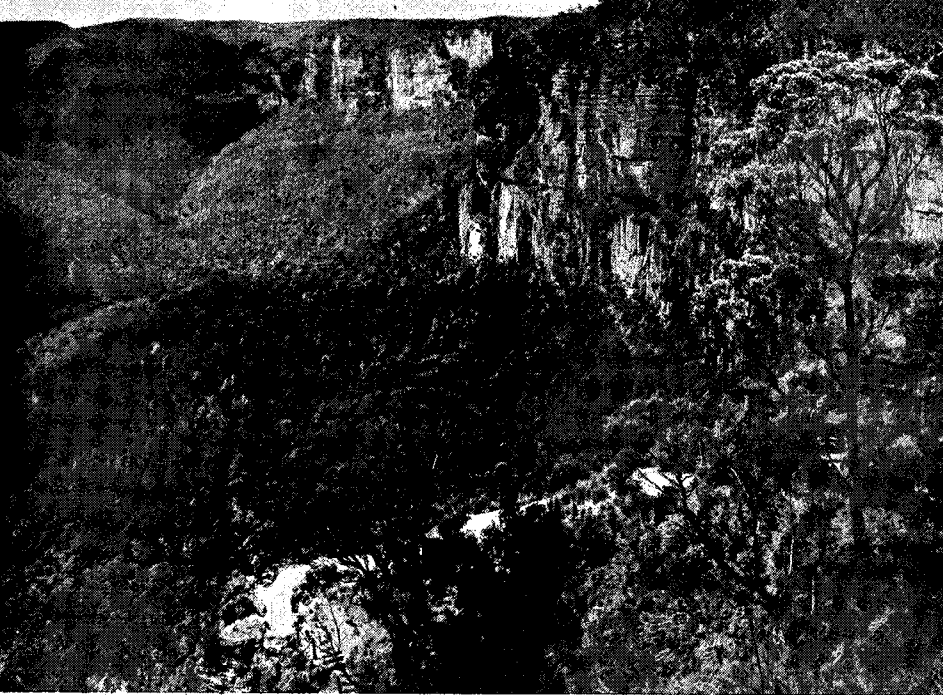


13.7.1974



The Blue Mountains to the west of Sydney as everyone thinks they are. In fact, they are changing rapidly and their future as natural asset is uncertain

ENVIRONMENT

Floundering in the mountains

By PATRICIA ROLFE 13.7.74

THE BLUE MOUNTAINS strategic plan seems a very successful exercise, at least from the point of view of Tom Uren's Department of Urban and Regional Development. After the rigidities of the NSW State Planning Authority, soon to disappear but to surface again, renamed but probably unchanged, as the Planning and Environment Commission, the hand of central government seems light indeed, scarcely more than waving a magic wand.

When the council for the noted scenic area to the west of Sydney found itself floundering with a plan, prepared by the State Planning Authority, to which nearly 3000 objections had been lodged, it called on the Federal department for help. Uren's department gave the council \$50,000 at the beginning of the year as part of the \$5 million the department has been spreading through the general Sydney western area (with a counterbalancing \$3 million in Melbourne's same area).

George Clarke's Urban Systems Corporation was called in. The people of the Blue Mountains now have no fewer than five plans to choose from. The money was siphoned through the NSW Government but the Blue Mountains City Council and Urban Systems seem to have had minimum interference and instruction from DURD (the acronym for Uren's department).

Not only have Urban Systems given the people of the Blue Mountains several choices, the Blue Mountains City Council

with the planners is devising ways of making that choice more effective than the usual displaying of a plan in the council's office and allowing a set period to lodge objections.

The council believes that the Blue Mountains are a national asset and what happens concerns people outside the area. It is thinking of taking newspaper advertisements to call for comment on the five strategies. It may devise questionnaires and have planning workshops at which people can mark on transparent overlays over maps what they think should happen in a certain area. The council will also try to get comment from the 13,000 absentee landlords and the 25 government departments, State and Federal, which have a say in the area.

Broadly, the five alternatives range from extreme conservation to extreme development. The first plan would provide for a population of 47,000, about 7000 more than the present one. It would even involve buying back land for which services have already been provided. This gesture would cost \$96 million.

The fifth plan provides for a population of more than 275,000. It would involve the destruction of natural park areas and the gross pollution of the Hawkesbury basin; to a large extent it provides for the extinction of the Blue Mountains.

The final choice will probably be some sort of middle course but it cannot be simply that. The Urban Systems report makes it clear that, although the Blue Mountains is a geographic whole, socially there is almost total cleavage between the upper and lower areas. The lower Blue Mountains are classic dormitory suburbs: 96 percent of males in the 15-65 age group work and 75 percent of workers living there commute to Sydney or Penrith. Most of the population is young

and mobile and prepared to travel for major shopping and entertainment.

In the upper Blue Mountains the population is older, many retired. To them the trip to Penrith, at the foot of the mountains, or to Sydney, is a major and quite costly business. Most of those who do work, work locally and often in the tourist industry or industries serving it.

If the lower Blue Mountains' population increases greatly the area would become what it is to some extent now, an extension of Sydney suburbia, and who is going to drive through another 50 kilometres of Sydney suburbia to look to a view?

ON THE INSIDE

The long arm of the law

By DAVID MARR

IT LOOKED as though 1974 was going to be Jim McNeil's year: his plays *Chocolate Frog* and *The Old Familiar Juice* were finishing up in Hobart after professional productions in every State, his reputation was confirmed by an overseas critic (Martin Esslin, head of BBC drama and international drama expert said, "... a playwright of the first rank, not only in Australia, but probably internationally as well"), the Council For the Arts came up with a \$7000 grant and his new play was set down for production by John Bell at the Nimrod in November.

But for McNeil, a prisoner in NSW, 1974 meant that he would be eligible for parole, and it seemed a foregone conclusion that after seven years he would be out of NSW prisons in October. But then he found himself at the centre of a legal and political labyrinth that threatened to hold him there indefinitely.

The trouble started when he was arrested years ago in NSW, because he was "wanted in two States." He was tried and convicted in NSW and in Victoria charges against him were put into deep freeze. He goes back to Victoria to face them in what he calls "the time machine" as soon as he is free. If it had all happened in one State it would all have been cleaned up seven years ago.

When it comes to crime the States of the Commonwealth are as sovereign as the States of Africa. There is no way at the moment that the criminal and court systems can co-operate to avoid this problem.

It is an anomaly that the NSW Minister for Justice, John Maddison, has asked the standing committee of Attorneys-General to deal with. "It seems

Gentlemen, may we now brief you on the Jaguar XJ12.

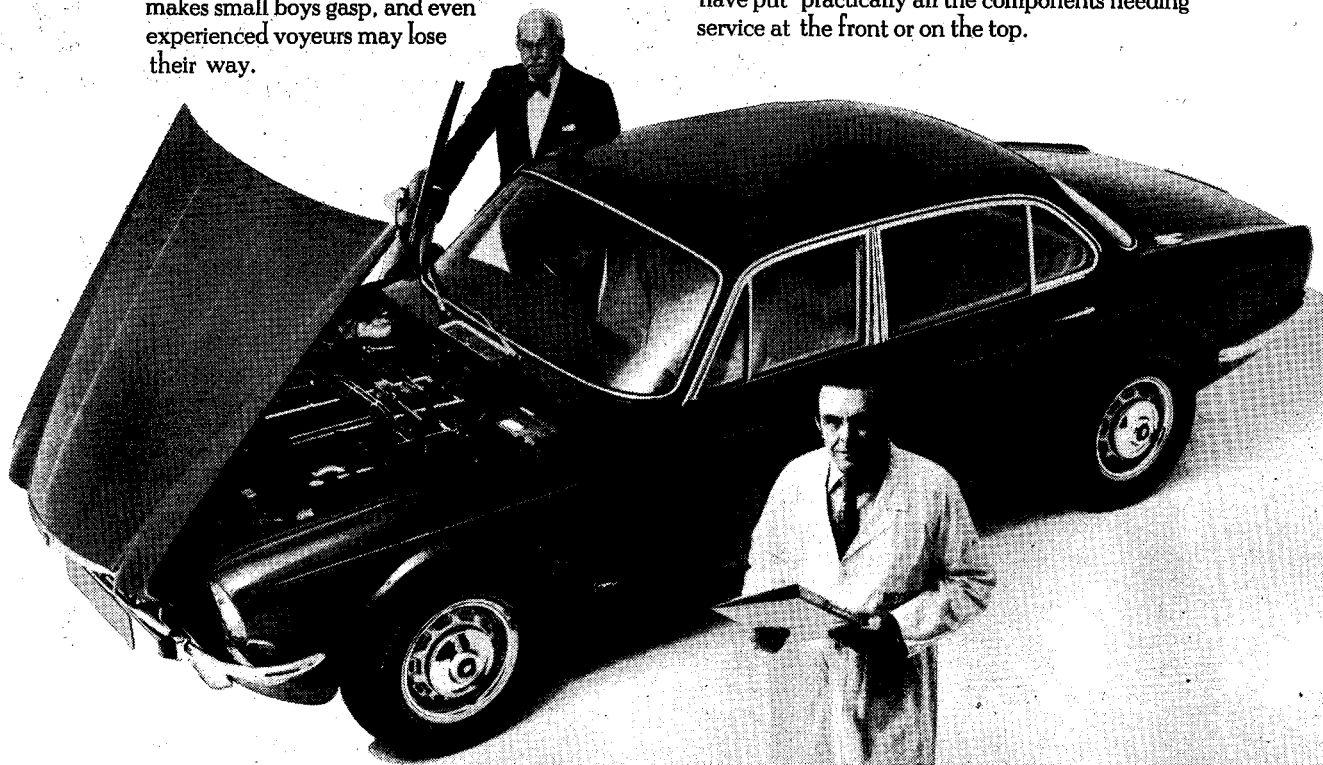
The sport of tyre kicking is a well-respected test of any marque to hold the public's imagination. Kicking the tyres of our new V12 cylinder Jaguar, however, is unlikely to reveal much of its appeal.

For it is rather intriguing: two banks of 6 cylinders in a 60° V; each bank with a single overhead camshaft and two carburettors. Capacity is 5343cc, bore 90mm, stroke 70mm. Maximum gross bhp is 314 @ 6200rpm. And there is, for instance, an electric fan which solely cools the battery. And electronic ignition. The very size of the V12 within the engine well makes small boys gasp, and even experienced voyeurs may lose their way.

smaller capacity, each, mean better fuel utilisation, giving you more power, less pollution, lower petrol consumption — indeed, the XJ12 drinks less than most large American style V8s.

Is a complex engine going to be either unreliable or difficult to service? No. Sir Henry Royce, when challenged on the first point in connection with the Merlin V12 aero-engine, said that as long as the components were right, the number was irrelevant. The Spitfire bore him out.

To answer the second point, the designers have put practically all the components needing service at the front or on the top.



As the experts, we would like to introduce you to it, and possibly answer some questions.

No, it is not an adaption of the famous XK engine — which will continue. For instance, it has one cam per bank, and flat heads.

Why a V12? From an engineering standpoint a V12 is in perfect balance; providing the ultimate in smooth running, high power and torque throughout the range. Thus, although its top speed is not a lot higher than the XJ6, its acceleration is another story: you have 230 ft/lb of torque at 2500rpm.

It is well known that more cylinders, of

The car. With this remarkable new engine comes an improved, lengthened, more comfortable version of the famous XJ6 saloon, which was originally designed with this engine in mind.

Gentlemen, we don't believe that any rationale of this magnificent car can be appreciated until you take the wheel, which you can do by phoning us now.

What other decisions press you today?

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