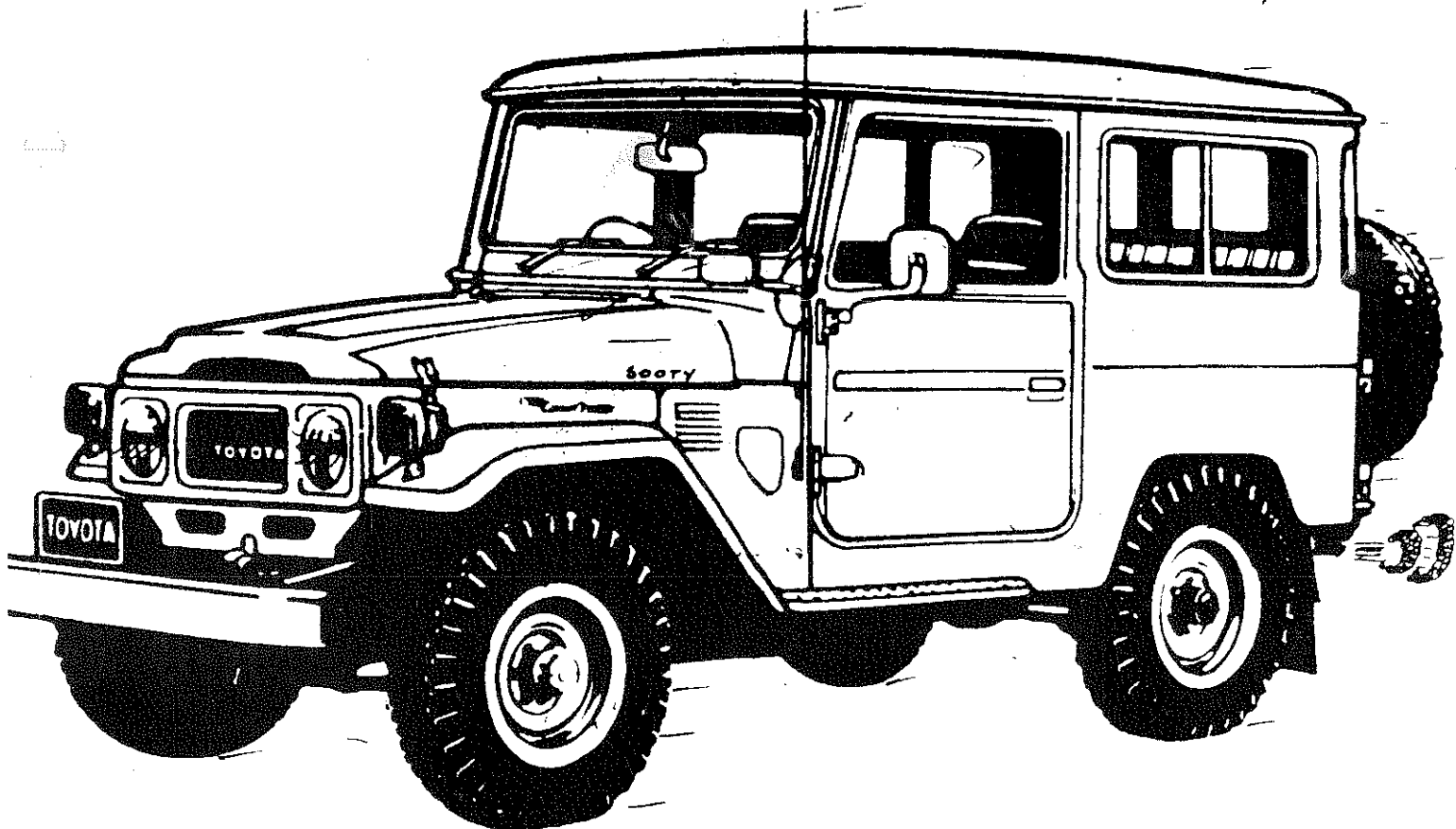


**JUNE 1986**

**FREE**



**WHEELING**



# VICTORIAN FOUR WHEEL DRIVE CLUB INC.



COMMITTEE 1985/86

|                              |   |                  |  |                |   |
|------------------------------|---|------------------|--|----------------|---|
| <b>PRES</b>                  | <b>David Heard</b><br>16 Hardy Street<br>Selby<br>754 8406        | <b>VICE PRES</b> | <b>Pat Casey</b><br>11 Patterson St<br>Carnegie 3163<br>5706452          | <b>SEC</b>     | <b>Tom Brachna</b><br>11 Sunnyvale Cr<br>Hampton Park<br>3976<br>799 1998 |
| <b>TREAS</b>                 | <b>Rob Ayton</b><br>8 Minerva Crs<br>Vermont Sth 3133<br>232 0378 | <b>ASS SEC</b>   | <b>Garry Pearl</b><br>1419 Mountain Hwy<br>The Basin 3154<br>762 4013    | <b>SOC SEC</b> | <b>Sue Williams</b><br>82 Cape St.<br>Heidelberg<br>458 3573              |
| <b>COMMITTEE</b>             | <b>Mark Templeton</b><br>13 Alice St.<br>Clayton 3168<br>543 7196 |                  | <b>Peter Handley</b><br>5 Wallaroo Ave.<br>Narre Warren 3805<br>704 6808 |                | <b>Bryan West</b><br>164 Monohans Rd.<br>Cranbourne 3977<br>059 96 4915   |
| <b>ASSOCIATION DELEGATES</b> | <b>Mark Templeton</b><br>798 6055 (Bus Hrs)<br>543 7196 (A.H.)    |                  |  |                |   |

## 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, mud & snow, deep river crossings and overgrown tracks.  
Max. 6 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 do no matter and recovery gear not essential. No. Max 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 Tom Brachna by General Meetings at the latest.

MEETINGS LAST TUESDAY OF THE  
MONTH AT THE DANDENONG LIBRARY

CORRESPONDENCE  
P.O. BOX 778  
DANDENONG VIC 3175

p r e s i d e n t ' s      r e p o r t

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We are drawing towards the end of the Club year once again and next meeting we will need nominations for the July election, so a good attendance would be appreciated.

Don't forget the 'Last Laugh' on 19th July and bring your money along next meeting.

My training trip is the weekend before, at Big River Camp and this will be worthwhile for new members, to keep in mind.

I wasn't at all surprised at the response to the football match, so it will probably be cancelled.

I'll keep it short this month, but before I close, a technical tip for those coming to the next meeting: Apply a little oil to the joints in your arms and jaws.

See you there,

David Heard

c a l e n d a r    1 9 8 6

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|                               |   |
|-------------------------------|---|
| MAY 13                        | Film Night at Waverly Gardens Cinema to see Crocodile Dundee. Film starts at 7 p.m.   |
| JUNE 7, 8 & 9                 | Queen's Birthday weekend. Buckland Valley. Leave Sat. Morning 8 a.m. Coldstream.<br>Further details contact John Smith.   |
| JUNE 15<br>(tentative)        | Annual Football match against Nissan Club.  |
| JULY 13                       | Day trip. Snow trip to Mt. Buller area, skiing.<br>Further details contact Sue Williams.  |
| JULY 5 & 6                    | Driver Training weekend. Big River area.  |
| JULY 19                       | A.G.M. Dinner at the Last Laugh. \$28.50 per head, \$10 deposit.<br>64 Smith St. Collingwood, 4 course meal, show, dancing. <u>Not</u> B.Y.O.   |
| AUGUST 2 to<br>SEPTEMBER 7    | Kakadu National Park.<br>Departure: Saturday 2nd August 8 a.m. from Tom 's place.<br>Fuel required: Heaps. Full tanks.<br>Maps required: N.T. pastoral and Maps of Vic., N.S.W., S.A. & N.T.<br>Grade: B & C & S<br>Activities: Driving, camping, touring, F.W.Driving, sightseeing, fishing etc.<br>Further details contact Tom Ph: 799 1998 |
| AUGUST 16 & 17                | Snow trip. Tamboritha area.   |
| OCTOBER 25 & 26               | Bush Dance.   |
| NOVEMBER 23                   | L.R.O.C. field day. Wandin Park.  |
| CHRISTMAS TRIP<br>DECEMBER 26 | Buchan area.<br>Further details contact John Lake   |

IF YOU WISH TO LEAD A TRIP PLEASE CONTACT COMMITTEE

WE DO STILL NEED TRIP LEADERS ! and accompanymnt please.

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PLEASE DON'T FORGET YOUR BEST EFFORT WITH PHOTOGRAPHY FOR THE PHOTO COMPETITION.

FAIR DINKUM



# BUSH DANCE



O'TOOLE'S FLAT (DONNELLY'S)

OCT. 25-26



'BOBSY DIE' BUSH BAND

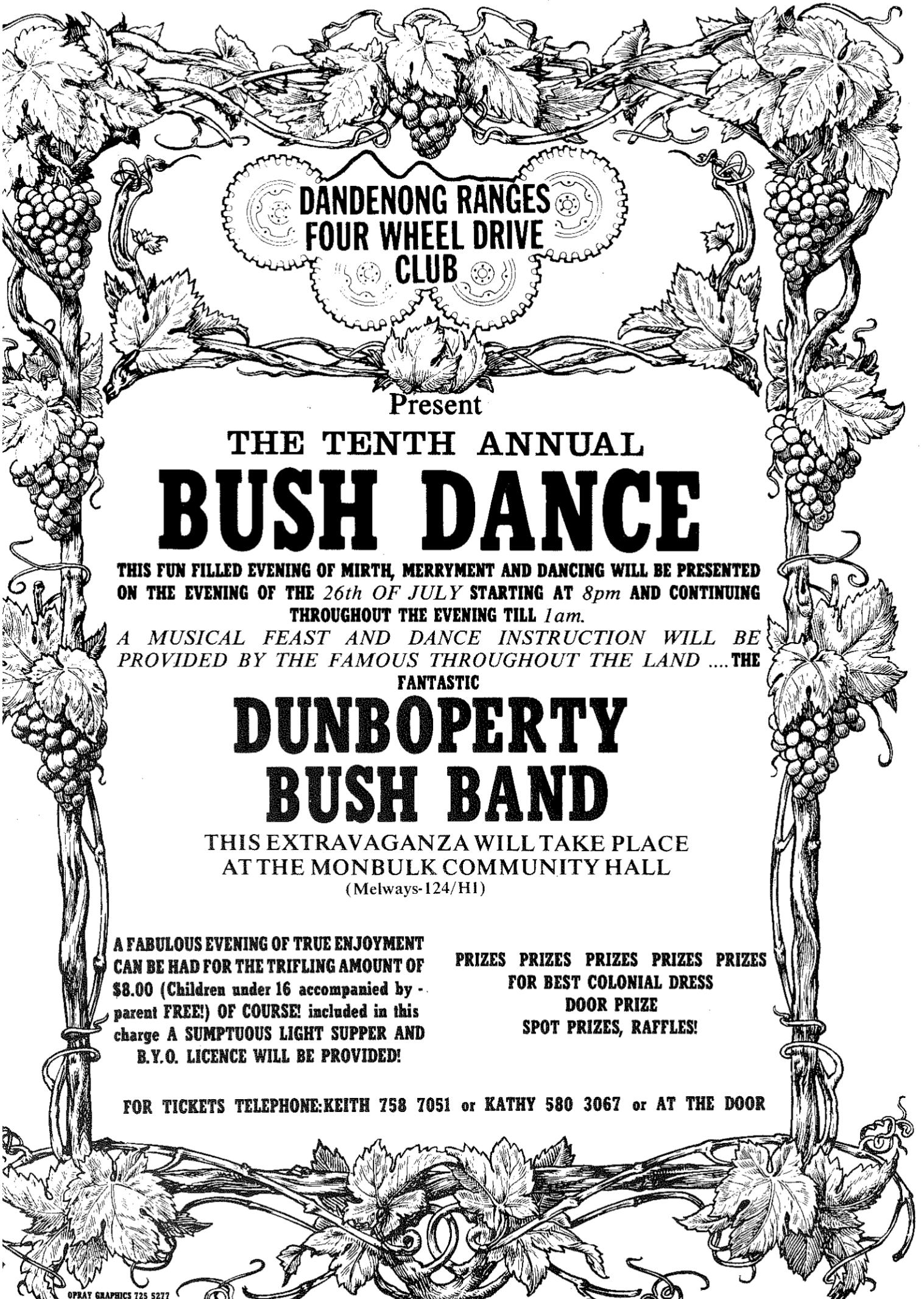
\$10- per head \$20- per family

BEEF ON SPIT + B.B.Q. included.

B.Y.O. salads + drinks.

Don't forget your hat + boots!





**DANDENONG RANGES  
FOUR WHEEL DRIVE  
CLUB**

Present

**THE TENTH ANNUAL  
BUSH DANCE**

**THIS FUN FILLED EVENING OF MIRTH, MERRIMENT AND DANCING WILL BE PRESENTED  
ON THE EVENING OF THE 26th OF JULY STARTING AT 8pm AND CONTINUING  
THROUGHOUT THE EVENING TILL 1am.**

**A MUSICAL FEAST AND DANCE INSTRUCTION WILL BE  
PROVIDED BY THE FAMOUS THROUGHOUT THE LAND ...THE  
FANTASTIC**

**DUNBOPERTY  
BUSH BAND**

**THIS EXTRAVAGANZA WILL TAKE PLACE  
AT THE MONBULK COMMUNITY HALL  
(Melways-124/H1)**

**A FABULOUS EVENING OF TRUE ENJOYMENT  
CAN BE HAD FOR THE TRIFLING AMOUNT OF  
\$8.00 (Children under 16 accompanied by -  
parent FREE!) OF COURSE! included in this  
charge A SUMPTUOUS LIGHT SUPPER AND  
B.Y.O. LICENCE WILL BE PROVIDED!**

**PRIZES PRIZES PRIZES PRIZES PRIZES  
FOR BEST COLONIAL DRESS  
DOOR PRIZE  
SPOT PRIZES, RAFFLES!**

**FOR TICKETS TELEPHONE: KEITH 758 7051 or KATHY 580 3067 or AT THE DOOR**

It was a cool Friday eve about 6 p.m. when I started my off to Narby. Making my way up Stud Road I took the mike on my two-way and gave a call out. Peter Rowe came back saying he was about to pick up Keith Brown and would not be far behind me. Like myself, he was running a bit behind time.

After a quiet drive to Healesville, the hunger pains got a bit too much, so a quick Pizza was called for. With Rowe not far behind me now, I made a move with both Peter and Keith just pulling in the gate. We made our way to where we camped last year to find tent city was already there. With a look around we found a piece of dirt big enough to park the three vehicles and tents. When this was done we went for a two tinny walk to see if any one else was there, but found no-one, so off to bed. We woke up in the morning to find even more camps had been set up over night with more people still coming in. After a hardy breakfast we took another walk around the farm to find Rod Ayton had camped up on the hill. After a bit of a chat over nothing in particular, we went to the new hole that had been dug out to replace the Red Gully that had been filled in by trees. (Over the weekend this hole was to claim a few victims like transfers, etc.)

While being entertained by a Superoo, who liked bending his door sills by being hung up on its belly plate on the top lip of this hole.

We noticed things were going from bad to worse when the boat people had arrived all the way from Tassie in a blue Toyota and made the claim he was our President, but we knew better, so we hunted him a bit, so back to camp to squeeze him in.

To Dave's horror he discovered he had won a free can of coke. All he had to do was to go back to Tassie, but he had a bit of trouble trying to convince his new wife Michelle it would be worthwhile to go back and receive his prize. These president's are a bit slow, if you know what I mean.

Peter and myself entered the Sled Pull while Dave went to Big River to see if he could find Pat. After lunch it was time for the day light trials of the Sled Pull, and Peter was in 2,500-3,500 cc class. He pulled about 237 feet on his first run. Keith driving on the second run doing about 18 feet better.

With my vehicle being in the next class 3,500 - 4,500 cc and watching the previous classes I thought I would breeze the pull in but now to my horror the Jeep Club were busy putting on an extra 500 pounds of weight on the Sled, so Low Low was the go. 300 feet on my first run about 15 feet in front of the class. It was nail biting time. A new vehicle came to the line but sooner or later I knew it would happen. Some smarty would out pull me in the day run. I was beaten by 27 feet!

After the day run had finished, back to camp to get ready for BBQ tea, put on by the Jeep Club, to find Don and Thelma had set up camp with a nice River view. The step out the back of don's

narby '86 cont....

truck was a good one straight down and splash. A

After the nice BBQ tea, Dave arrived to find he was driving my truck on the second run of the Sled Pull under lights. With the first class up to 2,000 cc a little Suzuki pulled about 75 feet to the amazement of the crowd. Next a Superoo. He too did a great job smoking out a clutch and not even moving the Sled. Next his mate in another Superoo did a lot better than the first one, pulling about two feet before smoking his clutch up.

Then it was Peter's turn with another good pull around the 270 feet mark, with Keith on the second run upll around the same. This was not enough to win his class.

Next it was my turn with 300 feet in afternoon run. I was out to do better, but this was not the case. The Jeep Club had put even more weight on the Sled. I pulled about 299 feet 4 inches. Giving Dave the run down on the run, I advised him to bury the boot and not to take it off till the motor stalled out. Dave could not believe a Toyota stalling out. Loss of traction yes, stalling NO!

Dave pulled 298 feet 10 inches. Even the Jeep Club could not believe that in the two runs there was 6 inches difference, but the Turbos and V8s out pulled me.

After the Sled Pull back to camp and the Camp Fire by this time was getting cooler by the minute.

Sunday morning soon arrived to find dark clouds on top of them hills then down it cum, cats and dogs, but this would not stop them driving through the Bog Hole. It took some time before a vehicle made it through by itself. Not long after lunch the Jeep Club had issued the challenge. This two storey truck with a big V8 screamed it's way round the hole in 54 seconds. This was the time to beat, but the Bendigo Club, (the Winners last year) were not beaten yet, with the Coyote going around in a faster time of 51 seconds.

The rain came down even heavier now. We decided to pack up and make our way home. It was a great weekend, apart from the rain.

The Jeep Club had put in a lot of work, as they always do!

Mark Templeton

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# TRACKWATCH

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

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## 4WD ACCESS GAINS - AT LAST!

THE ALPINE NATIONAL PARKS BILL HAS AGAIN BEEN DEFEATED, WHILE ACCESS TO THE THOMSON CATCHMENT HAS FINALLY BEEN GIVEN THE GREEN LIGHT.

### Alpine Rebuff

The controversial National Parks (Alpine National Park) Bill has again been defeated in Victoria's Legislative Council.

The one vote defeat has been welcomed by the Mountain Cattlemen's Association, and other Alpine users.

"Let's hope that puts the lid on the matter for a long time", the President of the Mountain Cattlemen's Association of Victoria, Mr. Jim Commins, said.

The Bill would have created a 600,000-hectare national park in the north-east, which would embrace existing parks, plus an additional 150,000-hectares. The Bill proposes a continuous area of national park, from Baw Baw National Park east of Melbourne along the Great Dividing Range to NSW and the A.C.T.

Mr. Commins said the Bill defeat was a 'victory for commonsense'.

As previously noted the Minister for Conservation, Forests & Lands, Joan Kirner has already appointed new park rangers to police a park which does not (yet?) exist.

Despite the government rebuff, Kirner has pledged to reintroduce the Bill in the spring session of Parliament.

"The Cain Government stands firm on its commitment to proclaim a contiguous Alpine National Park" she said.

In the meantime, this latest defeat has 'freed the alps' from this legislation for at least another 5 months.

### Green Light for Thomson Access

Following prolonged discussion the Dept. of Conservation, Forests & Lands has finally given the green light for four wheel drive touring in the Thomson Catchment.

The Thomson Catchment Committees proposed land-uses for the catchment area have been essentially accepted by the Department.

Included in the recommendation is vehicular access on tracks cleared by the VAFWDC earlier in the year. Access is subject to "Summer Access" - 1st December to 30th April.

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Despite initial opposition by the Department, the granting of access to the outer catchment area by our members can only be received as a victory for sensible management as preached by this Association. The other dominating factor in our favour was the success of the Thomson clean-up, and the outstanding willingness of club members to demonstrate to the government our concern for this public land.

# Alpine Park Bill narrowly defeated

Melbourne. — Conservationists were up in arms last night when the Victorian Upper House defeated the controversial Alpine National Park Bill by 21 votes to 20.

The National Parks (Alpine National Park) Bill would have created a 600,000 ha national park in the north-east of the State, embracing existing parks and bringing in an extra 150,000 ha.

Mountain cattlemen, the timber industry and municipal shires had opposed the Bill, saying it threatened jobs.

Conservationists last night condemned the defeat, saying unique species of flora and fauna were threatened.

Australian Conservation Foundation acting director Mr Bill Hare described the Liberal Party's part in combining with the Nationals to defeat the Bill as "despicable" and a "very shonky political deal" which would benefit a small minority.

He said there would be no loss of timber jobs as a result of the Bill and that cattlemen did not rely on the alpine areas for their livelihood.

"This park is important because it would have protected the alpine plant

and animal communities which are found only in these small and very precious areas," he said.

"The park would have also provided greater protection for water supplies, not only for Melbourne but also the rural communities."

However, during the debate National Party conservation spokesman Mr David Evans described the conservationists' arguments as emotional and without foundation.

He said the Bill would restrict the use of nearly a quarter of public land in Victoria.

Liberal spokesman Mr Bruce Reid said the Opposition rejected the legislation because the intended park area did not meet recognised standards for a national park and the Government had failed to make any commitment to provide adequate resources for the area, especially for fire prevention.

Mr Reid said the Bill failed to deal adequately with the tourism and timber industries and the mountain cattlemen whose livelihoods were threatened by the park's restrictions.

VICTORIAN ASSOCIATION OF FOUR WHEEL DRIVE CLUBS

G.P.O. BOX 401C MELBOURNE 3001

**DON'T BUGGER THE BUSH**  
**BE ENVIRONMENTALLY CONSCIOUS**

# Govt plans second park bid

Melbourne. — Conservationists condemned and mountain cattlemen welcomed the one vote defeat of the controversial Alpine National Park Bill in Victoria's Legislative Council on Thursday night.

"Let's hope that puts the lid on the matter for a long time," the president of the Mountain Cattlemen's Association of Victoria, Mr Jim Commins, said yesterday.

But the Minister for Conservation, Forests and Lands, Mrs Kirner, pledged to reintroduce the Bill in the spring session.

"The Cain Government stands firm on its commitment to proclaim a contiguous Alpine National Park," she said.

The National Parks (Alpine National Park) Bill would have created a 600,000-hectare national park in the State's north-east — embracing existing parks and bringing in an extra 150,000 hectares.

The Bill proposed a continuous area of national park, from Baw Baw National Park east of Melbourne along the Great Dividing Range to NSW and the ACT.

Mountain cattlemen, the timber industry and municipal shires had

opposed the Bill, charging that it threatened jobs and livelihood.

Mr Commins said the Bill's defeat was "a victory for commonsense".

He said it was a rebuff to radical elements of the conservation movement, particularly the Australian Conservation Foundation.

Mr Commins said the national park concept outlined in the defeated Bill would have allowed a corridor for the proliferation of feral animals and noxious weeds.

But conservationists condemned the decision, claiming unique species of flora and fauna were threatened.

## Expand parks — bush report

Melbourne. — Establishment of a new national park and expansion of existing parks is recommended in a Land Conservation Council review of East Gippsland public land use.

The proposals would add 112,000 hectares of land to the parks and increase the area of parks in Victoria from 7 to 7.5 per cent.

The council chairman, Mr David Scott, said the council proposed:

- adding the Rodger River-Bowen Range area to the Snowy River National Park;
- establishing a new national park on the Errinundra Plateau;
- adding 11,400 hectares to the Tingaringy National Park; and
- linking the Mount Kaye area to the existing Coopracambra Park with the whole area becoming a national park.

Mr Scott said the council's proposals were not as extensive as those put forward by major conservation groups, which said yesterday the proposals would leave vast forest areas open to woodchipping.

But industry representatives said the recommendations would damage the East Gippsland timber industry.

Mr Scott said the recommendations were open to public reaction before a final draft was submitted to the State Government.

He said the council had commissioned an economic study, due for

release next month, to assess the proposed recommendations.

"The council recognises that its park proposals will further reduce the amount of timber available for harvesting, but this should not be confused with the much larger impact of the need to reduce harvesting rates to sustainable levels in East Gippsland," he said.

The Victorian Sawmillers' Association executive director, Mr Norman Huon, said the proposals should be sent back to be considered by the full Land Conservation Council.

He said the proposals would cut available timber in the area by 75 per cent.

The Conservation Council of Victoria director, Mr Michael Hogan, said the recommendations meant major areas of national estate significance would be abandoned.

The Wilderness Society said the council had left vital native forests open to logging.

And the East Gippsland Coalition said some of Victoria's most significant and sensitive areas were left unprotected in the recommendations.

"The LCC has effectively opened the door to large scale woodchipping in nationally important forests — a situation which would parallel the disasters in Tasmania," Coalition spokesman Mr Mark O'Neill said. — AAP.

## Notices

Several new clubs have recently joined the Victoria Association of Four Wheel Drive Clubs. Many clubs' exchange newsletters and club notices, and to this end please note these club's postal addresses.

We welcome to the Association:

Peninsula Four Wheel Drive Club  
P.O. Box 267  
HASTINGS Vic 3915

Phoenix Four Wheel Drive Touring Club,  
P.O. Box 495,  
MALVERN 3144

Thompson Valley Four Wheel Drive Club,  
P.O. Box 730  
MOE 3825

## STATE CONSERVATION STRATEGY WORKSHOP

YOUR ORGANISATIONS ROLE IN MAKING IT HAPPEN - A workshop for friends of native flora and fauna, and people who care for the bush.

Sunday July 27th 9 am - 5 pm.  
At Sherton, Govt Reception Centre  
41 Kinkora Rd, Hawthorn. Cost \$5.

## TRACKWATCH NO 63

Trackwatch is Edited and Published by Brian Tanner for and on behalf of the Victoria Association of Four Wheel Drive Clubs.  
GPO BOX 401C, MELBOURNE VIC 3001. MAY 1986

# Forest industry to fight back

By JOHN PARRY

**T** IRED of constant beatings in the political arena by radical conservation groups, the Australian forestry industry is about to strike back.

It is well on the way to establishing a "high senate" of the forests.

The objective is to unite the widely fragmented forest industry into single-strength national voice to negotiate with government and foster public understanding of the way the timber industry operates.

The actual body for the job is not yet clear. An interim group, the National Association of Forest Industries (NAFI), has taken up the challenge of uniting the industry and is soon to put its case for approval.

NAFI is funded by 39 companies involved with wood and wood products with representation from all states and the CSIRO.

Its chairman is Mr Dick Darmoc, a director of the Weyerhaeuser (Aus) Pty Ltd, the US-based forest products group, and the executive director is Mr Dennis Mutton, assistant director of Supports Service Division of the South Australian Woods and Forests Department.

The role of the national body, whatever

format it takes, will be to work for the benefit of its members in a similar way to the Australian Wool Corporation and the Australian Mining Industry Council.

Key elements will be public education and to redress the political losses the industry has suffered over the last decade.

"We have to marry the sound technical story which is ours with some effective public relations," the managing director of Marbut-Gunnerson Pty Ltd, Mr Thory Gunnerson, told the Forest Industries Machinery Exposition in Myrtleford recently.

"We have a brilliant industry. No other connects its people so well to the land. Yet, up until now, we have only lost out against the committed conservationist movement."

**MR** Gunnerson said the industry had been beaten in the media, beaten by the "pop scientists" and beaten by a whole series of sentimental symbols cleverly marketed in area after area — from Terania Creek to the recently famous Farmhouse Creek.

The industry's latest fear is that the Land



Mr T. Gunnerson

Conservation Council report on East Gippsland, due to be handed down next week, will recommend to the Victorian Government that logging cut in the area be reduced by a 72 per cent.

This is expected to increase unemployment in the area around Orbost from 12 to 40 per cent.

Mr Gunnerson the industry's public relations story was entirely compelling.

"Our argument that properly managed regeneration of forests is a more desirable objective than natural degeneration, when properly considered in serious council, always wins.

"We can win the debate on technical grounds again and again. But we have yet to win the political debate. And we are still losing the land.

Since 1970, forests commissions had been abolished in Victoria and Western Australia. Multiple use had been discredited and 900,000 hectares of land withdrawn from logging.

Some 73 million cubic metres of timber had been locked away, the equivalent of about 123,000 man years of employment.

"We are babies beside the conservation movement in manipulating the public service, the media and the scientists," said Mr Gunnerson.

The problem basically, was due to the industry not being interested in politics.

Rather it had looked for management decisions to enable it to get on with its work.

"It has historically worked and continues to work with professionals reciprocally employed in forest services and local government.

"The conservation movement, though, is entirely different.

"It works after hours, thriving on political action. Nothing suits its members more than to

be able to demonstrate, to write submissions, to take part in deputations to government and to conduct public meetings — activities which are all expensive and painful to the timber industry.

Mr Gunnerson said the ACF 1982 directory of non-government environmental groups in Australia listed 800 and claimed another 300-400 on which insufficient information was available to include in the directory.

**T** H E S E groups were sustained through funds and membership forthcoming in direct relationship to how active the group is.

"This sets up a process under which a series of conflicts is the key to success.

"It matters not how contrived these conflicts have to be. The more they can be made controversial, the more publicity they can generate and the more politically effective they are."

Mr Gunnerson said there must be a general psychological need in society for these groups.

"Each struggle must increase the sense of belonging. A vibrant dimension must be added to their lives by fighting people whose positions are plainly tainted through vested interests.

**"T** H A T their own interests and even more personally vested is masked by claims of non-personal benefit — such as options for future generations — so that a self righteous sense of purpose buoys them up and carries them along.

"Without overwhelming contrary argument, no politician can withstand such a potent mixture.

"Every politician is immediately placed in a no-win situation.

"All they can hope for is an agreed solution in the middle ground.

"And in conflict after conflict, as the extremes are escalated, so the middle ground moves too and the compromises move further to preservationist solutions."

Mr Gunnerson said bush protests were rapidly becoming an art form.

He warned it was not going to be too long before they spread to plantations, sawmills, processing plants and timber yards.

Royal Automobile Club of Victoria (RACV) Ltd.

## Petrol pricing — what's going on now?

In last month's *Royalauto*, we reported on RACV's endeavours to have the price of petrol reduced by 10.6 cents per litre in keeping with the fall in international oil prices.

Following the Government announcement that this would take place, but at the same time the excise tax would be increased by 5.3 cents, there was, in effect, a price reduction of only 5.3 cents per litre.

We condemned this move as a typical "pea and thimble" trick to hoodwink the motorist.

The Government has since been asked to spell out what it proposes to do on this issue in view of likely movements in the price of oil.

The Federal Treasurer, the Hon. P. J. Keating, has been advised that the Government has blatantly broken its commitment to pass on falls in the price of crude oil to consumers by comparable reductions in petrol prices, and we would welcome an undertaking from him that excise tax on petroleum products will be reduced when oil prices recover.

If the price of a barrel of oil increases, there should be a reduction in excise tax rather than an increase in the price of petrol.

Alternatively, if the price per barrel of oil reduces, there should be an equivalent reduction in the price of petrol but no further increase in the excise tax.

Every one dollar (\$1.00) variation in the price of a barrel of oil equates to approximately one cent (1¢) a litre in the

price of petrol at the pump, so if the price per barrel reduces by five dollars (\$5) at the time of the next review, motorists should receive a reduction of five cents (5¢) per litre in the price they pay for petrol.

It should be noted by both the Government and consumers that the Government has already received more than \$600 million above its 1985/86 budget estimates in the current financial year because of much higher oil production levels than those predicted for the first six months of the year.

In addition, the Government has had substantial windfall gains in revenue through devaluation of the Australian dollar and the operation of the import parity pricing policy for the last financial year.

As yet, the RACV has had no reply from the Federal Treasurer. The Government needs to be reminded that motorists are becoming increasingly aware of the disproportionate contribution they are making to Government revenue, and that unless it reviews its position on petrol pricing in the near future, petrol pricing will become a significant issue in the next Federal elections.

**STOP PRESS:** The Federal Government announced on 27/3/86 that a possible 4 cents per litre reduction in petrol price would only be 1 cent due to a further 3 cents per litre increase in excise tax.

Our comments above still stand!

ERN DRINKWATER,  
Chief General Manager

## Four-wheel blight

from J. M. Liddelow

The Easter invasion of the bush is now over and the city hordes have gone home. The destruction and degradation remain, however, as a blight on the landscape.

It is very difficult now in Victoria, other than in declared national parks, to enjoy the beauty and tranquillity of nature.

At Easter, it is almost impossible. They come in droves in their four-wheel-drives, the first line of a chromed army, crashing into the bush, flattening trees, animals and plants.

Trail bikes shatter the silence like machine guns and snipers blast away at cans, bottles, animals, trees and anything else.

My friend and I, having walked some of the most exquisite country in Victoria, had just emerged from the Wonnangatta — Meroka National Park to find ourselves on a wide, dusty, rocky four-wheel-drive track. We stood aghast as a convoy of no less than eight four-wheel-drives and two trail bikes passed us, wheelspinning and spitting rocks in all directions.

They then hurled themselves off the track and up a delicately-grassed embankment, coming to rest with their front wheels literally about to fall over the cliff.

The occupants not only were not prepared to walk 50 metres to look over the "roof of the world", but left that beautiful place hideously and permanently scarred.

The four-wheel-drive movement is an advancing army that is ravaging our forests. More and more vehicles are being registered which, as their makers claim proudly, can "go anywhere".

In our increasingly affluent community, family ownership of a four-wheel-drive as a second or even third vehicle is becoming commonplace. It takes very little imagination to predict that, in a few years' time, without strong, appropriate legislation by the Victorian Government, there will be literally no inaccessible natural bushland left in Victoria. Pressure from the huge four-wheel-drive lobby to make even National Parks open to vehicles will be intense and irresistible.

I urge the Victorian Government, through the Minister for Conservation, Joan Kirner, to take legislative action against the growing power of the four-wheel-drive lobby before it is too late.

JONATHAN LIDDELOW,  
Tremont

VICTORIAN ASSOCIATION OF FOUR WHEEL DRIVE CLUBS  
**DON'T BUGGER THE BUSH**  
BE ENVIRONMENTALLY CONSCIOUS

PRESERVE OUR ENVIRONMENT  
BY EDUCATION NOT RESTRICTION



# News

## Government

### EAST GIPPSLAND STUDY REPORT

The Land Conservation Council's Recommendations for the East Gippsland Study Area are now available from the Government bookshop.

See press cuttings relating to this report elsewhere in Trackwatch.

### OUTDOOR RECREATION PLAN FOR VICTORIA

The Community Recreation Council, an advisory group to the Minister for Sport and Recreation would like to hear from YOU and YOUR CLUB about the future of outdoor recreation in Victoria.

The Group is working on an outdoor Recreation Plan, which will assist government in setting priorities for legislation, planning, funding and promotion of outdoor recreation. It will also help guide the management of land and water for outdoor recreation activities.

The Plan will reflect the concerns of individuals and organisations involved in outdoor recreation. This is an OPPORTUNITY FOR YOU to express your concern in a positive and constructive manner about YOUR desire for wanting future four wheel driving opportunities in Victoria.

Submissions are welcome from any individual or group (Club) with an interest in outdoor recreation.

A brochure outlining the areas your submission could cover has been distributed to all Clubs.

Submissions should be sent to the Chief Executive Officer, Community Recreation Council, P.O. Box 4907, GPO Melbourne 3001.

They should be received before the 30th June, 1986.

Further details can be made by phoning (03) 606 3230.

## VAFWDC CALENDAR FOR INTERCLUB EVENTS 1986

|                       |                     |
|-----------------------|---------------------|
| BOHO BOUNCE           | - 17/18/19 October  |
| BARNADOWN RUN AROUND- | 19/20/21 September  |
| FORREST FROLICS       | - 14/15/16 November |
| LROC FIELD DAY        | - 23 November       |

## TRACKWATCH IN BRIEF

Trackwatch in Brief, a monthly Update of Association News and activities will again be produced monthly as an official newsletter of the VAFWDC. It will be edited by John Cribbes.

The normal TRACKWATCH Bulletin will continue to be produced at regular intervals throughout the year by the President.

## PUBLIC LAND USE REPORT

A new supply of these forms - in a new simplified form - are now available from our Track Officer, Dave Horne.

These forms are required to still be filled in on every trip your Club makes. The Track Sub Committee have now computerised all previous reports into a valuable resource document for the Association. We need your participation in continuing to fill in these forms and return them to the Sub Committee.

| VICTORIA ASSOCIATION OF FOUR WHEEL DRIVE CLUBS<br>PUBLIC LAND USE REPORT   |               |   |
|--|---------------|---|
| CLUB NAME  |               | <small>The object of this report is to provide accurate information on the use of four wheel drive clubs and their members make of public and to supervisors to government and statutory authorities. Information is confidential and club names are not used. Please fill out this report for both club and persons. Indicate number of vehicles, people and distance travelled.</small> |
| DATE   |               |   |
| NO. OF VEHICLES  | NO. OF PEOPLE | KMS TRAVELLED   |
| REGION   | TRACKS USED   | COMMENTS (use reverse if insufficient space)  |
| <small>Please return this form to: Victoria Association of FWD Clubs, G.P.O. Box 4011C, Melbourne, 3001.</small> |               |   |

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This letter has been reprinted from "Environment Victoria", Newspaper of the Conservation Council of Victoria.

#### 4WD CONSERVATION PROJECTS

Keep the Green Scene Clean is a slogan of the Victoria Association of Four Wheel Drive Clubs. The Association is committed to the preservation of the resource that they gain most enjoyment - the bush.

Unlike other bush-related recreations, the 4WD movement is in a unique position to actively promote the values of the environment by taking positive action to maintain these natural values. It is this motivation that has seen members of the 36 member clubs contribute over 10,000 hours to the task of removing car bodies and other refuse from bushland.

Over the past 10 years, over 200 restoration projects have been carried out in different corners of the State. Although specialist 4WD equipment is ideally suited to the task of removing car bodies, the clubs have applied themselves to many other activities. Bone-seed has been hand-pulled from the You Yangs and Angahook Forest Parks, 5 major restoration weekends have seen sand dunes stabilised at Fairhaven by the transport and laying of over 70 loads of scrub over exposed dunes, overnight huts repaired in the Victorian Alps, ivy and blackberries removed, tracks cleared and bridges built in State forests.

In 1982, the V.A.F.W.D.C. coordinated "Project National Parks" a state-wide weekend where 26 clubs undertook various projects under the guidance of the National Parks Service. Thirty car bodies were removed from Kinglake N.P.; over 500 bags of garbage collected along the Ninety Mile beach, Gippsland; 68 car bodies recovered from Warrandyte and numerous other refuse collected at Gellibrand Hill, Eildon, Arthurs Seat and Wabonga Plateau. A major nature trail was constructed at Warrandyte State Park.

On the weekend of November 30/December 1, over 150 members of the Association will be undertaking restoration projects in the Thomson catchment. These include the Jericho cemetery and two old town sites.

The Victorian Association of 4WD Clubs believes that a genuine interest in the natural bushland should be accompanied by a positive input in a practical form. Unfortunately there are too many conservation organisations only prepared to criticise and bemoan what was, rather than taking the bit and getting out and seeing what can be done - with a little cooperation and hard work.

Inquiries to the V.A.F.W.D.C. may be directed to the V.A.F.W.D.C., G.P.O. Box 401C, Melbourne 3001.

Brian Tanner,  
President,  
Victorian Association of Four Wheel  
Drive Clubs.

# News

## SIMPSON DESERT ACCESS

The South Australian Government has recently dedicated the Mount Dare lease as a National Park.

Park Rangers will reside at the Mt Dare Homestead, and visitors to the Witjira N.P. are advised that:

- Camping permits are required;
- As yet no formal camping facilities are provided.

At Dalhousie Mound Springs, (located on Mt Dare) do not bury rubbish - take out what you take in. Do not use fragile vegetation in area for fires, but carry your own wood in from the Christmas Creek area on the way in. Swim only in the main spring and do not pollute with soap or detergents. Use only formed roadways, and close all gates. No pets or firearms are allowed into the park.

### FRIENDS OF SIMPSON DESERT CONSERVATION PARK

A 'friends of the Simpson Desert' group has been formed by the NPs and Wildlife Service.

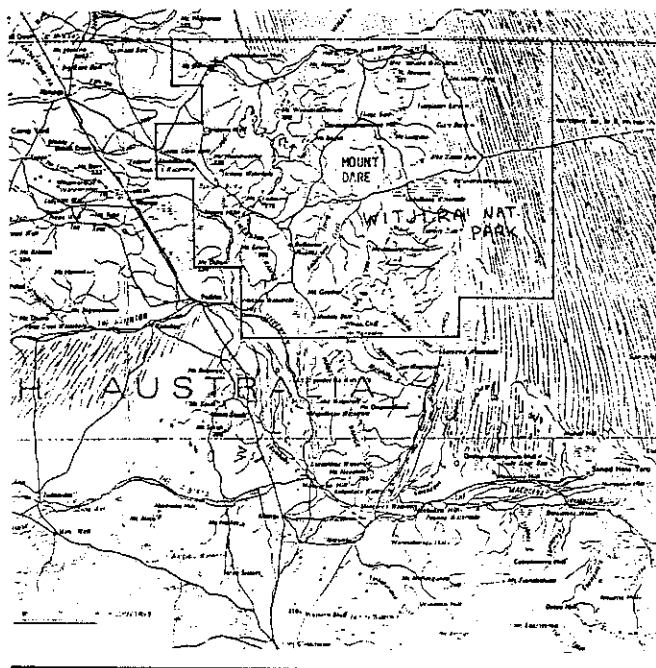
Members wishing to support this group can contact the Community Liaison Officer Mr Dene Cordes, National Parks & Wildlife Service, GPO Box 1782, Adelaide 5001.

## STATE OF THE STREAMS SURVEY

The Dept of Water Resources Victoria advise that the 'State of the Streams' survey aims to gain a state-wide perspective on stream morphology and the status or riparian vegetation which will allow assessments of streams stability and environmental/landscape values of stream side vegetation to be made.

The survey is not designed to focus on areas of special significance and no 'monitoring' of streams will be carried out. Each site will be visited only once to describe the characteristics of the stream bed, banks and verges.

The survey is not associated with other investigations into options for future water supply projects in the south-west region of Victoria.



## NEWSPAPER MONITORING

The Association is subscribing to a press clipping service which is monitoring a number of regional and suburban news papers, and government papers for items relating to our recreation.

We seek your assistance - especially the country Clubs - in monitoring your local press and media for items which you think the Association should know about. Often we receive information - no matter how small - from several different sources across the State and are able to piece together specific actions which are occurring, which effect four-wheel-drive touring.

## WHY JOIN A 4WD CLUB?

'So you've bought a 4WD vehicle. Do you know how to drive it? How to make the best use of your gears? The different techniques needed to drive in sand or mud?

'Thinking of putting some accessories on your vehicle? Will your choice be what's best for your vehicle?

'Do you know where you can legally drive your vehicle? How to drive it in the best

interests of the environment and other bush users?

If your answer is NO to any of these questions, then a 4WD Club is your best answer to getting into the 4WD scene safely and responsibly. There are over 35 4WD family touring Clubs' across Victoria.

Contact the VAFWDC for details of the club nearest you.

**JOIN A 4WD CLUB.**

VICTORIA ASSOCIATION OF FOUR WHEEL DRIVE CLUBS. GPO BOX 401C, MELBOURNE 3000

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## ENVIRONMENTAL RESPONSIBILITY AND 4WD TOURING

OK so you own a 4WD and it's time to go out and use it. You've decided where your going to go, but, have you thought much about WHY your going there? If the answer to the question why am I going there?; is nothing better than "to see what the vehicle can do" or "because the area has some challenging driving" then you are being environmentally irresponsible and are vehicle orientated, and not recreationally orientated, and should find a disused brick pit or quarry and bash about it till your hearts content. Recreational vehicle areas as envisage in the Recreational Vehicles Act, NSW would be ideal for you. Thankfully, there are very few members of 4WD clubs who fall into this bracket.

To the question of "Why am I going there?", the environmentally conscious, recreationally orientated person is going to answer; to relax and find a bit of peace and quiet, away from the usual pressures of city life, to fish, to photograph, to bird watch or observe the fauna, to bushwalk, to just enjoy the scenery; to enjoy the peace and quiet of bush camping; or one of the other myriad reasons why persons who enjoy being in the bush buy a 4WD. A 4WD can make that enjoyment that much easier, that much more prolonged, and can take you to places much further afield in a given time frame; and thus allows an expansion of horizons and experiences. If 4WD traction or the capability of a 4WD vehicle is required to get you to your chosen spot, then for most of us, it adds to the enjoyment of the trip.

If what I have previously described, is what you enjoy, i.e. a 4WD trip into a spot, to enjoy some other associated activity, even if only for, scenery enjoyment, then you are the true 4WD recreationalist, for whom the vehicle is merely a means to an end, and you fit the description and activities of the vast majority of 4WD club members.

During your travels its a pretty sure bet that at one time or another you are going to be faced with an obstacle that could mean the possibility of damaging or further eroding a track. The sort of situation I envisage is where you are faced with say a steep, uphill, muddy pinch on a track which is already showing signs of deterioration, or perhaps a long section of ground, which, when dry, is solid and easily negotiated and which would show wheel rut scans for years afterwards.

The question posed under these circumstances is of course, "Do I have to go there?" If the possibility of damage exists, then the question must be considered very carefully indeed, and, if the answer is "Well, not really" or "I can go another way", then make sure you make the environmentally sound decision. But, if the answer is, "Well, yes I must go on, I have no other alternative", then look at the best way of approaching the problem which will limit the possibility of damage. Do a proper evaluation; decide the best way, even if that means winching or sling-shotting, and do it that way. If road-building is required to ensure a successful negotiation, then do it.

Try to plan your trip so that you will be driving down, known muddy tracks rather than up them and if at all possible have an alternative track or destination available if conditions deteriorate to the point, where to continue would mean the possibility of serious damage to a track occurring.

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## ENVIRONMENTAL RESPONSIBILITY AND 4WD TOURING...Continued

I think we've all heard people brag a bit about their driving prowess. How often you have heard people say "I'm still not in 4WD, I've been driving all that in 2WD". "Oh, yeah, I get a bit of wheel spin, but I still got it up in 2WD".

Well, maybe "she did get there" in 2WD but at what cost of damage to the track surface. The environmentally sound and safe practice is to "get there" with "NO WHEEL SPIN". Wheel spin means surface damage to the track, displaced rocks, deepening of ruts, etc, and more especially, reduced TRACTION; and TRACTION is what MOVEMENT is all about. If your vehicle has NO TRACTION there will be no vehicle movement.

So, the environmentally responsible attitude is to get there without any wheel spin - so engage 4WD BEFORE you really need it. Lower your tyre pressure to get more tread on the ground and hence more traction and do whatever road building is necessary to get you there without loss of traction.

One of the objectives of 4WD Club Driver Training Programmes is to teach you how to approach and negotiate obstacles on a "first go" basis rather than the "Let's give it a go, and see what happens" attitude displayed by many untrained 4WD users.

How many times have you seen an untrained driver "giving it a go" or "giving it heaps" when you've said to yourself "why doesn't he lower his tyre pressure, or build up the track a bit, or approach it from such an angle, or use a winch or snatch-strap" rather than just keep on "giving it a go".

Well, if you haven't made it up an obstacle first go, then you've either assessed your approach to the obstacle incorrectly and should re-assess it, or the obstacle is beyond either you or your vehicle's capability. What ever the reason you should re-assess the situation, and, if you must still proceed, take whatever steps are necessary to get you up the obstacle on your next attempt. Forget the old maxim "if at first you don't succeed, try, try again" and substitute "if at first you don't succeed, find out why, and fix it". Or better still, use the trademan's maxim of "Do it right - the first time".

If that means winching then do it - and remember the environmentally conscious person uses a protector around the tree, if using to winch off. If you merely keep on "having a go", you may eventually get up the obstacle, but at what damage to the track?

Edited from Toyota Landcruiser Club of Sydney Newsletter  
by John Greig, ANFWDC Land Use Officer.



# Greenies advised to moderate their language

IF THERE had never been a Hitler and a Nazi Germany, where, in history, would very angry and very morally outraged people go for the dramatic metaphors they need to illustrate their argument that something is mad and evil and cruel? To Attila the Hun, perhaps? To Vlad the Impaler? To Jack the Ripper?

In doing a little homework to prepare me to make a little sense of the Eden wood-chipping controversy, I have found Hitler and the holocaust invoked in two fuming arguments made by conservationists.

In the generally temperate 'Eden Wood-chipping — A Review' by Debbie Quarmby I find a quote from a book called 'Saving the Forests' in which the argument that biffing down forests creates profits and jobs is described as "so indiscriminating that it would have justified keeping the gas chambers at Belsen open: they employed people and no doubt assisted with regional development and decentralisation".

In the latest edition of the admirable *Habitat Australia*, the journal of the Australian Conservation Foundation, there is a seething critique of the "language of exploitation". This article, by John Sinclair, an executive member of the Australian Conservation Foundation, makes the intellectually tenuous argument that, just as women have become aware of how sexist language has been used to denigrate and exploit them, it is time for conservationists to take notice of how "exploiters" use the language to justify their sins against the wild. Hence, the author explains, exploiters of the forest justify the felling of some trees by saying that they are "over-mature"

which "provides a good rationalisation for deliberately and systematically exterminating them. The timber interests' type of propaganda was used by Hitler to justify the development of racial purity."

Of course, the use of these images by anguished conservationists owes something to their feeling that trees are at least as sweet as and are far more useful (as habitats for creatures and as aesthetically beautiful things) than people, so that their massacre seems as obscene as the massacre of defenceless peoples.

I subscribe to some of that feeling myself and indeed, being shown over the Harris-Daishowa woodchipping mill at Eden a few days ago, I found that the piles of the nude trunks of what were living trees only a few hours before, now waiting to be fed into the voracious maw of the chipper, were obscenely and sadly carcass-like.

And yet my experience of the company of the people who make their living from knocking down trees and grinding them into something else was that these were decent people and not the kinds of chaps who did Hitler's bidding.

My purpose in all this is to counsel wilderness-intoxicated conservationists against using the absurd imagery of the gas ovens and of the holocaust in their essays and their speeches. It is time to invoke Attila or Vlad instead. Perhaps it is because I have been irreparably sensitised by spending several days (at a conference of Jewish holocaust survivors) in the company of people who went through the holocaust that I now see with terrible clarity how wrong it is to think that such a unique horror could ever be a proper metaphor for anything else.



Hitler and his henchmen: tree-exploiters are nothing like these.

In any case I feel sure that these metaphors are so gross that they alienate more people than they recruit and provide wonderful ammunition for those people who want to argue that the greenies and their ideas are maniacal.

Immediately after that loony lapse of good sense John Sinclair goes on to suggest that instead of the use of "over-mature" to describe and to condemn a tree the people who love trees should insist that they be called "parents of the forest".

That description, suggesting a venerated oldie with a full and worthwhile life to lead rather than a decrepit geriatric who should be put out of his or her misery, came back

to me and seemed entirely apt when, a few days after I had read it I was taken to a forest not far from Eden where some of the trees which make the woodchippers drool and the greenies gasp, mature skyscrapers now, were already enormous when the hulks limped into Botany Bay.

## JOIN 4x4 AUSTRALIA'S FREE THE BUSH CAMPAIGN

Following an amazing response to last month's rather startling revelations about the dozens of critical track closures happening in every state, 4X4 magazine is now lending its full support to a nationwide campaign for proper and fair management of four wheel drive recreation areas.

It is up to everyone remotely interested in off-roading and in preserving the right to explore the great Australian bush to help our efforts to lobby for fair management.

The threat is real and is happening right now. More and more areas are being closed each week in every state without the proper notification and consultation with ALL the user groups.

This is not a vendetta mounted by this magazine, but rather a response to the desperate plea of many readers who want to stop these closures but are at a loss as to where to start.

By filling in the coupon on the reverse of this page, you will be doing your bit to preserve a pastime you obviously already cherish.

I, ....., support 4X4 Australia's Free the Bush Campaign and its efforts to push for fair and sensible management of off-road recreational areas.

Address .....

Signed ..... Date .....

Please remove this sheet and mail it to:

**Free the Bush Campaign**  
**4X4 Australia,**  
**PO Box 628E,**  
**Melbourne, Vic. 3001**