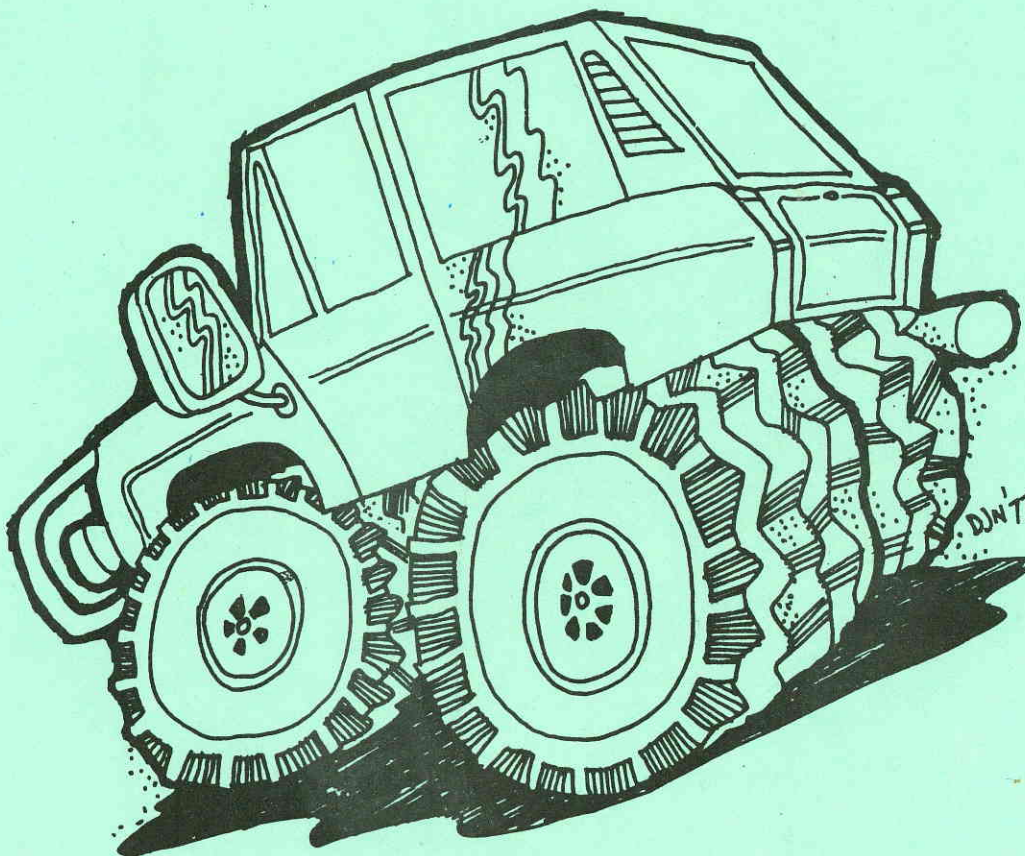


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OFFICIAL NEWSLETTER  
OF  
VICTORIAN FOUR WHEEL DRIVE CLUB

Registered for posting as a publication  
CATEGORY "B"

# VICTORIAN FOUR WHEEL DRIVE CLUB



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## COMMITTEE 1979-80

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PRESIDENT	GEOFF MANN, 10 Fernhill St., GLEN WAVERLEY. 3150	233 2229
VICE PRESIDENT	PHIL ALDER 7 Dermot Street, STH. OAKLEIGH. 3167	579 3948
SECRETARY	BRIAN TUCK 2 Page Street, CHELTENHAM. 3192	93 1484
TREASURER	WERNER DITTERICH, 14/96 Cavanagh Street, CHELTENHAM. 3192	93 3325
ASSISTANT SECRETARY	JOHN THOM, 8/7 Green Avenue, MULGRAVE. 3170	277-3902. 547-3510-
PUBLIC RELATIONS	PAULA LANGILLE, 6 Rowena Court, KEYSBOROUGH. 3173	798 5835
SOCIAL SECRETARY	PAM BRENNAN, 68 Willow Avenue, GLEN WAVERLEY. 3150	232 0795
COMMITTEE	ANDREW MERLO, 57 Kardinian Avenue, CHELTENHAM. 3192	93 2383
	TOM BRACKNA, 11 Sunnyvale Court, HAMPTON PARK.	799 1998
NEWSLETTER EDITOR	ANDREW MERLO (as above)	
ASSOCIATION DELEGATE	JOHN THOM (as above)	
RADIO OFFICER,	TED PLASTOW, 22 Mary Street, EDITHVALE 3196.	772 4393

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MEETINGS LAST TUESDAY  
OF THE MONTH AT DANDENONG  
LIBRARY.

CORRESPONDENCE  
P.O. BOX 778,  
DANDENONG.

Hi,

Once again I would like to remind you about the club raffle, you should all have a ticket book by now. If you require more tickets, please see Andy Merlo who is in charge of them. Remember the raffle will be drawn at the A.G.M. in July.

The Film Night held at the Limburger Club in Perrys Road on the 2nd of May was a great success, a lot of credit must go to those who organised it and also those who brought along their films.

At the next meeting, to be held on the 27th May, the entertainment will be provided by the Police Search and Rescue Squad, who will give us a short lecture, and then show some films about their activities, please try and attend as I am sure you will find it most interesting.

The Canoe trip down the Aberfeldy River to the Thompson Road Bridge between Erica and Walhalla is definitely on. Probably in early August. Those who want to go must let me know as soon as possible as I have to arrange to hire the canoes, cost will be \$50.00 for a single kayak, of which \$30.00 is refundable.

Just another reminder about the Elections in July, please think about it.

GEOFF.

P.S. What have you got if you have a moth ball in each hand?

## TRACKWATCH NO. 16

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

### PUBLIC RELATIONS AND FOUR WHEEL DRIVE CLUBS

Following the success of several 'bush clean ups' by member clubs of this Association, and in particular the clean up held at Warrandyte under the auspices of the VAFWDC, it is worth considering the advantages that these activities hold for all Four Wheel Drive Clubs.

As we are all well aware, the past 10 years has seen the upsurge of interest in the Conservation Movement which has resulted in normally lethargic Governments creating various ecology-related posts, pollution controls, new parks, wilderness areas, etc. One of the side effects of this interest in conservation has been criticism by many mis-informed "armchair" conservationists of motorised recreational orientated organisations such as 4WD clubs, whose activity depends on access to bushland.

As can be readily appreciated, the relationship between the 4WD and the greater enjoyment of all that nature can provide, is a contradictory one. A 4WD can enhance your enjoyment, but it can also be an instrument that destroys nature. The past 5 years have shown this to be a fact and a major stumbling block in the common acceptance and unrestricted access of 4WD vehicles to existing road and track networks.

Alongside this has been the unfortunate boom in trail bikes which has produced numerous noisy modified bikes infringing and jeopardising other motorised recreation. Conveniently lumped together with trail bikes, and accompanied by the myths of noise, environmental damage, and a general aloofness to other peoples rights to bushland (an image still perpetuated by various conservation groups today), the Government was forced to act. Land closures were the results of political over-reaction to a largely uncontrolled sociological phenomenon, in which a number of participants were swept along without overly concerning themselves with the ramifications of their new found hobby.

This image has naturally been encouraged by radical conservation movements, and it has been to the credit of all responsible four wheel drivers that in recent months the work of the Clubs and the Association has gained some concessions for the four wheel driver.

Through liaison with Government departments, submissions to the LCC, Government committees, etc., and most importantly, through actions in the public arena, we as a 4WD group, have been recognised as a group, distinct from those associated with trail bikes. Several times in Parliament of late, 'four wheel drive adventure touring' has been referred to, as distinct from the previous adage of 'off-road driving'.

It is with these achievements in mind, that the importance of constant and continued public relations, should be considered.

### THE PUBLIC RELATIONS EXERCISE

Public relations is defined by the Public Relations Institute of Australia as: "the deliberate, planned and substained effort to establish and maintain understanding between an organisation and its publics".

Let us consider the key words and phrases in this definition and their relationship with a four wheel drive club.

First, a public relations program or activity must be deliberate. From the day your club came into existence it began to have public relations! This is a simple fact of its existence. Whether it has been good public relations or bad public relations is another matter. This point is important in that a clubs 'public relations' is certainly worth managing. While this need not involve an elaborate program, it does involve an accepted level of responsibility and action when the group appears in public as representatives of that club. This can involve basic road manners of a convoy in allowing other road users room to pass, and other small, but noticable acts of good public relations.

We, as members of this Association, are in the market to improve and maintain our recreation and access to places to which we like to travel. To assist in this aim, we must at a club level, remember that good public relations affects the very climate in which a company operates. A sales company which does not enjoy good public relations finds it much harder to sell than does its well-thought of competitor. Similarly, this Association cannot be fully effective without the ground-work being put in by the clubs.

Thus, at club level 'public relations' must be deliberate, planned and all importantly - sustained. We can go to a lot of trouble to convince the public that a particular organisation is well managed and worthwhile. But the public soon forgets. People need regular gentle reminders about your organisation, and its value to them. So simply establishing good public relations is not good enough. Those public relations must be maintained. Hence, it is important to always present a good public image when engaged in club activities. Even when there is no one in the immediate vicinity, an act as simple as clearing a tree from a track will be appreciated by a Forest Officer on another day.

Furthermore, we must attempt at club level to educate firstly our members and then the public of our views on protecting the environment and responsibly using the bushland. There must be mutual understanding with the public in that we must interest ourselves in what the public expects of us as much as projecting 'our image to that public'.

Finally, we must consider the 'public' to whom we project. We must co-operate and project to the various 'publics' as the public is just too large and homogeneous.

## STAGE TWO

Recognising the need to be part of a responsible image and to reflect a good public image, the next stage for an active 4WD club is to consider constructing some sort of program with the aim of projecting your image at specific sections of the community. While this may sound hard work it can in fact be a rewarding and profitable experience, adding a new dimension of interest to often similar and boring club calendars. It is here that specific activities can be planned in conjunction with the suitable controlling body to provide them with a community service and your club an interesting outing. Activities which are easily arranged include car body clean-ups, bushland clean-ups, replacement of broken timber bridges along Forest Commission tracks, clearing tracks of trees, etc.

Other areas of community participation can include taking handicapped children on a day outing, using club radio networks to co-ordinate car rallies, organising club days and demonstrations of equipment. The activities are limited only by your imagination.

### PUBLICITY

Upon planning to undertake community service activities, there are several avenues for clubs to take. Firstly, if it is a 4WD orientated activity, you could offer your clubs services to the F.C. or to the N.P.S. to remove car bodies or other debris from a nearby park. From the club point of view these activities also provide good exercises in demonstrating the correct use of 4WD accessories.

If an activity has taken place spontaneously, or through immediate need, such as clearing trees off tracks or other maintenance, then write to the local F.C. office notifying them of your clubs efforts.

Similarly, with all community service activities, endeavour to gain press coverage. This can usually be achieved by issuing a press release to local papers or by direct contact with the Editor. In many cases you can provide the details of the activity and photos which can be processed by the paper.

Activities such as car body clean ups from National Parks, etc., can often stimulate interest in local newspapers, as it is assumed that specialist equipment is being used. It is also often possible to get a statement for the press from a responsible officer of the Government Department concerned, to supplement a newspaper article.

Finally, keep a collection of your clubs press cuttings and forward copies to the Association.

If all clubs held two extensive community service activities per year, then this Association would be able to boast of 50 such activities held in Victoria in a year. Imagine the value in publicity, just in that story!

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

\* \* \*

Half finished pack rack \$5.00      See Peter Wall 547 3991

\* \* \*

Lift up camper roof suit any vehicle with roof rack \$250.00 O.N.O.

Contact: Paul Taylor (547 3353) or Peter Wall (547 3991)

\* \* \*

2 Tyres Sand Grabber Radial 12 R 15 L.T.

T/Less raised white lettering \$110.00 each. Toyota F. Engine Manual \$5.00

Contact: L. Wells 059 85 3206

\* \* \*

1977 S.W.B. Soft Top Toyota Landcruiser. 50,000 Km., New Tyres and 12 months Rego. Excellent Condition. \$5,500. Contact: B. Hipgrave.

\* \* \*

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

\* \* \*

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

\* \* \*

Pack rack to suit Toyota Landcruiser - factory made - used once - \$100.

Bull bar suit Toyota - \$30.00 Phone 791 6425

\* \* \*

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6 Cylinder Landrover Carby - \$50 O.N.O. - Terry Hincks

\*\* \*\* \*

1 Genuine rear passenger seat suit S.W.B. Landrover \$40 O.N.O.

Contact: A. Merlo 93 2383

5 Wide Rims and Tyres suit Landrover. Tyres half worn.  
\$250.00 Contact J.Lake 954800 Bus.

Mack type Bull Bar suit Toyota Ex. Cond. \$50.00  
Contact B.Tuck. 950400 Bus.

Landrover II L.W.B. Range Rover motor, 4 wheel disc brakes,  
Salsbury rear end, Power steering, O/Drive, Wide rims and tyres,  
Roll bar, Driving lights.

Contact. John Lake. 95 4800. \$3800.

# FOREST DIVISIONAL AND DISTRICT OFFICES

Address all correspondence to: The District Forester.

District	Address	Telephone No.
ALEXANDRA	Wylie Street, TAGGERTY, 3799.	74-7205
BALLARAT	MLC Buildings, 11 Lydiard St., STH BALLARAT, 3350.	31-1300
BARMAH	26 Harcourt Street, NATHALIA, 3638.	66-2702
BEAUFORT	6 Lawrence Street, BEAUFORT, 3373.	49-2404
BEECHWORTH	Ford Street, BEECHWORTH, 3747.	28-1501
BENALLA	55 Wedge Street, BENALLA, 3672.	62-2297
BENDIGO	State Public Offices, Hargreaves St. BENDIGO	43-9899
BRIGHT	Baker Gully Road, BRIGHT, 3741.	55-1577
BROADFORD	37 High Street, BROADFORD, 3658.	84-1303
BRUTHEN	10 Church Street, BRUTHEN, 3885.	57-5225
CANN VALLEY	Princess Highway, CANN RIVER, 3889.	58-6200
CASTERTON	52 Jackson Street, CASTERTON, 2311.	81-1739
CASTLEMAINE	Kennedy Street, CASTLEMAINE, 3450.	72-1110
COHUNA	Civic Centre, King Edward St., COHUNA, 3568.	56-2266
CORRYONG	Jardine Street, CORRYONG, 3707.	76-1388
CRESWICK	Daylesford Road, CRESWICK, 3368.	45-2200
DANDENONGS	The Patch Road, KALLISTA, 3791.	750-1226
DAYLESFORD	97 Vincent Street, DAYLESFORD, 3460.	48-2211
DIMBOOLA	Wimmera Nursery, Western Highway, WAIL, 3415.	Dimboola 69
EAST OTWAYS	Grant Street, FORREST, 3236.	Barwon Downs 36-6204
ERICA	School Road, ERICA, 3825.	65-3204
GEELONG	You Yangs Forest Park, LARA, 3212.	82-1375
GELLIBRAND	Charleys Creek Road, GELLIBRAND RIVER, 3239.	35-8201
HEATHCOTE	53 Camp Street, HEATHCOTE, 3606. (Sub-Office only)	33-2105
HEYFIELD	8 Pearson Street, HEYFIELD, 3858.	48-2355
HEYWOOD	12 Murray Street, HEYWOOD, 3304.	45
MACEDON	Macedon Nursery, Nursery Road, MACEDON, 3440.	26-1407
MAFFRA	52 McLean Street, MAFFRA, 3860.	47-1081
MANSFIELD	43 Hunter Street, MANSFIELD, 3722.	75-2788
MARYBOROUGH	Shire Offices, Neill Street, MARYBOROUGH, 3465.	61-1055
MARYSVILLE	Lyell Street, MARYSVILLE, 3779	63-3205
MILDURA	Civic Building, Deacon Avenue, MILDURA, 3500.	23-0319
MIRBOO	31 Baromi Road, MIRBOO NORTH, 3871.	68-1303
MYRTLEFORD	33 Smith Street, MYRTLEFORD, 3737.	52-1911
NEERIM	Main Road, NEERIM SOUTH, 3831.	28-1401
NOWA NOWA	Forest Road, NOWA NOWA, 3887.	55-7233
OMEO	McMillan Avenue, SWIFTS CREEK, 3896.	29
ORBOST	Boundary Road, ORBOST, 3888.	54-1133
RENNICK	Princes Highway, RENNICK via MT. GAMBIER, 5290.	25-5866
ST. ARNAUD	Court House, Napier Street, ST. ARNAUD, 3478.	95-1700
SHEPPARTON	State Public Offices, Welford St., SHEPPARTON.	21-2478
STAWELL	23 Patrick Street, STAWELL, 3380.	58-1588
TALLANGATTA	34 Towong Street, TALLANGATTA, 3700.	44
TOOLANGI	Main Road, TOOLANGI, 3777.	62-9203
TRENTHAM	Market Street, TRENTHAM, 3458.	24-1401
UPPER YARRA	Main Road, POWELLTOWN, 3797.	66-7203
YARRAM	31 Campbell Street, YARRAM, 3971.	82-5155

Address all correspondence to: The Divisional Forester, for the following:-

Division	Address	Telephone No.
E BAIRNSDALE	P.O. Box 230, BAIRNSDALE, 3875.	52-4310
SW BALLARAT	MLC Buildings, 11 Lydiard St. STH BALLARAT, 3350	31-2377
N BENDIGO	P.O. Box 545, BENDIGO, 3550.	43-9899
C HEALESVILLE	P.O. Box 246, HEALESVILLE, 3777.	62-4900
W HORSHAM	P.O. Box 114, HORSHAM, 3400.	82-3111
S TRARALGON	P.O. Box 427, TRARALGON, 3844.	74-3353
NE WANGARATTA	P.O. Box 118, WANGARATTA, 3677.	21-5077

(Office hours - Monday to Friday 8.45 a.m. to 5.00 p.m.)

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## TEN WAYS TO KILL A CLUB

As suggested by a Member

1. Don't attend meetings.
2. If you do attend, come late.
3. When you attend, sit at the back and talk to the bloke next to you about the weather or cricket.
4. Never accept office. It's much easier to criticize than to do something.
5. If asked by the President for your opinion on something, just tell him you have nothing whatever to say -- and then after the meeting in the corridor, tell everyone how things should have been done.
6. Hold back your subscription as long as you possibly can so as to give the Secretary a bit of unnecessary work.
7. Start a whispering campaign about the finances.
8. Never subscribe to your Bulletin. This bucks up the Editor and enables him to make constant improvement.
9. Don't bother about getting new members -- let someone else do it. After all, there are plenty of others who have time for that sort of thing.
10. In short, do nothing more than is absolutely necessary -- but when other members roll up their sleeves and do the lot, howl like mad about how the organization is being run by the clique.

# CLUB RADIO's — FOR HIRE

## 2 sets available at \$1.00 per DAY

### see Ted Plastow.

VH3HTQ Calling,

Hello again. It has been a long time since you heard from me but I've had a busy time. After a short time away from the Club I have come back to what seems to be mass confusion in the radio department. It seems some people are not happy about the way things are being run. Lets hope I can sort out some confusion.

1. The Licence - The club has been assigned a frequency in the V.H.F. Land and Harbour Mobile Radio Telephone Services and licenced under the conditions of a Government publication R.B.I. which is available free from the Postal and Telecommunications Department, 5th Floor, 14 Queens Road, Melbourne. 3004. The Club does not have a base station as in the normal situation but operates mobile to mobile only. The club assigns mobile numbers to members after they apply to join the network. A licence number is then assigned to the club for each individual mobile. Therefore, the club does not have one licence for all the mobiles, but one licence for each mobile. The club then issues that licence to a member permanently and it cannot be transfered to another person. Because of the cost of licence fees and the number of mobiles it is now impossible for the club to block pay for the licences. Each member has been given the renewal certificate as sent to the radio officer to take the load off the club bank account. If these are not paid, that licence which is not paid and that licence only is cancelled, no other licence will be affected. A member cannot obtain a new licence until all past fees are paid. The club may be responsible for any unpaid fees. Do the right thing, pay up, or officially cancel and keep off the air.

2. Joining the Network - To join the network you will need a 2-way radio capable of operating in the VHF Highband service. Application has to be directed to the committee for approval. This can be done verbally or in writing to any members listed in the front of the club magazine. The application is then discussed at the next committee meeting. When approval is granted to join the network P & T application Form RB10 supplied by the radio officer is filled out. Details of type of radio, serial number of radio, and registration number of vehicle in which the radio is to be used is needed. A cheque for \$50 made out to the "Collector of Public Money" is handed to the radio officer. Advice is then given of frequency and how to get the radio tuned to that frequency. Note. The club nominee or radio officer controls all the paperwork and correspondence between the Postal and Telecommunications Department and the Club. This ensures that no outsider can join the club frequency without approval of the club.

3. Guide for Operations - Although there are no set guidelines strictly laid down commonsense and politeness should always be employed. A few commonsense guidelines as follows should be remembered.

- a. Do not transmit unnecessary
- b. Keep messages brief and clear
- c. To avoid interfering with other stations on the channel listen before you transmit.
- d. If the transmission is to be a long one break about every minute to give other stations a go. One minute does not sound long but try and talk continuously for one minute, it takes a long breath.
- e. Announce the club call sign VH3HTQ at least once every transmission.
- f. Do not be affraid to use over, out and wait. Use wait if you have to look something up i.e. a map grid reference. This will indicate to other mobiles that a long break in an unfinished conversation is taking place. They might be able to get their message in in time.

A passage of events may go as such:

VH3HTQ Mobile 5 to Mobile 6 over

Mobile 6 over

5 to 6 what is your position over

Mobile 6 to 5 wait

Mobile 10 to Mobile 11 you can come down the hill now, over

11 - 10 roger out

Mobile 6 to Mobile 5 my position is 10 km. outside Walhalla, over

5 - 6 stay there I will be there in 10 minutes, over

VH3HTQ Mobile 6 to Mobile 5 roger out.

This is only an example do not quote the procedure as gospel but it is precise, uses identification and gives indication to other users when they can operate their radio without interrupting other transmissions. Remember there are plenty of other users on the air only too ready to criticise the club for bad usage.

#### NO NO'S

Some very disturbing things have come to my attention whether they be of a professional interest or more importantly in the best interests of the club.

1. The output power of the transceiver must not be altered in anyway. This means the addition of external amplifying devices is not permitted. The Equivalent Isotropic Radiated Power which is governed by antenna gain must not exceed 41.5 watts. Further explanation of this can be obtained from me, if necessary.

2. Establishment of an unauthorised base station will not be tolerated in any way whether it be for receiving only or transmitting and receiving. The licence is issued against the application and the equipment is only to be used in a mobile capacity. The equipment listed on the licence is the only equipment to be used. Removal of transceivers from a vehicle and operating it from a back room or garage using a high gain directional antenna is strictly forbidden. This is an offence against the Wireless Telegraphy act 1905-1973. Using portable towers in the field so as to make the vehicle immovable is establishing a base station.

Either 1 or 2 will surely bring the authorities down on the club and if detected will surely result in prosecution. If we cannot do the right thing is the club worthy of the frequency allocation.

3. Extra advantage can be gained by increasing the "Deviation" of a set. This is another technical term which maybe explained later if necessary. The effect of having increased deviation is an incoming signal that is louder than other signals. Any of the 3 mentioned conditions give members who do the right thing a definite disadvantage. If one mobile is much louder than others something is wrong. If you know of anything wrong, let me know and it will be rectified before it gets out of hand. Remember the channel crowded, other mobiles will be only too happy to point the finger to get others off the channel permanently.

## CLUB MOBILES

There are two club mobiles for use by any member of the club. They are available free to trip leaders, or for \$1.00 per day if you are not a trip leader (lead a trip). Wiring and antenna come with the set. They are available from me by letting me know in advance of a trip. This avoids double booking. The usual is that it is picked up from my place and returned no later than two days after the trip. On a normal weekend it must be returned by Tuesday night or a fine of \$1.00 per day will be imposed. This makes it available for the next weekend. Mounting in Toyotas is simple because John Thom designed a mounting plate and donated it to the Club.

It's amazing! The difference a radio makes when you have it on a trip you know exactly what is going on. The \$1.00 goes towards the Licence fees. Some members who do not want their own radio have their own antenna and wiring installed permanently. When they want the radio it takes seconds to install, ask Terry Hinks.

## RENEWAL'S

Checking with the records of P & T the listed renewals were sent. I handed everyone their slip. If you have not yet paid, do so immediately. If you have lost your renewal certificate contact me urgently. Some members are under the impression that a new licence is issued each year. This is not true. You get a licence the first year then renewal certificates for the following years.

V103804	G. Mann	V103803	B. Lindsay
V103802	J. Sparks	V103801	J. Lake
V93483	V. Handley	V106060	P. Adams
V106059	L. Wells	V107601	C. Morgan

Make sure that when you receive a receipt attach it to your licence.

## FINALLY

Well thats all for now, I hope things are a bit clearer now. If there are any further problems large or small my phone is open, do not hesitate to call. If I do not have an answer I will get one.

Some feelings in the club seem to suggest that I am not doing my job as they would like it done. If any person wishes that I stand down then let the committee know, dont sit on it. If someone else can do the job better than I, I will gladly make way.

That is it for now, I hope I will see you all at the next meeting and discuss any problems with the radios.

TED PLASTOW.

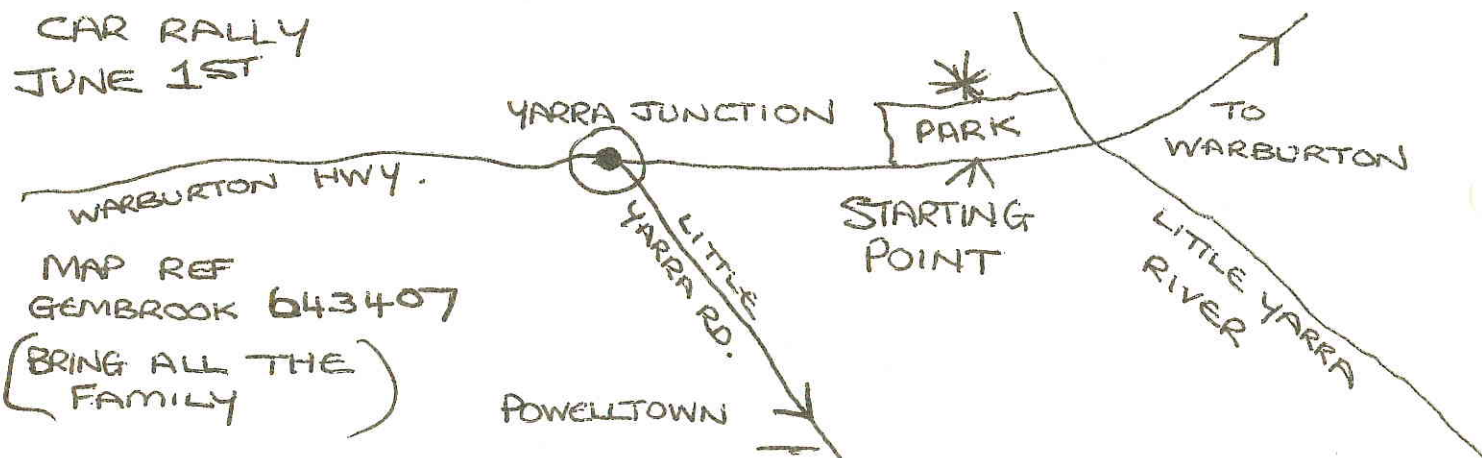
## THINGS TO COME:

Club Meeting: 27th May.

### Car Rally: 1st June

Venue : Annual Club Car Rally  
Departure : Yarra Junction - out of Lilydale SEE MAP  
Time : 9.30 am. Sunday  
Destination : Will include some easy form of navigation with questions included. Finish is at an undisclosed spot but B.B.Que facilities available.  
Fuel : Full tank - duration approx. 3½ hours and 30 miles  
Lunch : B.Y.O. everything  
Grade : Strictly 'C' Grade  
Trip Leaders : Brian Tuck & Phil Alder

Also Gembrook map required, Standard extremely easy.



Queens Birthday: June 15-16th

Navigational Trial cancelled. Trip to Donnelly's Creek water wheel.  
Leader J. Thom 'B' Grade - more details later.

Club Meeting: June 24th

FOOTBALL MATCH - either 6th or 13th July - tentative.

Venue : Challenge match between Vic 4WD and the Nissan Club  
To be held at the Mentone Grammar School playing fields where the cricket was.  
ALL WELCOME ESPECIALLY PLAYERS!!!

NAVIGATION TRIAL - 26th July

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

CLUB ANNUAL GENERAL MEETING - 29th July

CANOE TRIP - 2nd-3rd August - tentative

SNOW TRIP - 23rd to 24th August

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

CLUB MEETING - 26th August

LAST MEETING

We had approx. 35 members in attendance. Wendy Bruce gave a trip report on the Cassilus Mine. The raffle was for three bottles of wine and Lee Ditterich won the prize. There was no entertainment.

NEXT MEETING

To be held at the Dandenong Library on the 27th May. Entertainment is a talk from the Police Search and Rescue Unit.

NEW MEMBERS

We have three new members:

Andrew Guiney	1952 Landrover Ute
Geoff Dowell	1967 Landrover LWB 2A
Graham Tuck	1974 Toyota S.W.B.

We now have 58 financial members.

CLUB DISCOUNTS:

1. Le Mans Toyota, 1547 Dandenong Road, Oakleigh. (Trade Discount) 568 0933
2. ULR Holdings P/L., 1339 High Street, Malvern. " " 20 2130
3. Lonsdale Tyre Service, 26 Plunkett Road, Dandenong (35% Disc.) 791 8666
4. Geoff Mann is able to obtain Koolatron 12V Fridges for the below prices:

<u>Amount Ordered</u>	<u>\$</u>
3 - 10	181
10 - 24	170
25 +	159

Club Technical Officer is John Lake available on 95 4800 during business hours.

Books available from the club library through Peter Adams at monthly meeting.  
Fee 10¢ per month.

Name tags at meeting - failure to do so 20¢ fine.

#### TRIP CLASSIFICATIONS:

'A' Grade: Extensive use of 4WD: Tracks maybe difficult to negotiate - chains should be carried along with towing slings and anchor points: good winter tread pattern tyres are a must. Trip leader has the right to refuse a vehicle if above points are not met. Types of conditions likely to be met include: steep climbs and descents on all surfaces - rocky, muddy etc. mud & snow, deep river crossings and overgrown tracks. Max. six vehicles.

'B' Grade: Virtually same conditions as 'A' Grade but track condition is more favourable. Good tyres are a must as well as necessary recovery gear.  
Max 10 vehicles.

'C' Grade: Very limited use of 4WD. These trips include car rallies etc. Type of tyres doesnot matter and recovery gear not essential.  
No maximum number of vehicles.

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

## IT'S & BIT'S

The Club raffle is not selling to our expectations. How about more members taking some tickets and help do something for the club.

The value of the bottles we found at Brookville were like Aust. economy. One guestamate was around \$30.00 each (you should have seen Pauls face when three broke in the back) next thing they were \$5.00, officially they will bring \$2.00. Still plenty there for the taking.

Andy Bruce's navigation has definitely not improved with an improved vehicle.

As for my front tyres, Don Montague was heard saying whilst changing my flat on Billy Goats "Who do you know that lent you a tyre with tread on it" - thanks for that.

Film nite at the Dutch Club was a ripper thanks to Paula and Tom and all those who attended and brought films - while on the subject there is a certain cricket sequence that may have to be edited to show again - the better side of my self.

Ann Schaeffer won the bottle of whisky on the night - wonder how she "smuggled" it out.

Members attending film nite unanimously voted that general meetings should be held at the club. How could we get Don and Brian off the front bar (opps, sorry table).

All above saw the most dramatic hair and beard trim ever filmed in Aust. Lindsay Wells was the recipiant complete with chains and chain saw. It was really well done and it is a must to be shown again - maybe this coming meeting.

The Club now has a RESCUE SERVICE comprising Phil Alder and John Thom, when they get stuck we rescue them. No seriously the above is true and so is the fact that a winch is being fitted to the Valiant.

John Thom apparently is now "Outback" his new address is 19 Farquharson St., Mt. Waverly, and is out the back. Ph: 277 3902 Ext. "Outback"

Ted Plastow sure had his taste of bad luck on the Narby weekend - one slow puncture on the way up, jammed starter motor on the first hill. We had to let the tyres down to get up and then they broke the bead on the two rear rims. Managed to change to the spare then keep one rim barely inflated until later on when the entire tyre parted from the rim. Heard that one more Nissan maybe put up for sale.

WARNING - dont stand behind any diesel when the driver is about to start up. John Thom and I can vouch for that.

The Narby trip proved one thing, on a steep muddy hill, the 4 cylinder LWB Landy of Don Montague's (with penthouse on top) just walked up - it was unvelievable - pity he didnt close his mirrors up when passing through the narrow trees - Thelma froze all the way home with no passenger side window.

WANTED !

LAST YEAR THE CLUB BOUGHT A GESTETNA PRINTING PRESS AND TO OUR AMAZEMENT THE COMMITTEE HAS NOT BEEN ABLE TO TRACE IT,S WHERE ABOUTS. ANY MEMBER WHO KNOWS OF ITS FATE PLEASE CONTACT ANY COMMITTEE MEMBER.

TECHNICAL HINTS

by DON MONTAGUE

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To all those proud sooty owners and envious others who might have some doubts about the make up and operation of the diesel engine I offer these few simple thoughts.

The Diesel Engine basically is no different to the petrol engine in construction except that it is made of much heavier and stronger materials to allow for the higher operating loads. Because of these heavier masses a governor is fitted to protect the engine from throwing itself to pieces. (To tamper with the speed settings could be disasterous). It has a fuel pump and injectors (which may be a bit frightening to the layman) instead of a carburettor and spark plugs. These parts are built like a swiss watch, run like a swiss watch and can be expected to give as little trouble as a swiss watch as long as the one poisonous ingrediant is kept out of them "WATER". One drop in the wrong place in a distributor type pump can be sufficient to sieze up the drive rotor totally wrecking the pump.

So with all those dollars you are going to save on cheaper running, invest a little on extra water traps and fuel filters. Remember: Buy clean fuel and keep it clean. Also, the air comes free, but not clean. The lea you can do for it is filter it, for wear is only the result of the admission of abrasive impurities at the two entrances. Fuel and Air.