

MARCH 1983



FREE WHEELING

Registered for posting as a publication

CATEGORY "B"

VICTORIAN FOUR WHEEL DRIVE CLUB



COMMITTEE 1982/83

Pres.	Peter Rowe 6 Fintonia St., Nth Balwyn 857 6422	Vice Pres.	Ray West ✓ 44 Kays Ave., Hallam 28-9-82 703 2357	Sec.	Brian Tuck 16 Mitchell Ave., Boronia 762 5981
Treas.	Don Montague ✓ 9 Coronation St., Mt. Waverley 288 1200	Ass. Sec.	Andrew Williams ✓ 10 Aston Crt., E. Burwood 232 7840	Soc. Sec.	Thelma Montigue ✓ 9 Coronation St., Mt. Waverly 288 1200
Committee	Geoff Dowell ✓ 4 Genoa Crt., Frankston 789 3153		Patrick Casey 11 Paterson St., Carnegie 570 2203		Wendy Dowell ✓ 4 Genoa Crt., Frankston 789 3153

Association Delegates: Terry Hinks 798 3798 Gerry Lavery 232 3423

TRIP COMMITTEE: Brian Tuck, Paul Howden, Andrew Merlo.

Contactable on above address. For any enquiries on trips, conditions and potential trip leaders.

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 does not 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.

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 Peter Rowe by last Tuesday in every month.

Radio Officer: Geoff Mann 233 2229

CAADS, \$33 for 100 CAADS.

Club has one radio for hire at \$1.00 per day, or free if you are leading a trip. All enquiries must go through the officer regarding purchases, licences etc.

ASK. VIN. PRICE FOR CLUB RADIO.

MEETINGS LAST TUESDAY
OF THE MONTH AT DANDENONG
LIBRARY

CORRESPONDENCE
P.O. BOX 778,
DANDENONG

652-0121
SEC DANDY 792-0141
GAS.

WEINER BESECKE.

PRESIDENTS REPORT - MARCH 1983

Hi members,

Well another Narbethong get together has passed. As usual it was another good year., it was bad luck there was a Total Fire Ban and high fire danger for this years' get together as it turned out, it didn't matter.

The Jeep Club had a new event on the Saturday evening. It was a pull sled called the "Mongrel" which it was. It was made of an old truck chassis complete with diff and gearbox with a slide on top full of weight and the front was on a sled, the idea was to pull this thing as far as possible.

On the Sunday the Bog Ole was as bad as ever and just as hard for anyone to win. There was a woman entrant this year and to everyone's amazement she was one of the first to complete the course she didn't win but by the applause one would think she had. Dave Heard tried hard for our club to win but had to be happy with third place. Well done Dave.

Don't forget our club will be having a cricket match against the Nissan Patrol Club on Sunday April 10th at the Mentone Grammar Playing Fields, Springvale Road, Keysborough. I hope everyone can come and play or back our club.

There will be a trip to the McAlister River over Easter, departing on March 31st and returning on April 5th.

If we have a snow season this year we will have a snow trip 6th and 7th August. More details as time goes on.

See you all at the next meeting which is on MARCH 29th.

Peter Rowe

THINGS TO COME:

NAVIGATION TRIAL.

By David Heard

DATE: 19th & 20th March

Map Needed

Forestry Commissions OTTWAYS

½" to 1 mile

If Maps required you can get them from:

RALLY QUIP

GLENHUNTLY RD.,

CAULFIELD

START:

8 A.M. Sharp 19th March

Meeting outside Park in Main St., Colac

Full fuel tanks ex. Colac

"B" Grade

Max Vehicles (10)

February		Norbellon Mud Bash		B	
March	MAYDAY 14TH LABOUR DAY	12th Fishing Trip Reaves Bch.	Tom Brackna	C	
		Navigation Trial 19th & 20th Otway Ranges	David Heard	B	
		26th & 27th Clean-up Forest Commission	To Be Advised	B	
April	1st Good Friday 4th Easter Monday 25th Monday (2nd)				Sunday 10th April Cricket match vs Datsun
May					Gippsland 4wo G-D 1st W/E in May
June	Monday 13th Queens B'day				Baking Night 24th June
July					
August		Saturday 27th August Depart Melbourne for Bridgville SNOW TRIP 6th + 7th. BIRDSHINE RACES	D. Montague P. Reave	B	
September	Thursday 2nd Xmas Day		D. Montague P. Reave	B	Wine & Polies trip 13th & 16th Camp at MANGUNYA
October					25th November Chinese Restaurant Annual Xmas High
November	Tuesday 1st Cup Day				Xmas Picnic 11th Dec Bimbibi
December	Xmas & Boxing Day Holiday				
January	Monday 2nd New Year Holiday				

Proposed Club Trip to Birdsville Races

August 27th depart

3 weeks duration



CLUB TRIP TO BIRDSVILLE

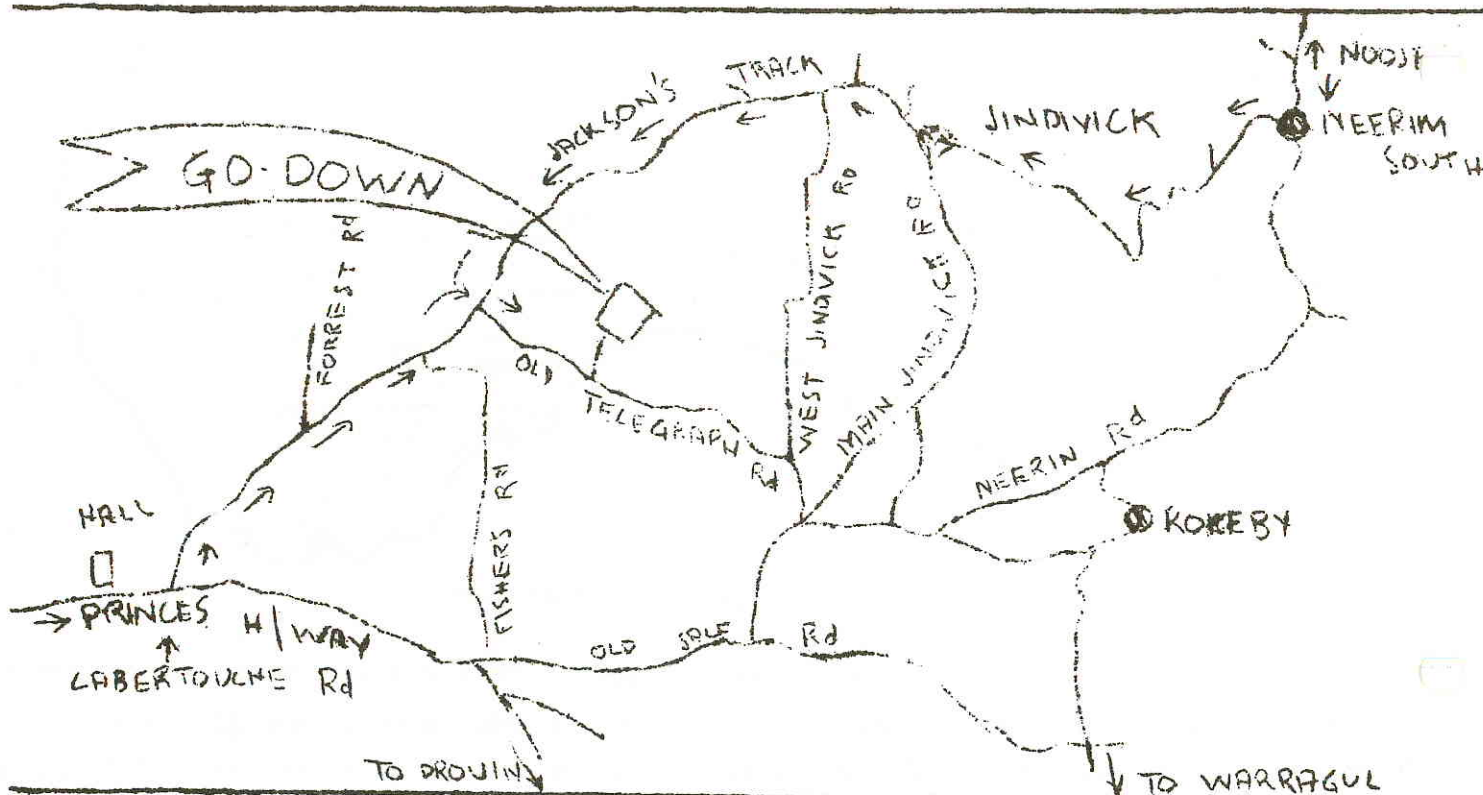
1	SAT 27-8-83	MELB to MUNGO N. PARK	588	DAY 13	THUR 8-9-83	COPLEY to ARKAROOOLA	1
2	SUN 28-8-83	MUNGO to MOOTWINGEE	460	DAY 14	FRI 9-9-83	DAY AT ARRAROOOLA	
3	MON 29-8-83	MOOTWINGEE to MILPARINKA	410	DAY 15	SAT 10-9-83	DAY TRIP TO PARALANA SPRINGS	
4	TUE 30-8-83	MILPARINKA to OLIVE DOWNS via CAMERON CORNER	352	DAY 16	SUN 11-9-83	ARKAROOOLA to WILPENNA via CHAMBERS CORGE	2
5	WED 31-8-83	OLIVE DOWNS to COONGIE LAKES via INNAMINCKA	369	DAY 17	MON 12-9-83	DAY AT WILPENNA	
6	THUR 1-9-83	COONGIE to BIRDSVILLE	529	DAY 18	TUE 13-9-83	DAY AT WILPENNA SACRED CANYON	
7	FRI 2-9-83	DAY AT BIRDSVILLE		DAY 19	WED 14-9-83	WILPENNA to PT AUGUST PACHI RICHI PASS	
8	SAT 3-9-83	BIRDSVILLE to POEPEL CORNER		DAY 20	THUR 15-9-83	PT.AUGUSTA to BARMER LAKE BONNEY	
9	SUN 4-9-83	POEPEL CNR to BIRDSVILLE		DAY 21	FRI 16-9-83	BARMER BERRI WINE TASTE to BIG DESERT BR BUCKET RANK	
10	MON 5-9-83	BIRDSVILLE to MIRRA MITTA RUINS	242	DAY 22	SAT 17-9-83	BROKEN TANK to DADSWELL BRIDGE	
11	TUE 6-9-83	MIRRA MITTA to MULOORINA	294	DAY 23	SUN 18-9-83	DADSWELLS BRIDGE to MELB	25
12	WED 7-9-83	MULOORINA to LAKE EYRE COPLEY	359				

- 5
- *ARE YOU TIRED OF WEEK-END T.V.
 - *ARE YOU BORED WITH CRICKET AND TENNIS REPLAYS
 - *DO YOU CRAVE FOR SOME FUN AND EXCITEMENT
 - *DO YOU FEEL YOU ARE JUST ONE OF THE CROWD
 - *THEN PACK UP MUM AND THE KIDS AND GET YOURSELF ALONG TO THE:-

Gippsland Four Wheel Drive Club's

GO DOWN '83

ON APRIL 29th - 30th and 1st MAY



- *Good camping area from Friday afternoon.
- *Trophy for best presented 4WD.
- *Organised bush Trips.
- *Organised bush Trials.
- *Saturday night Trip.
- *FREE Saturday night meal.
- *Monster bonfire.
- *Saturday night entertainment.
- *Inter Club motorized 4WD events.
- *Prizes and trophies to be won.

ADMISSION ADULTS \$7.00, CHILDREN 15YEARS AND UNDER FREE.
(TICKETS AVAILABLE AT GATE)

EVERY-ONE WELCOME

NOTE: NO MOTORBIKES PERMITTED

PRESIDENT.
TED JAMES. 056 231850.

SECRETARY.
GREG SHAW. 056 252326

DOES IT NEED A STITCH?

Whilst camping and 4 wheel driving many abrasions and lacerations may occur, and thankfully the majority are only minor. But occasionally a major accident occurs, e.g. axe into the foot, arm crushed by vehicle, chain saw into arm.

This article is to briefly outline the basic principles that may be required in managing these wounds, depending on the severity. As this is such an extensive and varied topic, I would welcome any comments or questions.

- 1) Control the patient - i.e. calm him down, reassure him, and make him stay put whilst you do your first aid.
- 2) Control the haemorrhage - by one or more of the following methods
 - a) Torniquet
 - b) Direct pressure with bandage, towel, etc.
 - c) Elevation of the part as gravity decreases the blood flow.
 - d) Rest the patient as this decreases the pulse and blood flow.
 - e) Rest the part as this decreases the demand for blood by the part.
 - f) Ice pack as this causes the blood vessels to narrow, and thus decrease bleeding.

NOTE ALCOHOL causes the blood vessels to dilate, and thus increase the bleeding. AVOID IT.

- 3) Cleanse the wound as infection often is a problem later. A solution of one part dettol to four parts water is suitable.
- 4) Assess the wound Penetrating wounds to the chest or abdomen may damage major organs and thus require urgent medical attention. Also other deeper structures may be damaged - e.g.

Bone

Artery - blood spurts from wound

Muscle, tendon - loss of movement

Nerve - loss of movement and or sensation

- 5) Apply a sterile dressing
- 6) Splint the part
- 7) Arrange any necessary medical aid Remember a tetatus toxoid booster may be required.
- 8) If a part of a limb has been amputated, then treat the stump as outlined above. With the amputated part place it in a plastic bag, and place this bag in ice or in the Engel (set at freeze). With modern microsurgery technique, the amputated part can be successfully sewn back.

BUSHED

by Andrew Williams

Ned woke early one Saturday morning thinking to himself another day of 'Hey Hey its Saturday', 'World of Sport', and 'Footy Replay'; "I've got to do something I can really get into." So off Ned went to his local Toyota Dealer, handed over his brand new Camira plus a few tinnies worth of mulla and drove out with his dream vehicle, a Hilux double cab.

Ned couldn't wait, he raced back home, threw Mum, kids, dog, eski, and deck chair into the back of the truck and was off to the bush. Once in the bush Ned found a great camp spot, it was easy to get to, you know, through a few gates and over a couple of paddocks. "Everybody out!" said Ned, "this is our camp for the night."

After a bit of strenuous activity Ned was all set-up, butt in deck chair, feet on log, eski beside chair and tinny in hand. "But," says Mum, "what about the tent, the stove, the tucka, the light, bed and some water." Ned chokes on a mouth full of beer, "Jeepers(peepers)!, I forgot all these silly things but the waters all-right, theres a creek just down the track.

Down the track Ned arrives at the creek, "What is this - Flaming Donley's!?, its as dry as Todd River." So with the thret of having to share his tinnies with Mum and the kids Ned decided to pack up and head home where he finished up watching the 'Footy Replay'.

Ned's not the smartest bloke in the world but his first trip away shows something of what can often happen. Thinking only of getting your vehicle into the bush can leave you a little short of the comforts of home, but with the right camping gear, bush living can almost be better than home. This column is the first of a regular entry in our magazine, with which I hope to cover many aspects of bush living giving hints that will make bush living as enjoyable as four wheel driving its self.

I ask that some good camping tips, or bush recipies or anything YOU like to do in the bush, for you to tell me about them.

ANDY

TRIP REPORT

Water Wheel - January 29th, 30th & 31st.

TRIP LEADER- Peter Rowe-John Lake & Sue, Ray West, Trevor West & Kim, John Hogan & Jo, Andy Williams, John & Sue, Brian, Cathy & Linsay Tuck, Murray, Donna & Kids, Werner, Sue & Jason, Ross Ferguson & Anne.

We left the Hallam Pub at 8.15 pm on the Friday night with 15 vehicles. We had a good run all the way. We decided to go to Donnelly's via Walhalla arriving at 11.30 pm. to find Brian & Murray waiting for us. Everyone got busy putting up tents & pop tops, then got into the odd tin or ten of staminade.

Next morning everyone did their own thing, some getting up early and some not so early. As the latter were having breakfast, Steve Squires & friend walked into camp. They were camped in the big flat and we were in the small one.

After lunch, myself, Ray, Trevor, John, Andy & Steve joined in a drive up Flats Tk., then down to Merringtons for a swim, but unfortunately for John who has a Jackaroo, had some fuel problems getting up Flats and ended up on the end of my winch cable. After that he said "That's not going to happen to me again" and it didn't, not that day anyway.

We all made it to the swimming hole and spent a lot of time soaking up the water. Then it was time to head back to camp after picking some blackberries. Lakey & I put out some signs for Fergie so he wouldn't get lost as he and Anne were coming in late Saturday night.

After tea we sat around a small camp fire and had a quiet beer & the odd port. The stayers ended staying until about 2 am. waiting for Ross to arrive, which he didn't so went to bed. By the way, during the course of the evening, our Ass. Sec. Andy and his sister Sue, did the right thing for the Pres. and Vice Pres. and cooked up some pancakes with blackberries and cream. They were very nice, thankyou.

Next morning, when I got up I noticed that Ross had made it at 4 or 5 am. At 11 am most of us went down to White Star for a swim and then took off for the Water Wheel. Along the way, Ross moved over to let some bikers go past and slipped off the edge of the track. After Andy couldn't do anything, I went back to find that Ross' winch wouldn't work. By this time he had it right out and a snatch block around a tree and the end of the cable onto the front of the sooty. Well I gave it heaps and Ross gave it heaps and he was almost u the bank on the other side.

After that Ross & Anne gave it away as the V8 Landy was playing up something shocking. We pushed on to Morning Star Ck. I went up first to make sure everything would be OK for the others only to find myself in a situation where I couldn't go forwards or backwards with front wheel some distance off the ground. With 3 or 4 bodies on the bullbar, I was on my way again. Everyone else made it without any problems. John had to be towed up one rocky bit right near the top and Trevor's Toyota also threw in the towel, so he left it there for the return trip.

Once at the top we had lunch, then we descended to the old steam engine amongst the blackberries. After many photos it was into the creek which was very nice, and the walk down the creek for 20 minutes or so to the water wheel. It is still the same as it was a couple of years ago with Peter Brown. After many photo's and a cool off in the creek we started the climb up which I was dreading, but it was not all bad. We took our time with many stops. Once at the top we had a drink then Andy, Sue & John had to leave and head home to a party.

After tea we had a visit from Steve & friend again. Before tea Brian, Murray & Ross headed back to Melbourne as Ross was still having troubles. Another late night was in order and a good time had by all.

Next morning everyone took it easy as the day was getting hotter. We were going to leave after lunch but decided to leave it until it cooled off a bit. About 3.30 pm we headed up to White Star creek and had a long dip there before our long trek home. We then took the long drag to Beardmores. We were going to come home via the Thompson Dam as usual only to find they have now a gate up half way down the track, so about turn and down to Walhalla and Moe where we bought some cold drinks and nibbles and headed for the big smoke.

Lahey, Sue & myself got back to Rays place about 8.30 pm only to find out it was Debbie's Birthday and Ray should have been home hours earlier, sorry Ray & Deb.

I hope everyone had a good weekend as I did.

Peter Rowe

Trackwatch in brief

No.10

INFORMATION FROM THE VICTORIAN ASSOCIATION OF FOUR WHEEL DRIVE CLUBS

KEEP THE GREEN SCENE CLEAN - 'PROJECT FOREST PARKS'

The Forests Commission have accepted our invitation to assist their staff in undertaking various projects in land managed by the FC. The project is to be part of World Forestry Day celebrations.

'Project Forest Parks' will be undertaken on the weekend of the 26/27th March, 1983.

FRIENDS OF WONNANGATTA-MOROKA NATIONAL PARK

The Sporting Shooters Association of Australia (Vic) have initiated the formation of a group to be known as 'Friends of Wonnangatta-Moroka national park'.

The group will be established under the auspices of the Victorian National Parks Association.

A formation meeting will be held on Wednesday 23 February, 1983. The location is the S.S.A.A. clubrooms in Dandenong Road, Springvale (opposite Sandown Racecourse), commencing at 7.30pm.

Any clubs or interested members are asked to attend as observers.

NARBETHONG GET-TOGETHER - 26/27 February 1983

The Cross Country Jeep Club's annual get-together is on again at Valley farm, Narbethong. The monster BBQ tea, pre-marked trips and of course the 'bog ole' are again highlights of the weekend. All vehicles entering the 'bog ole' must be registered with 3rd party insurance for own insurance purposes.

Cost - \$8.00 per head for adults (including Sat evening meal), children under 12 admitted free.

Admission is by ticket only and clubs are advised to send a list of names attending, with a cheque for the correct amount, to facilitate catering arrangements.

All enquiries to CCJC, PO Box 115, Hawthorne, Vic 3122.

SPECIAL INVESTIGATION OF ALPINE AREA

Clubs are advised that the date to submit submissions on the future of the Alpine Area has now past. However, the LCC will accept late submissions. They should be addressed to the LCC, 464 St Kilda Road, Melbourne, 3000.

JOIN A CLUB BROCHURE

A reprint of this brochure is now available to clubs.

It is suggested that clubs maintain a stock of brochures and place a copy under the windscreen of 4WDs they may come across. An influx of new members is always welcome.

VAFWDC CONFERENCE

The VAFWDC Conference will be held on March 19/20, 1983 at the property of the Toyota Land Cruiser Club of Victoria, at Yaark. Registration forms have been distributed to all clubs. Please return them to the VAFWDC Secretary by the 23rd February, 1983. All participants must be registered.



PRESS RELEASE

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

Date: 26th January, 1983

TO: ALL MEMBER CLUBS OF THE VICTORIA ASSOCIATION OF FWD CLUBS'

Clean the Green Scene 1983.

PROJECT FOREST PARKS - MARCH 26/27th, 1983

During 1982 it was decided unanimously that the clubs' of the VAFWDC would participate in a State-wide clean-up project for the Forests Commission of Victoria.

The event is designed to relieve the burden of rubbish removal from the few clubs' that give their time and effort to doing this community service.

By having a state day, the project can then be better publicised and understood by the public in general.

The clean-up is to be part of World Forestry Day celebrations. The Associations of NSW & ACT, and Queensland are also looking to hold a similar event on this date, thus making a "national east coast FWD Associations' clean-up".

The clean up is to be based upon a system that will be easiest to arrange. The Forestry has the State divided into seven Divisions (see attached map) and sub offices in each division. It will therefore be easiest if the club nearest the Division (District) headquarters could become the organising club.

By organising I mean that they being the host club liaise with the local FC Offices, other clubs' involved in that district, and assist in planning manpower requirements, press liaison, etc.

As there are many clubs based in the area east of Melbourne this point must be resolved quickly.

Brian Tanner
President



LIST OF DISTRICT FOREST OFFICES

Forest District	Address	Telephone
Alexandra	Aitken Street, Alexandra, 3714	(057) 72 1633
Ballarat	State Offices, Cnr. Mair and Doveton Streets, Ballarat 3350	(053) 37 0778
Barmah	26 Harcourt Street, Nathalia, 3638	(058) 66 2702
Beaufort	6 Lawrence Street, Beaufort, 3373	(053) 49 2404
Beechworth	Ford Street, Beechworth, 3747	(057) 28 1501
Benalla	55 Wedge Street, Benalla, 3672	(057) 62 2297
Bendigo	State Offices, Hargreaves Street, Bendigo, 3550	(054) 43 9000
Bright	46 Bakers Gully Road, Bright, 3741	(057) 55 1362
Broadford	37 High Street, Broadford, 3658	(057) 84 1303
Bruthen	10 Church Street, Bruthen, 3885	(051) 57 5225
Cann River	Princes Highway, Cann River, 3889	(051) 58 6200
Castlemaine	37 Hargraves Street, Castlemaine, 3450	(054) 72 1110
Cohuna	Civic Centre, King Edward Street, Cohuna, 3568	(054) 56 2266
Corryong	Jardine Street, Corryong, 3707	(060) 76 1388
Creswick	Daylesford Road, Creswick, 3363	(053) 45 2200
Dandenongs	Kallista-Emerald Road, Kallista, 3791	(03) 750 1226
Daylesford	97 Vincent Street, Daylesford, 3460	(053) 48 2211
Dimboola	Wimmera Nursery, Western Hwy, Wail, 3414	(053) 89 1204
Erica	School Road, Erica, 3825	(051) 65 3204
Geelong	State Offices, Cnr. Little Malop and Fenwick Streets, Geelong, 3220	(052) 26 4713
Heyfield	8 Pearson Street, Heyfield, 3858	(051) 48 2355
Heywood	12 Murray Street, Heywood, 3304	(055272211) 45 (M)
Macedon	Nursery Road, Macedon, 3440	(054) 26 1407
Maffra	52 McLean Street, Maffra, 3860	(051) 47 1081
Mansfield	43 Hunter Street, Mansfield, 3722	(057) 75 2432
Maryborough	Shire Offices, Neill Street, Maryborough, 3465	(054) 61 1055
Marysville	Lyell Street, Marysville, 3779	(059) 63 3306
Mildura	State Offices, Cnr. Eleventh Street and Langtree Parade, Mildura, 3500	(050) 23 0319
Mirboo	31 Baromi Road, Mirboo North, 3871	(056) 68 1303
Myrtleford	33 Smith Street, Myrtleford, 3737	(057) 52 1911
Neerim	Main Road, Neerim South, 3831	(056) 28 1239
Nowa Nowa	Forest Road, Nowa Nowa, 3887	(051) 55 7203
Orbost	Browning Street, Orbost, 3888	(051) 54 1130
Otways	Grant Street, Forrest, 3236	(052) 36 6204
Rennick	Princes Highway, Rennick, via Mt Gambier, S.A. 5291	(087) 25 5054
Shepparton	State Offices, Welsford Street Shepparton, 3630	(058) 21 2478
St Arnaud	Court House, Napier St, St Arnaud, 3478	(054) 95 1700
Stawell	23 Patrick Street, Stawell, 3380	(053) 58 1366
Swifts Creek	McMillan Avenue, Swifts Creek, 3896	(051) 59 4245
Tallangatta	34 Towong Street, Tallangatta, 3700	(060) 71 2604
Toolangi	Main Road, Toolangi, 3777	(059) 62 9203
Trentham	Market Street, Trentham, 3458	(054) 24 1261
Upper Yarra	Main Road, Powelltown, 3797	(059) 66 7203
Yarram	31 Campbell Street, Yarram, 3971	(051) 82 5155

OFFICE HOURS ARE: MONDAY to FRIDAY: 8.15 a.m. to 4.36 p.m.

(M) Manual Exchange: dial STD code and ask operator for local number.

CRICKET
CHALLENGE MATCH
APRIL 10th



VERSUS
NISSAN PATROL
CLUB

VENUE: MENTONE GRAMMAR SPORTS FIELD
SPRINGVALE RD., KEYSBOROUGH.

CHRISTMAS TRIP 82/83

Roll Call: Ray, Debbie & Jodie, Peter Rowe, Bluey Male, Vin Handley, Bill McKinnon, Andy Williams and father Bob, Don & Thelma Montague, Peter & Stephen Brown, Trevor & Kim, Patrick & Anne Casey & kids, Trevor Nelson & mate.

10.30 a.m. BOXING Day Sees a good turn up of members at the usual Mansfield meeting place. After some discussion it was decided that the first place to have a good look at would be the set of "The Man from Snowy River" - the old homestead looks great in the film, but up close things are a bit different, just a shell and no interior, with such things as chimneys that begin halfway up the wall and verandah posts painted on two sides only. From Merrijig we headed for Tomahawk Hut for lunch, but the hot weather played havoc with Ian Lovitts Holden Overlander. After quite a bit of coaxing without much success, Ian decided to turn around and head for home, as he didn't want to delay the rest of us. With lunch over we made our way up Mt. No. 3 onto Westons Tk and the King Basin Road with Glear Hills Hut being the destination. This hut was also used in the film, and there are some really great views to be had from up there. Lake Cobbler is usually a great spot to camp, and this time was no exception, there were only a few other people there, which seemed to be the pattern for the entire trip. I think everyone apart from us decided to stay home this year.

MONDAY 27TH After a good nights sleep we made our way down onto the Dondongadale River near McGready's farm. We arrived shortly after 12 o'clock, had lunch and set up camp. Today was an easy one which is just as well as tonight would be a long one. Trevor Nelson tried his luck with the rod, but would need to do better to survive. As the afternoon wore on, a few energetic souls collected firewood and got the fire going, then we all settled into the serious business of eating. After tea Peter Brown produced a flagon of port, which he had plans of making last the whole trip, but some seasoned port drinkers and a couple of newcomers soon ended that idea.

TUESDAY 28TH Dawned bright and sunny once again and everyone was up and about early, which was a bit surprising after the night before. Andy and his dad, Don & Thelma, Trevor Nelson and his mate would leave us at Abbeyard, as they had to return to Melbourne for work, the rest of our diminishing party headed for Wonangatta, the first time for a few of us. The track from Abbeyard through Catherine and up to Barry Saddle is an easy drive, from here down to Wonangatta is a little steeper, but is still no problem. We made camp at the first river crossing as we thought the flats may have been crowded, we found out later that campers were few and far between.

WEDNESDAY 29TH Wednesday morning three vehicles decided they would head off for a drive out through the flats and up Wombat Spur, then around onto TiTree Range, then back to camp via Riley's Tk. On their return they told us they had encountered some really steep and rocky tracks, hairy stuff but well worthwhile. That night a lone L.R.O.C. member dropped in for a chat and a few drinks around the campfire.

THURSDAY 30TH Heavy overnight rain had us wondering what the track up onto the Howitt Plains would be like, not to worry, a little slippery on top but O.K. one steep rocky section had two vehicles winching for a short distance, the rest of us got up O.K. We headed off across the Howitt Plains and down Butcher Country there are some really great views up there. We had to stop about halfway down to listen to the cricket only to here the Aussies get done by three runs. We continued on down as far as Dingo 2 and on to the Caladonia River. Three more of our gang left us at that point as they had to be home for New Years Eve.

As the afternoon wore on, the black clouds rolled in from down south, we thought we might get a shower or two, but weren't prepared for a deluge within 10 to 15 minutes, we had $1\frac{1}{2}$ to 2" of rain dumped on us. Trevor & Kim's tent was pitched in a slight depression and was awash. Patrick and Anne's tent fared a little better, but still had a bit of drying out to do, ourselves, well we stayed high & dry in the Penthouse. After the storm we emerged to find a waterfall cascading down the high rock cliffs into the river, cameras clicked furiously for a couple of minutes, the whole lot was over and done with in less than half an hour.

FRIDAY 31ST Don & Thelma are returning today to celebrate New Years Eve with us, we were hoping they would make it by nightfall. With nothing of great importance to do today, and with more rain threatening, we put up a tarp between the vehicles, just in case, we weren't going to be caught as we were yesterday. Monty rolled in at about 8 o'clock and proceeded to tell us about Peter Brown's problems at the top of Dingo 1. Peter had broken a front stub axle and had to camp the night with the vehicle, while Vin made a dash to Melbourne and back with the required parts. The rain was giving us a hard time and it looked as though we might be in for a wet New Year celebration; we ate tea under the shelter of the tarp, then settled in around the fire for the night. New Year came and went, $\frac{1}{2}$ a dozen bottles of bubbly also came and went.

SATURDAY 1ST Trevor, Kim, Patrick, Anne & kids headed for home around lunchtime, and Peter and myself drove out as far as Tamborintha with them, with all the rain we'd had there could have been a few problems but all was okay.

SUNDAY 2ND Today is our turn to head for home (it had to end sometime I guess). We'd packed up and were just about to leave, when 2 guys and their wives in a brand new, first time out M.Q. Patrol came in to ask if they could travel out with us, as they had no recovery gear with them. As we started the climb out, up Dingo 2, it didn't take Peter long to pull out the winch cable, a steep rocky section with wet rock and no traction. With Peter up it was Don's turn next with the same result. Once again as Don took up the slack in the cable, he broke yet another shearpin, Don replaced the copper pin with one of his own and was soon up over the worst part, It was my turn next and I was stopped in the same spot as the others, we only had to winch a couple of feet and then were able to drive the rest of the way. On seeing the M.Q. tackle this hill, we all decided that we wouldn't buy one after all, with the front wheels way off the ground the M.Q. came to an ungainly stop. Even after it was winched over the rocky patch it still couldn't drive up and had to be dragged about 50 or 60 feet, the thing just wouldn't keep it's wheels on the ground. They insisted Don take \$20 for the use of his winch. The rest of the trip out through Honey Moon Hotel and the MacAlister River went without a hitch and we made camp on the Wellington River near Licola.

MONDAY 3RD If ever there was a place that was suffering the effects of this drought, then Licola would come high on the list, the landscape around town is totally barren. Speaking of droughts we were reminded of it again as we drove past the Glenmaggie dust bowl on the way to Heyfield where the drought subsided somewhat over a counter lunch at the local. With our appetites and thirsts both satisfied we headed down the blacktop for home. As far as we were concerned the trip was a beauty and we thoroughly enjoyed it, thanks to our fearless trip leader and President, Peter.

RAY WEST

Trackwatch in brief

No. 11

INFORMATION FROM THE VICTORIAN ASSOCIATION OF FOUR WHEEL DRIVE CLUBS

1983 VAFWDC CALENDAR

FEB -	14th	Executive Meeting
	23rd	General Meeting
	26/27th	<u>Narbethong</u> - Cross Country Jeep Club's interclub get-together.
MARCH	14th	Executive Meeting
	19/20th	VAFWDC Conference at Yaark
	23rd	General Meeting
	26/27th	<u>VAFWDC 'PROJECT FOREST PARKS'</u>
APRIL	11th	Executive Meeting
	27th	General Meeting
MAY -		<u>Go Down</u> - Gippsland FWD Club interclub get-together
	9th	Executive Meeting
	25th	General Meeting
JUNE	13th	Executive Meeting
	22nd	General Meeting
JULY	11th	Executive Meeting
	27th	General Meeting
AUG -	8th	Executive Meeting
	24th	General Meeting
SEPT	12th	Executive Meeting
	28th	General Meeting
OCT -	10th	Executive Meeting
	22/23	<u>Bo ho Bounce</u> - Goulburn Valley FWD Club interclub get-together,
	26th	General Meeting
NOV -	8th	Executive Meeting
	19/20	<u>'Forrest Frolics'</u> - Geelong FWD Club interclub get-together.
	23rd	General Meeting
DEC -	8th	Executive Meeting

TRACK CLOSURE REPORT SHEETS

All clubs' have now been distributed with 'track condition information sheets'. At this stage only a few clubs' have responded with information and completed sheets. Trip leaders are reminded to carry a few sheets when leading a trip and to return them to the Association. Remember we must have facts and information as outlined on these sheets if we are to successfully contest any track closures in the future.

Hints & Tips

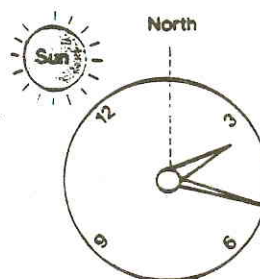
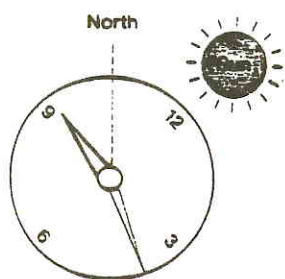
Making a clock Compass in the outback.

To find North, Point the 12 symbol on your clock or watch face towards the sun. North lies mid-way between the hour hand and the 12.

If you have a digital watch make sketch of an analogue watch face and draw the time on it, leaving off the minute hand.

Use the sketch in the same manner as a conventional watch/clock to locate North.

Examples



Three useful knots

Hitching knot.

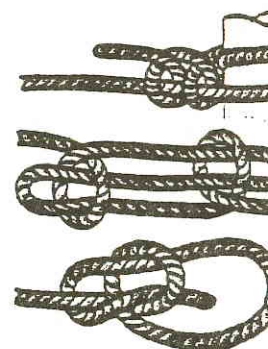
Use to secure rope to a post, tree or ground anchor .
Easy to undo.

Sheepshank

Use to temporarily shorten a length of rope without cutting it.

Bowline

A non slip knot often used at sea. To make this type of knot, pass a portion of rope through loop.



Water polluted petrol in the outback.

Petrol bought in the outback quite often does not get the same tender loving care as that we are used to in the cities. It is therefore a good idea to carry a quantity of Methylated Spirit with you adding a cupfull to each tank full when filling.

The Methylated Spirit will combine with the water, breaking it down to a mixture that will pass through the filters and subsequently be burnt in the engine.

ACCESS TO WONNANGATTA VALLEY

The Wonnangatta Valley is 2,300 feet above sea level, completely surrounded by mountains and yet only 150 miles from Melbourne. The Wonnangatta Valley is a rare geographical phenomena. It is a cleared flat plain varying in width from a few hundred yards to over half a mile, through which meanders the Wonnangatta River, and the whole is framed by towering mountain ranges. It is about 1000 acres in extent.

The valley was first settled in the early 1860s by Oliver Smith a gold prospector from Gippsland, who built a log cabin on the bank of the Conglomerate Creek about half a mile from where it flowed into the Wonnangatta River. Smith, accompanied by his sons commenced clearing and fencing the property. He eventually persuaded William Bryce to join him in partnership. The only access to Wonnangatta was by pack-horse and Bryce often led pack horse teams of up to 30 horses into the Valley. Remains of the main track into the homestead remain today. From the homestead the jeep track goes downstream from the old homestead, follows the river flats for about 4 miles and then at a point where the hill joins the river and forms a cliff the track climbs steeply over a gravelly spur. On the spur the old track can be found.

Bryce constructed a 5 room log cabin above the stockyards on a slight rise. This building was the first part of the homestead at Wonnangatta (1872).

Over the years the course of the Conglomerate Creek has changed and the original Smith hut was washed away.

As Bryces family grew with 7 children, the second part of the homestead was added. It consisted of another 9 rooms, and was joined to the first section by a covered verandah.

As well as the homestead their were other buildings. To the south facing up towards the Conglomerate Creek Valley was a big barn. Towards the Creek was a store shed. The blacksmiths shed was nearby. Other buildings below the house were for smoking the beef and curing the bacon, and the dairy was in the centre of the stockyards. All that remains today are the stones used for the floor of the dairy.

There were several family deaths at the Station which necessitated the need for a cementery. Originally it was fenced with a three-rail post and rail fence, which was replaced with wire netting in the 1920s. The fence was repaired in 1971.

The Wonnangatta Station passed through several hands and in 1914 Geoff Ritchie and Arthur Phillips brought it in partnership. Jim Barclay was appointed manager. It was during 1917-18 that of all the happenings at Wonnangatta that it received the greatest publicity. It was in 1917 that Barclay was found brutally murdered "425" paces from the house buried in the creek bed. The station cook was suspected as he had disappeared. His murdered body was found in the high country the following year.

Phillips and Ritchie sold the Wonnangatta Station to the Allan Brothers, who in turn sold out to a syndicate of four, who consequently sold Wonnangatta to Alex Guy in 1934. He owned the Station for the next 36 years.

During 1939 disastrous bush fires ravaged the valley, but left the homestead and stockyards unscathed. The manager to the Station was Harry Price who constructed a water race on the Conglomerate Creek flat - the race is still in evidence today. While working in the high country the real tragedy of Wonnangatta occurred.

In May of 1957 Price returned to the Station to find only a pile of burnt debris. The fire is believed to have been caused by a careless bushwalker!

In 1966 the Forest Commission blazed a fire access track into the top end of the valley via the Barry Saddle and Rileys Creek. Shortly after, an access track was pushed in from the downstream side to the lower end of the Station.

The four-wheel-drive vehicle brought access at last to the valley in relative comfort, and for many years only those genuinely interested in the beauty of the Valley made the rough journey. Unfortunately in later years a few vandals have also visited the Station and destroyed the relics that remained of the homestead and the blacksmith shop.

The Station had become over run with St Johns wort, blackberries and briars and the Guys' decided in 1972 to sell the Station and the leases that went with it. Mr R. Gilder of Glenfalloch Station took possession in December 1972.

On 1st July, 1982, the Wonnangatta-Moroka National Park was proclaimed, and many conflicting stories have been conveyed to the Association concerning access; or the lack of it!

Like it was to the early horseman of the region, Wonnangatta is considered an important destination for FWD enthusiasts'.

A report that the National Parks Service were constructing a track around the valley - with the possibility that access into it would be halted - sought an explanation from the NPS.

I am happy to say that the NPS have kept their word in regard to access to the Valley.

Mr D.S.Saunders, Director of the NPS stated in a letter to this Association in December 1982, that ...

..."The National Parks Service has no plans for stopping access to the Wonnangatta Valley and recognises the need to maintain opportunities for four wheel drive recreation within the park. The Service is not, and has no proposal, for constructing a track around the Wonnangatta Valley". (It should be noted however that the present access passes through freehold property and the future of this access is at the discretion of the land owner.)

Of concern to the NPS is the fact that some vehicles are using a route to the Wonnangatta Valley along Zeka Creek rather than the established Zeka track route. The future use of this new route is being investigated by the Service, who will consult the Association.



BARBEQUE AND CAMPFIRE SAFETY

You are most welcome to picnic or camp at any of the attractive areas in Victoria's State Forests. Enjoy your stay but please take care to protect the bush for others to use in the future. Every summer in Victoria there are fires in our forests and grasslands. Some arise from lightning but most are caused by man through carelessness or ignorance of the danger of fire in our countryside. By observing the following safety regulations you can play an important part in keeping Victoria free from fire this summer.



CAN I LIGHT A FIRE FOR COOKING OR WARMTH IN STATE FOREST AT ANY TIME?

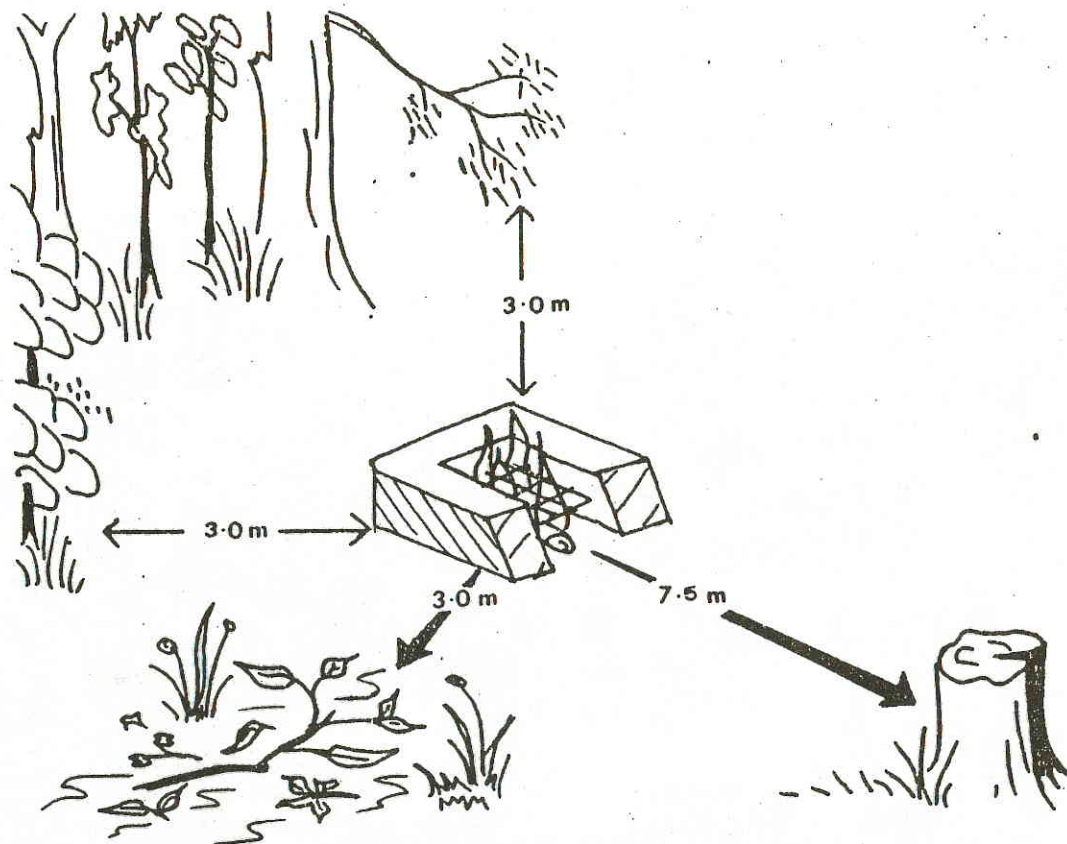
Yes, providing the conditions specified for such fires are complied with, AND A DAY OF TOTAL FIRE BAN HAS NOT BEEN DECLARED. This includes gas barbecues, fires lit in properly constructed fireplaces, (these are provided in some areas) and open campfires.

THESE CONDITIONS ARE:

- The fire is lit in a properly constructed fireplace or in a trench at least 30cm deep.
- The fire is not within 7.5m of any log or stump.
- The fire is not larger than one square metre and is the minimum size necessary for cooking or warmth.
- All flammable material on the ground and in the air within a distance of 3 metres of the fire is cleared.
- The fire is put out, preferably with water, before being left unattended.

YOUR RESPONSIBILITIES

Before lighting your fire, clear the area around it of flammable material, as shown in the diagram. Once your fire is alight, ensure that there is a responsible person in charge of it at all times until the fire is extinguished. Your fire must be extinguished before you leave the area. You are also obliged to extinguish your fire at any time as directed by a Forest Officer or Policeman.



The penalties for not following any of the regulations outlined above are a \$4000 fine or two years imprisonment or both for offences in State Forest, National Parks, Protected Public Land and in much of the State private property within 1.5 kilometres of these reserves. The Forests Commission is responsible for prevention and suppression of fire in these areas which are called the FIRE PROTECTED AREA.

For fires other than cooking or warmth in the Fire Protected Area different regulations apply and prior written permission must be obtained from a forest officer.

For further information about fire-lighting inside the Fire Protected Area call your local Forests Commission office.

Enquiries regarding fire-lighting outside the Fire Protected Area should be directed to the local Police Station or CFA Brigade.

TOTAL FIRE BAN

On a day of Total Fire Ban, **NO** fires, not even those complying with these Regulations, may be lit in the open. This includes gas barbecues.



What would you do if you were caught in a Forest Fire?

Don't Panic!

IF YOU ARE ON FOOT

Don't try to outrun the fire uphill.

Don't run at all unless to a clearly indicated way of escape.

Walk across and downhill trying to outflank the fire and keep your eyes open for any possible refuges e.g.

- Running streams or pools.
- Eroded gullies free of scrub.
- Holes made by fallen trees.
- Road culvert pipes.
- Deep wheel ruts on the roads.

If you find a good refuge take to it and wait for the fire to pass.

Radiant heat is the killer!

If fire traps you before you find a good refuge make do with the best available.

- Lie down in a depression behind a log or large rock.
- Cover yourself with
 - clothing over exposed skin
 - sheets of bark
 - slabs of wood
 - soft earth

Anything to shield you from the heat.

As a last resort you may run through the fire onto the burnt ground.

- Choose a place where fuel is sparse, which is free of obstructions and where there is or will be little burning material on the ground behind the fire front.
- Wait for a lull... breathe close to the ground for the purest air.
- When you can see over and through the flames take a deep breath and run through covering your face as much as possible.
- Flames greater than 1.5m in height or depth of front are too hazardous to run through.

IF YOU BECOME TRAPPED

Don't leave the car!

Park it in the best area of bare ground available e.g.

- Against an embankment in a cutting.
- In an old gravel pit or roadside clearing.
- On the section of the road which has the least amount of scrub alongside.

Close all windows and vents.

- Lie down on the floor.
- Cover yourself with anything that will shield you from radiant heat.
- Radiant heat is the killer.
- Stay in your car till the fire front has passed.

AVOID BUSHFIRE DANGER

If you are driving through the forest and come across a fire, with smoke across the road... slow down at once!

Don't drive through smoke when visibility is severely impaired.

Consider whether your journey is really necessary.

If so, wait for someone to come through from the other side who can give you the all clear. Drive slowly... switch on your headlights and watch out for

- Fire-fighting vehicles or personnel on the road.
- Fallen trees across the road.

REMEMBER

- Avoid Bushfire Danger
- Don't Panic
- Stay in Your Car
- Don't try to Outrun the Fire
- Radiant Heat is the Killer