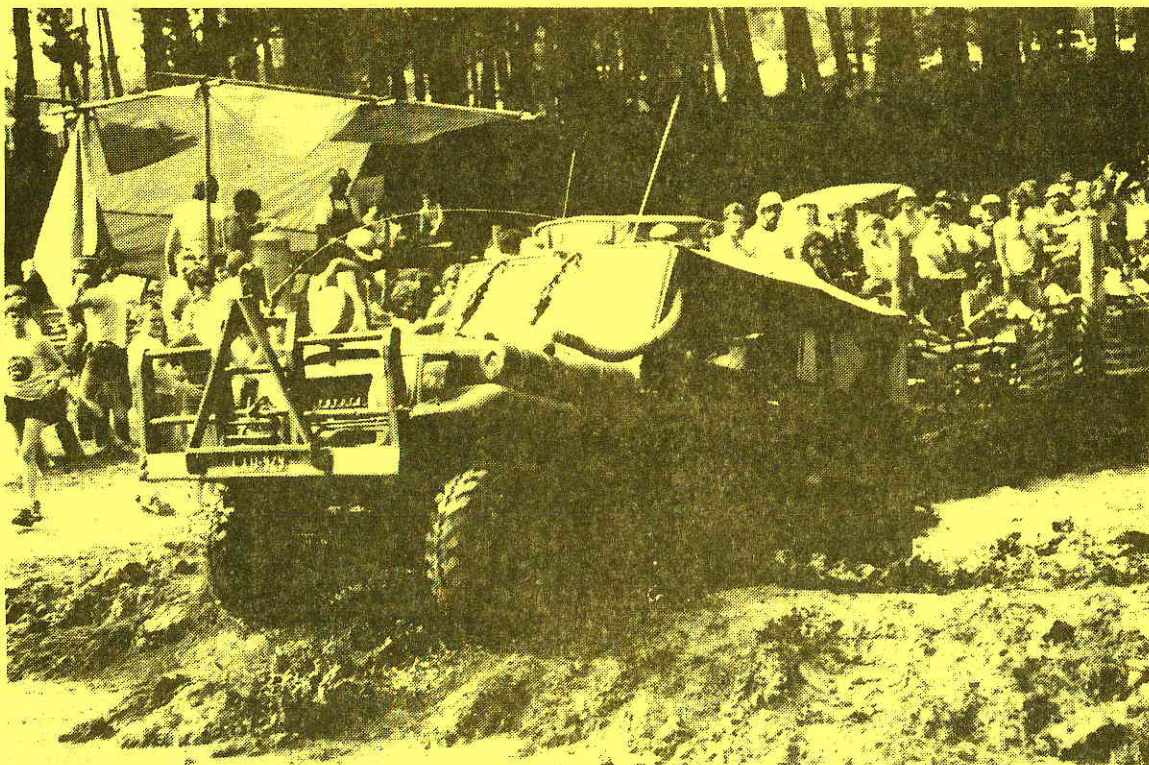




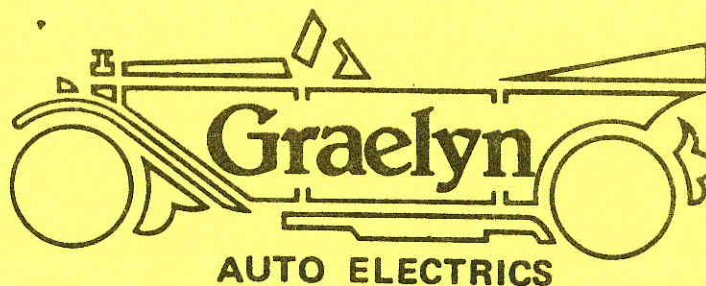
FREE WHEELING



Dave & Patrick - Bog Hole '85
Photograph courtesy of Rod Lee, Narby '85

MAY 1985

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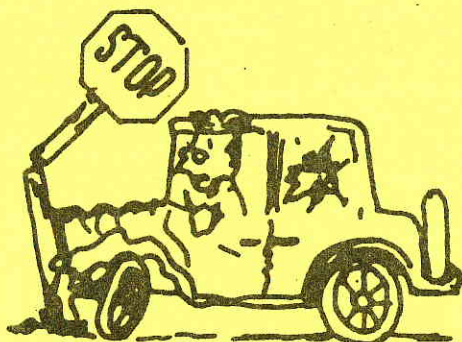


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ASSOCIATION DELEGATES :					
MARK TEMPLETON, 798-6055 (Working) (Hours)					

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 tyre 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 tyre 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 General Meetings at the latest.

Radio Officer Geoff Mann 46 Dinsdale Rd., Boronia. 221-1170

Club has one radio for hire at \$5.00 per day, or free if you are leading a trip.

All enquiries must go through the officer regarding purchases, licenses etc. —

REMEMBER!!

Nominations are required for the A.G.M. in July. Members need to be financial!

New Subscription Rates:

Single \$21. Double \$31

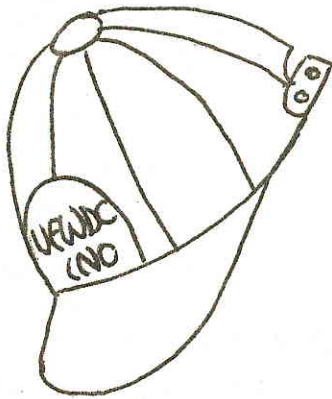
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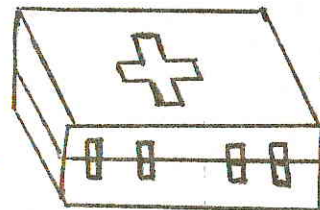


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NARBETHONG TRIP REPORT

On the 8th March we journeyed to Narbethong for the Annual Bog-hole weekend, having decided to arrive there on the Friday afternoon so as to secure a prime camp site. However, 75% of the campers had similar ideas; therefore good sites were at a premium. After erecting four tents (these late-comers are always looking for favours) it was almost dark and time to have tea. With some help from Mark we were able to polish off a pot full of Chinese food, and spent the rest of the evening lubricating the throat whilst sitting around the camp fire, and trying to keep parking spots for late arrivals from our Club.

Saturday morning turned out to be very hot, and while some members took off into the bush along the marked tracks, others preferred to stay in camp to greet new arrivals, swap yarns, prepare vehicles for competition or generally relax. In the afternoon the heats of the "Mongrel Pull" were held. The most excitement was provided by a nitrous oxide boosted Ford F100 which brought the crowd to life once the booster button was pushed. With a surge of power, the machine, plus Mongrel, charged up the hill, and but for some frantic waving from officials, may have continued on to Sydney. The finals of the "Mongrel Pull" were held on Saturday night, with Patrick Casey, Dave Hocking, Peter Rowe and Tom Brachna representing our Club. Although unsuccessful, it was good to see Club Members participating in the finals. Needless to say, the F100 took the honours in the Heavyweight Division.

Sunday morning provided us with another very hot day, and the knowledgeable ones could be seen placing their chairs in advantageous positions around the Bog-hole, quite early. The heats of the Bog-hole were run in the morning, but seemed to lack the lustre of other years. This appeared to be due to the slowness of the recovery units in extracting vehicles from the bog, and also because the Jeep Club did not provide the high class entries for which they are renowned. However, entries from country clubs, who were new to Narbethong this year, helped make up for this deficiency. The final was run in the afternoon, with our Club being represented by Dave Hocking and Dave Heard. The surprise packet for the final was provided by Bendigo 4 Wheel Drive Club, who took fastest time honours. The afternoon's events ended on a high note with most trophy winners being traditionally baptised in the Bog-hole.

John Smith

A NOTE FROM A NON-MEMBER

Time is a commodity everyone doesn't seem to have enough of, but if each member contributed once a year with such things as social nights, leading a trip, fund raising or even introducing a new person into the Club, your committee's job would be so much more enjoyable.

PRIDE AND COMMITMENT is a part of members duties, not just paying your annual dues each year. You can get fulfillment out of putting in to help YOUR Club.

YOU ONLY GET OUT OF SOMETHING IF YOU PUT SOMETHING IN
ANNON.

AUSTRALIA DAY LONG WEEKEND -

MOROKA REGION

Trip Leader - John Lake

Roll Call - Don and Thelma Montague
Alan and Mary Wade
The Pres - Peter Rowe
The Handley family
The Little Lakes
Myself and Andy Williams

We headed off on the Fri day night, with a few minor hold ups, arriving at Moroka around midnight to meet John and Co. and the Montagues, a welcomed fire and a boiling billy. A fire which was to be short lived as the temperature rose, and fire bans followed.

On Saturday, we travelled over the rough terrain of the track leading to the Sentinels. With brief interludes in our journey we took in the tremendous view at Mt. Wellington (carefully not offending the hoardes of bushwalkers there) and the remains of Miller Hut. A short walk at the end of the track entitled us to a most superb view looking over Lake Tali Karng and back towards Mt. Wellington and to the West for the Wellington River area. By this stage, the day had heated up and to watch the people swimming in Lake Taki Karng was almost too much to bear. After a bite of lunch and a beer or two we headed back to camp.

The Moroka road provided a new challenge - a massive gum that wasn't necessarily in the way but gave the guys great delight in removing. Joy and the kids, Andy and I headed back for that long awaited cool off in the Moroka River.

Sunday proved to be the test. Another hot day (and fire ban). John led his fearless party into Moroka Gorge. Without being able to carry enough water to quench our ever increasing thirsts, we battled steep inclines and descents, and Rowie's evernagging knee to reach Moroka Gorge and what a Gorge! There we sunbaked, ate lunch and cooled off in the natural pools of the river. Unfortunately our stay there had to end and we were greeted with the agonies of the hike back to camp; but with frequent rests and the encouraging thought of a cold can, we did survive.

On Sunday (slightly sore and stiff), we packed up early to head home, incorporating a bit of four wheeling in the process! John's new chainsaw got plenty more use in the first leg as we made a detour back to the Moroka Road. We then joined the Avon River track for some challenging driving, another welcomed cool off in the Avon and dinner at Huggets River crossing. When we thought it was all smooth sailing home the track gave us a last reminder, causing the Handley's Hi-Lux a spot of bother.

We reached Heyfield by nightfall, tired and wanting to get home, when my Suzuki decided to have a few carby problems. This was soon rectified by the excellent team of mechanics on hand as we reached home by midnight.

Thanks to John Lake for an excellent all round weekend and all the participants who made it most enjoyable.

Sue Williams



impossible for the ungrateful. We have
done so much for so long, with so little,
we are now qualified to do anything
with nothing.

the willing,
led by the
unknowing,
are doing the

EASTER TRIP 1985

Venue: Tobacco Flat - Howqua Valley

Trip Leader: Pat Casey

Scribe: Gus

Roll call: Pat, Anne, Damien and Martin Casey
Trevor, Helen, Christopher and Mark Nelson
Brian, Cathy, Lindsay and Christine Tuck
Kim and Anna Ferrier
Dave Hocking and Dennis Merlo
John Nolan and Brian Olsen
Dave Heard and Peter Casey
John Reid
Terry Baker
Gus, Carol and Aiden Pearl

Friday mid-morning saw the body of troops assemble in the car-park at the Mansfield pub. Le Mans style ready to be off. I arrived last (and late), the whistle was blown, a puff of black soot and off we went, in convoy through Merrijig, the Howqua track, Sheepyard and Frys. After some skillful direction around (or through in some cases) boggy patches by Pat, we arrived at Tobacco without incident about 12.00.

Terry coming up from Sale travelled through Jamieson up to Mansfield hoping to catch us. We were pretty slick. They arrived at Tobacco about 1.00 p.m. Dave and Kim came up through Warburton, Big River, Jamieson and Steiners Road arriving at Tobacco about 2.00 p.m. Camp was set up and quick arvo trip planned - an assault on the lick....hole track. After some scratching and track clearing the team stood aside to watch Dave do his thing, again, again and again. After parking the blue beastie against a tree (with no damage) the carpenter in Dave came to the fore. He retired defeated but not disgraced back to Tobacco to tackle the "Hill".

After a wood run, fires were lit, meals cooked and eaten. A pleasant night promised the end of a good day. A night run was talked about but, Bulmer, Carlton and Co. seemed to finish that idea. Dave and Terry Baker being more "Compos" than the rest of us decided to go fishin'. No matter how far up the river they drove they didn't get a bite.

Saturday dawned slowly and dull. The weather wasn't brilliant either. We organised and packed for a day to the Bluff, Louicks, King Billy 1 & 2, back down a new track (parallel to Hughes Track) to Brocks Road and back to Tobacco.

Since my last trip to the Bluff, considerable track work has taken place. Such that V.W.'s were up the top. Bluff Hut is now two storey and would sleep perhaps 25 bods. Louicks has a new verandah. Unfortunately it drizzled at Eight Mile Gap, rained at The Bluff, poured at Louicks and eased as we came down from King Billy. A real pity for those that haven't been there before. Another good night around the bonnie. Plenty of fortitude and the decision of a lazy Sunday. Somewhere about here a raffle was held and I won this honour. (It's a great system).

Easter Trip 1985 cont'd

Pat, brother Peter, John, Brian, Terry, Trevor, me and families decided to visit Mitchell's. We set off about "Half Past", travelled through 'Wares' to Steiner Road, out to the Slate Mine and down to Mitchell's. Had a look at the homestead and were surprised at how derelict it was looking. The Tourist Trade is taking its toll. We went back to the South end of the valley, had lunch and walked down the Gorge, and gorgeous it was. Brian O. thought he would like a closer look at the creek, up to his arm pits, Tricky things, these holes in the creek bed. Back up to the Slate Mine. A few samples(now I've got to build that path) and back to Tobacco.

Now for the event of the weekend, Out to get wood in Michael's Rangie and trailer (he's the owner of the place). Parked on the bank of Lickhole Creek is a 245 Volvo S/Wagon. Hot and tired from it's run down from Steiner's Road and wondering how to get out. After calming the panicked occupants, cooling the brakes and installing Pat as Navigator and the passengers in the Rangie, off we went to Fry's. Well the Volvo took all in its stride, didn't put a foot wrong and got there without any evident damage. Dad was very relieved, Mum and the kids couldn't stop talking about "how silly we are" (right) "how nice the bush is" (right), "how nice the Rangie is" (right), "How silly we are" (right), etc. etc. (I wonder if Henley's got a Volvo trade-in on a Rangie Tuesday?).

Sunday also saw Dave and Terry leave for work, muttering about 3 Chain Track. Another bonfire saw us off to bed warm, mellow and in good spirits. Although John did have trouble sitting on a pottie chair (fell through) the ground, (fell off) and some-one moved the river bank (fell down). Fortunately the tide was out (possibly still in Dave and Terry's trucks).

Monday saw most go home to work. You could then see the Teachers, Public Servants and self employed amongst us.

Pat, Peter, Terry and I took a trip back to the Bluff. This time in sunlight, Pikes Flat, up Cornhill to Wooltbutt Gap, in rain, over the clear hills, in sunshine (aptly) down to the Circuit Road, then to Merrimbah - Sawmill settlement down Dougherty Track, a quick look at the gravel pit (oop's) back to Sheepyard and Tobacco. Another bonnie, a much reduced circle, a few quiet Staminades and off to bed.

Tuesday - Home time. Terry, Deb and Melissa back to Steiner's Road, Jamieson and home. Pat, Anne and the boys, Peter, Carol Aiden and I left through Frys, the Howqua Track and home.

Michael and Lynne Schmidt volunteered through Pat to allow us to visit their little piece of heaven. As hosts they opened their door to us, guided us around and proved to be good sports. To you all we must say Thank You (Yes, I would like to go back again).

Thanks Pat. We 'ad a good weekend".

Gus.

TRIP REPORT.

OTWAY F.W.D.C. NAVIGATION TRIAL.

V.F.W.D.C. Members Present: Ross & Justin Lyster, Dave Hocking & John Molin, Gerry Lavery & Peter Casey, David Heard & Pat Casey.

Upon arrival at the the start on Saturday morning, I suddenly realized I had forgotten something. A quick run down the check list; Vehicle (4X4) Check. Navigator, Check. Maps, Check. Fuel, Check. Engel, Check. Caravan, OH NO ! They must have thought what strange people these Melbournians are, they cook their food on a campfire, they live in tents and they drive like bloody maniacs.

Getting onto the Nav. Trial itself, I knew we would lose points for speeding, even before the drivers briefing. Joe Lavery, who incidently organised the event, had Pat and myself entered as the Mad Mob. Who told HIM.? Okay, we'll dazzle them with our clubs brilliant navigating. Well, dazzle was the operative word; Dave and John must have tried to navigate by the sun and realised they were lost, just as it was going down. Still on the subject of going down, (Got your attention now) Ross Lister decided to take the challenge and go through the mud, not around, just to be fatherly of course and teach his son the art of using a Tirfor, which all takes time, so a quick jerk on the snatch-~~em~~ strap once we arrived had Ross motoring again. Ross was now desperate and decided to strip some weight from the vehicle at all costs, so he left his spare wheel behind (complete with carrier).

The first division of the event was mostly "C" grade with one interesting hill called Noonday Mill Tk. which was "B" grade. Gerry spent half an hour towing the eventual winner up this hill and in the process bent the chrome handle on his new Gerrycan. By the way, his wasn't the only jerrycan to spend time on the side of the hill, one of mine managed to eject from its holder on the way up, funny about that, I wasn't speeding I must have hit a small bump (Subaru) maybe, as we were not allowed to hit potholes, they incurred a fifty point penalty even if your headlights were on.

The scenery was as good as always with the Otways and we had a good time counting the river beds and sawmills and fence posts and stones and grass and trees. In case you didn't realise observation played a major role over the course of the weekend, and I challenge anyone to understand Joe Lavery's way of thinking, not even his twin brother Gerry, got the questions correct.

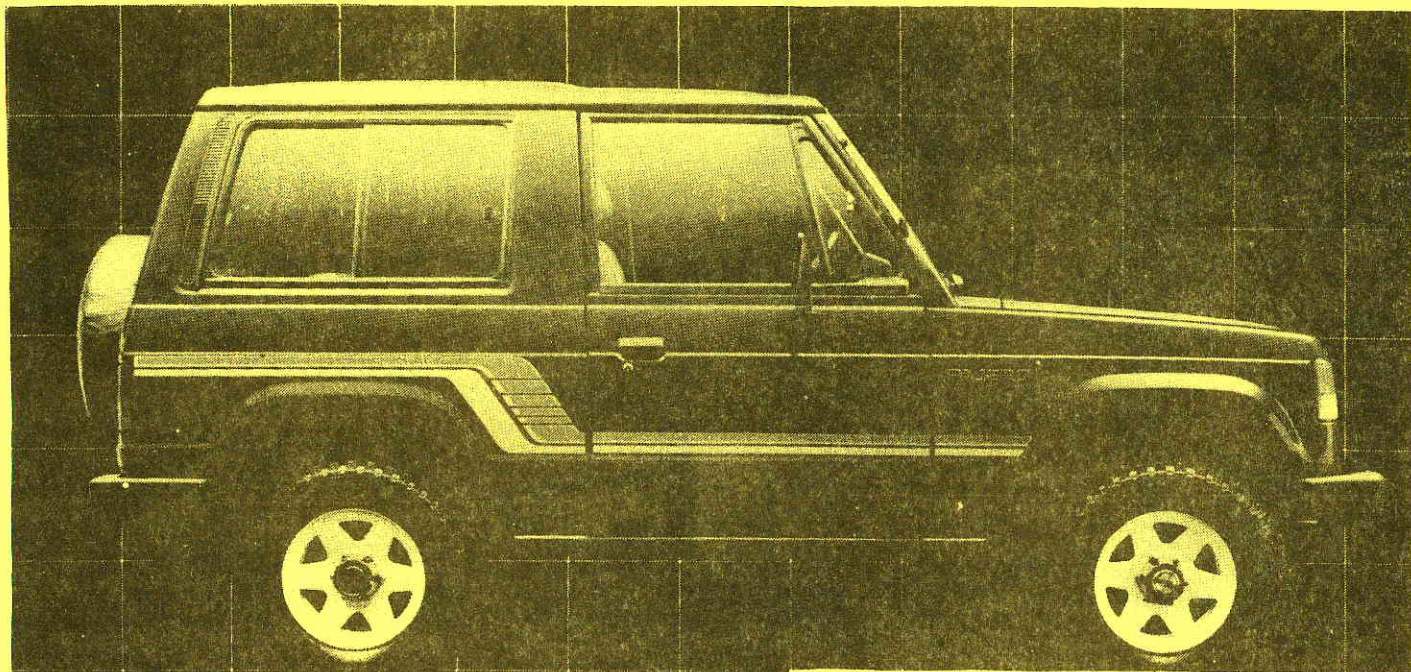
The night section was going to be treacherous. Witches caps marked the bottomless pits which flanked the 75 degree hills we had to drive down. Looked more like Cliff Young's footprint on the natural curve of the earth; when we got there, and we were first. Gerry decided to show Ross how Dave and John used the sun to navigate, but this was a night run so we didn't see them for a long time. Entertainment was provided on the night run by the mating of a Subaru with a Nissan Patrol. The Subaru tried to backdoor the Nissan, but they were closed and he bent his bar, so a distress call was put over the radio and Patrick and I backtracked to the scene of the crime. I leant down, brushed the cobwebs from the transfer lever, hooked on the strap and gave the old girl the big stick. Well someone should have penalised the Niassan for speeding!!! When the night section was over it was back to the fire for the usual consumption of assorted beverages spiced with a little Rodney Rude and off to bed, So as to be ready for another day of penalties.

Sundays section of the trial was uneventful for all except Ross Lyster who was elated to find out he had lost points for speeding, and immediately demanded proof in writing. Well the placings told the story, VFWDC took out the last four positions and showed great restraint and sportsmanship by not throwing Joe in the river.

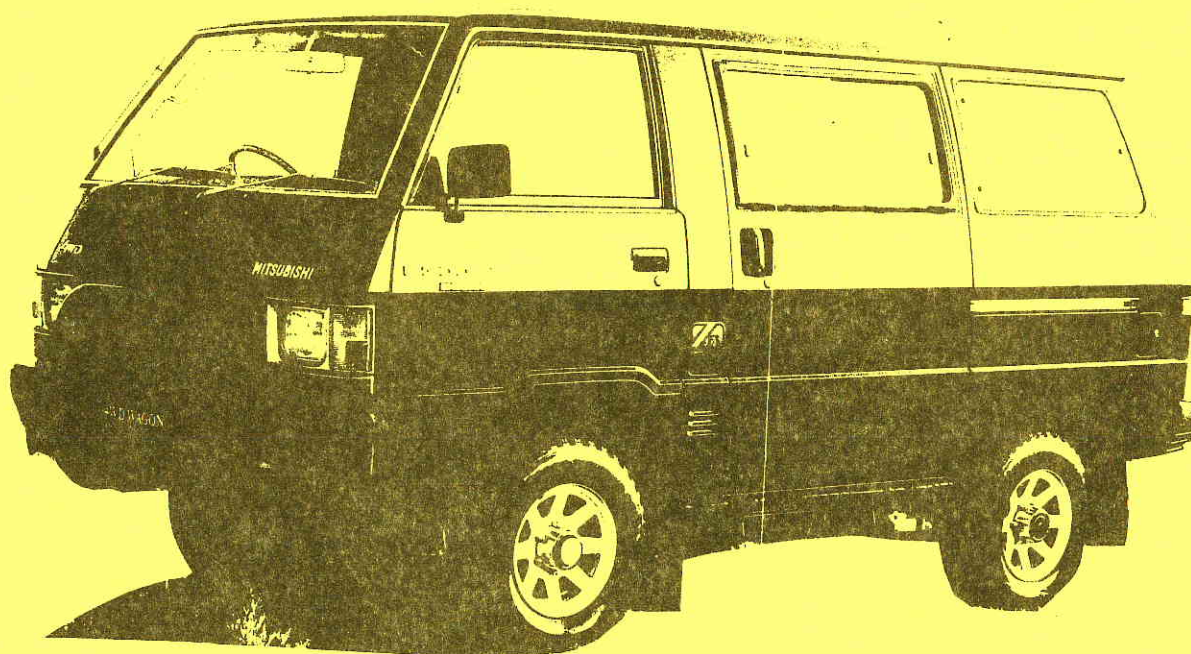
All in all, and being serious for a moment, it was a good weekend and a big effort on behalf of the Otways Club, So I would like to thank Joe and his Colleagues and hope we can reciprocate in the near future.

Dave Heard.

MONTH	TRIP DATE PUBLIC HOLIDAYS	TRIP LOCATIO	DEPARTURE TIME AND LOCATION	TR' LEADER	CLASS	SOCIAL FUNCTION TRIP DETAILS
FEBRUARY		Launching Place Area	Warburton Highway Lilydale.	Terry Hincks Dave Hocking	Soc Soc	Water Ski Weekend. Canoe Weekend.
MARCH	2nd 9th, 10th & 11th 23rd - 24th	Scout Camp, Gilwell Park Gembrook. Narbethong Bog Hole Otway Area	Meet at Gilwell	Members & Friends C.C.J.C.	Soc Soc Soc	Bush Dance A Muddy Good Weekend Get together with Otway Club.
APRIL	Easter	Howqua Area		Patrick Casey	B	Relaxing with driving et
MAY	2 Weeks	Simpson Desert		Gerry Lavery	C	Sand Duneing
JUNE						
JULY	27th 28th	Hancocks. Hampton Mentone Grammar	7pm 10am		Soc Soc	\$25 per head B.Y.O.
AUGUST	Aug 17th to Sept 14th 4 Weeks. School Holidays 2 Weeks	The Gulf Country Simpson Desert	7.00 a.m. Donvale Reserve Carpark Mitcham Rd 23rd - PM	Peter Rowe Patrick Casey	C C	Exploring the Top End East-West Sand Dunei
AUGUST	4 Weeks	Fraser Island	24th - AM	Tom Brachna	C	Duneing, Beaching and Fishing
OCT	Nav. Trial	Wombat Forest	To be fixed	Patrick Casey	B	



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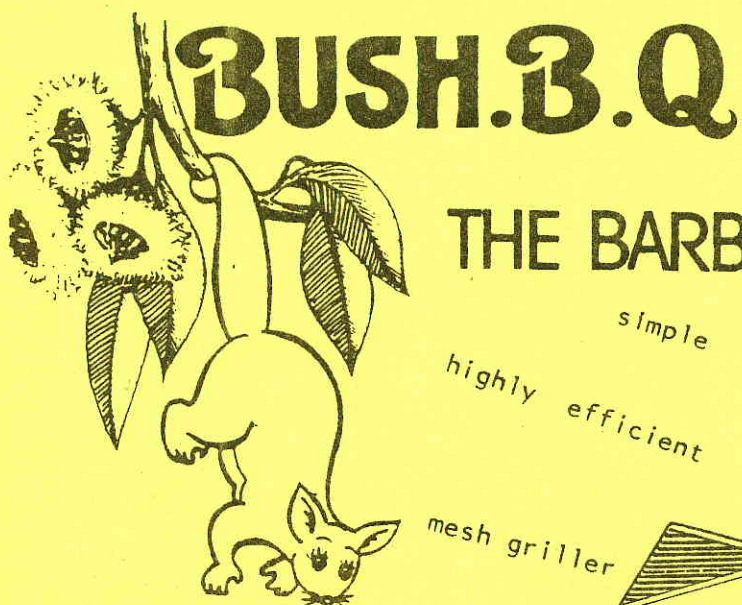


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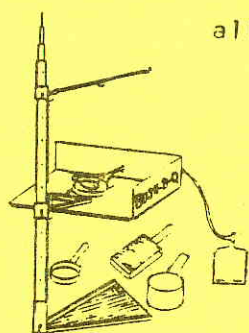
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