

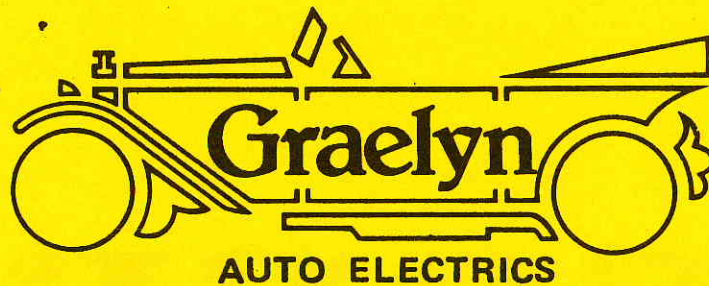


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NOVEMBER '84

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# VICTORIAN FOUR WHEEL DRIVE CLUB



COMMITTEE 1983/84

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<b>ASSOCIATION DELEGATES:</b>			Mark Templeton 798-6055		Gerry Lavery (053) 67-2899

## TRIP CLASSIFICATIONS:

'A' Grade: Extensive use of 4 WD: Tracks may be 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. —

NOVEMBER 1984 PRESIDENTS REPORT.

Hi Members,

Well here we are almost Christmas again. As most of you will know by now, Jack Craven won the last Nav trial with John Lake, second, and Steve Alder, third. Well done to the place getters, also thanks to Dave, Patrick and many others who made it all possible. Andy Merlo will be running the next trial in February around the Healesville area, so keep February clear. Future trials will be for members vehicles, only navigators can be non-members, it is only fair that a member win the trophy as it is set up by members for members. Whilst still on the subject can entrants ensure that they carry enough fuel as should be done on day or extended trips.

At the next meeting people with children who will be attending the kids party at Bimbimbi on 9th December, could you please bring presents marked with kids name, so Santa can present on the day, to the next meeting.

Members who have or are going to change your address could you please let the Committee know, so you may still get your newsletter. We are getting a few back at the Post Office, with Not Known.

Last meeting someone suggested in the Suggestion Box, we should use Name Tags, as the older members may recall, I have asked this be done many times. So I'll ask again, that new and older members wear a name tag to future meetings as it does make it easier to talk to someone if he or she is wearing a name tag.

Could the Members who put their hands up over the last few meetings for the Club jumpers, please see Ross Lyster at the next meeting, at the start about 50 people were interested but Ross has only 9 orders plus deposits, so far.

It appears at the moment, people wish to go on trips, outings etc., but do not wish to participate in writing a trip report. It would be nice to have someone different write instead of leaving it to the same people all the time. If you are not sure of peoples names or track names or places or how to go about it you should feel free to ask anyone on the trip or outing etc., its not all that hard and no one is going to give you a hard time for trying.

Thanks to Joe Lavery for coming down from Colac last meeting to give us a talk and demonstration on first aid, hope it was of some help to all of us.

If anyone wishes to leave before Christmas on our trip, could you let me know. We will be leaving December 22nd, Saturday, from the Hallam pub at 7.30 a.m. Make sure you have plenty of fuel as we won't be going near any Servo's after leaving Mansfield. Vin Handley, will still be leaving Boxing Day, at 7.30 a.m., Hallam pub. Those wishing to go up with Vin could you contact him on 798-2151.

There will not be a December meeting as it falls on Christmas day, so the next meeting will be January 29th, 1985.

Dave Hocking won the Collingwood coloured camp chairs last meeting.

See you next meeting November 27th.

THE PRES.

## GLOSSARY OF COMMON 4WD TERMINOLOGY:

**Locking Hubs**—Enables driver to disengage front axle and let the front wheels turn freely when in 2-wheel drive mode. This reduces the amount of wear on the drivetrain components. Locking hubs are available on Jeep manual or automatic transmission vehicles.

**Low Range**—A driving mode which can be manually shifted into for situations which require extra pulling power and traction.

**Skid Plate**—Metal plate attached to underside of vehicle to help protect against damage to particularly vulnerable areas such as the fuel tank, oil pan, etc.

**Walking Your Vehicle**—A driving technique which helps maintain traction by moving the steering wheel back and forth in short arcs to give the front wheels a fresh traction surface to grab on to.

**Rocking Your Vehicle**—A driving technique to get you "unstuck". With light throttle

pressure, you move the shift lever back and forth from "drive" to "reverse" (1st gear to reverse with manual transmission). The "rocking" motion can often give you the momentum to move on to solid ground.

**Airing Down**—Removing some of the air from your tyres (down 8 or 10 psi) under off-road conditions to increase the amount of tyre traction surface. Upon returning to on-road driving, it's necessary to re-inflate to avoid tyre damage and unsafe handling characteristics.

**Sand Mats**—Any material (i.e., stiff carpeting, chicken wire, chain link fencing, planks) that you may place under your tyres to give you traction when you are stuck. You'll need at least two sections of any material, four feet in length or more and twice as wide as your tyres.

**High-Centered**—A situation which hangs up your vehicle on an object (rock, stump, etc.) that lifts one or more wheels off the ground and prevents you from moving on.

## THE FOUR WHEELERS' CREED.

- Because I have come to know the value of nature, I will not destroy its solitude and beauty.
- Because I appreciate the land, I will leave it unmarred, clean and uncluttered, the way it was created.
- I will respect life, property and the right of future generations to appreciate the wilderness as much as I do.
- I will maintain my vehicle in proper mechanical repair and operate only on trails and areas approved and maintained for 4WD use.

## OFF ROAD DRIVING TIPS:

Most Jeep vehicles have been designed to spend a good part of their life, off road, outback in Jeep Country. The high ground clearance and short front and rear overhang of Jeep vehicles are two of the design features that give them extraordinary off-road ability. It's the rugged Jeep 4WD system that gives them dependable off-road capability.

However, though Jeep 4WDs can go almost anywhere, and

certainly can go places the ordinary family car can't, there are still places that Jeep vehicles, or any other off-road vehicles, shouldn't go.

- As a general rule, stick to off road areas others have traveled before you.
- Stay on marked 4WD trails or unimproved roads.
- Don't venture into unfamiliar country alone.
- Be aware of property lines and drive only in areas where off-roaders are welcome.
- Be more alert in rough, choppy areas. Drive slowly and avoid abrupt steering changes. **Keep four wheels on the ground at all times.**
- Keep your Jeep vehicle in good mechanical repair, and carry a generous complement of safety gear, such as flashlight, matches, extra clothing, food and fresh water, basic tools, a first aid kit, etc.



## ON ROAD 4WD DRIVING TIPS:

While all Jeep vehicles are designed for rugged off-road use, the facts of driver use are that most of them will be used on-road more than 95% of the time. Many of the features that give Jeep vehicles incredible off-road ability also mean that they will perform differently than conventional vehicles on-road.

For instance, the higher ground clearance and shortened front and rear overhang of some Jeep vehicles creates a high center of gravity causing them to react differently to steering input.

There are many things you can do to minimize these handling differences while driving on pavement.

- On dry pavement shift your Jeep vehicle to the 2WD mode. Also, maintain recommended tyre pressure as prescribed in the owner's manual of your vehicle and on the tyre casing.
- Be sure all four tyres are the same size and tread design.
- For extended paved road travel, use highway tyres. They can contribute to better handling...they can improve fuel efficiency, too.

- Distribute passengers and cargo evenly throughout your vehicle between the axles. Make it a general rule to never carry cargo exceeding the gross vehicle weight rating for your vehicle.

- When trailering, stay well within the trailer weight and tongue weight recommendations described in your vehicle owner's manual.

- Drive defensively. That is, be prepared. Learn to anticipate problems and provide more time to react (steer, brake, accelerate, etc.) than in conventional vehicles.

- Buckle up! And insist that all passengers are secured by restraint system at all times.

- Avoid sharp turning maneuvers. Approach curves slowly, cautiously. Slow down in crosswinds.

- On wet or slippery pavement, switch to 4WD for extra traction and control.

For other important information about 4-Wheeling, ask your dealer for a free copy of the "Driving Your 4-Wheel Drive Vehicle" brochure.

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4WD SALES PROMOTION.

PORTLAND TRIP  
MELBOURNE CUP WEEKEND

Roll Call:- Terry & Kim Hincks, Peter Handley & Christopher and Lee, David, Val & Kim Hocking, Bryan & Connie West, Trevor West, Bruce Newell, Brian, Cathy, Lindsay & Christine Tuck, Ross Ferguson & Anne Stillwell, Ross, Veronica, Emma & Justin Lyster.

8 Vehicles in all made their separate ways to Portland. As I left at 9.20 a.m., Friday I arrived first, followed by the Tuck family. By midnight all but 2 vehicles had arrived. Next morning I was on the beach fishing when the Lysters, arrived. I met Ross Ferguson in Portland at 10.30 a.m., Sat. By the way I am writing this trip report because I did not catch any fish.

After lunch we made our way into Portland and had a good look around. The sights taken in were the Alcoa Smelter, the Portland Harbour, Cape Nelson Light House and the rugged coastline. We spent some time at the local shops before making our way back to camp.

Saturday night was spent around the fire with members of the South West 4x4 Club. Early mornings and evenings were spent on the sand dunes, I spent most of this time trying to catch fish.

Sunday morning we were taken on a cooks tour of the area by the South West Club, we traveled in amongst the Pine Forest, to different points of interest. We finally ended at Nelson for lunch. We arrived back at camp at around 4 p.m., with the extra daylight, a little more time was spent on the sand.

Monday morning saw an early start as I took the reins and led the Club to Nelson for fuel and then over the border to Mt Gambier. We spent some time window shopping and looking around before making our way up to the Lakes for lunch. We spent quite some time here as the scenery was lovely. Around 2.30 we made our way back toward camp. A detour was made to the Princess Margaret Rose caves it was the first time I had seen them and I was quite taken in by them. At 4.15 when we made our way back toward camp but after missing the turn off we arrived at camp 40 minutes after the Lysters, who tell me they have a good sense of direction.

After tea most of us headed off up the sand where we found the first drop off. We had a great play especially, Dave Hocking as he took the kids, big and small, up and down the Dunes, finally we headed back to camp and sat around the fire, until the tiredness wore in and we finally hit the sack.

Tuesday saw an early start, and as we had all day to make our way back to Melbourne, we went our separate ways, depending on how important it was to get back home. As I have family in Portland it was not until after lunch that Kim and I headed off toward Melbourne.

I know all who came on the trip thoroughly enjoyed themselves.

Next year we will invite the Club from down under to Melbourne or thereabouts for the cup weekend.

TERRY.

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# TRACKWATCH

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NEWS & VIEWS OF THE VICTORIA ASSOCIATION OF FOUR WHEEL DRIVE CLUBS

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## **the Alps** **NOW FOR** **THE ALPINE** **NATIONAL PARK**

THE VICTORIAN GOVERNMENT HAS ANNOUNCED (24-8-84) THAT IT WILL DECLARE EXTENSIONS TO EXISTING PARKS TO FORM A LARGE CONTINUOUS ALPINE NATIONAL PARK.

With only minor modifications the State Government has accepted the recommendations of the Land Conservation Council following its Special Investigation of the Alpine Study Area (Victorian Alps).

The result is that the alpine park will be increased from 323,900 hectares to 598,900 hectares, an increase of 275,000 hectares. Altogether 37% of the Victorian Alpine Study Area will now become national park.

The new park will stretch continuously from the border with NSW to the Howqua Valley near Mansfield so creating, with Kosciusko National Park, and Namadji in the ACT, an unbroken 500 km chain of parkland.

WHILE THE GOVERNMENTS INTENTION IS CLEAR, AND PARK BOUNDARIES DECLARED THE FIGHT CONTINUES OVER THE ACTUAL USE OF THE LANDS WITHIN AND ADJOINING, THE PARK.

It is a no-win situation for the government as on one hand extremist conservationists want to close the area off completely to all users, while on the other, the mountain cattlemen and sawmillers point out the economic and social importance of the Alps to all Victorians. Hence one group wants to deny all Victorians (bar a select few) access, while the other with numerous supporters can only see the loss of one of Victoria's greatest resources.

In a major step away from Labor Party policy, the government has had to compromise strongly with competing land uses. Several forest areas are not to be included in the Park until after they have been logged, and only one small additional area (Mt Howitt) has been earmarked for the phasing out of grazing. Altogether restrictions over grazing after 1991 will apply to only 5% of the national park.

In announcing its intention to declare extensions to existing parks to form a large continuous Alpine National Park, the Government has stated that logging and grazing will be permitted within the Park boundaries, and proclamation of certain areas of the Park will be delayed to allow timber resources to be harvested and mineral exploration to continue.

AS IT STANDS THERE ARE NO NEW THREATS TO FOUR-WHEEL-DRIVE TOURING, ALTHOUGH THESE WILL COME AT THE MANAGEMENT PHASE.

While the greenies have their Alpine park, they will not now be satisfied until, what they view as 'unconforming uses (eg cattle grazing, sawmilling and recreation?) are removed from the Park.

The conservation movement points to

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two factors where they feel they have been cheated. Namely, ALP policy, and the recommendations of the LCC.

The Australian Conservation Foundation have labelled the park, the "Claytons national park" because of the multi-use facet of the new park.

While in opposition it was easy for the ALP to promise the "world", especially a large alpine national park with no cattlemen or loggers, to woo the conservation vote; they have recognised the realities of the situation upon taking office.

The ACF have noted the variance in ALP policy, with that of the pre-election promises and point to the ALP policy which states: "in those areas designated as being of prime conservation value there should be no mining, forestry, grazing or other commercial activities allowed. Any such activities in present national parks will be phased out". (Conservation & Environment Policy endorsed by ALP MARCH 1984)

The ACF makes the convincing argument that the Cain government is ignoring its own Party Policy and debasing the concept of a national park.

Mr Mackenzie, Minister for Conservation, Forests & Lands has explained the variance because, "we realized that there has to be some degree of flexibility in certain cases; we have endeavoured in every way to ensure that our policies are implemented, but we have also taken into account that certain other issues need to be addressed. ... Since becoming the govt we have somewhat modified our policies to ensure that we have conserved areas which needed conserving, but at the same time, taken into account the needs of some of the users of that area. I believe the national park boundaries that have been proposed represent a compromise by a very responsible govt."

He stated that, "the decision achieved a balance between the interests of all groups involved in the area, including conservationists, timber workers, and graziers".

### THE FIGHT CONTINUES...

While conservationists push for greater restriction, there is still those that believe there should be no national park in the alps.

Following the Cattlemens demonstration in the streets of Melbourne, the Hon D.M. Evans (North Eastern Providence), moved in Parliament that: "this House calls on the Government to abandon plans for a contiguous Alpine National Park, in view of the changes in public opinion, and the need to use the natural resources of timber and grazing and the tourist potential for the benefit of the whole community".

He noted Mr Walkers comments (Minister for Planning & Environment) at a press conference after the cattlemens demonstration, where he stated that "government policy did not mean what it said and that grazing should continue in the enlarged national park".

Similarly, John Parry of the Weekly Times noted Walker's hostilities towards four-wheel-drivers, and all parties would be naive to think that the moment a national park is declared, pressure will not come to bear for ever-increasing restrictions to remove the cattle, stop timber harvesting, etc, etc.

While the government suggests that the national park extension followed recommendations by the Land Conservation Council, it is well to remember that the recommendations were formulated with the directive that they must, "bear in mind the Governments conservation policy for the Alpine area".

The purpose was to create a contiguous national park. It was not to bring in recommendations for the best use of the land.

The LCC ignored the clear majority of weight of submissions against extensions to the national park; about 73 per cent of submissions were against those extensions.

### ALL OUT TOGETHER?

It is clear that if the cattlemen are phased out, the loggers thrown out, that greater restrictions will be placed on FWD touring in the Alps.

Mr Evans described to Parliament - in defence of the cattlemen - his opinion of FWD touring in the Alps.

..." we stopped at Howitt Plains with a group of cattlemen. We had a meeting surrounded by four-wheel-drive vehicles and there were ugly scars in the country made by those four-wheel-drive vehicles cutting out one track, moving alongside and cutting out another track and then

starting on a third track".  
(Hansard 5 Sept 1984)

The logging companies and the Forests Commission have provided some 1250 km of roads which they have also maintained. Those roads would not be there but for the timber industry. The road system not only provides effective communications during fires but it is a valuable asset in making large areas, with a tourist potential available to the public.

It is likely that of the 5089 square kilometres contained in the proposed national park that there will be many km of track lost to FWD travellers.

While the recommendations of the LCC are favourable to the FWD movement in that there exists the basis for the continuation of FWD touring and camping in the Alps, with the LCC report emphasizing, "the need for a wide range of activities in the park". In contrast to the accepted recommendations, Walker has stated that use of the alpine park would be restricted severely!

The Hon B.T. Pullen (Melb Province), again in defence of the cattlemen, stated; "other impacts, which have not been brought forward in the reports of the LCC, have been the proliferation of FWD tracks across sensitive areas and the significant number of new roads and routes over the years of which any land manager would have to take account".

The Hon B.A. Chamberlain (Western Province) noted that if the processes leading up to the proposals for the extended proposed Alpine National Park, are examined that one can only conclude that the processes of the LCC were prostituted. The Council was used for political purposes. In the late 1970s an intense review of the alpine area was conducted by the Council. A massive response was received from the community to the govt recommendations. Ultimately, the govt made a decision to adopt the recommendations of the Council, with a minor variation, and the community accepted those recommendations.

The present govt, for political reasons, decided that a large contiguous alpine national park was to be created. The govt referred the matter to the LCC.

The advertisement about the re-examination of that area indicated that it was to be examined bearing in mind govt policy.

## LCC DISAGREES WITH GOVT POLICY

Mr Chamberlain met with the Chairman of the LCC who informed him that there was NO WAY the Council could responsibly give the govt what it was seeking.

Following the acceptance of the first recommendations certain steps were implemented by the public and others in the alpine area based on the understanding that the future of the area was now decided. But the process had to be repeated because there was enormous political pressure on specific members of the Council to produce the results that the govt wanted.

It is interesting to note that the majority of submissions received regarding the re-examination of the alpine area supported the status-quo; in other words they supported the results of the previous examination of the late 1970s. The council gave the govt what it wanted DESPITE the strength of the argument put to it.

It is clear that while the wheels of govt turn so ever slowly, that there is a great majority of Victorians who oppose extensions to the national parks in the Alps, and that there are many Parliamentarians who are prepared to speak out against such extensions.

It would appear, as this Association has argued in previous correspondence with the govt, that the LCC was "used" as a political tool to suit the ALP govt, and as admitted by the Chairman, they could not in honesty produce the recommendations that the govt desired.

The record stands that weight was bought to bear, and the Labor wishes were met by the LCC.

While the issue is yet finally to be debated in Parliament, the battle goes on.

### YOU CAN HELP:

Write to your local MP, or any of those mentioned above, stating your views on access to the alps, and whether there should be an extension to the alpine national parks.

# State declares alpine national park

By BRONWYN CRAN,  
environment reporter

The State Government yesterday announced Victoria would have a single alpine national park, linking up with the Kosciuszko National Park in New South Wales.

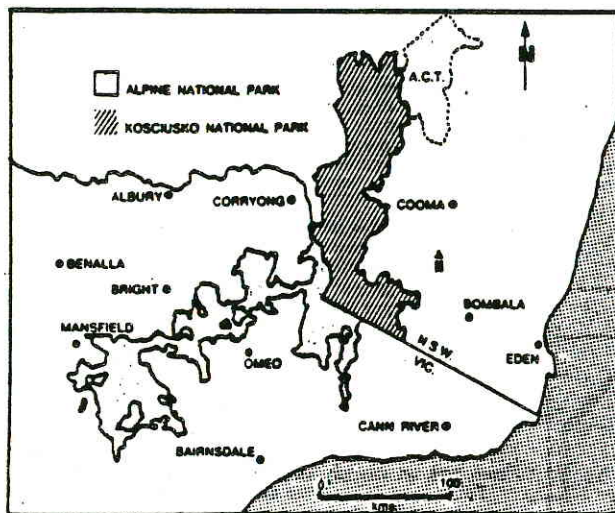
Legislation gazetetting the national park, which will be the largest in the State and will stretch from Mount Buller in the west and the fringes of Gippsland in the south to the NSW border, will be introduced in the autumn session of Parliament next year, the Environment Minister, Mr Walker, said yesterday.

The park will link up the Wonnangatta-Moroka, Bogong, Cobberas-Tingeriny and Snowy River national parks and will surround but not include the Falls Creek and Mounts Buller, Hotham and Stirling ski resorts.

It will increase from 324,000 to almost 600,000 hectares, the area of park in Victoria's alps.

In declaring the park, the Government has broadly accepted the Land Conservation Council's recommendations of November last year.

This means that the habitats of rare animals such as the mountain pygmy possum, smoky mouse and brush-tailed wallaby will be protected, as will the almost undisturbed Avon wilderness in the park's south-west.



But cattle grazing will still be allowed, at least 80 per cent of its forests will still be logged and mineral exploration will be allowed to continue.

Mr Walker said yesterday a consortium of Western Mining and British Petroleum would be allowed to

continue exploring for minerals near Benambra, within the boundary of the proposed Cobberas-Tingeriny National Park.

The Conservation Council of Victoria yesterday welcomed the declaration of the park with some reservation, but both timber and

cattle industry groups deplored the Government's decision.

Ms Janet Rice, the co-ordinator of the CCV, said yesterday grazing, logging and mining continued to severely degrade the sensitive alpine environment and the whole concept of national parks.

Mr Graeme Stoney, a spokesman for the Mountain District Cattle-men's Association said the park had created a framework for conservation groups to get rid of grazing altogether in Victoria's alps.

The Liberal and National Parties signalled that they would try to frustrate the Government's legislation to extend the alpine national park.

The Liberal Party said it would not agree to any legislation to create a new national park or extend existing parks until the continuing inquiry into the Victorian timber industry was finished and its report was subjected to public evaluation.

The National Party said it would vote against legislation to extend the national parks. The party's spokesman on conservation, forests and land, Mr David Evans, said his party supported national parks but was opposed to "the indiscriminate declaration of large areas of public land into national parks without regard to other community needs".

## City ride to save the alps

By JOHN PARRY

THE mountain cattlemen came to town this week with a warning that is was not just their future in jeopardy from moves to almost double the size of Victoria's alpine national park.

"Every thinking Australian can expect to have his or her access to this magnificent region restricted if a parks regime is installed," Mountain District Cattlemen's Association president, Mr J. Commins, said yesterday (Tue.) as he led 200 riders through the city of Melbourne to Parliament House.

Next spring, politicians will sit in judgment of legislation to expand the existing alpine national park.

The legislation follows a Government directive to the Land Conservation Council to reconsider its 1979 findings for the alps in view of Labor Party policy which bans logging, mining and grazing in national parks.

Mr Commins said he hoped the ride would provide a catalyst to the mounting opposition to a huge alpine park.

"There are thousands of people who know it's not in Australia's best interests."

"There are also a lot of conservationists who believe the extremists have gone for an overkill and the result will tip the present balance in the alps to cater for a selfish few."

"When the two Opposition parties see the depth of feeling on the issue, they'll realise it is a major concern to a lot of Victorians," Mr Commins said.

Fears in rural towns bordering the alps that the park legislation was the "thin end of the wedge" were confirmed by the Australian Conservation Foundation within days of the Government announcing its plans.

Foundation director, Dr J.G. Mooney, began hammering home the wedge, when he made it clear that commercial activities like grazing and logging within a national park "put Australia out of step with just about every other nation with national parks in the world."

On Monday, the Victorian National Parks Association renewed its call for the alpine park to be given world heritage listing.

### RESPONSE

Mr Commins said the foundation's response was exactly what Victorians had come to expect from a "selfish minority group which sets itself up as the spokesman on conservation in this State."

"There is no doubt they will now be pushing really hard to exclude anything they consider as an unsuitable use of national parks," Mr Commins said.

The Government's proposal has been labelled, "the enactment of an electoral commitment which was no longer relevant," by the Timber Industry Task Force, a

body representing the forest products industry. "It is out of date with community values, scientific evidence and the Government's own economic strategy," Task Force secretary, Mr B. La Fontaine, said last week.

The decision destroyed faith in the legitimacy of the present Timber Industry Inquiry.

"If the Government is going to continue to make decisions destructive of the industry without waiting for the outcome of the inquiry, Professor Ferguson and his team might as well pack their bags and give up hope of persuading the Government to take a more balanced view of industrial development in our State," Mr La Fontaine said.

The Government should be following through its declared policy to generate employment and improve living standards for Victorians, as stated in "Victoria - The Next Step".

There was an opportunity to increase by 30 per cent in real terms the economic return from forest products over the next 20 years.

This would provide hundreds more jobs in rural towns and, at the same time, preserve the environment through the proven practice of sustained yield harvesting from multiple use forests.

## LETTERS

to the Editor



## WHAT IS NATURAL?

Sir, — the National Parks and Wildlife Service sustains and promotes what is essentially Australian.

On the whole, it does an excellent job.

It is of prime importance to preserve and protect the fauna and flora, which is our native heritage.

Very often, too little has been done to make us conscious of the natural treasures which we take for granted.

In certain instances, however, the service oversteps the mark with acts of "legalised vandalism".

When those who decide National Park's policy assume the right to destroy huts built by pioneers or skiers, then it is beyond doubt that they have transgressed their authority!

These huts are an integral part of our history.

Apart from sabotaging the rights of individual owners, their removal is presumed justified by pretending that an area is being returned to its natural state.

This brings us to the question — "what is natural" and who most appreciates this area — those whose families live amongst it or countless tourists for whom it is merely a passing scene?

Life is continually evolving.

One cannot stop the clock and declare that these pioneers and their huts didn't exist!

Those occasional small plantings of European trees are also a part of our heritage and are now the Australian scene.

In most cases they blend with our environment and often serve to enhance an otherwise stark piece of landscape rather than the reverse.

I was horrified last week when driving through the ghost town of Kiandra to see that lovely copse of pines and silver birches, about a mile south of the hotel, cut down in a slovenly heap.

Upon my outraged enquiry at the hotel I was informed by an equally disgusted person that the Park Service had cut them down because they were not natural!

They had become quite natural over the years relieving the starkness of that ugly eroded treeless waste.

In fact they blended quite well with the beautiful twisted snow gums in the forest beyond.

The harsh climate had bound all together in nature's own way.

I was also told that the previous owners of a hut in the region were expelled after recently restoring it.

They were even fined \$300 for their pains.

In a democratic nation it is high time we had a good re-think about the monsters in whom we have enlisted the power to make those rash decisions.

We shall otherwise find them deporting all New Australians as unnatural to our land or even going one step further, returning all land to the Aborigines because some computer says we are Anglo Saxon aliens and took Australia by conquest, rather than by occupation.

The emphasis should remain one of assimilation, not a divisive attempt to negate the truth of our past.

yours etc  
Rix Wright  
Delegate

# Track Closure

THE ASSOCIATION HAS BEEN DELIBERATELY MISLED BY THE FORESTS COMMISSION CONCERNING OUR EFFORTS TO DETERMINE THE FUTURE OF THE TWINS JEEP TRACK

WILL THE FORESTS COMMISSION COME CLEAN?

At a Meeting with the F.C. in 1983, members of the Track Closure Sub-Committee asked that several long-standing road closures be reviewed. One of these tracks was the Twins Jeep Track.

Following discussion, all were in agreement that the track was in better condition than many others in the State. It actually has a gravel surface in places, while in others it follows solidly based ridges. At the meeting the F.C. representatives agreed that there was a case for its reopening.

While agreeing that it should be opened to FWD access, they then threw in 'red herring' number one. It was claimed that the track was closed, not as a result of any F.C. recommendation or policy, but because the Land Conservation Council had made a specific directive that it was to be closed. As such they could not open it until this directive was lifted.

The Association approached the Chairman of the LCC who advised (in writing) that the LCC were not responsible for the closure, the directive being nonsense, and that the LCC had NO power to direct any organisation to close a specific track.

In effect the F.C. had stalled for time by deliberately providing misinformation.

The news from the LCC was conveyed to the F.C. with a request for an immediate reopening of the track. Their next ploy was to advise that as the closure period was shortly to run out, that if "no fuss" was made it would be opened as a matter of course!

As all members are aware the 1984 track closure list again had another extension period added to the Twins Jeep Track, thus maintaining its status as a 'permanent' closure.

We have requested the Forests Commission to come clean. The Association has been fed deliberate misinformation by Officers of the Commission and believe that firstly a detailed explanation should be forthcoming, and secondly, that the track should be opened immediately, as there is no justification for its closure.

## WHAT YOU CAN DO:

1. Write to Mr S. Calder, Forests Commission Victoria, 601 Bourke Street, Melb asking why the Twins Jeep Track is closed?
2. Write to the Secretary of the Forests Commission asking that the Twins Jeep Track be immediately reopened.
3. Write to Mr R.A. Mackenzie, Minister for Forests, Lands & Conservation, expressing your dissatisfaction at the performance of his department.



# Alps issue more than cattle and trees

The proposed massive alpine park in Victoria, covering almost all the worthwhile alpine and sub-alpine areas of the State, will have far reaching implications.

By Graeme Stoney, liaison officer  
with the Mountain Cattlemen's  
Association of Victoria.

It is far too big and will cost the community more than it can afford. For years the conservation movement has talked key people into believing that the majority of Victorians support the establishment of a continuous national park. They DO NOT.

The majority of Victorians, familiar with both sides of the alpine debate, do not want the alps locked up in a national park.

An analysis of submissions to the Land Conservation Council on the alps issue showed that the majority do not want a large continuous park.

Unfortunately many people are still unaware of the implications of the proposal. It is very hard for a cattleman or a timber man to criticise more national parks. Immediately they lift an eyebrow on the issue they are labeled exploiters and "commercialism" is yelled in the greenie camp. Let me make it clear that cattlemen believe some national parks are acceptable in the alps - we already have several magnificent alpine parks, we do not need and cannot afford more.

But to question the declaration of more is taken as churlish, short sighted and akin to criticising apple pie and motherhood. We believe it is a move future generations of Victorians will regret. National parks regulations give authorities wide powers over visitors. This is a nasty fact of life that regimentation and conformity to rules is necessary in day to day life in our community. The only place left where people can fall back on their own resources and judgement is Victoria's public land, especially the unencumbered high country.

National parks, by their administration, philosophies and severe regulations, hamper and destroy visitor's independence and initiative.

Parks are supposedly for use by the community, but the regulations they work under greatly limit the use by the vast majority.

I can readily understand why city-based people quickly accept the concept of national parks. Wilson's Promontory is an

example of a well run national park. What some people don't realise is that it is not possible to adapt the management of the Prom to the alpine area. If the alps are declared a park it will lead to future conflict in the community.

The drain on the public purse will be astronomical as alpine employment switches from the private to the public sector. This will not be offset to any extent as it is now by income from timber, grazing and other enterprises.

Don't get the idea that the large alpine park will bring more people through adjoining towns. In my opinion there will be less and of a different kind, who spend less money.

Look at the Kosciusko and what it costs NSW. The income from tourism (apart from the ski resorts) is chicken feed compared with the renewable asset which is locked up forever and will never be utilised.

The Previous Liberal govt looked closely at the alpine area during the late 1970s and after an exhaustive LCC inquiry, established several large alpine parks and phased out grazing and logging in some areas. In the balance of the alps a multi-use concept was established following recommendation of the LCC. Cattlemen were critical of some aspects of the original LCC recommendations, however we accepted them as a compromise, on the basis that they were supposed to apply to the end of the century.

The present LCC findings, revised under order from the Labor govt are very different. They are not soundly based, rather are moulded to the express direction of the Labor party, and as such are an issue of grave concern.

The direction from the Labor govt to the LCC was based not on informed reasoning, scientific fact or wise and practical use of resources, but on a loose and general policy from within the Party.

At first the concept of a grand alpine national park stretching from the Mansfield to the Murray sounds attractive, and on the surface, the latest proposal appears moderate to those not well informed.

Briefly it recommends that some logging

# Country snubbed in big parks boost

By JOHN PARRY

THE Victorian Government has turned its back on rural Victoria in its latest plans for the alpine area.

Legislation will be introduced in State Parliament next autumn to almost double the area of the alps to be included in a new Alpine National Park.

The park will stretch from Mansfield to the New South Wales border and link the existing parks — Wonnangatta-Moroka, Bogong-Cobberas-Tingaring.

It basically follows some of the boundaries of the Land Conservation Council's 1979 final alpine recommendations, but with additions made following a directive from the Labor Government to the LCC to review its plans with due regard to party policy.

The plan ignores the pleas of the 16 municipalities which border the alps and is yet another nail in the coffin of the mountain cattlemen.

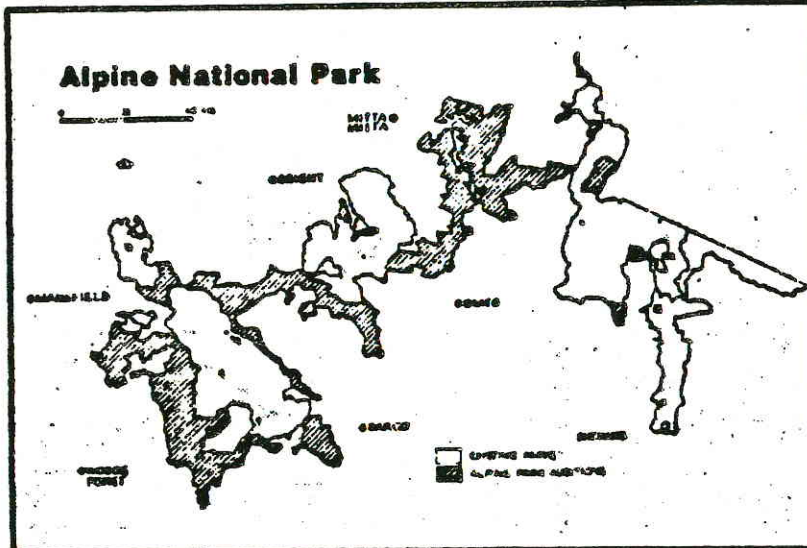
Sawmillers say the decision could hinder the State Government's economic recovery, while the opposition has labelled the concept of the park as ridiculous.

The proposal reflects the Government's pro-national parks bias and like the previous Government, acknowledges the vote-catching appeal in urban Victoria of apparent "conservation moves".

It increases the area of the alps handed over to the National Parks Service by 85 per cent — from 323,900 hectares — and follows similar massive allocations in recent years which, in the absence of larger budget allocations, have outstripped the ability of the NPS to effectively manage the area.

## GRAZING

Grazing will be phased out of Bogong, Wonnangatta-Moroka, the Avon wilderness and The Bluff-Mount Clear.



The decision will reduce the number of cattle grazed in the alps by 10 per cent — down from 20,000 to 18,000 by 1991.

The Howitt-High Plains will be phased out by 1991, a decision based on conflict with recreation, not claims of cattle damage which proved to be false.

The Treasure family will be allowed to continue to graze on parts of the Dargo High Plains annexed to the Bogong Park, but they see the decision as tenuous.

It is Labor Party policy to ban grazing, logging and mining in national parks.

The timber industry's chief concern is that constraints and stricter logging prescriptions will be made on regrowth timber resources within the park boundary.

Mills most affected are the Bright group in the Bogong and Barry Mountains link and the Neville-Smith operation at Benambra-Essay in the Davies Plain area.

## RESORTS

The park proposal says that certain areas within the boundaries of the new park should be logged for another five or 10 years and then automatically come into the National Park.

Ski resorts, including Mt Stirling, are excised from the park and development will go ahead under the direction of the Alpine Resorts Commission.

Mineral explorations around Lake Dartmouth will continue until 1989.

Mining will proceed only if approved by the Government in accordance with its strict environmental procedures.

Alpine tours will be encouraged as long as operators "follow rules of how to handle horses in the park".

Four wheel drive touring will be cut back. The Minister for Planning and Environment, Evan Walker, indicated that "some important management decisions would be made in relation to 4wd vehicles".

The decision has strengthened plans by the mountain cattlemen to ride on Parliament House early next month to petition the Victorian Government not to go ahead with the new Alpine National Park.

A similar petition last month by alpine municipalities met with a Government rebuff.

"We are responsible and conservative people, but we have reached the end of our tether," Mansfield

cattleman, Graeme Stoney, said at the weekend.

"We'll truck the horses to Melbourne from a camp at Dandenong."

"There will be about 300 to 400 people on horses and wagons," he said.

Mr Stoney said the Government's decision was the "thin end of the wedge and provides a framework for conservation groups to get rid of grazing altogether in Victoria's alps."

Mr Stoney said mountain cattle were among the best in the state and if they were prevented from grazing the effects would be felt throughout the State.

## GUARANTEE

Norman Huon, executive director of the Victorian Sawmillers Association, said failure to provide any guaranteed access to resources beyond 10 years would paralyse any new investment and prevent rationalisation moves that had been taking place over the past decade.

He said the tragedy was that logging in national parks is consistent with conservation.

"Locking timber away in parks far from protecting the re-

source, put it at greater risk," he said.

Acting Opposition leader Rob Maclellan said it was pointless creating even larger national parks when there was confusion about management objectives and a lack of resources.

He said the Opposition would not agree to legislation creating a new national park until the current Timber Industry Inquiry made its recommendations.

The Grampians National Park proclaimed on July 1 had not been fully absorbed into the National Park Services management system because of the Government's cutback on funding for park management, he said.

The National Party would vote against the legislation its spokesman on conservation, forests and lands, Mr David Evans, said.

He said the party supported national parks, but was opposed to — "the indiscriminate declaration of large areas of public land into national parks without regard to other community needs."

The Minister made some concessions but these have to be seen in the light of Labor party policy which says no logging, grazing or mining in national parks.

The Alpine National Park proposal was announced jointly by the Ministers for Planning and Environment Evan Walker and Conservation, Forests and Land, Rod Mackenzie.

The ministers said the new park was a fulfilment of a pre-election promise.



MR WALKER

and most grazing activities should continue within the wider Alpine National Park boundary. However, this is contrary to Government policy which states that these activities should be phased out of national parks. This creates a conflict situation yet to be resolved by the Government. Coupled with this are the recent disturbing trends emerging from the Otways and the Errinundra Plateau. It appears that once an area is declared a national park or area of special interest, the seed is sown for radical and vested interest groups to protest and achieve their aims through political pressure, with the majority of Victorians having little democratic input.

It is clear that this trend will continue and if a large alpine park is established direct pressure from these groups will increase to exclude many present alpine pursuits, despite the fact that the LCC states that these activities should continue.

We do not believe the govt would offer more than a token resistance to this type of action because basically it is what Party policy dictates.

There is now a move by conservation groups to obtain a World Heritage listing for the Victorian High Country. To achieve this, grazing, logging and many private activities would have to cease. People tend to see national parks as special places, but if the whole alpine area became a national park it would cease to become special in peoples eyes. If the alpine areas adjoining our present parks were left to act as buffer zones, they would protect and enhance our present parks and provide a more popular alpine recreation facility for the community.

Such areas adjacent to the park should be managed as multiple use zones where visitors would have as much freedom as possible within the confines of protecting the environment.

Park buffer zones would provide many opportunities for the study and testing of particular alpine management strategies and policies. Comparisons between the multiple use areas and the less intensively used national parks would provide a good basis for research.

Wise use of the alps utilises valuable renewable resources that should be tapped under strict controls for the good of the community.

We haven't many renewable resources in Australia and we are losing some we have.

One resource we cannot afford to lose is the community's spirit of adventure, initiative and enterprise. We can renew that now in the high country. In a few years we will not be able to do so in the same way.

The issue is far wider than just grazing. It is time the silent swell of public opinion against a large alpine national park stood up to be counted.

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## CLUB ADDRESSES ...

Would Club Secretarys' be aware of the following change of address of member Clubs, plus new member addresses:

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## TRACKWATCH

NO 57

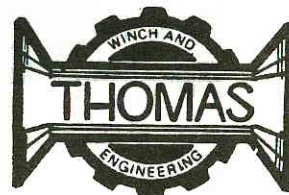
Trackwatch is Edited and Published by Brian Tanner for and on behalf of the Victoria Association of Four Wheel Drive Clubs.

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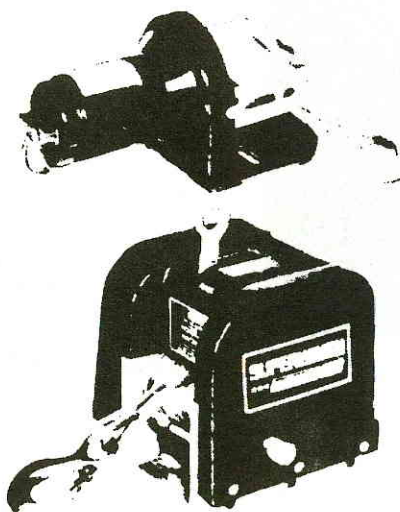
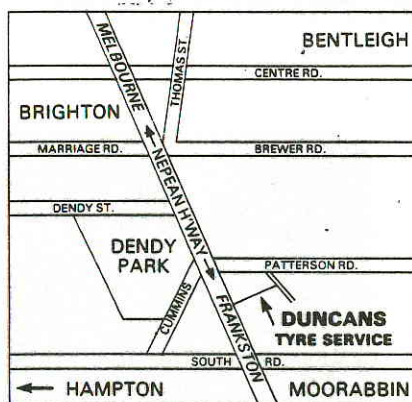


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AUGUST	26th 2 pm Start 31st Aug	Film day & Night Mentone Grammar Sp.Gd. B.B.Q. Restaurant Night(BIRTH'D) Epilourian	T.Hincks David Heard	Social Social	B.I.O. Meat,Grog,Films. 308 Koonang Road Carnegie	
SEPTEMBER	8th & 9th Sept 23rd Day Trip	Noojee Area / Noojee Pub. Mildon Area (8.00am Opp Y/V Toyota Lily.)	Andy Merlo Dave Hocking Trevor Nelson	B.S. B	Stay at Noojee Pub O/Night	
OCTOBER	6th & 7th Oct 20th & 21st Oct 20th & 21st Oct 19th & 21st Oct 26th. 27th 28th Oct	Wine Trip Rutherglen Area 7pm Fri (Big Flag) New Trial (Daylesford/Trentham) G.R. 634466. Pat Casey Walhalla Area (CANCELLED) Motor Cycle & 4 WD Show Exhibition Bdg Boho Bounce M.E.Vic.	Don & Thelma G.V.4.W.D.C.	B.C.S. B.C. S. A.B.C.S.	Saturday Night Tea at Corowa Golf Club Start G.R. 772499 See details in this issue. Latest Advancements 4X4. Trips, Contests, Night Dance	
NOVEMBER	Cup W/End Fri 2-Tues 6th Cup W/End Sat 3-Tues 6th 10th & 11th Nov. Fri 23rd 7pm Sun 25th Day Trip	Portland Sand Dunes Area Upper Dargo Wentworth Riv. Beaconsfield Forrest Frolics Ming Horse Restaurant F.T.Gully B.Y.O. Latrobe River Near 1st Stn Otway Ranges Club Committee Ralph Kanglelesner	T.Hincks/P/land Ralph Kanglelesner W.D.4WDC. Club Committee Ralph Kanglelesner	A.B.C.S. A.B. A.B.C.S. Social (Dance) B.	Sand/Forest/Fishing End of year night out. Father Xmas. Have presents ready at meeting prior to date.	
DECEMBER	9th Dec	Bimbimbi Wildlife Park Annual Xmas Picnic	S.Claus.	S.		
IMPULSE TRIPS CONTACT:- 1985 COMING EVENTS	SEPTEMBER OCTOBER March 9, 10, 11th August 10th - Sept 4th	Gerry Lavery Ph. (05) 67-2899 Dave Hocking Ph. 583-1987 Narbythong BOG HOLE Simpson Desert or The Gulf Country	C.C.C.J.C. ?	A.B.C.S A.B.C.S.S.S.S.S	Co-ordinator only, Not necessarily trip leader. Excellent Entertainment To be finally decided.	



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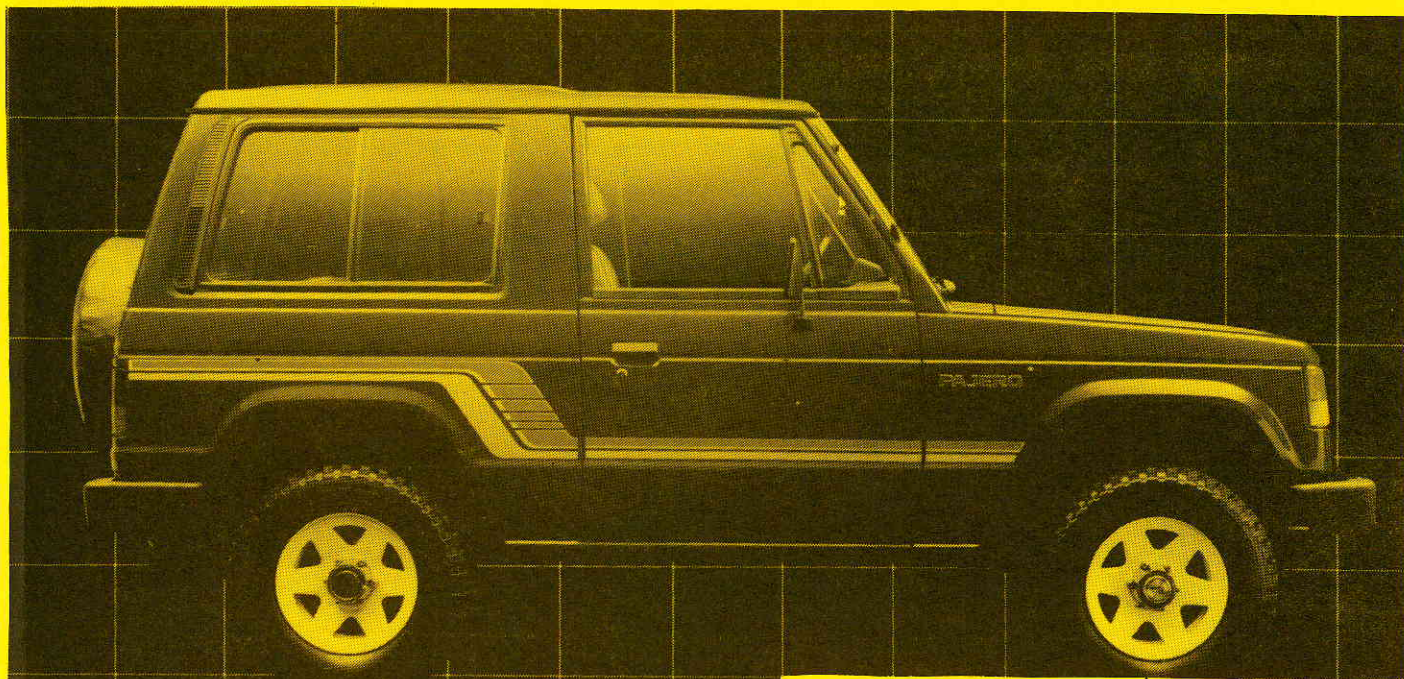
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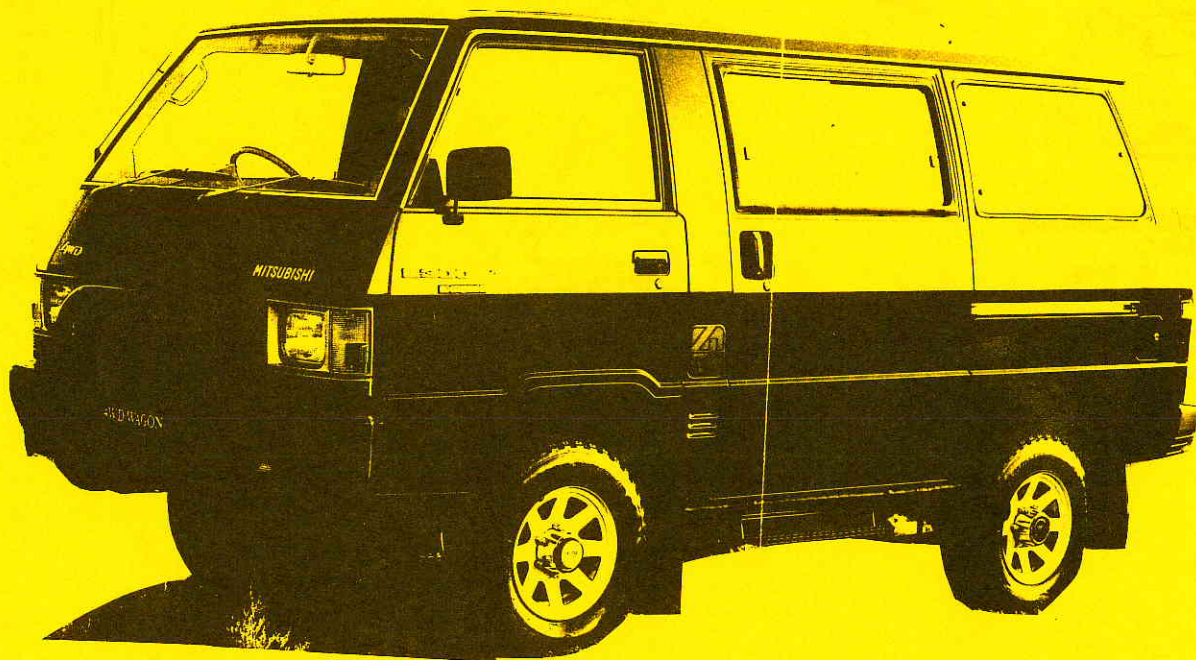
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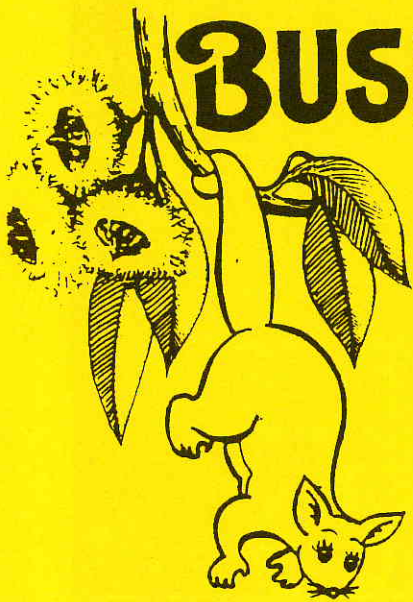


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