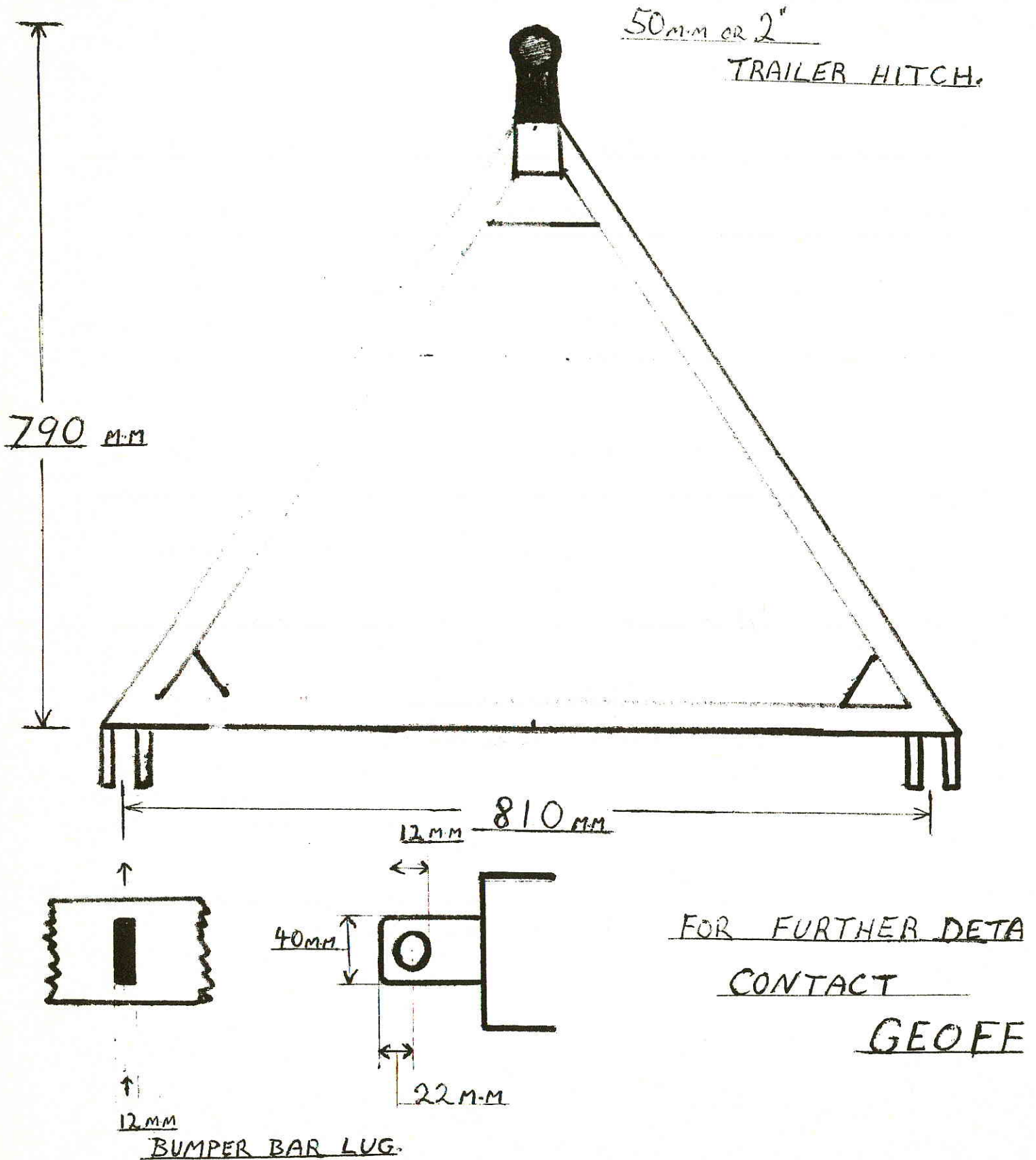
20th May	:	Club Car Rally - "C" Grade
16th June	:	Queens Birthday Weekend Trip to Valencia Creek - "B" Grade Trip Leader - J. Lake
Date to be set in July	:	Club Snow Trip - suggestions welcome
August 1980	:	Club Trip to Cape York



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## CLASSIFICATIONS OF CLUB TRIPS

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'A' Grade - consists of difficult sections and cover most 4WD conditions. Only vehicles well equipped will be allowed on such events with a max. number of 10 vehicles. (See following list for necessary items). If you don't have all these items please see the Trip Leader prior to the outing.

'B' Grade - will cover most other 4WD Trips and although at times a limit of vehicle numbers maybe necessary to prevent track damage. A 'B' Grade trip could quite easily become 'A' Grade, if weather conditions deteriorate drastically.

'C' Grade - most social outings fall in this classification, such as driver training, car rallies, picnic and B-B-Ques.

Necessary items for an 'A' Grade Trip, it would also be handy for 'B' Grade Trip, or for that matter any trip into the Bush.

1. 'A' Bar of fitting lugs on bumper bar.
2. Towing cable or chain at least 20' long.
3. Towing points front and rear.
4. Shackles to suit cables and towing points.
5. Wheel chains.
6. Spade and axe or chain saw.
7. Snatch block.
8. Jack.
9. Air pump.
10. Tube to suit tyre or patches.
11. 50 mm. or 2" tow ball.
12. Tyre gauge.
13. Decent tool kit - include C.R.C. or similar water repellent - oils to suit vehicle.
14. Good first aid kit.

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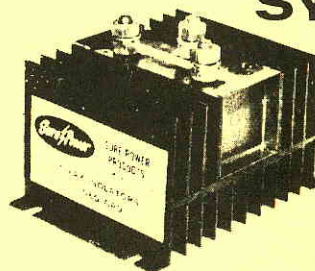
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