

JUNE 1981.



# FREE WHEELING

Registered for posting as a publication

CATEGORY "B"

# VICTORIAN FOUR WHEEL DRIVE CLUB



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## COMMITTEE 1980-81

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MEETINGS LAST TUESDAY  
OF THE MONTH AT DANDENONG  
LIBRARY

CORRESPONDENCE  
P.O. BOX 778,  
DANDENONG



## PRESIDENT'S REPORT

Well another club year nearly over, and that means election time. Next meeting nominations will be accepted for the 81/82 committee. Tom, Don Andy and Brian will be standing for the new committee. The rest of us will be retiring so how about giving some thought to possible nominations for committee. Do you feel you or another club member could give some time and a positive contribution to the club.

Don't be backward incoming forward.

Sad to hear that on David Heard's trip to Mount Terrible - Gafferys Creek, only one vehicle turned up. Pity considering all the planning and effort David put into the trip.

Still they had a great time anyway.

Don't forget the outing coming up -

The Admiral Ben Bow night on 4th July (a great time will be had be all) and the Sherbrooke Clean Up. More about these events next meeting.

By the way the first for the A.G.M. is a Minolta XGZZ not BMLH!!! so get in early and get your tickets or books at the next meeting.

Entertainment at the June meeting will be Danny Glasgow from the Search and Rescue Squad. He is the police 4X4 Club Assoc. representative and is travelling from Diggers Rest for the night so a good show of members would be appreciated.

Till then

John.

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750 x 16 Chains       \$ 35.00       Geoff Dowell    789 3153

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Jack-all Highlift Jack    \$ 25.00       Andy Merlo       579 4119

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## THINGS TO COME

### CLUB MEETING TUESDAY, 29th JUNE.

Nominations for the July elections will be taken on this night so please attend this important date.

### SATURDAY, 4th JULY.

Venue : Social evening at Admiral Ben Bow  
Departs : Dandenong Library 6.30p.m. by bus.  
Cost : \$ 16.00 per head all inclusive.

See Social Secretary at June meeting as final numbers must be taken.

### SATURDAY 25th, 26th JULY.

Venue : Tentative date for trip in Walhalla area.  
Trip Leader : Geoff Mann - more details later.

### ANNUAL GENERAL MEETING - TUESDAY 28th JULY.

Election night all members are urged to attend.

### SATURDAY - 1st AUGUST.

Venue : Beauchamp Falls - more details later.

### LAST WEEKEND - 29th, 30th AUGUST.

Venue : Annual Club Snow Trip to Licola/  
more details later

### SATURDAY, SUNDAY - 24th and 25th OCTOBER.

Venue : Goulburn Valley - Bo Ho Bounce.  
Saturday - B.B.Q., 4WD Tours, Observation Trial  
Motorkhama in the quarry on Sunday morning.

Cost : \$ 7.00 per head, children U-16 free.

More details available from Secretary.

### SEPTEMBER, 1982

Don Montague is planning a trip up through the centre to Darwin then home via West Coast.  
Anyone interested contact Don.

### LAST MEETING.

Stephen gave a trip report on the Powelltown run and Doi on the Neerim Go-Down.

The raffle was a Decor insulated wine chiller which was won by Wendy Bruce (very fitting).

There were 19 members and 3 visitors present.

### NEXT MEETING.

Nominations for committee to be taken so please attend this important night. Entertainment is a spokesman from the Police Department who is also bringing some slides along.

## BLUFF HUT TRIP REPORT.

Roll Call : Rick and Bill, Kevin and Jenny, Don and Thelma, Andy and Wendy, Rod and Sue, Friends of Andy (soon to join the club) Myself and Grubb.

Left at 0630hours from home and meet at 0915hours at Mansfield. Andy and Rod had left early and went straight to the hut. "The Late Starters" had time to sightsee! We dropped into see the film site of "The Man from Snowy River". A fantastic homestead built for the film, is only a skelton. Only a few inside shots were taken and they were only in the huts apparently, (a fight scene).

On to Merrijug Pub for supplies and on to Bluff Hut. Down to Mirrimbah and up Stirling Road to Circuit Road to Binderee Road to Binderee Hut. Enroute to Binderee radio contact was made with Andy at Bluff Hut. Weather report not very appetizing. Not long after we arrived. Not like the Weather Bureau, the report was very true and correct. Showed all Saturday afternoon.

A good fire and a few stubbies saw Saturday night off, to wake to a white and frozen mountain top. After thawing body's and vehicles out we ventured on towards Lovick's Hut, only a matter of miles, it took quite a while, as the track had really deteriorated due to conditions. We did not make much farther than Lovick's, had lunch and made the return journey to Bluff's. Another night with a good fire and stubbies. Awoke in the morning with the job of going home. Left the hut around 1100hours. Don and Andy stopped to help someone on the road, which gave the rest of us time for a good feed and drinks at Merrijug.

From there, home through Jamieson and Wood's Point, down Corn Hill Road to Corn Hill Track. Here trouble struck! A diff gave way on one of the hills. About 8hours later, when finally back on the road it was 0400hours the next day. Low on petrol, we crept home with matchsticks in our eyes. Grubb and myself had to wait at Warburton till 0800hours for fuel to continue. The rest home at 0630-0700hrs. An unfortunate end to a good trip but we all had a good weekend.

Paul

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

FIGHTING TRACK CLOSURES - YOU AND THE V.A.F.W.D.C.

One of the greatest frustrations facing the individual 4WD club member is a feeling of helplessness as one continues to read of track closures and restrictions on access to public lands.

To many un-informed members, this is the fault of the Association! "After all," they say, "the Association is charged with the role of looking after the interests of the member clubs, especially in challenging track closures", and as such, these members are prepared to sit back (and do) and let the Association do this. To others the Association is a body with whom they have little contact and thus little appreciate, or help.

It is unfortunate that these attitudes should exist, but it is probably indicative of many clubs disregard to helping themselves and the long-term prospects of our recreation.

The time has come that a few clubs (not all) woke up to themselves and recognised a few home truths concerning their own performance and the work of the Association.

Firstly, the Association is not some outside body made up of 9-5 paid employees. It is made up of 28 Victorian four-wheel-drive clubs. The executive are elected from these clubs. They like everyone else, enjoy four-wheeling, and are all members of individual clubs. Their time is not an endless commodity and they need the assistance of the clubs to facilitate the work they are doing on our behalf.

The message which comes through loud and clear is that we are all in the same boat. We have got to act as a majority and be prepared to work and help one another to some common objectives, for the good of all.

If some clubs refuse to see the logic of a united effort and to appreciate and support the work of such an organisation, then their apathy will soon be reflected in the loss of status of 4WD touring as a legitimate recreation.

One of the primary aims of the Association is naturally to oppose track closures. However, this doesn't necessarily mean fighting every single closure - as many, whether you want to admit it or not, are justified. However, despite this percentage there are many which are worth challenging.

Some clubs have at times disagreed with the policy of the Association in not fighting at all costs, some closures, e.g. Tarli Karng, but our rational, less emotional approach than our opposition, has been acknowledged and is respected by the Govt. bodies who make the final decisions, with whom we deal. By displaying this maturity in our approach to track access, we are more likely to gain concessions and make officialdom sit up and take notice when we have a genuine area of complaint.

From time to time we hear indirectly of complaints from clubs about the lack of track closures challenged by the Association, and criticism of other objectives being pursued. This is fine, but let's hear complaints directed back to the meeting table, through your delegates, where something positive can be done to right the situation. The Association is only as effective as you want to make it in respect to fighting track closures.

We depend essentially on input from the clubs. We have a potentially fantastic 'watchdog network' of clubs covering the State, all with their own favourite four wheel drive touring areas. You would expect clubs to be particularly concerned about closures in their areas and to readily submit details to the Association. Unfortunately, this rarely happens. Judging by the number of complaints directed recently to the Association, track closures is one of the least of the problems that we have!

If you should happen to encounter a track closure in your area, don't blame the Association, but think about doing something positive about righting the situation. Rationally try and reason why it has been closed - is it in a new water catchment area, is it dangerous? Whatever, ask the local Forestry Officer. Find out as much about it as possible. Remember that the hands of the Association are tied until you can supply some accurate details from which we can investigate.

Do your homework, then bring it along to the Association. Supply us with some facts to work with. When was it closed, why was it closed, is it a seasonal or permanent closure, is it a justifiable closure in respect to your clubs past knowledge of it? Take some photos of it. Highlight the supposed reasons for the closure. Present the facts and then we can do something about it.

We all want access to as many tracks as possible, but as a united body we cannot afford to tolerate unnecessary whinging within the clubs, especially if they are not prepared to supply the documental facts and photographic evidence with which we can fight the closure.

It is also a worthwhile exercise if the committee of clubs looked at any track closures in their area and made an assessment of its legality or necessity. It is also worth considering the knowledge of your members in respect to their awareness of the concept of seasonal track closures and the rights of the F.C. to make closures.

Could it be that a club could be to blame for a closure? Did you deliberately use an eroded, muddy track just for the hell of it? "Sure, we chopped it up and did heaps of damage ..... but it was open, and ...."!

We've all heard this excuse, but is it doing our recreation any good? Do you seriously expect to find the same track open after you abuse it in bad conditions? Did you consult the local Forestry Officer prior to the trip and get his opinion on what tracks to use?

Fighting track closures is one thing, but recognising why some are closed in the first place is another. If you do the wrong thing in the bush, the Association can't wave a magic wand and say it didn't happen.

Okay, so you've come across a closed track which has not been abused by vehicular traffic. Why then has it been closed? Is it a permanent closure, is it in bad shape and subject to erosion, is it a through track or a dead end, are there other tracks still open in the area, can you still reach the original destination by another route? Think about it. Not all track closures are unnecessarily or have a direct effect on our recreation.

By showing a responsible attitude to tracks in all conditions and perhaps by better informing and educating our members in the use of their vehicles, we might be helping to keep another track open.

The clubs have got to work more closely with the Association if we are to challenge the closures which we think or know are unjustified. If you know of such a closure, we want to know about it. Let us know the details, do your homework and give the Association some facts to work with.

If we cannot work together in this aim, or you cannot be bothered - then you'd better be prepared to accept that you will be seeing a lot more closures in the future.

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#### MOUNT TERRIBLE TRIP :

Roll Call : Dave Heard (trip leader) Andy and Wendy  
Bruce Rod and John.

Andy and I went up on the Friday night to Woods Point and camped at the picnic reserve. Dave, Rod and John arrived some hours later.

Awoke Saturday morning to heavy rain and waited at the pub (9.00am) for any others (no one else turned up). Went to Mount Terrible via Jamieson 2WD road up Poletti's onto the summit where there was light snow the first for the season. Came down Moonlight and into a snow storm, would have been terrifying trying to drive up.

Back through Gaffney's Creek and onto Woods Point, had tea at the pub (the entertainment was excellent) and all had a great night.

Sunday Breakfast done with we headed home via Frenchmans Spur, and onto Big River camp where the mud bash is held, had a run around the course, and was home in Melbourne around 6.00p.m.

A good weekend, pity no one else enjoyed the first snow for the year.

Andy and Wendy Bruce.



### INFORMATION FOR USERS OF MOTOR VEHICLES ON STATE FORESTS

The forest roads in this area have been made for forest management — which includes protection from wildfires. They are used frequently by trucks carrying timber from the forest.

You are welcome to use these roads to see the forest for yourself. But please accept them for what they are and be prepared to adjust your driving accordingly. Take special care near picnic areas where the noise and dust you make can annoy others.

For your information, the law provides that:

1. Any vehicle used on a road or track on State Forest must be "road" registered in the normal way and the driver must possess a current driving licence appropriate to the type of vehicle he is using.
2. The Forests Commission may close sections of forest roads and tracks and it is illegal to use such roads or tracks whilst they are closed.
3. There is a general prohibition of "off-the-road" use of motor vehicles on all public land in Victoria. Public land includes **state forest**, coastal foreshores, water and recreation reserves, national parks, wildlife reserves and other unalienated Crown land that is outside the boundaries of cities, towns and boroughs.
4. Use of vehicles off roads in State Forest is only permitted:
  - (i) on government business;
  - or (ii) by persons acting in accordance with a lease licence or permit relating to the area;
  - or (iii) in relation to controlling or extinguishing a fire;
  - or (iv) if the person is directed by or has the written permission of the management authority;
  - or (v) on "free access areas". The local forest officer will advise if there are any such areas available.
5. Vehicles which carry a "recreation" registration only may not be used on roads. Since no vehicle may be used off a road in State Forest (except as in 4 above) recreation registered vehicles may not generally be used in forests.

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