



THE NEWS

OF THE MELBOURNE BUSHWALKERS

Edition 347(2)

JUNE, 1979

Price 20¢

Registered at G.P.O. for transmission by post as a periodical - Category B.

COMMITTEE MEETING NOTES

Meeting held 4th June.

All were present except Rosemary who is on holidays. Much routine correspondence was received, the only two of note were, one from the C.C.V. seeking financial support for a forthcoming book called 'What State Is The Garden In?', and one from Footscray Institute of Technology re a "Directory of Recreational Bodies in Australia", that they are compiling.

TREASURER - \$7433 in the bank. Bills totalling \$1767.95 were passed for payment.

WALKS - 214 persons attended walks in May - 129 day walkers and 85 weekenders. 149 were members and 65 visitors.

MEMBERSHIP- There are 301 Financial members as at end of April.

WILKY - is booked for 7 weeks and 3 week-ends during the coming snow season.

FEDERATION- F.V.W.C. intend purchasing a special twin projector unit for their special slide presentation on the Alpine National Park.

A.C.F. - Brief report on World Environment Day picnic held at Greenhills, Healesville on 3rd June, which a few M.B.W. members helped organise. Public attendance was disappointing, despite the publicity we got.

"WALK" - Quotes are currently being sought and preparation of the magazine is on schedule.

SOCIAL SECRETARY - has organised a couple of activities, announcements of which appear elsewhere.

TRANSPORT - The subcommittee on club transport submitted their report to the Committee, who have endorsed it, and recommend it to the Club. The final decision will be made at the General Meeting on 27th June, 1979. The subcommittee's recommendations appear elsewhere in this news.

DUTY ROSTER 13th June - Jim Hedstrom, Peter Bullard.
20th June - Liz McKenzie, Ian Hargreaves.
27th June - Sandy Dart, Libby Quarterman
4th July - Rod Mattingley, Ken McMahon.

* * * * *

WANTED

The Walk Editor is still requiring more articles. Also color slides are required for front and centre pages, and black and white prints for other various pages.

PLEASE NOTE:-

Correspondence should be addressed to:-

The Secretary,
Melbourne Bushwalkers,
Box 1751Q, G.P.O.
MELBOURNE, 3001

Meetings are held in the clubrooms, 14 Hosier Lane, at the rear of the Forum Theatre, every Wednesday night at 7.00 p.m.
Visitors are always welcome.

DAY WALKS

1st July TOOBORAC - MT. KOALA - MERINDOC Easy/Medium

LEADER: Peter Arden
TRANSPORT: Van from Batman Av. 9.15 a.m.
FARE: \$4.
EXPECTED TIME OF RETURN: 7.30 p.m.
MAP REFERENCE: Pyalong 1:50.000
APPROXIMATE DISTANCE: 14 km.

The walk starts with a 200 metre climb up to Mt. Koala. There is then a southerly descent into a valley and another 200 metre climb up to a ridge. We follow the ridge to the east and north until we reach the road, near Merindoc, where the walk finishes. Open country with many interesting rocky outcrops, and views all day. Bringwater for lunch.

8th July MOUNT BLACKWOOD - LONG POINT - DARLEY FORD Medium

LEADER: Liz McKenzie
TRANSPORT Van from Batman Av. 9.15 a.m.
FARE: \$4.
EXPECTED TIME OF RETURN: 7.30 p.m.
MAP REFERENCE: F.C.V. Lerderderg Forest Park.
APPROXIMATE DISTANCE: 15 km.

Climbing Mt. Blackwood involves walking 100 yds up a small hill. Then we walk on a track going up and down like a roller coaster - short ups and downs only. Pink and white heath is joined later by banksias.

The hard slog comes with the 7 km along the Lerderderg Gorge. There will not be time for taking off boots to cross the river, so a set of dry socks is essential. Plenty of water available to drink.

8th July MT. BLACKWOOD - BLACKWOOD RANGE - DARLEY FORD Easy/Medium

LEADER: Stuart Hodgson.
TRANSPORT: Van from Batman Av. 9.15 a.m.
FARE: \$4.
EXPECTED TIME OF RETURN: 7.30 p.m.
MAP REFERENCE: F.C.V. Lerderderg Forest Park.
APPROXIMATE DISTANCE: 14 km.

Invigorating amble along good tracks, with lots of good views. Sometimes you'll be in deep forest, sometimes out in the (we hope) warm winter sunshine. We start with a brisk climb up Mt. Blackwood (stunning panorama!) and finish off by following the Lerderderg river downstream until we reach the van. Nice gorge walking, but be prepared to get your feet wet - hope it doesn't rain too much the day before. BYO water for lunch. The Department of Fisheries and Wildlife assures us that the Lerderderg is clean of piranhas but watch out for the mosquitos carrying knives and forks. Warm clothes would also be a good idea. Have fun.

DAY WALKS (Continued)

15th July HANGING ROCK - CAMELS HUMP - MT. MACEDON - MACEDON VILLAGE Easy/Medium

LEADER: Brian Busby
 TRANSPORT: Van from Batman Av. 9.15 a.m.
 FARE: \$4.
 EXPECTED TIME OF RETURN: 7.00 p.m.
 MAP REFERENCE: Lancefield 1:50,000.
 APPROXIMATE DISTANCE: 15 km.

We will not be going to Hanging Rock. It is too popular, and there are too many fences. Instead we will make a circuit round Macedon village, with excellent views from Mt. Macedon, Camels Hump and Mt. Towring. Most of the walking will be on tracks with as little as possible on roads. You will need to bring a drink for lunch.

22nd July MT. TOWT - DIAMOND CREEK - WINDY POINT - BLACK SNAKE RANGE Medium

LEADER: Otto Christiansen.
 TRANSPORT: Van from Batman Av. 9.15 a.m.
 FARE: \$4.
 EXPECTED TIME OF RETURN: 7.30 p.m.
 MAP REFERENCE: Gembrook 1:50,000, Warragul 1:100 000.
 APPROXIMATE DISTANCE: 20 km.

A pleasant walk mainly along tracks with a few ups and downs. Bring water for lunch.

29th July HOWAT LOOKOUT - MASONS FALLS - MT. SUGARLOAF Medium

LEADER: Harald Goetz
 TRANSPORT: Van from Batman Av. 9.15 a.m.
 FARE: \$4.
 EXPECTED TIME OF RETURN: 7.00 p.m.
 MAP REFERENCE: Yan Yean, Kinglake, Yarra Glen, Glenburn 1:50,000.
 APPROXIMATE DISTANCE: 15 km.

PLEASE NOTE CHANGE OF WALK. Don't know where the rumour comes from, but this walk has no bushbashing. Like all good walks this one incorporates all essentials. It proceeds along former logging tracks, across open areas with views down to the bay (or smoggy Melbourne if you like) and through forest. We start at Howats Lookout, walk east to the edge of the Park and then north to Mason Falls, past the Ranger's office and on up to Mt. Sugarloaf.

WEEK-END WALKS

29th June BUXTON - SPION KOPJE - MOLESWORTH Medium

1st July
 LEADER: Peter Bullard.
 TRANSPORT: Van from Batman Av. 6.30 p.m.
 FARE: \$10.
 EXPECTED TIME OF RETURN: ??
 MAP REFERENCE: Taggerty 1:50,000, Alexandra 1:100,000.
 APPROXIMATE DISTANCE: 30 km.

This walk will be starting at Wilhelmina Falls after camping nearby. Saturday will start with a climb and then following some jeep tracks for a while before walking towards Spion Kopje and camp. Sunday morning we will climb Spion Kopje and then go through some undulating country before climbing Mt. Cunningham and then over Mt. Nibo before descending into Molesworth. Please see the leader before booking on this walk for last minute details, as I will be previewing this walk.

WEEK-END WALKS (Continued)

13th - 15th July DUMMY CREEK - BURGOYNE TRACK - BEN CRUACHAN - McMILLAN LOOKOUT - HICKEY CREEK Medium/Hard

LEADER: Bob Douglas.
 TRANSPORT: Private.
 EXPECTED TIME OF RETURN: 10 p.m. Sunday.
 MAP REFERENCE: Maffra 1:100.000.
 APPROXIMATE DISTANCE: 37 km.

This walk covers a considerable distance, as well as some up-and-down climbing on the ridges around Ben Cruachan. At this stage, Saturday's camp looks like being at Golden Point Hut but if we find a pleasant spot, and water, near Ben Cruachan we will camp there; this would reduce the distance by 10 km. On Sunday we traverse the rugged looking ridges one sees from the road after crossing Burgoyne Gap on the Licola-Heyfield Road.

27th - 29th July MT. BULLER - SNOW WALK Medium

LEADER: Geoff Law.
 TRANSPORT: Private.
 EXPECTED TIME OF RETURN: 9.00 p.m. Sunday.
 MAP REFERENCE: VMTC Watersheds of King, Howqua, Jamieson.
 APPROXIMATE DISTANCE: Dunno.

Starting from somewhere near Mirimbah we shall walk to the main ridge connecting Buller with Timbertop where there is a good campsite. From here we will do a side-trip up the ridge to the top of Mt. Buller. This is a snow walk so come suitably equipped: Mittens, good parka, snow goggles, overtrousers, boots and warm woollen clothing advisable minimum equipment. Brilliant fitness is not necessary. There may well be snow at the campsite. If you can possibly get hold of an ice-axe for God's sake bring it!

SUB COMMITTEE RECOMMENDATION CONCERNING TRANSPORT

After studying the various aspects of bus and van transport, the sub-committee submits the following recommendations to the Committee for consideration.

DAY WALKS - That the Club should continue to use Andrew Hood vans, but on a yearly renewable contract basis, thus enabling our Club to receive first preference each Sunday. It was appreciated that although Andrew Hood's vans were not as comfortable as buses, the fact that they are at least 5% cheaper and have perimeter seating would make them more popular with a majority of Club members.

WEEKEND AND EXTENDED WALKS - That the Club should replace the current transport arrangement in which private cars, vans and mini-buses are variously used, and adopt the use on all weekend and extended walks (wherever practicable) of a self-drive 22 passenger bus fitted with a roof rack. The sub-committee found Ranger Bus Rental to have the most favorable rates, and that they (Ranger) are also prepared to enter into a yearly renewable contract with the Club. They also indicated that such a vehicle requires its driver have his licence endorsed to carry passengers. Dennis Barson who has such an endorsement, has indicated that he is prepared to drive the bus as required for a fee of \$80 per weekend. The Club could also arrange for a standby driver. The fare for most trips would be \$15 to \$17 approximately per person.

CLUB TRANSPORT - SOME COMMENTS. - Geoff Mattingley.

The report by Jim Hedstrom on transport for walks provides a good starting point for further discussion. However, there are some areas which it does not cover, and I would like to make a few comments.

Buses vs Vans: The Club's experience with buses has not been completely satisfactory, when compared to vans. Buses are not necessarily faster and more comfortable than vans, and they usually do not have enough luggage space for packs. Both these points are illustrated by the bus trip to Wyperfeld in June 1976. The seats were most uncomfortable, and to fit all the packs in, they had to be stacked along the aisle, making the journey more uncomfortable, as well as being illegal and unsafe.

Vans have proved more suitable than buses to the characteristics of bushwalkers, and before using a bus service, it would be essential to find out the attitude of the proprietor to the following questions:

1. Does the proprietor (or driver) mind the vehicle becoming dirty inside, particularly after a wet-weather walk when a lot of mud will be brought inside?
2. Does the proprietor (or driver) object to his vehicle travelling on unmade roads, or tracks?
3. Is the driver prepared to camp out or does he require to be accommodated at a motel? (e.g. Bennison Plains).

Contracts: The idea of entering into a contract with a hire operator is fraught with danger. It is extremely unlikely that any operator would contract to provide continuity of service unless the club guaranteed continuity of patronage - something we could not do. Walks may be cancelled for various reasons, and long term factors such as increasing costs or declining attendances could result in van/bus transport not being required at all. The Club's resources are not sufficient to allow financial commitments to be made for the future.

Mini-buses: These have been tried, but have not proved financially viable. Points to consider are:-

1. They require someone to drive them - a competent and safe driver who is prepared to devote the whole day or weekend to the club, without going on the walk in most cases.
2. Space for packs is extremely limited.
3. They have to be picked up from and returned to the hire premises - this is usually awkward to arrange.
4. 22-seater hire-drive buses are available, but the driver must have an endorsed licence, and they are slow on the highway. Points 1-3 also apply.

Private Transport: It will probably always be necessary to have a certain proportion of trips as private transport, but I believe that it should not become dominant. Comfort and speed are usually much better than any other form of transport, but the following points must be considered:-

1. The quality of drivers and cars is variable.
2. Formation of cliques is encouraged - new starters who do not know anyone are at a disadvantage.
3. Walks must either start and finish in the same place or involve a time-wasting car shuffle. Some cross-country trips can not be done at all using private transport.

CLUB TRANSPORT (Continued)

Conclusion: This article may appear to consist only of criticism. This is unfortunate, but it is essential that the disadvantages of transport methods are discussed, as well as the advantages. Any proposal which would commit the Club financially in the future should be very carefully examined, and legal opinion obtained before entering into any agreements or contracts.

SOCIAL EVENTS

23rd June
Saturday

"Blue Gum Bush Dance".

ON: Saturday 23rd June - 8.00 p.m.

AT: The Union Hall, La Trobe University.

COST: Only \$5.

ETC.: BYO food, glass and drink.

FEATURING: "Rum Buggery and the Lash" and
"Smith Gully Band".

27th June
Wednesday

GENERAL MEETING IN THE CLUBROOMS AT 8.00 P.M.

4th July
Wednesday

Personality Slide Night at 8.00 p.m. in the Clubrooms - all slide contributions very welcome. Please give them to Prue.

6th July
Friday

German Club, Richmond. - For a fun night of eating, dancing and beer drinking come along at 6.30 p.m. and enjoy yourself with other fellow bushies. Main meal approx. \$6.50 plus a small fee for entrance to the dancing area. See Prue for details.

27th July
Friday

"Sacred Cow" - Reg Livermore, \$8.90 ea. Book now for very good seats, to avoid disappointment. Money must be given to Prue for tickets by Tuesday 10th July.

AUSTRALIAN CONSERVATION FOUNDATION

19th June
Tuesday

Monthly Meeting - SOUTH WEST TASMANIA - the need for conservation now.

Speakers: Mr. Nick Evers - Director of Energy, Tasmanian Government.
Dr. J. G. Moseley - Director of the A.C.F.

Venue: Mobil Theaterette, Mobil House, 2 City Road, S.Melb. (5 Min. walk from Flinders St. station, descend the steps at the end and Mobil House is along to the left on the corner.)

Time: 8.00 p.m.

Discussion on South West Tasmania, including the fate of the Franklin-Lower Gordon Rivers and the South West Wilderness. For all those who campaigned for Lake Pedder here is your chance again as the South West needs your help

The evening is FREE and SUPPER is provided.

4. Meanwhile Mr. X. I apologise for the lapses made and confusion arising from the Consumer Affairs Bureau and the Small Claims Tribunal. I was guided to the latter by the former, to which I enquired first. Thank you for correcting this point.

HARALD GOETZ.

And to continue the Saga here are comments by Geoff Mattingley

An anonymous correspondent in the April '79 issue of News has criticised Harald Goetz's comments in the January '79 issue regarding "consumer's rights". Although correct in what was said, I believe that the correspondent missed the point that Harald was making, which is best clarified by quoting from a recent "Australian Financial Review" article on the activities of the Trade Practices Commission:-

Consumers are entitled to return goods and obtain a refund where there is a breach of implied conditions in the contract between the retailer and the consumer. This occurs in cases where the goods are not fit for their intended purpose or are defective.....

Notices at point of sale which say: "We exchange goods or give credit but do not refund money" amount to an attempt to restrict a consumer's right at law.

Even in a sale the use of such notices attempts to distort consumer's rights. For instance, "No exchange or refund on sale goods" does not exonerate the retailer from accepting a return of the goods and paying a refund where the goods are unfit or defective.

FEDERATION PRESIDENT'S VIEWPOINT

NEW NATIONAL PARKS IN VICTORIA

Recently Victoria has had the dubious distinction of having the worst national park record of any Australian state. On 19th December, 1978 an Act was passed by the Victorian parliament. This Act will result in the largest single increase in size in Victoria's park system ever. The total area of parks will almost triple - from 260,000 hectares to 775,000 hectares - and the number of parks will increase from 35 to 26 national parks, 9 other parks to 55 (30 national parks, 25 other parks. T The new parks are to come into being in two stages.

The first stage will occur on 26th April, 1979 when the National Parks Service assumes management of Baw Baw, Croajingalong, Snowy River and Tingaringy national parks, Discovery Bay, Gippsland Lakes, Mount Samaria, Cape Nelson, Coopracombra, Steiglitz, Cathedral Range and the Pink Lakes parks, and the Big Desert Wilderness Park. In addition to these new parks there will also be extensions to Wyperfeld, Brisbane Ranges, Fraser, Mount Worth, Werribee Gorge, and Warby Range parks.

The second stage will occur on 26th April, 1980 when the National Parks Service assumes management of Wabonga Plateau, Chiltern, Beechworth, Eildon, Mt. Samaria, Yea River, Lake Albacutya, and Murray River parks.

All these parks arise from Final Recommendations made by the Land Conservation Council for the Melbourne, Mallee, East Gippsland, and Northeastern - Districts 3, 4, 5 Study Areas - during the previous two years. The government has now approved of all the parks recommended by the LCC to be managed by the National Parks Service in these three study areas except for the proposed 8500 Moondarra park north of Moe, the 1200 Tyers park north of Yallourn, and the 1500 Beechworth park.

Undoubtedly this represents some of the best news we have heard in years. Substantial gains have been made. But we should also remember the substantial losses, particularly in East Gippsland where we lost an excellent wilderness area in the Snowy River region and where the overwhelming majority of the forests have been allocated to the timber industry. This includes some of Victoria's few remaining wilderness areas. We can only try to have this land allocated to the National Parks Service the next times it is considered by the LCC. It is something we must fight for.

Unfortunately, the Act of 19th December also contains some undesirable amendments to the National Parks Act of 1975. One of these amendments has the effect of allowing logging to occur within a national park subject to an agreement between the National Parks Service director and the Forests Commission. The logging can occur in areas specified by the LCC and appears to be under the general supervision of the Forests Commission although the National Parks Service Director must agree to many of the details first. One can only be extremely apprehensive about any involvement of the Forests Commission and logging in parks, given their record of mismanagement elsewhere. Previously there was no provision in the National Parks Act for Forests Commission - supervised logging within national parks. It is now abundantly clear that the LCC will propose national parks in the Alps but these parks will be subjected to logging in their most sensitive areas.

THE NEWS

New National Parks in Victoria Cont'd....

Another amendment makes further provision for hunting parks and is against the interests of conservation.

FORESTS COMMISSION CONCEDES TIMBER SUPPLY FIGURES IN THE LCC ALPINE AREA REPORT ARE INCORRECT

In the Victorian Alps the major force against national parks reservation is the timber industry. Representative of this industry have vociferously claimed that the hardwood eucalypt forests in the Alps are absolutely essential to supply Victoria's future timber needs.

In the Land Conservation Council's Alpine Study Area Report on P 197 appears a figure which plots the estimated future supply and demand for sawlog timber in Victoria. This figure shows a large gap between supply and future demand, thus emphasising the need to have as much forest area as possible available for timber production to minimise the anticipated imports which would be needed to bridge the gap between supply and demand. This figure was supplied to the LCC by the Forests Commission.

The projected future demand has been criticised by many people because it assumes that the future per capita consumption will be exactly what it was in 1975, despite the fact that all other published estimates from forestry sources estimate that the future per capita consumption will be lower than at present. Thus, the expected difference between supply and demand would be less than that indicated in the figure.

The projected future supply is made up of softwoods (pines) and eucalypts (hardwoods) which to a large extent are interchangeable. Thus, the more softwoods we have, the fewer hardwoods we need, and vice versa. The figure in the report estimates both the future softwood and the future hardwood supplies. Many people were completely astounded by the projected future softwood supplies in the figure because they were greatly different from all other published data. They were much less than all other such data. For example, for the year 1980, the LCC figure indicates a softwood supply of 203,000 compared to figures of from four other reports. By showing such low softwood supplies, the figure in the report has the effect of emphasising a "need" to have the hardwood eucalypt forests of the Alps remain available for logging.

This anomaly was pointed out to the LCC by many people, and was also pointed out in the FVWC submission. It resulted in numerous complaints to the Forests Commission and government ministers involving accusations of the Forests Commission "rigging" figures for the benefit of the timber industry. Among all the letters sent out was one by Dr. John French of the Native Forests Action Council to the Forests Commission seeking clarification as to which figures were correct. A reply to his letter, dated 26th October, 1978, was sent by R.J. Grose of the Forests Commission. This letter stated that supply figures were currently being revised but - "Pending the outcome of this revision, the estimates presented by the Forests Commission) to the Industrial Assistance Commission in 1977 would be appropriate for you to use as a reference in preparing your submission to the LCC".

The Industries Assistance Commission softwood availability figures are several times higher than these in the LCC Alpine Report and the Forests Commission has now conceded that the IAC figures are to be preferred, i.e., that the data in the Alpine Report is incorrect.

This severely weakens the timber industry arguments against an alpine national park and points out yet again that information presented by the Forests Commission cannot be trusted. In recent years such information has been found to be blatantly false and biased to favour the timber industry. Finally, however, we may be forcing out the truth.

3. SNOWMOBILES AND HELICOPTERS ON THE BOGONG HIGH PLAINS

After much prodding we have finally received answers about our protests over the use of helicopters and oversnow vehicles for commercial skiing purposes last year. The situation is as follows:-

- (a) Under Section 110 (ea) to (ef) of the State Electricity Commission Act, the Falls Creek Tourist Area Management Committee is empowered to act on behalf of the SEC and makes decisions about land use on that part of the Bogong High Plains which is controlled by the SEC. Thus, we have the absurd situation in which the Falls Creek Management Committee has no representation from bushwalking or wilderness-oriented cross country skiers and yet it is allowed to make decisions about land use in areas in which bushwalkers and wilderness-oriented cross-country skiers are the major user group.
- (b) Helicopter joy flights from Falls Creek will be permitted from now on providing -
1. they occur only over the Falls Creek tourist area,
 2. they do not land on the snow of the Bogong High Plains for purposes of passenger skiing, and
 3. a shuttle service for skiers between Falls Creek and Hotham occurs without any intermediate landings,
 4. all flights start from an area outside the Falls Creek village/residential area - does this mean Rocky Valley dam area with resulting clearing of the road in winter?
- (c) Motorised oversnow tours will be permitted anywhere on the Bogong High Plains except the area around Mt. Nelse which is east of the Bogong High Plains road.

Authorities competent to issue permits for these tours on the High Plains would be:-

1. Falls Creek Management Committee for the defined Falls Creek tourists area.
2. SEC for the Kiewa Crown Grant area (this consists of the Mt. McKay-Pretty Valley area and the area around Rocky Valley reservoir as well as the Langford Gap area and Langford East and West aqueducts.
3. Department of Lands for all other surrounding areas, but in respect of the Kiewa Works Area (virtually all of the High Plains and Mt. Fainter area) the permit applications are to be submitted to the SEC first for comment.
4. It was also recommended that consultation with the National Parks Service will be required as the LCC had recommended that the National Parks Service manage a major portion of the High Plains.

In addition regulations include:-

1. Vehicles shall avoid times and places used primarily by alpine and nordic skiers. This is interesting as nordic skiers tend to use virtually all of the High Plains.
2. Vehicles shall not be permitted on less than 30 cm snow cover and 45 cm for vehicles in excess of 1.5 tonnes gross weight.

Then there are many regulations concerning safety and legal aspects.

- (d) Snowmobiles were considered to be a very complex issue and we have been told that the Falls Creek Management Committee is currently reviewing its policies towards their use.

The whole issue of helicopter/oversnow vehicles use on the High Plains is yet another example of a cancer which, if not stopped, will eventually take over all of the High Plains destroying them for us in winter. We

Cont'd...

THE NEWS

Snowmobiles cont'd....

only have to look at the history of land use in the area. Ten years ago the High Plains were used only by bushwalkers and a few cross-country skiers in winter. Then snowmobiles appeared and began to harass the walkers/skiers. The use of snowmobiles has continued to increase displacing many walkers/skiers who began to go elsewhere to avoid them. Then, for the first time last winter a helicopter and oversnow vehicles suddenly began using the High Plains for commercial skiing purposes. Following protests, the SEC/Falls Creek Management Committee have drawn up a policy which controls helicopters to a slight extent but which now allows oversnow vehicle tours over most of the High Plains effectively squeezing walker/skiers into the small section around Mt. Nelse - remember that only 10 years ago we had all of the High Plains to ourselves in winter. Now we find ourselves crowded into one corner frantically trying to escape vehicles and crowds. The Falls Creek Management Committee and the SEC have never ever given us a fair go. From their absurd restrictions on camping to their development - oriented policies we have lost out every time and we still have no representation on the committees which make decisions about the use of land which is not only ours but of which we are the major user group! What will happen next year or the year after. You can be certain that the SEC/Falls Creek Management Committee will grant permits to any oversnow vehicle owner who wants to run a tour. Once there are enough of them then Mt. Nelse will go too - of that there can be not the slightest doubt.
WE MUST STOP THEM COMPLETELY AND RIGHT NOW.

These tours seem completely incompatible with government policy. For example Mr. Hamer, the Premier, stated in his last election (1976) speech that the government has "...frozen all disposal or change of use of all public land in Victoria while the new Land Conservation Council reviews it region by region". How, then can the Bogong High Plains, currently being studied by the LCC, be subjected to a completely new land use - commercial oversnow vehicle tours - which displaces us, the traditional users of the area in winter?

The only way we can stop these vehicles is to write to politicians, and we implore you all to write to:-

1. The Hon R.J. Hamer, Premier, Parliament House, Melbourne
2. The Hon W.A. Borthwick, Minister for Conservation, P.O. Box 41, East Melbourne, 3002.
3. The Hon J.C.M. Balfour, Minister for Minerals and Energy, Princes Gate East, 151 Flinders Street, Melbourne. 3000.

The FVWC has already done this urging these people to prevent the occurrence of any further motorised oversnow tours claiming that it is incompatible with government policy (see above) and that we have not been given a fair go, particularly since we have no part in the Falls Creek Management Committee which makes the decisions. MAKE THESE POINTS YOURSELF - PLEASE WRITE NOW.