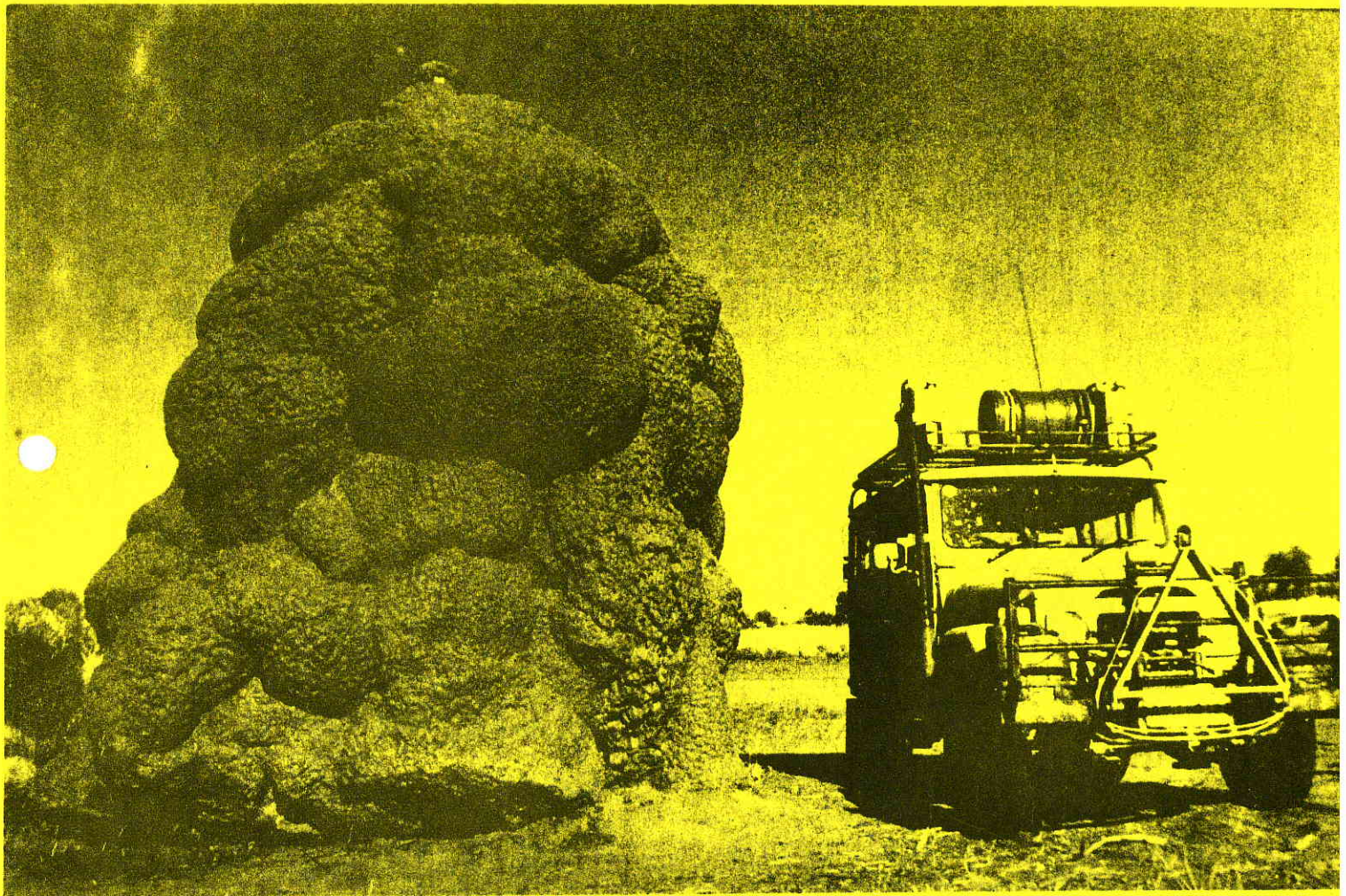


FREE WHEELING



AUGUST 83

REGISTERED BY AUSTRALIA POST
PUBLICATION NO VBH161

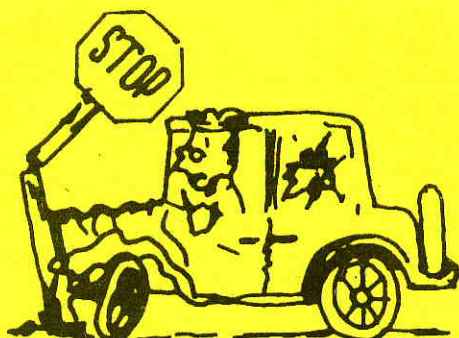


All Automotive Electrical Repairs.
To LUCAS, BOSCH, DELCO-REMY,
STARTERS, GENERATORS, ALTERNATORS, etc.

All Work Guaranteed.

6 Webster Street Dandenong 3175 Phone: 791 8484

ADAMS BRAKE SERVICE



EFFICIENT ON LOCATION BRAKE REPAIRS.
COMPLETE RANGE OF QUALITY
BRAKE PARTS.
MOBILE WORKSHOP (ON SITE MACHINING
& RECONDITIONING,
AFTER HOURS PARTS &/OR REPAIRS.
PROMPT SERVICE, REASONABLE RATES.
BUSINESS HOURS 762 1781.
AFTER HOURS 569 8060.

ADAMS BRAKE SERVICE

8EatonOak - 569 8060

**STOCKIST OF
LAND CRUISER
NISSAN PATROL
SUZUKI
JACKAROO
RANGE ROVER
SUBARU
MQ PATROL
AND
LANDROVER
BRAKE SHOES
DISC PADS
&
WHEEL CYLINDER
KITS**

VICTORIAN FOUR WHEEL DRIVE CLUB

COMMITTEE 1983/84



Pres.	Peter Rowe 6 Bickford Plc., Hallam 703 2346	Vice Pres.	Ray West 44 Kays Ave., Hallam 703 2357	Sec.	Tom Brachna 11 Sunnyvale Crt., Hampton Park 799 1998
Treas.	Don Montague 9 Coronation St., Mt. Waverley 288 1200	Ass. Sec.	David Heard 43 Mortimore St., Moorabbin 557 5915	Soc Sec.	Thelma Montigue 9 Coronation St., Mt. Waverley 288 1200
Committee	Terry Hinks Lot 3 Springvale Rd., Keysborough 798 3798		Trevor West 11 Boobyalla St., Doveton 791 3326		Gerry Lavery 12 Milliarda St., Mt. Waverley 232 3423

Association Delegates: Terry Hinks 798 3798 Gerry Lavery 232 3423

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 4 WD. 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 Ray West by General Meetings.

Radio Officer: Geoff Mann 233 2229 10 Fernhill St., Glen Waverley.

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, licenses etc. ---

AUGUST 1983 PRESIDENT'S REPORT

Hi Members,

Welcome to the 1983/84 Club Year, as you know July was the A.G.M. and a new Committee was elected. I would like to thank the old Committee for their help and support over the last year, and I would like to welcome the new Committee for the next year. Results of elections will appear in magazine.

Our A.G.M. Raffle of a Bulls Cruise was won by Mr. D. Hughes, ticket no. 660, 2nd prize a Bush B.Q., was won by Mrs. Brachna Snr., ticket no. 678, 3rd prize a Screwdriver Set was won by Mr. P. Friers ticket no. 507.

On behalf of the Club, I would like to thank Andy Merlo for all he has done in the magazine, owing to his work he is no longer able to continue on doing the magazine.

Also, last month we signed up five new members, they are:-

Ralf Kanngiesser, Ray Brown, Syd Jacobs, and dual members J. & M. Smith.

Welcome to our club.

If anyone has anything you wish to have put in the magazine, it could be for sale, wanted to buy, sell or swap, all trip reports, its and bits, to be handed to the Vice President no later than meeting night, then where possible it will then be in the next magazine, if you have a colour or black and white print you wish to see on the front cover, write details plus your name on rear and hand to Vice Pres., also.

Nearly forgot Trevor West and Kim Brown get married on August 27th. Good luck to you both.

Dont forget next meeting is on 30th August, Ray West will entertain you that night as I will be on the Club Trip to Birdsville etc:-

See you when we get back.

PETER ROWE.

BEVERAGES

1. METHYL ALCOHOL

Methyl alcohol (wood alcohol) is used as an anti-freeze, a paint remover, a solvent in shellac and varnish, in chemical synthesis, and as a denaturant in denatured alcohol. The fatal internal dose is 60-250ml. If ingestion or inhalation of methyl alcohol occurs medical attention should be sought immediately. Try and induce vomiting.

2. ETHYL ALCOHOL

Ethyl alcohol (grain alcohol) is used as a solvent, an antiseptic, a chemical intermediate, and a beverage. The fatal dose for an average adult is 300-400ml of pure alcohol (600-800ml of 100 proof whisky) if consumed in less than one hour. With an over indulgence in the consumption of alcohol, there can be many and varied resulting symptoms - usually the following day. These can include ---

MEMORY LOSS: Often a sign of a very enthusiastic night - so deny everything.

"D.T.S": Usually associated with a "LACK OF" indulgence after a long continuous bout. This can be solved with extensive medication and sedation or by doing something about the "LACK OF".

HEADACHE: Which may vary from the intense vice like grip to the "gee I'm dying" type. The headache may be helped by taking pain killers - i.e., Andy Merlo's Solcode, and resuming the horizontal position in bed or terra firma (which ever spins the least). Some people advocate many and varied cures for these headaches, but it is believed that the consumption of water (say one litre) prior to "flaking" may help minimize the morning headache.

CHOK GUTS: This may be a reflection on the standard of alcohol that you have consumed. It may be helped by taking milk, Mylanta or other antacid, and by improving your wine standard.

VOMITING: May be of benefit.

LIGHT HEADEDNESS: May be helped by taking a "sugary" drink, preferably non-alcoholic.

RESOLVING NEVER TO DO IT AGAIN: A good guide to the night's festivities, and something to ponder over with a drink.

3. DIESEL, PETROL AND OTHER PETROLEUM PRODUCTS:

The ingestion of more than 10ml may be fatal, although recovery has followed ingestion of 250ml. The swallowing of these products may cause stomach irritation which can be helped by taking milk and fluids.

VOMITING SHOULD NOT BE ENCOURAGED (unless under medical supervision), as this may lead to lung inhalation of the products. Lung inhalation will cause cough, wheeze, shortness of breath and general respiratory distress. Therefore medical attention should be sought.

4. DON'S DE BORTA***!!:

This delightful grape has been, after much pain and suffering, struck off the official 4WD wine list. The management of the ingestion of a glass of this "wine" is complicated, as the side effects of the "wine" are quite common and severe. Avoid at all costs. No antivenom available. Seek medical sympathy.

VICTORIA ASSOCIATION OF FOUR WHEEL DRIVE CLUBS

COMMITTEE MEMBERS FOR 1983-84

			<u>Business</u>	<u>Private</u>
<u>PRESIDENT</u>				
Brian Tanner	28 Drysdale Avenue, HAMLYN HEIGHTS. 3215.		(052) 26 -4852 26 -4747	(052) 78-7982
<u>VICE PRESIDENT</u>				
Peter Arnouts	8 Anthony Court, RINGWOOD. 3134.		848-5000	870-0134
<u>TREASURER</u>				
Barry Holding	P. O. Box 63, DONCASTER EAST. 3109.		877-4477	842-3449
<u>SECRETARY</u>				
Sandra Marshall	41 Stewart Street, ORMOND. 3204		527-3298	578-3724
<u>CHAIRMAN</u>				
Robert Kay	P. O. Box 258, RESERVOIR. 3073		-	460-7173
<u>PUBLIC RELATIONS OFFICER</u>				
Jeffery Cole	24 Railway Crescent, CROYDON. 3136.		67-6301	723-2702
<u>EXECUTIVE OFFICER</u>				
Robert Cummings	95 Claremont Avenue, MALVERN. 3144		-	337-5913
<u>COMMITTEE MEMBER</u>				
Lloyd Gaulke	44 Cypress Avenue, GLEN WAVERLEY. 3150		-	232-3480

TRACKWATCH

News & Views of the Victoria Association of Four Wheel Drive Clubs.

FUTURE OF THE ALPS?

Stage two in the saga of the Alpine Special Investigation drew to a close yesterday. (26/7/83) This was the date that submissions to the Land Conservation Council of Victoria, covering their proposed recommendations for the Alpine Area closed.

The next and most critical stage is the digestion by the LCC of the hundreds of submissions from groups and individuals which will influence the final recommendations to be presented to the government.

The VAFWDC has not been idle in making sure that our viewpoint has been presented to the LCC. Victorian four-wheel-drive club members were provided with information and thoughts on this study. This is the first time that the Association has taken such a broad step, and it is encouraging to receive supportive feedback from clubs' and members. Several productive results have already emerged from our efforts. Firstly an invitation to discuss our viewpoints with the LCC was received and accepted, and secondly feedback from the NPS concerning our mailing. Thirdly, although indirectly related, was a meeting with the Forests Commission concerning track closures.

While I believe our submission (a copy will/has been distributed to all clubs') is generally based on sound argument and logical assessment of the proposed recommendations it is worth considering a couple of points.

The NPS are critical of our comments concerning their attitude to FWDs, management of national parks, and communication between the Association and the Service. Considering these comments I think that while the Association comments are not inaccurate, that there is also truth in the argument of the NPS. The point however, is that change in attitude has been a relevantly short-term state of affairs, and is still met at some quarters with distrust! The attitude of the NPS has definitely taken on a broader front, and the FWD user is receiving more consideration. I don't dispute this fact, and hope that the trend in fact continues and broadens to interact positively with the Association.

This may sound rather long-winded but I think that members must appreciate that in certain instances 'traditional perspectives of the NPS' and its management behaviour are not now necessarily relevant.

Firstly it must be accepted that the sixties, and the days of free access to all track networks are gone. Secondly it must be realised that the majority of Crown Land to which we desire access is managed either by the F.C. or the N.P.S.

Thirdly it must be recognised that these two bodies have separate Acts charging them with different functions - thus direction in the manner in which they manage the resources to which they are intrusted.

The F.C. operation is concerned with timber production to meet the State's needs along with other secondary compatible uses for Crown Land. In our case motorised touring. Contrasting the NPS - a Ministry of Conservation wing, which in itself should give hint to its functions - is more concerned with maintaining public lands in a State-wide park system.

Finally, it must be stated that we must liaise and interact with these bodies so that they and we can both better understand the needs of each body.

Now I don't think it is unfair to say that in the past, and to a certain extent even now, that there has existed a belief that national parks are exclusive areas of prime recreational landscape which are reserved for bushwalkers and the like. While accepting that both the FC and the NPS are necessary, it must also be conceded that they have both effected the nature of our recreation. In particular they have brought change in the form of restriction on the use of public land, and sometimes a total exclusion of our recreation from such land.

The NPS in particular have in the past generally seen our recreation as incompatible with their objectives. While it would be nice to have access to FWD touring in every park, it is completely unrealistic to expect that it will occur. The Association in fact does not want access to every national park, recognising that some parks are rated more highly for more compatible forms of recreation other than FWD touring.

What the Association however does object to is other areas being taken over, where FWD touring is a high recreational value for the area. In such areas, up-grading of roads, enclosed camping areas and barriers of all descriptions remove the majority of our recreations value. Our recreation is based on the need for FWD touring on existing track networks, and the opportunity to enjoy dispersed camping.

In generalised terms the FC have given us this opportunity, whereas similar opportunities by the NPS are limited. As mentioned, the nature of the departments' Acts can explain some reasons for this variation. Without going into all the "parks for people" ideology, it is not unfair to say that with some exceptions such as Hattah Lakes park, our recreation has not fared well in the cutting up of the national park cake.

In respect to the newer national parks (1980+) the opportunities now exist for the NPS to provide for our recreation. Several new parks have been formed from previously managed FC land, where FWD touring has been a traditional land use. In some of these areas the NPS have recognised this and are likely to allow the continuation of FWD touring. In some parks, (eg Cape Otway) it could in fact be argued that FWD access is greater than under FC management. Whether this is due to lack of finance to manage it, or deliberate policy is possible unclear! Similarly the Wonnongatta park area is another area where FWD touring and dispersed camping will be allowed to continue.

In these examples we have no reason to fear the change in management body, and it is hoped that such examples will soon include other parks around the State.

The Alpine Area Study has caused much raising of blood-levels, and probably much misunderstanding through the press, TV specials, comments by politicians, etc, etc.. The whole area was surveyed with a magnifying glass in the years up to 1979 by the LCC and the need to go through the whole exercise again for a new government has not been well received by many sectors of the community.

At that time the LCC concluded the only possible, or logical conclusion that could be made for the area, that it be a multi-purpose area. Sure there were a few new parks, but vital industries, were allowed to continue.

This government, however has stated that "there will be an extensive alpine park system" and has virtually given the LCC the directive that this is what the final recommendations will say - you satisfy the requirement that they are seen to be the result of public discussion and contribution! This method seriously erodes the credibility of the purpose of the LCC, and makes a mockery of the submission system, where genuine complaints, suggests, etc should appear in any final recommendations.

The LCC admit that their hands are tied to a certain extent, but did throw some light on the nature of the likely proposals. While there is likely to be a alpine park, it is likely to be unlike any other park. The alpine area is placed next to the Kosiosko National Park and as pointed out by the LCC unfortunately lives in its shadow. This park is an example of restrictive practices taken by a govt body (NSW) to the extreme. It has been a logical conclusion to assume that any adjoining park in Victoria is likely to be painted with the same restrictive brush! The LCC assure us that this won't be the situation. While an alpine park is likely, it won't necessarily be a national park, although it may be managed by the NPS.

While national parks service attitudes have changed in the past, it may necessarily be only the nature of the parks that they have inherited, (?) It is a good sign that there has been any change at all. We have sought to contribute to management plans before, but it has only been in the past week that we have received a copy of such a plan for the Bogong Park, to which we are invited to comment. I believe that if other parks, where FWD touring and camping have been traditional activities, have management plans prepared for them by the NPS with constructive input from the Association that liaison and relations can only be improved. As Project National Parks showed, many of the staff are great guys to get along with and ever ready to assist if they can. While our submissions have been based on past historical management practices of the NPS, I am prepared to give them the benefit of the doubt and hope that the Association and the Service can work together to formulate acceptable management plans in new parks in respect to the recreational values of FWD touring.

RESULTS OF VFWDG ELECTIONS 1983/84.

PRESIDENT

Peter Rowe

VICE PRESIDENT

Ray West

SECRETARY

Tom Brachna

TREASURER

Don Montague

ASS. SECRETARY

Dave Heard

SOCIAL SECRETARY

Thelma Montague

COMMITTEE

Terry Hincks

Trevor West

Gerry Lavery

A COW'S LAMENT

Though I've just given birth to a heifer,
and of pride and milk I am full,
it's sad to relate that my actual state
was not brought about by a bull.

I've never been naughty, I swear it,
in spite of the calf I have borne.
By Freddie Fond's book I am virgo intacto
and I've not had the bull by the horn.

How dreary the farmyard and meadow,
the cowshed seems gloomy and grey,
for the one bit of fun in the year's dreary run,
has by science been taken away.

I know that the farmer's in business
where all of us pull our fair weight,
but I'd pull and I'd pull for a nicely built bull
as this phoney arrangement I hate.

It must not be thought that I'm jealous.
There are things that a cow shouldn't say,
but those rotten upstarts who handle my parts
still get theirs the old-fashioned way!

Anon.

THE "UDDER" STORY

I remember the first time that I tried it,
I was only a lad of fifteen,
and although she was younger than I was,
she was much more composed and serene.

I was eager yet awkward and backward,
uncertain of how to proceed,
but the feeling of joy still possessed me,
the warmth of hastened the deed.

I was out in the barn I remember,
the evening was scented with hay,
her body moved gently towards me
as my hands began softly to play.

At first I was wholly bewildered,
my cheek against her I laid,
her brown eyes were quick to relieve me
of waiting and being afraid.

Much later my heart pounded gladly,
it seemed hours since I began,
my soul was alive with a new born pride
of a boy who has grown to a man.

Twenty years have passed since that evening,
but my memory recalls even now,
that great thrill of joy I felt as a boy
on that evening I first milked a cow!

Anon.

PITRONIES TRIP REPORT

Peter Rowe, Ray & Debbie West, Aafke & Keith Brown, Trevor & Helen Nelson, Terry & Carol Hincks, Gerry & Robin Lavery, Tom & Liala Brachna, Don & Thelma Montigue, Dave Heard & friend, Peter Adams & friend, Kevin Montigue & Jenny, Ross & Diana Lyster, Anne & Otto Coeper.

At first we thought we had come to the wrong place, it was supposed to be a 6.30 p.m., start and the car park was deserted, it was a case of all dressed up and where do we go?

After about five minutes Peter arrived and we knew we were in the right place. Problem, still no others had arrived, so after a few seconds deliberation we decided to sit it out in comfort, inside the restaurant. Our waitress must know the reputation of these thirsty four wheel drivers, for she was at our table seconds after we sat down to open a bottle so the boys could alleviate their thirst while we waited, being the only three in the restaurant, for the others to arrive.

When everyone had arrived and was seated around the tables the band swung into action and much dancing and drinking was done by all.

Then it was into the food, which was delicious and plentiful, with plenty of variety to suit everybody, and desserts for those who could still manage to fit any more in, and coffee and after dinner mints.

Then for the rest of the night there was more dancing and drinking, with our esteemed President amazing Aafke with his dazzling John Travolta impersonation on the dance floor.

A great time was had by all and our thanks to our social secretary Thelma for arranging such a great night.

Debbie West.

LITTLE DESERT TRIP

Trip leader Gerry and Robin Lavery, Don and Thelma Montague, Vin and Kevin Handley, Gus and Mark Pearl (all in Toyota's), Peter and Joy Handley (Toyota Twin Cab), Alan and Mary Wade (MQ), Joe, Rachael and Joseph Lavery (Subaru), Ross and Justin Lyster (Jackaroo).

The weekend began on Saturday morning 11th June at Melton 8 am.

I wondered if I was ever supposed to go on the trip after having a truck run into the back of my vehicle while waiting at the traffic lights at the intersection of Geelong and Ballarat Rds., Footscray. But inspite of the mishap we still made it on time. After talking to Vin and Gus about what had happened and being undecided as to continue on with the trip, after covering over the broken back window we decided to continue.

Arrived at Beaufort at about 11 am for morning coffee and to pick up Gerry's brother Joe. After Gerry and Don had completed adjustments to the brakes of Gerry's Toyota we then moved on to Horsham where most of us took on fuel and some of us went into town to get some eats. We were to meet out of the town for lunch but somehow we all became seperated but with the aid of CB and Club radio we all managed to get back together. A study of our map showed a dry weather road only, leading off back down the main road from where we were. So being a complete novice at this game and hearing dry weather road only, thought to myself this could mean trouble, I then sneaked to my vehicle and locked my hubs in. Off we headed down the road, did a righty and on to this very greasy looking road. Watching the others going down, I thought to myself hell into 4x4 then no worries, then on we went sliding from one side to the other until finally right off the side of the road and there we stayed. Gus and Peter came over to lend assistance with bouncing on my bumper and bullbar, but we could not move it. But now comes my reason for telling you all about this little bit of trivia. Peter then asked me if I had 4WD in, I said yes, "well your front wheels are not spinning". Now my face was really red., instead of locking my hubs as I said earlier I was unlocking them. So as I was the first to get bogged, I won the right to write this report.

Now having all wheels locked up and a snatchem strap to Peter's Hilux, out we came. Now on to the Little Desert. Leaving the bitumen and entering a track called Mac Donald Highway and it was straight into the mud. We continued down this track, to Central Ave., then on to Sister Hills track, then to Sandbells track until finally coming to a place called Wild Dog Springs. Here we made camp for the night, out came the chain saw and enough wood was cut to last the night out. A very pleasant night was spent around the fire with Don coming out with a bottle of Brown's Very Old Port.

Next morning we moved out about 9 am only God would know where we went but a lot of good fun was had trying to get Gerry's brother Joe, who was driving a Subaru bogged. We came very close but could not succeed. Sunday night was spent at a great camp site, that was flat and sheltered, but down came the rain right on tea time and it did not look like it was going to stop. But with the knowledge of the more experienced campers an excellent shelter was erected. After we had all eaten, some of us began to make a move towards shelter and the fire, thinking that an early night was going to be the order of the night, but lucky for us the rain stopped and another enjoyable night was spent around the fire with a bottle of Green Ginger wine and a few tinnies. Monday morning broke camp about 9 am with one last chance to get the Subaru bogged as we were going out through a swamp. On arriving we decided it looked a bit mean, so Vin then went ahead to scout a track that looked if it went around the swamp, but he came back on the radio that it came out in the middle of it. So he said he would go through first to see what it was like, next was the Subaru and much to our amazement he made it.

Now it was time to hit the road and head for home, with a lunch stop at Mt. Arapiles. More trivia for those club members who do not drive Toyotas. Guess who got bogged on the side of the road?

A great time was had by all of us, thanks to our trip leader Gerry and the help of Vin who did a lot of scouting of the tracks we were not sure of

Looking forward to my next trip.

Ross.

BUSHED

Geepers it's Tuesday allready and that means Terry's going to be over to-night for this eddition of bushed. 'Pannic Stations' what will I write, think, think, think, ah yes what a good idea. The Clubs off to the snow this weekend so I will write about bush-craft in the snow, alas, the trip will be over before this eddition hits the press, though the snow will continue for awhile so snow will I. (punn!)

We all know our abilities at driving in the snow or are about to find out, but once the truck says "Ok thats it, I'm not going any further", then its time to find out our abilities of surviving in the snow.

There are some fairly obvious differances between normal bush areas and snow covered areas, its a heap colder for one, (could put Engel out of business). Because of these differances it is necessary to take special precautions, such as these setout below:-

On sunny days wear dark sun glasses as the ice crystals reflect the suns harmfull rays giving the same effect as looking directly into the sun, hence the term 'Snow Blind'. Also on sunny days don't allow your clothing to become wet as the weather can change dramaticly leaving you in the cold with wet cloths. On all trips into the snow carry good water proof clothing as wet cloths rapidly accelerate heat loss which leads to hyperthermea.

When the weather does deteriorate clouds can come in low forming a fog. Fogs in snow areas are known as 'White Outs' and are as blinding as total darkness. All senses of motion and bearing are lost, it is therefore dangerous to move anywhere during a white out. Stay where you are and wait for the cloud to pass.

In heavy snow conditions, snow can completely cover small bushes and fallen tree branches, watch your step as between the limbs of these plants and branches the snow has no support and what looks like solid snow can giveway to a 2m deep, or larger hole.

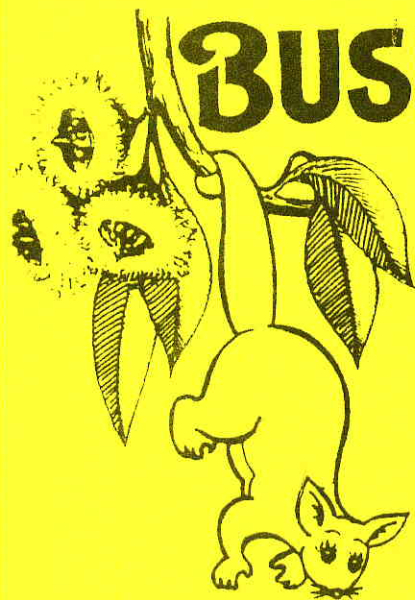
If prolonged exposure to cold conditions the danger of Hyperthermea is increased and must be lookedout for, as hyperthermea (freezing of the body core) is the cause of most deaths in snow areas.

The above mentioned precautions are just a few specials for snow conditions, though all the regulars apply as well. There are many further precautions required if an overnight stay in the snow is necessary, which I will cover in a following issue.

Andy Williams

BUSH.B.Q

THE BARBEQUE OF THE OUTBACK



simple
highly efficient

strong
compact

mesh griller

open fire cooking

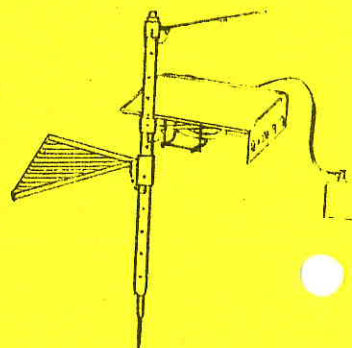
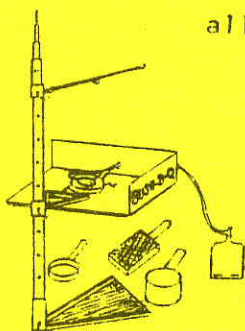
fully engineered
all steel construction

versatile

indoor/outdoor

gas conversion

realistically priced



ENQUIRIES BUSH B.Q.
9 CORONATION ST.
MT. WAVERLEY, VIC. 3149



PHONE
03 288 1200