

MAY 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 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 Lawery 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

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.

2

JULY 2ND 3RD FOR WINE TRIP.
LEAVE FRIDAY NIGHT. 1ST JULY.

MAY 1983 PRESIDENT'S REPORT

\$25.50. FOR BAILEYS.
TO DON.

Hi Members,

I would like to welcome 4 new members to our Club who joined last month. They are:- Jack Craven - Daihatsu, Peter Handley - Toyota Twin Cab Diesel, John Hughs - Holden Jackaroo, Allan & Mary Wade - MQ Station Wagon.

The Easter trip to the McAlister River went off well, we had 10 or more vehicles which is very good, more about this later in the trip report.

The trip to Moroka Hut - Anzac weekend was also a good trip with 11 vehicles coming, the weather turned a little sour for about 1½ hours on the Sunday otherwise it was perfect, more about this later also.

Our Cricket match on the 10th April with the Nissan Patrol Club was played under wet conditions but for those who turned up and played they enjoyed a good game of cricket, thanks to our Captain, Ray West. Our club ran out winners by 30 odd runs.

On behalf of the V.F.W.D.C. I would like to thank Terry Hincks for the use of the grounds and equipment on the day. Also Terry donated a Trophy for the occasion which has now been engraved. Thanks also to the Nissan Club for making it a great day.

The next club trip away will be the Queen's Birthday long weekend to the Little Desert area led by Gerry Lavery.

See you all at the next meeting which is on 31st May.

PETER ROWE

COMING EVENTS

June 11-13th - Queens Birthday. Little Desert Area. B & C Grades
Trip Leader: Gerry Lavery

24th - Bowling Night - proposed

July 8th - Pitronies, Springvale Rd. B.Y.O. \$15 head \$5 Deposit *AND IS FULL*
23-24th - Mt. Terrible. A Grade. Trip Leader: David Heard

Aug 6-7th - Snow Trip - Mt. Howitt Area
27th - Depart for Birdsville. Trip Leaders: Don Montague & Peter Rowe

Oct. 15-16th - Wine & Pokies Trip. Camp at Wahgunya

Nov. 25th - Empress Court Chinese Restaurant, Mitcham - Annual Christmas Night.

Raffle tickets to be brought back by next meeting.

McAlister River Camp - March 31st to April 5th

Trip Leader: Ray West

Contingent:

Ray, Debbie & Jodie West & Skipper

Peter Rowe

Bluey & Joyce Male & Biggles

Don & Thelma Montague

Trevor West & Kim to be West, Tin & Lucky

Peter, Joy, Christopher, Lee & Merin Handley

Jack, Shirley, Jemma & Tracey Craven

Tom, Leola & Dustin Brachna & Spike

Vin Handley

Gus, Carol & Mark Ray & Lulu

We left Hallam 8.00 p.m. Thursday night, picking up Bluey & Joyce from their counter tea at Beaconsfield.

We travelled the usual route through to Licola. Took the Glen Cairn turn off through Primrose Gap, crossed Barcly River on to Bull Plain Road thru the gate to "The Sisters" - passed Honeymoon Hotel to McAlister River. We decided to camp on the 4th river crossing. Arrived 1.15 a.m. Good Friday morning. Vin & Peter arrived at our camp 8.00 a.m. after camping their first night on oth crossing - arriving much earlier than us.

We spent the first 2 days relaxing - fixing chain saws, decoking generators re-amping amp meters, fishing, walking. Heaps of knitting done - in fact I saw one whole jumper completed.

Mark provided a luncheon entree on Saturday, of baked eel, which was sampled by all and heartily devoured by some. No fish were caught, but some of us brought in our Good Friday fish just in case.

Sunday was decided on for a day trip around the hills. We all arose earlyish with the convoy leaving camp around 8.30 a.m.

A few of the ladies and children preferred to continue the low profile pleasure of the camp whilst the rest of us took off for Butcher Country - up to Howitt High Plains. The track was a thrill for Joy & Peter and a breeze for their new Hi-Lux.

We had lunch on the High Plains - at the Pearly Gates. Bluey just would not accept the fact that his Biggles had turned green, saying that it was reflection from the grass. Biggles turned green after rocking and rolling on a new green tarp.

After our meal we drove out onto the High Plains Road near the Wonnongatta turn off and drove towards Tamboritha for 10 km.

We hung a righty on to the Lower Caledonia track and through the new steep switch backs where we met a Nissan MQ, stuck, with no hope, no recovery gear and no friends to help him up.

We followed the Caledonia River to Dingo No. 2 Track where we met another vehicle on its own, new owner, large trailer, no recovery gear and not an easy trip out.

Dingo No. 2 was rough, rocky, loose and bumpy, but we all made it with a few stock-takes.

We turned back onto Butcher Country track then back home - 6.00 p.m.
90 kms for our days trip.

About half our camp left on Monday morning for home. Six vehicles left
9.30 a.m. in drizzling rain leaving Peter, 2 West families and us.

We hung around camp most of the day alternating between the fine and the
rain sheltering tarp. Our only expedition was wood gathering. The rest
of the activities consisted of gossiping, keeping ourselves dry and the
tinnies in motion.

We were all very restless, I suppose we should have gone out with the
others - but why waste a day at home when we could be here - rain, hail
or shine.

Tuesday started with rain whilst the sun was shining. All tents and
penthouse dropped and fishing lines checked. Another eel to take home.

We started out the way we came in - the track wet and slippery now
though, but negotiable. Weather deteriorated. There was only one
troublesome spot for Gus, his first time ever to be winched. We all
need a little help from our friends sometimes.

But over the hill and the rainbow guided our way down to the gate -
"Whoopee"- and out onto the Bull Plains Road. Through the rolling hills -
farms, willows, bee hives - a Shangri La. Through Primrose Gap and on
to Licola for lunch.

Then home.

TRIP REPORT - Moroka Trip - Anzac Week end.

TRIP LEADER - Peter Rowe (Toyota), John Hughan and Joann (Jackaroo) Ian Lovett (Overlander) Jack Craven and Claude Birt (Daihatsu) Peter McLeod and Peter Young (Toyota) Peter and Joy Handley (Toyota T/Cab) Alan and Mary Wade (M.Q.) Vin Handley, Brian and Tony Beale (Toyota) John Dawkins and daughter Karen (M.Q.).

Saturday morning saw the trip take shape from the Hallam Pub at 'half past' after a bit of confusion as to the official departure time. Proceeding along the Princes Highway we collected vehicles at Narre Warren, Pakenham and Nar Nar Goon where we had a convoy of nine vehicles and no great hold ups until we re-grouped at Trafalgar before heading for them thar hills.

Heyfield was our next stop to quench thirsts for both the vehicles and occupants and from there we headed towards Maffra through Boisdale and in no time we were making our way along the Valencia Creek Track.

Approximately 2 p.m. saw us at the Moroka Hut where three vehicles had beaten us by one hour to the comforts of the Hut so we settled for a spot across a clearing from the Hut and proceeded to set up camp like little Indians with all our tee pees set in a circle and that famous fire set in the middle - lunch was next on everyone's list.

While we were lunching and discussing the trip the yahoos in the Hut entertained us all with a series of ridiculous manoeuvres with two of their vehicles while we sat back waiting to see which or what would break first, they had the weirdest way of collecting fire wood - dragging any large find behind a vehicle and when they went out for a bit of recreation it found bodies on the bonnet and roof of one Toyota.

Saturday was spent being as lazy as one could possibly be and just chatting on until the wee small hours of Sunday morning. Saturday nights tea found Peter McLeod not sure whether next trip he was going to bring a fully qualified cook with him as Peter Young had elected to take on the job for the week end and he had the whole camp in fits with his football sized potatoes and never ending supply of cabbage, did their Toyota run on Diesel or L.P.G? It was just as well Vin's video didn't have odour senses.

Sunday morning saw a nice day ahead and after usual morning waking up, feeding ones face again, we headed off to the Pinnacle. On arrival the cloud was very low and the view was not so far but in a space of twenty minutes the cloud had just disappeared and after a brisk walk to the Fire Watch Tower, one could see forever.

A short discussion and the next direction we headed off to was the walking track at Bryson's Gorge. After having got my teeth stuck into a real bit of four wheel driving on the Easter trip and being able to try out the Hi-Lux I was once again looking for a bit of rough road but to no avail as it was like Highway travelling around this area and it wasn't until we were caught in quite a heavy down pour on the way to the Gorge that one could get a bit of a tail wiggle on the wet road.

It was bucketing down at Brysons Gorge and after nearly everyone got soaked to the skin for a convenience stop (inconvenience stop) we decided to make for camp. On arrival back at camp it to had shared in the rain and some of us with our lean-to's had collected quite a good supply of water. Peter Rowe and Vir with their very efficient lengths of ground sheet erected a lovely shelter either side of the fire and that is where our seats were once again assembled.

The weather took no time at all to clear and after a look around the area, creek and a failed fishing trip by Tony we once again found ourselves around a re-sparked fire. That evening after we had eaten, the whole camp was absolutely entertained by the 'workers' from the C.R.B. clan. The stories (all true) and jokes that were being thrown around had all in a very happy mood and I don't think I have laughed so much in such a short space of time. The night was bitterly cold and bets were going as to whether we would have snow covered ground in the morning. About half the camp retired at a reasonable hour and I hear that the rest kept trying to make themselves warm with a new style of bottled blanket.

Monday morning had come around far to quickly and after camp was broken at somewhere around 11 a.m. we all headed for home via the Avon River crossing. The scenery and views were once again breath taking and without any hassles we lunched on the banks of the Avon River. From the Avon we headed off via the back of the Glenmaggie Dust Bowl and once again invaded the proprietor of a service station at Heyfield.

I do not wish to embarrass the owners of a certain M.Q. Patrol (first trip out with the club) who had a very slight problem with a leaking overdrive so I won't mention it in case I scare them off other Club activities.

Just to get a clear picture I forgot to mention that on the Sunday when we got our down pour of rain John Dawkins and Karen and Ian Lovett returned to the big smoke so John's M.Q. had left the little convoy. (Sorry Alan and Mary)

It was a leisurely jaunt back to the big smoke and a stop at Nar Goon we all said our farewells and from there on in quite a few vehicles headed their own way home and once again Joy and I remarked what another great week end we had spent and the next six weeks to the Queens Birthday week end won't come around quick enough for us.

PETER HANDLEY.

VICTORIA ASSOCIATION OF FOUR WHEEL DRIVE CLUBS
MINUTES OF CONFERENCE HELD IN YARCK, VICTORIA.

19TH - 20TH MARCH, 1983

These minutes are to be taken back and discussed at your next club meeting before discussion at the next general meeting of the Association.

The following are minutes of the Conference held in Yarck.

Some important decisions have been reached at this conference and will be discussed at the next V.A.F.W.D.C. meeting on the 28th June 1983.

Your comments could effect the final decisions which will be made at the above meeting.

Please read this and comment at the next meeting.

8

VICTORIA ASSOCIATION OF FOUR WHEEL DRIVE CLUBS

YARCK CONFERENCE - 19TH - 20TH MARCH, 1983.

PRESENT:

Dandenong Ranges	D. Nankivell, R. Robson, T. Newman
LROC	C. Houghton-Allen, P. Dunn, P. Brett
Truckmates	C. Avery
Westernport	M. Preston, T. Sparks
Goulburn Valley	V. Harris, K. Hocking, C. Smith
Toyota	L. Gaulke, B. Dower, A. Winch
Yarra Valley	D. Pitcher
Range Rover	C. Styles, B. Ward, G. Pridmore, L. Richmond, B. Holding
NPCV	S. Trickey, S. Spence, P. Spence, B. Cummings
CCJC	D. Eastaugh, J. Heath, W. Cowley, K. Campbell
Hilux	R. Kay, R. Magazowski.
Subaru	M. Scott, R. Souter
Djerriwarrh	M. McCarthy
Diamond Valley	P. Arnouts, F. McLeod
Chairmen	J. Cole, W. Woods

14 out of 29 affiliated clubs were represented.

Geoff Cole opened the meeting by welcoming all delegates and thanking the Toyota Club for the use of their property and their co-operation in organising the conference.

A brochure was distributed outlining the problems associated with the committee of the Association and the necessity of more delegate co-operation to enable the Association to operate efficiently.

All decisions made at the conference are binding. Any contentious subjects are to be taken back to the clubs for discussion and all decisions brought back to a future general meeting of the Association. Only one delegate per club may vote.

SESSION 1 - DIRECTIONS

The more pressure put on tracks, the more closures will be effected, thus reducing our access. The Association needs more support from its members to enable it to function effectively. Four wheel drive vehicles are partly to blame for damage being caused. Perhaps we could get more involved in repairing track damage rather than waiting for the relevant Government departments to do it. There are several tracks being closed down, but a few are being upgraded thus taking a lot of pressure abd are being quickly damaged.

We must pull together as a united organisation and fight for our cause. Unless we unite as one, the tracks will be closed and we will have no use for our vehicles.

We should maintain our vehicles by keeping them looking respectable and also roadworthy. Our behaviour should reflect an attitude of responsible recreationalists. There is a lack of awareness by the public in the use of four wheel drives.

Media advertising is contradicting our ideas of four wheel driving. The NPCV have recently written complaining about the Mitsubishi Pajaro commercial. The reply was that this is what the public expect from a four wheel drive vehicle. Advertising agencies are the largest misrepresenters of our sport.

The CCV are one of our major enemies for closing off areas. They are well financed and organised. They will defeat us if we don't pull together and fight them.

The Association needs more money to operate properly and publicize through the media. We also need more club co-operation. Last year track closure report forms were sent to all clubs, as yet, only a small amount have been returned. There seems to be a lack of communication between the clubs and the Association.

Club trips could be modified to the amount of vehicles in a convoy thus lessening the damage caused to tracks. Track usage could be co-ordinated between clubs to avoid over use of a particular area over a short period of time.

Clubs have been formed for people interested in four wheel driving. We should try to promote ourselves to try to gain more memberships. There are many four wheel drivers but the Association only represents a small percentage. More publicity in the media is needed to promote ourselves. We could place posters and leaflets in four wheel drive spare parts and accessories outlets. We should publicize our code of ethics and aims to encourage people to join our organisation. A press release kit will be available to assist clubs in preparing articles to be placed in their local papers.

Several ideas were brought up to help gain finance and recognition. Could we make a submission to the Government to finance trailers to help clean up the tracks and camping sites. Get heavy duty garbage bags with VAFWDC printed on them and issue them to members for rubbish collection on trips.

The CPA, SES, etc., don't want volunteers who are not properly trained. There are a few mundane jobs which we could assist with. Voluntary groups and Government services are not being utilised as there is not enough work to keep them going. We can offer our assistance by letting them know of our capabilities and facilities. Our knowledge of certain areas would be a major asset. The best thing we could do at present is to enrol individual members in clubs into one of these areas for proper training. This will be discussed at club level.

Motions brought forward from this session were:

Ken Campbell moved that a sub-committee be formed from the conference to investigate convoy numbers relative to pressure on environment and formulate a policy to be advised to member clubs. Seconded: B. Cummings.
Peter Spence will formulate this information from the track usage report sheets.

Barry Holding moved that the Association apply to the Minister of Conservation for a Government grant for the construction of rubbish trailers for member clubs to take on trips and returned to the Forestry Commission for disposal of rubbish.
Seconded: Julian Heath

Rob Kay moved that a sub-committee be formed for publicity. Seconded: J. Cole
Rob Kay has volunteered to be on this sub-committee.

Greg Pridmore moved that the Association approach the Government (e.g. Youth Sport and Recreation) for funding to provide heavy duty rubbish bags printed with the Association aims and acknowledging the fact that rubbish collected from the bush by the Association. Seconded: Colin Styles

Peter Spence moved that a letter be sent by the Association to all clubs requesting a list of names of every person prepared to assist emergency services.
Seconded: Bob Cummings.

TRACK CLOSURE REPORT

Ken Campbell delivered the following report.

The aims of the sub-committee are:

1. To investigate overall track closures in Victoria, particularly in the Alpine Area and prepare an integrated report on these closures by the 31st March, 1983.
2. Use this report to provide information for a personal interview with relevant Government Departments for the purpose of having previous unjustified track closure decisions reversed and any future track closure decisions halted. (The sub-committee would expect at least one member to be included in any personal interviews held with Departments).
3. To educate and motivate all member clubs and individual club members to the necessity for continuing collection of relevant material to produce this report. To also maintain this collection of information in the future to fight further restrictions on our right as citizens to follow our responsible recreational activity of four wheel driving (adventure driving).
4. To provide a monthly report to the VAFWDC so that all relevant information could be relayed to member clubs.

Ken also read out a draft of their report which is briefly outlined as follows:

During the 1960's when four wheel driving clubs were in their infancy, members worked in close association with the controlling body of forest areas, the FCV.

Governmental change in the 70's saw the advent of more bodies and with this, the association between four wheel drive clubs and relevant bodies diminished, especially with the FCV.

The LCC was introduced in response to conservationist pressure in 1970 and saw many areas and tracks being closed without reference to LCC guidelines or consideration to recreation group needs.

The VAFWDC believe that a viable management policy be developed that caters for all user groups and that a satisfactory communication be established between all user groups and relevant departments, these being:

1. FCV - Aware of VAFWDC existence and sympathise to their cause. Confident areas of concern can be resolved to satisfaction of the FCV and the Association.
2. National Parks - Fail to communicate on policy unless requested. Their attitude out of content with their proclaimed function.
3. MFBW - Rule areas strictly and allow limited access only. Discussion may be possible to allow more access to selected areas for all user groups.
4. State Rivers - Little effect on Association members. However, better communication could reduce areas of confrontation.
5. LCC - Little standing with the Association, as their guidelines are not followed. Appears only to be an advisory body to beurocracy.
6. CFA - Little effect on Association. Strong communication would be of benefit through educating members and offering assistance where required.
7. SEC - Minor effect on Association. Power line access tracks could be opened. Members report to SEC re condition of lines, etc.
8. Private land owners - Problem exists with closure of proclaimed roads at boundaries. Educate owner in legal aspects of road closures.

Closures come in two categories, Permanent and temporary or seasonal.

Association is against permanent closures except in some instances, but sees temporary closures as a viable entity but only if followed by all user groups and management bodies.

The sub-committee needs more response and support from the clubs otherwise it cannot operate properly. Without the help of the clubs, access will be reduced. Private closures on gazetted government roads are not legal and should be brought to the attention of the sub-committee for further investigation.

After reading through the various by laws of the government departments, the authorities have the right to close any track they wish and they can prosecute if they feel a need to.

ETHICS

There is an amendment to the constitution being brought up at the next annual general meeting. the motion reads as follows:

"We propose that on occasions of dispute between member clubs of the VAFWDC, that these be settled internally by the clubs concerned, and that the Association only becomes involved when requested by a third party in writing or in the event of non-settlement by the disputing clubs. This third party may be another club or outside party".

We need to educate all four wheel drivers. We could provide educational material to be available to everyone.

CO-OPERATION AND ASSOCIATION

It was moved that the Association form an associated membership to provide four wheel drivers, who do not wish to join a club, with regular information on closures, etc.

This motion conflicts with the Association's constitution, but will be discussed at Committee level by the Association.

If the idea goes ahead, we have to think of what the Association has to offer to the public. Finance and manpower would be enormous to cope with the extra workload.

Trackwatch could be changed to include associated members. Perhaps print a semi-annual magazine which would be available to all the public. This magazine should include information on track closures, various club trips, achievements of the Association over the period involved. We will need advertising from various bodies or something similar to fund the magazines.

We could also try to hold a conference with the relevant Government bodies to allow open discussion about problems facing the Association. We should keep affiliations up with other bodies with shared interests e.g. Sawmillers and Cattlemen's Association

Perhaps a permanent contact for the Association to promote the Association to the public.

Our main aim should be to maintain track openings. We should also try to build up our membership so that we have the numbers behind our fight. Independent finance other than the levies is necessary. Suggestions were made to have T-shirts, folders, windcheaters printed and also to build a first aid kit suited to our needs for sale to all members.

Motions moved in this session were:

Tony Newman moved that an associate membership be made available to the public through advertising sources for:-

1. Increase in overall membership of the Association.
2. Massive increase in finance.
3. Education of the majority of four wheel drive owners and public at large.

Seconded by Rob Robson.

This motion is to be discussed by the Committee.

Rob Kay moved that the Association contact radio station 3AW for publicity to make people aware of the benefits of joining a club and being a member of the Association. Seconded: Ric Magazowski

Greg Pridmore moved that a sub-committee look at producing a book/magazine setting out aims, etc., of the Association to be distributed through spare parts outlets to be directed at non four wheel drive club members. Seconded: Bob Ward.

Peter Spence moved that the Association approach all media outlets with Community Service segments for publicity for the Association and their associated clubs with a set advertising routine. Seconded: Bob Cummings

Jeff Cole moved that steps be taken to investigate the establishment of infrastructure and information collecting procedures and to establish necessary staffing levels to administer proposed associated membership. Seconded: Ron Souter.

ON-GOINGS

We should try to cement our relationship with interstate associations. Regular information from this source will give us an up to date availability of access through the various states.

Permits to use tracks and travel through aboriginal settlements are readily available if the correct department is approached. Aboriginals are setting up camps at road junctions and not allowing access through their properties. The Department of Aboriginal Affairs should be contacted to ensure the availability of access.

Crown Lands Department are not getting enough feed back about problems on their land. Department of Agriculture and the EPA are interested in receiving information we can pass on e.g. the 245T spraying in Wonnangatta. Forest Commission and National Parks can be helpful with track information. We should maintain our contact with the Forest Commission. Local forester contact is advantageous. They appreciate being contacted before a trip and also being advised of any damaged tracks, etc.

Motions put forward in this session were:

Peter Spence moved that the Association contact the Department of Aboriginal Affairs in order to obtain information re permits etc. for travelling through Aboriginal lands and reserves (information to be passed on to all Clubs and that the information be updated as available). Seconded: Steve Trickey

CONCLUSION

Jeff Cole closed the meeting as follows:

This conference is a starting point for the future of the Association. We have made some important decisions, some of them potentially revolutionary. What the bottom line is, of course, delegates and clubs have been committed. We have to convince our clubs of the value of our proposals and moreover, we have to convince the non-attending clubs of the value of any decisions here. Delegates will have to be willing to do more work than in the past and should be able to call on their clubs for assistance in research projects. Two delegates from each club will be necessary this year and if the proposed associated membership gets off the ground, we will have heaps of work for everyone.

Thank you to the delegates for their attendance and input. Look forward to seeing you all on sub-committees at the executive committee in the future.

Thanks to the Toyota Club for making us welcome and for the use of their excellent facilities. Thanks to the Djerriwarrh Club for proposing the conference in the first place. Personally and for the organisers, thanks to all for making this conference a successful one and an enjoyable event for me personally.

