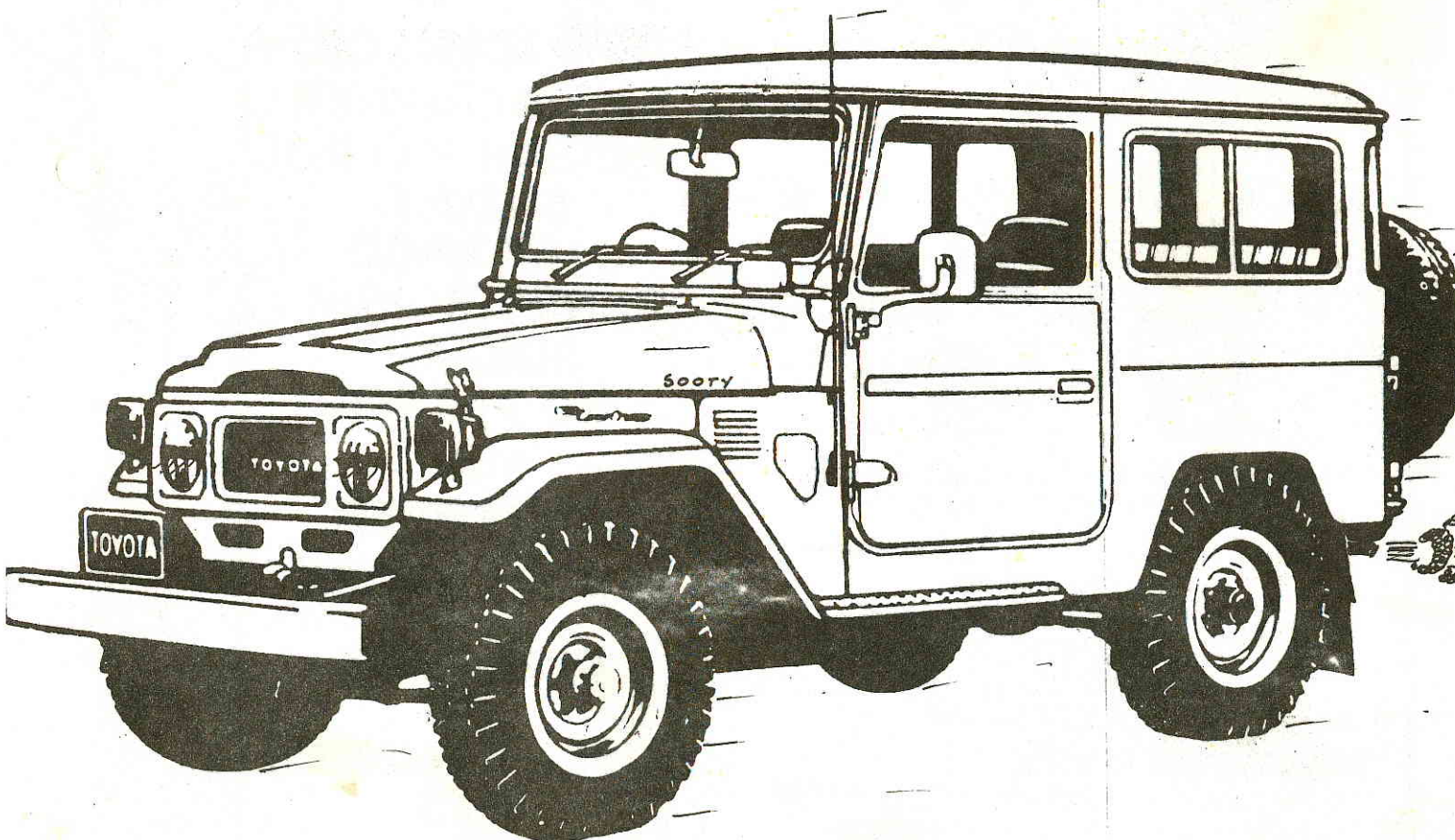


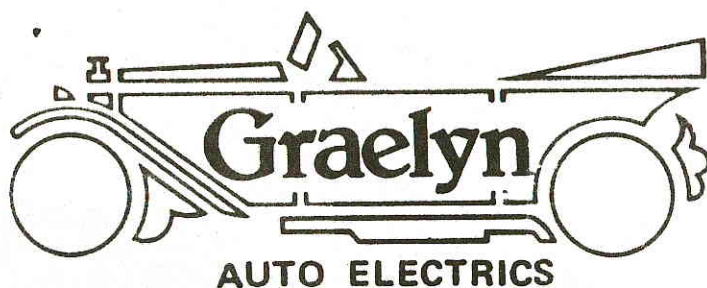
**AUGUST 1985**

**FREE**



**WHEELING**



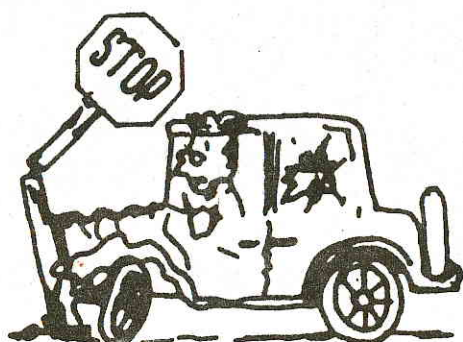


All Automotive Electrical Repairs.  
To LUCAS, BOSCH, DELCO-REMY,  
STARTERS, GENERATORS, ALTERNATORS, etc.

*All Work Guaranteed.*

6 Webster Street Dandenong 3175 Phone: 791 8484

#### ADAMS BRAKE SERVICE



EFFICIENT ON LOCATION BRAKE REPAIRS.  
COMPLETE RANGE OF QUALITY  
BRAKE PARTS.  
MOBILE WORKSHOP (ON SITE MACHINING  
& RECONDITIONING,  
AFTER HOURS PARTS &/OR REPAIRS.  
PROMPT SERVICE, REASONABLE RATES.  
BUSINESS HOURS 762 1781.  
AFTER HOURS 569 8060.

**ADAMS BRAKE SERVICE**

34 AHERTON 569 8060  
OAKLEIGH

**STOCKIST OF  
LAND CRUISER  
NISSAN PATROL  
SUZUKI  
JACKAROO  
RANGE ROVER  
SUBARU  
MQ PATROL  
AND  
LANDROVER  
BRAKE SHOES  
DISC PADS  
&  
WHEEL CYLINDER  
KITS**

# VICTORIAN FOUR WHEEL DRIVE CLUB INC.



COMMITTEE 1985/86

PRES	David Heard 43 Mortimore St Moorabbin 3189 557 5915	VICE PRES	Pat Casey 11 Patterson St Carnegie 3163 5706452	SEC	Tom Brachna 11 Sunnyvale Cr Hampton Park 3976 799 1998
TREAS	Rob Ayton 8 Minerva Crs Vermont Sth 3133 232 0378	ASS SEC	Garry Pearl 1419 Mountain Hwy The Basin 3154 762 4013	SOC	Sue Williams 82 Cape St. Heidelberg 458 3573
COMMITTEE	Mark Templeton 13 Alice St. Clayton 3168 543 7196		Peter Handley 5 Wallaroo Ave. Narre Warren 3805 704 6808		Bryan West 164 Monohans Rd. Cranbourne 3977 059 96 4915
ASSOCIATION DELEGATES	Mark Templeton 798 6055 (Bus Hrs) 543 7196 (A.H.)				Rod Lee 703 2416

## TRIP CLASSIFICATIONS:

*1. Rock 4 adjust 2 Rocking 3 adjust.*

**'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

# PRESIDENTS' PAGE



## P R E S I D E N T ' S   R E P O R T

Another year over and a new committee once again.

Congratulations to Don Montague on winning the raffle, although \$300 worth of camping gear in the Toyota may require a penthouse again.

Last meeting saw the most action from the floor yet and I hope during the next twelve months this can continue, as it takes a lot of guesswork and lost time out of the system. We, the committee are representatives for the rest of the club, not a separate ruling body, so your suggestions are not only welcome, but needed, so this club can function properly and maybe please all of the people some of the time etc.

Attendances to trips, functions and the like were quite strong points at the meeting and something to keep in mind in future. It's hard enough to get people to lead trips or organise functions without the prospect of no-one coming. Remember why you joined the club!!

Don't forget Rick Rykens day trip into the Gembrook area on Sunday the 15th September, and Pat Casey's Navigation Trial in the Wombat State Forest on the 19th & 20th October. Let's hope we can get a good response to these and kick off a good year. Who knows, they say history repeats itself. This could be (just to be trendy) the Year of the trips.

Once again thanks to Peter Rowe and previous committee.

Dave Heard

## **FRANKSTON TRUCK BODY WORKS**

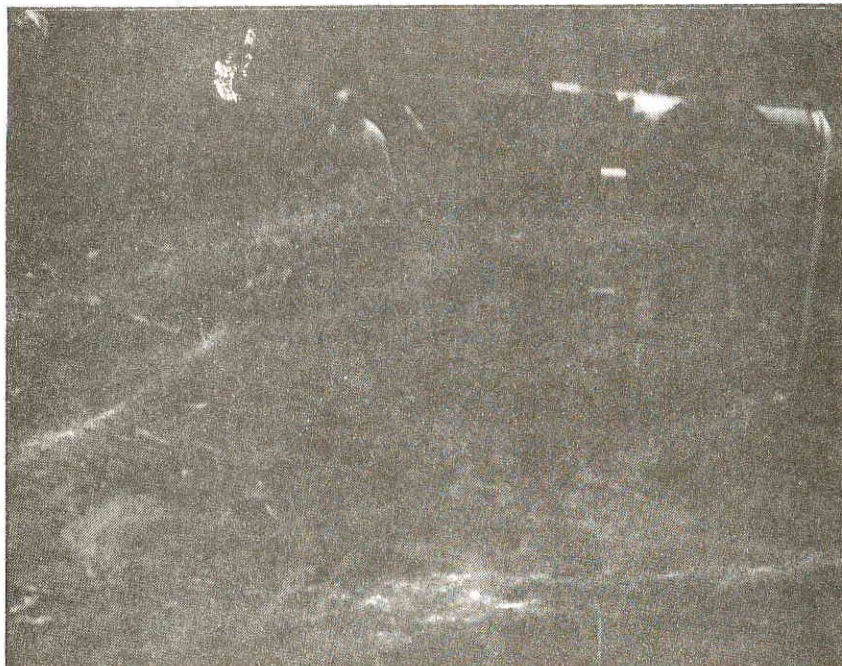
Specialising in chassis straightening using a specially designed jig for all types of four wheel drives.



**ALSO ALL TYPES PANEL WORK AND SPRAY PAINTING  
57 PARK DRIVE DANDENONG 792 5291**

## **BROOKES AUTO WRECKERS**

**60 FRANKSTON RD., DANDENONG PH. 791 1922**



### **4 WHEEL DRIVE WRECKING SPECIALISTS**

**TOYOTA LAND CRUSERS ALL MODELS - NISSAN PATROL - MQ PATROL - TOYOTA HI LUX - RANGE ROVER - LAND ROVER SUZUKI -  
DAIHATSU - HOLDEN RODEO - DATSUN - QUALITY USED PARTS.**

# TECH PAGE



## Diff Breathers:

One of the most simple improvements anybody can make to a F.W.D. is extension differential breathers.

Motor vehicles have a small one way valve screwed into the differential housing which helps compensate for expansion and contraction within the diff.

After extended driving the differential builds up a substantial amount of heat which expands the gasses inside the housing and vents out through the one way valve; "NO PROBLEMS SO FAR", UNLESS the valve is blocked with foreign matter (mud, dust etc.) then the expanded gas still has to escape and the normal quickest route out is through the hub seals normally pushing a certain amount of oil with it. Eventually it will ruin your brake linings.

When a vehicle has been travelling and the diffs are hot and you are confronted by a river or creek crossing of reasonable depth the problems start. The hot differential enters the water - at that point rapid cooling takes place and the gasses inside the diff contract causing a vacuum effect within the housing. If the one-way valve or breather does not seal properly (which most do not) then the vacuum effect causes water to be sucked into the housing. The water emulsifies with the oil in the housing causing poor lubrication and eventually damage the bearings etc.

The simple, cheap and effective way to cure this problem is with the extension diff breathers.

You will need a length of reinforced plastic or rubber pipe, (Size and length depend on the type of vehicle you own), two hose clamps per diff and a tail pipe fitting. The tail on the pipe fitting should be the same diameter as the thread on the breather and so the inside diameter of the pipe should also be this size.

The procedure is this:-

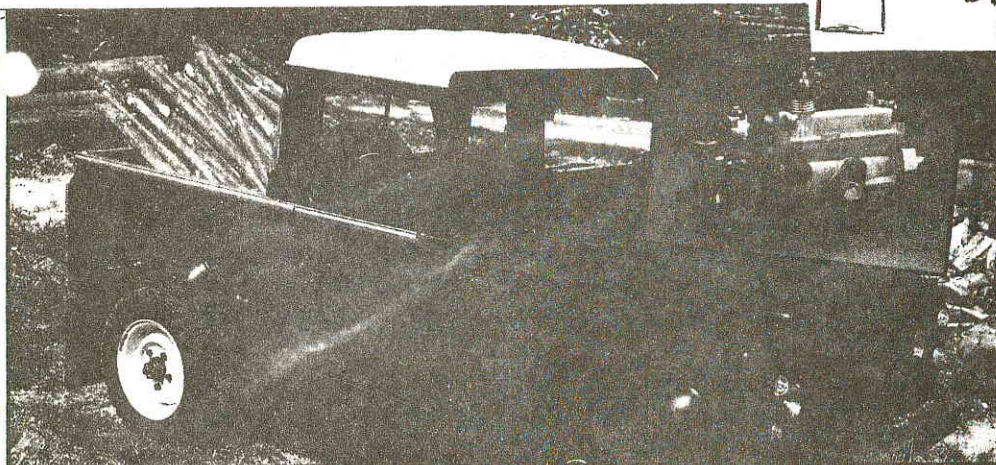
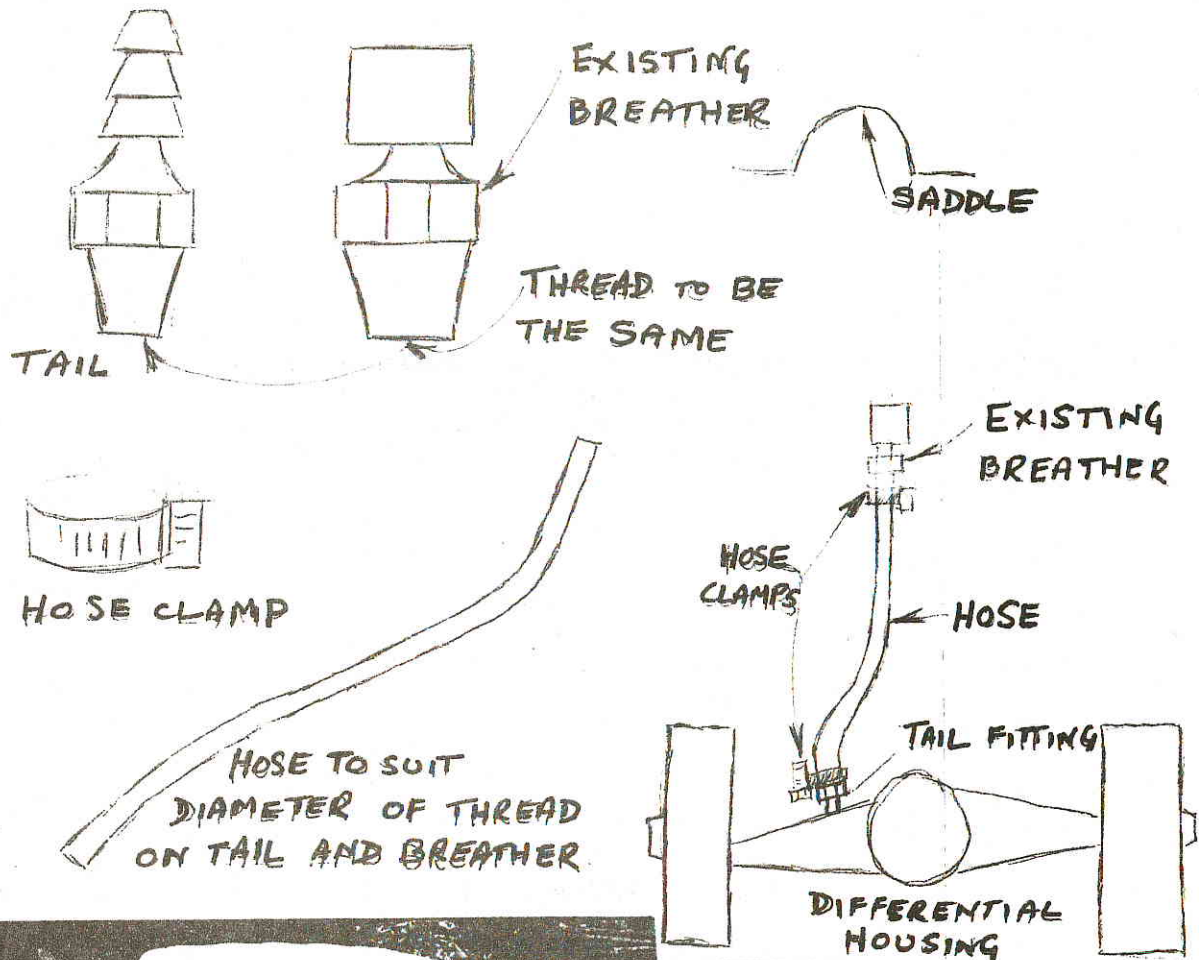
1. Unscrew the breather on the diff housing and fit the tail into place.
2. Place one hose clamp on the hose and push the hose onto the tail and tighten the hose clamp firmly securing the hose to the tail.
3. Find an unobstructed path up through the engine bay to the highest point under the bonnet.

cont...

## Tech Hints cont...

4. Place other hose clamp onto the hose and fit the original breather (threaded end onto the hose) and clamp securely with hose clamp. Securing this under the bonnet can be done with a saddle of the appropriate size.

Diagram:



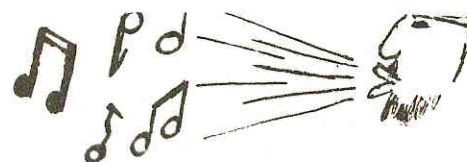
Land Rover's big baby with the new Lucas CAV DPS rotary pump. The picture on the front page is actually a scale model which Land Rover presented to guests at a pre-launch display.

## COUNTDOWN TO LANDROVER

PROVIDING an unmatched combination of uncompromising off-road ruggedness and refined ride and handling, the new short-wheelbase Land Rover Ninety was announced to the world this June.

Designed and built to uncompromising standards, the Land Rover Ninety is equally at home battling through African jungles, tackling snowdrifts north at the Arctic Circle, towing a boat to the Solent or shopping in the High Street. The best 4 x 4's on earth - and on tarmac.

# CLUB NOTES



## V.F.W.D.C. Inc. AUCTION

The club Auction was held at Allan and Mary Wade's residence at Nar Nar Goon.

The proposed starting time was 10 a.m. but proceedings went a bit astray. There was much discussion by members about vehicles, articles for sale and just general browsing. It was then decided to have the bar-b-que lunch first, so everybody moved into the back yard around the barby. More tongue wagging was done and because of the pending weather conditions, it was suggested that the auction begin.

A veteran of countless auctions was the auctioneer, a Mr. Steve Alder who much to his credit performed faultlessly throughout the course of events.

The bidding began at Blinky Bills trailer which was full of assorted paraphernalia. Steve, cool as a cucumber, rambled out figures and prices as item after item was sold. The bidding fierce and some items fetched as much as \$21, a sales record. Blinky made himself a small fortune although a few trivial items had to be taken home.

The whole procession then moved along to Murray's lot, where the tempo increased. Items were sold. Murray was packed and off (home).

Then the tempo got furious when they got to my lot, not only because of the quality of items for sale but because it was raining.

The dedication of the people present was obvious by the way they "braved" the elements throughout the afternoon. Men, women and children all stayed in the cyclonic conditions to bid for the remainder of Rowies and Allan and Mary's goodies.

Allan and Mary's goodies in particular attracted bidding amongst a number of frustrated buyers. The items sold were much sought after rare items that only the bidders new their worth. Although there were some heated moments (when spectators lit cigarettes) all went smoothly with Ross Lyster also selling a few of his wares.

Even the auctioneer purchased a number of items so as not to feel left out.

Many thanks to Allan and Mary Wade for the use of their property for the auction and to the suave and sophisticated auctioneer Steve for his time and devotion to such a difficult job.

A good time was had by all and we must have a repeat performance in the near future.

Thanks to the sellers and buyers alike for making it the day it was.

Tom.



## H A N C O C K S

## - A G M D I N N E R

The club half yearly annual dinner held at Hancocks was not really a great success.

The roll call:- from the 85 members in the club was:

Peter Rowe  
Debbie and Peter Pink  
Helen and Trevor Nelson  
Ann Stillwell and Ross Fergusson  
Natalia and Bruno Santarossa  
Tom and Liala Brachna

Unfortunately the club originally booked for 45 members to attend because members voted to go to Hancocks and a good attendance was expected but due to lack of response the booking was reduced to 20 with 11 finally turning up on the night.

The club was billed by Hancocks for the missing persons as nobody was notified about any cancellations.

The people who did attend were rewarded with a good meal and an excellent floor show. The actors and actresses on the stage had the audience in hysterics on quite a number of occasions during the evening. Peter Rowe managed to stir the lust in one of the cast male members judging by the winks and glances he was receiving.

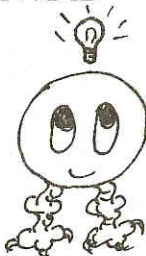
There is really not much to tell except that everybody that showed up thoroughly enjoyed themselves.

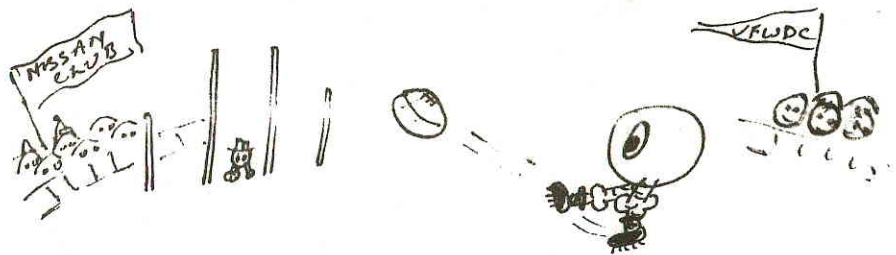
Thanks to those who attended and I hope we have a better attendance next year.

Tom.

\_\_\_\_\_

WE HAV'NT HAD ANY ENTRIES  
FOR THE CARTOON CAPTION COMP. (JULY EDITION)  
PLEASE GIVE YOUR IDEAS TO ED. (JOHN LAKE)





## FOOTBALL MATCH

---

Roll call: Mark Templeton - out injured  
Rod Lee, Ricky Ryken, Murray Shaw, John Smith  
Andy Williams, Jorg Kessler, Dave Wade, Howard Wade,  
Tom Brachna, Peter Pink (Captain), Terry Hincks  
Wives, cheer squad and spectators.

Sunday the 28 July was "THE DATE" when the dynamic 10 from 18 plus 4 battled the Nissan club at Mentone Grammar.

We had 18 names on our list

10 showed up

4 were borrowed from the Nissan team who had good numbers of players and supporters. When we finally began the match, in the gale force winds, the odds were F.W.D.C. 12 and N.P.C. 14. The first quarter was spent battling against the wind but we managed to keep their score down. The second quarter the "Wade Brothers" arrived and so the sides were evened up - 14 to 14.

Our whole team, including the borrowed players from the Nissan Club put in their all to finally come out slightly on top.

The whole game was pretty even all the way through everybody taking the knocks and bumps in their stride.

Out there on the oval it was evident that all those minutes of training and planning on Sunday morning had paid off.

At the final whistle there were a lot of players who were glad it was all, all over and by the limping and staggering it was obvious a "few?" unused muscles were beginning to tighten up.

After most players had showered and dressed there were eats to be had and socialising to be done. The presentations and speeches were made and although our club came out on top score wise it was decided together with the Nissan members to call the game a draw owing to the fact that our team (all ten of them) could not have done without the Nissan club's assistance. It was decided that each club will hold the trophy for 6 months and that hopefully next year we can manage a whole team and keep the award.

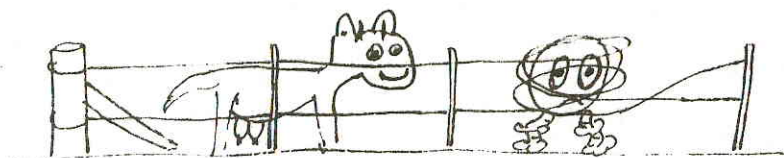
Peter Pink who was captain on the day will hold the trophy for the first six months.

Congratulations and many thanks to those who turned up to defend the clubs honour.

All who attended (although some were a bit sore after it was all over) enjoyed the day and again, hopefully more will attend next year and stop embarrassing those who are willing to give it a go.

P.S. Thank you again to Terry Hincks for the use of the playing fields and to his questionable job as umpire.

Tom.



MARYBOROUGH 12, 13, 14 July

Fencing Weekend

Roll call: Peter Rowe, John Hughan, John Smith, Ray Brown,  
Mark Templeton, Tom Brachna.

Saturday Morning: Murray Shaw

Evening: Peter and Debbie Pink

On Friday 12th July Peter, John, John, Ray, Mark and I, in three vehicles, met at Calder Raceway in drizzling rain at 8 p.m.

After a brief discussion about nothing in particular, we headed off for Carrisbrook Leisure Centre.

About an hour and a half later, we arrived at the Leisure Centre. A quick phone call and we were greeted by the co-ordinator for the fencing operation, a Mr. Greg Waters, who proceeded with a guided tour of the Leisure Centre which was at our disposal for the weekend.

We pitched camp at the rear of the local state school and moved into the kitchen inside the centre as the weather was a little cool to say the least. After a few nightcaps around the tents we retired for the evening. We slept reasonably well considering the sub zero temperatures that evening.

I arose at approx. 5 a.m. and braved the conditions by having a hot shower inside the Leisure Centre and putting the urn on in the kitchen.

After this I went back outside to wake the others as we were to be met at the centre by Greg Waters at 8 a.m.

At first I attempted to wake them by just making a bit of noise while having my cup of tea but to no avail. While I was there I checked inside the Fridge to see if everything had frozen but I found the fridge (which was working perfectly) temperature to be somewhat tropical to the conditions surrounding our camp.

I then proceeded to bang on the tents which woke everyone, but I had to take care not to break the tents because they were frozen. After everybody showered and defrosted we had a hearty breakfast and awaited Greg.

Greg arrived just before 8 a.m. as all were hopping up and down trying to warm our feet. After a quick discussion, we were led off to the areas which required fencing. John and Ray, Mark and I were allocated on a Mr. Bill Nesbit's property. Peter, John and Murray went elsewhere.

cont...

Maryborough weekend cont...

Bill quickly got the four of us organized and in no time we had put in a strainer post, strained the top barb wire for a straight edge and were furiously "banging" away at the star posts. Before we knew what had happened we had half a kilometer of fence up with all wire and necessary work complete. Mrs. Nesbit supplied morning and afternoon lunch of scones, lamingtons, cakes coffee and tea.

On the Saturday, between 6 of us, Bill's son Edward as well, we managed to put up one and a half kilometers of fencing which we all agreed was not too bad for novices.

Saturday night we decided to sleep in the Leisure Centre with the wall furnace running all night. Peter, Murray and John were already back when we arrived so after a little mucking around we cooked our evening meals and had a party in the centre, but not before our camp was pulled down first.

After we all made ourselves comfortable, the normal wallfire procedure took place with the usual intelligent conversation going on well into the night, er morning. We checked out a few 'ports' that evening just to make sure all the ships were in and went to bed.

Sunday morning we all arose reasonably early with some of us being in slightly better condition than others but we won't mention any names Rowie and Brownie.

Debbie and Peter Pink who had joined us on Saturday evening joined the Nesbit's Fencing Brigade. At 8.30 a.m. we met Bill again and went to another location to build another fence of the same design but this time we had to pull the old one down first. It took longer to pull down the old fence than to erect the new one but we managed another half a kilometer of picket fence in the freezing winds.

After that area of fencing was completed, Bill's enthusiasm got the better of him and he asked us to move to yet another location. On arrival we erected two gate posts and proceeded to erect another 200 metres of fence.

We then had lunch, packed our belongings and were all thanked for our gallant effort by Bill. A quick discussion about farming life followed, good-byes were said and it was back to the centre to meet fencing group B. We recouped our forced and decided to head home via Ballarat. A trouble free run home, except for a few pit stops, was had by all.

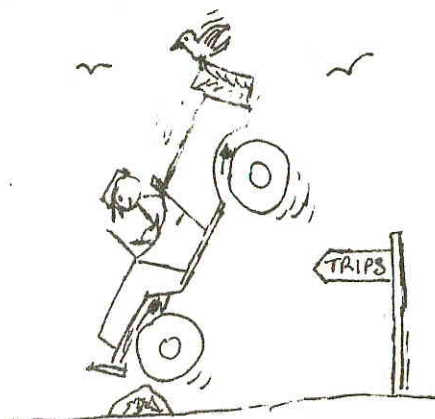
Although all who participated on the weekend worked their "butts off", all had an enjoyable time. Not only did we learn a lot about fencing, but we did a needed public service, promoted the FWD movement in that area and gained some self satisfaction in helping someone in need.

I would like to thank all those who participated for their company and efforts, but it was disappointing for a fast growing club like ours to have such a small turn up for such a weekend.

Thanks again fellow fencers.

Tom.

# TRIPS



## C A L E N D A R

### THE GULF COUNTRY

August 17 to Sept 14

Leaving 7 a.m. Donvale Reserve Carpark Mitchan Road. Trip Classification C.

Itinerary: to explore the Top End and see the sights. For more details contact Peter Rowe on 703 2346.

### SIMPSON DESERT EAST-WEST CROSSING

August 23. Duration 14 days. Trip classification C - B. For more details contact Pat Casey on 570 6452

### FRASER ISLAND

August 24 to Sept 25

Leaving Hampton Park 7 a.m. Travelling inland to Tewantin. Drive along beach past bubbling springs, the wreck of the Cherry Venture, around Double Island Point via Gordon Elmer's Barge. Base camp at Dundaburra Touring Fraser Island for approx. 2 weeks. Fishing, swimming, driving and sightseeing while on the Island. Leave Fraser and travel South to Stradbroke Island then proceed home along coast road stopping at places of interest. Trip Classification C - B. For more details contact Tom Brachna on 799 1998.

### DAY TRIP - GEMBROOK STATE FOREST AREA

Sunday 15 Sept

Leaving Berwick Civic Centre Princes Highway Narre Warren. Itinerary: Explore the tracks in the area. Family day. Take wife, girl friend and kids. B.B.Q. lunch. For more details contact Ricky Ryken on 796 8506

### CLUB MEETING

September 24 Tuesday 8 p.m.

Dandenong Library conference room. Friends and visitors welcome.

P.T.O.

C A L E N D A R cont...

NAVIGATION TRIAL - Wombat State Forest

October 19th & 20th

Campsite start G.R. 634487 Daylsford Trentham marked up map.

Itinerary: To navigate over set course according to directions provided. The Otway F.W.D.C. has been invited to participate. For further details contact Pat Casey on 570 6452.

THOMPSON VALLEY CLEANUP

November - December.

Full details in Magazine.

KIDS CHRISTMAS PARTY - Bimbimbie Wildlife Park

December

Paternosner Road, Mt. Burnet Pakenham Upper Ph: 059 42 7238

Roast beef on a spit, B.B.Q. sausages, soft drinks, rolls, ice-creams, all provided. Father Christmas to make appearance by special request. Hamper raffle. B.Y.O. salads, plates, cutlery drinks.

OFF-ROAD 4 & 2 WHEEL RECREATION SHOW 1986

Feb 5th - 9th

Royal Exhibition Buildings.

# Victoria Association of Four Wheel Drive Clubs

G.P.O. Box 401c,  
Melbourne, 3001.

9 July, 1985

To: All Affiliated Clubs

Dear Secretary,

Re: Thomson Valley Clean Up. 30th November - 1st December 1985

A clean up of the Thomson Valley Catchment area has been proposed to give the member clubs an opportunity to join together in a project that will enhance the image of Four Wheel Drivers in the eyes of both the Land Managers and the public.

This will also give us an opportunity to meet other club's members while working together on a very worthwhile project in a spirit of enthusiasm and cooperation.

The tasks that are before us are to clean up valuable historic sites, allowing better access now and for future generations. These sites include B.B. Township, Red Jacket Township and its cemetery (which itself is worthy of special attention) and of course Jericho and surrounds. There are other places of importance in the area.

We will only be able to accomplish these tasks if we have your assistance. Would you please support us in this endeavour and return the attached information sheet when completed, if possible, no later than August 15th, 1985. Further information will follow. Please do not hesitate to contact me if more information is required or if you would like me to address your club on this matter.

Yours, ever in four wheel driving,

  
(JOHN CRABBES)

Project Coordinator.

Foundation member of the Australian National FWD Council

THE CRUSH SYNDROMEA NEW ANGLE ON VEHICLE ACCIDENT SAFETY

By courtesy of V.A.C.C.

At a recent Commercial Vehicle Industry Association (Queensland) seminar, "Safety in Trucking", it was explained that accident victims often die not as a result of being trapped and injured by a heavy weight but because of its removal.

Known as the Crush Syndrome, Snr Constable Gary Raymond of the NSW Police Rescue Squad explained to the seminar how the incorrect removal of a heavy weight from an accident victim can be fatal.

Snr Constable Raymond's advice on what to do - and what NOT to do - to save the lives of victims of crushing accidents is summarised in this article.

WHAT IS THE CRUSH SYNDROME

As early as 1916, doctors were puzzled by deaths occurring after soldiers had been crushed by weights. Often their injuries were moderate, yet they developed heart or kidney failure after release, which could not be explained.

The Crush Syndrome was first named in World War II when it was discovered that many people who had been trapped by the legs in wrecked air raid shelters were dying from kidney failure within a week of rescue which proved reversible if extra fluids were given early enough.

The conclusions then, which have turned out to be correct, were surprising. It was removal of the weight without suitable medical treatment which was killing the victims, not the injuries sustained.

So, contrary to their instincts, unqualified rescuers should NEVER try to lift heavy weights from people trapped by the legs; it will certainly kill them, whether they are a driver imprisoned in a smashed car, or a worker in a factory, buried under machinery or equipment.

HOW IT KILLS

The early researchers discovered that the "crush" victims were losing vast amounts of potassium, an essential body mineral, from their cells, which was safely dammed up as long as the weight was in place. But, on its release, the potassium entered the circulation, travelled to the heart and interfered, often fatally, with its beat.

It is now recognised that even young, fit people will die from "heart attack" if a weight is lifted from their limbs without correct medical treatment.

Other severe consequences of abrupt decompression are the sudden release of acids which have built up while the muscle is under pressure, & bleeding. Blood vessels are almost always damaged, but the weight itself causes a temporary stoppage of the blood circulation, which benefits the patient. If the weight is lifted, blood may rush suddenly to the legs, depriving vital organs, or the victim may bleed to death from the damaged vessel.

Cont/....

Lastly, myoglobin, a substance normally found in muscles to store oxygen, is "pressed" out of the muscles, dammed up, then, if suddenly freed, may enter the kidneys, block the tubes and cause fatal kidney failure.

#### WHAT SHOULD YOU DO

Crushing is quite common, especially in car crashes.

Frequently pedestrians or other drivers arrive to assist at a road accident before the emergency services. In factories or workshops, fellow workers will be the first on the scene.

It is unlikely, in most cases, that they will have handy any of the specialised equipment needed to avert the "crush syndrome", but there are several construction things which can be done.

The most important of these is LEAVE THE WEIGHT IN PLACE.

If someone else has already removed the weight, the victim may be showing tell-tale signs unrelated to his actual injuries, such as faintness, vomiting, cold, clammy, pale skin, slow, then feeble and rapid pulse, shallow breathing followed by coma.

If the "crush syndrome" has already set in, there is nothing amateurs can do except get medical help as quickly as possible.

#### HELPING THE TRAPPED PERSON

If the accident victim is still trapped, but appears reasonably well, what can be done immediately?

It is essential that he should be able to breathe, or he may simply die of suffocation. Fluids and debris may have accumulated in his air passages, so these should be cleared.

It may help to gently extend the head backwards, which will not cause further injury, and a finger inserted into the mouth and upper throat can clear local blockage.

Once the airway is clear, the patient should be laid flat on his back to encourage circulation to vital organs. In a car, the seat back should be lowered to the horizontal position. In a workshop or factory, a comfortable bed should be built up beneath the patient.

When severe bleeding is evident, even though this is unusual, the wound should be pinched closed and held with the hand, provided it is easily accessible without raising the weight. If it is concealed by debris, a large tourniquet must be placed on the heart side of the injury, and NOT REMOVED until proper medical treatment is available.

Normal body temperature should be maintained, which may mean covering someone trapped on a concrete factory floor or who has spent several hours in a smashed car.

Most trapped people do not feel pain, but are very frightened, and will welcome the comfort of a friendly hand.

They should never be given anything to eat or drink, especially alcohol.

Cont/.....

VICTIMS BEYOND HELP

Sometimes much more than the legs are trapped, so that the victim will certainly die when the weight is released, even though he is currently conscious and reasonably comfortable.

Often he will know that he has not long to live. Until the emergency services arrive, helpers should be available to talk to him, noting down any special requests, or messages for his family, and inform the police of these as soon as possible.

ANYTHING ELSE

Sometimes a careful inspection will reveal that much of what appears to be a solid mass weighing down the victim, is not actually touching him.

If it is possible to move debris without disturbing the victim or main cause of pressure, this should be done quickly and efficiently, to allow official rescuers to get to work immediately. They will have the specialised medical equipment and treatment which can save the victim's life - but the most important way in which those first on the scene can help is to remember that IF SOMEONE IS CRUSHED UNDER A WEIGHT, LEAVE IT WHERE IT IS.

---

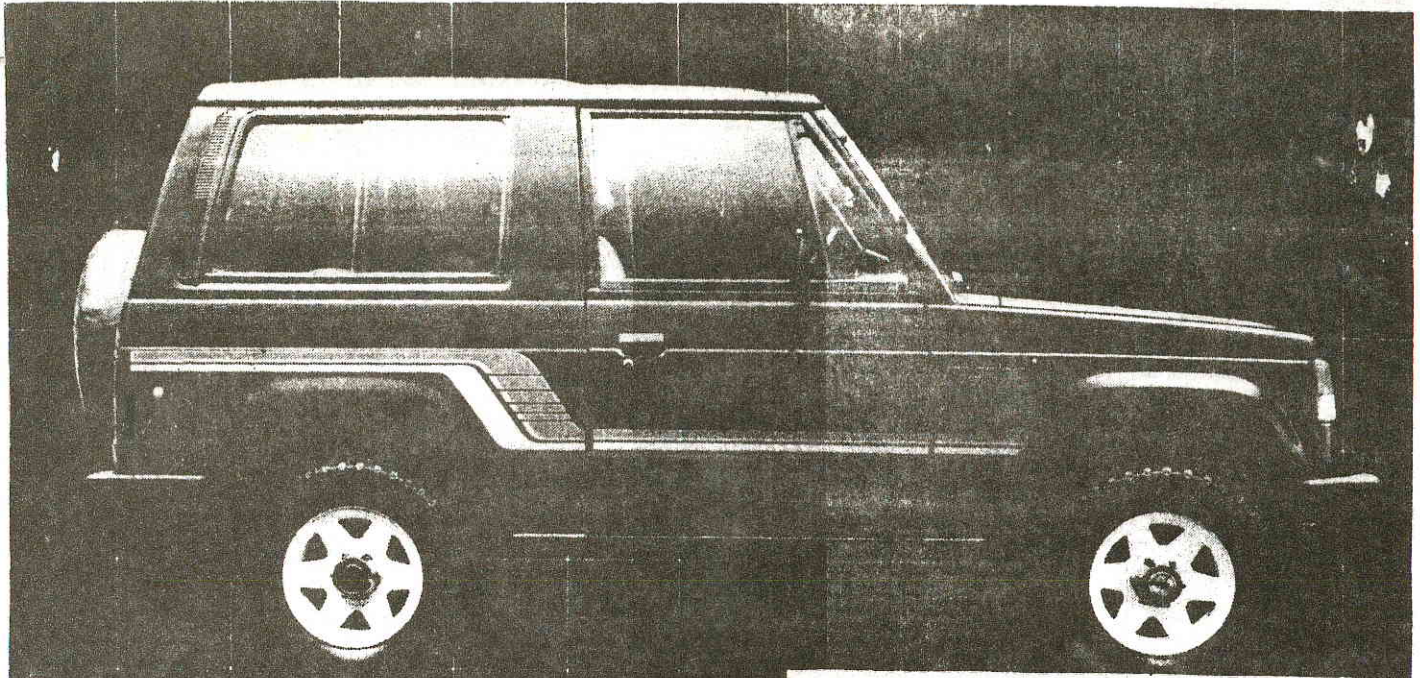
1 9 8 5 - 1 9 8 6 V F W D C I N C. MEMBERS & LICENCED RADIO(R)

P. Adams (R)	E & B Olson (R)
S. Alder (R)	G. Pearl (R)
R. Ayton	P. Rowe (R)
J. Baldoch	R. Rycken
T. Baker	B. Santarossa
T. Brachna	M. Shaw
D. Brandi	J & M Smith
J. Brennan	M. Templeton (R)
R. Brown	B. Tuck (R)
P. Casey (R)	M. & M Wade (R)
J. Dawson	D. Walker
G. Dowell	B & D West
K. Ferrier (R)	R. West (R)
P. Handley (R)	T. West (R)
V. Handley (R)	D. Westmacott
D. Heard (R)	A. Williams
T. Hincks	S. Williams
D. Hocking (R)	
J. Hughan	
J. Kessler	
G. Lavery (R)	
Mr. Lee	
R. Lyster	
B. Male (R)	
G. Mann(R)	
B. Merlo	
D & T Montague (R)	
B. Mc Kinnan (R)	
L. Neal	
T. Nelson	

ONLY THE PEOPLE IN THE  
ABOVE LIST WILL RECEIVE  
A NEWSLETTER NEXT MONTH

SUBS. + RADIO LICENSE FEES  
WERE DUE IN JULY + SHOULD BE  
PAID TO ROB AYTON (TREASURER)





**MITSUBISHI PAJERO 4WD**  
Every drive is an adventure.



## BREAKTHROUGH IN 4WD MOTORING

FOR INFORMATION OR SPECIFICATIONS CALL PETER CORRIGAN AT:

Preston Motors Mitsubishi  
1511 Sydney Road,  
Campbellfield, 3061  
Phone: 359 3999



DARE TO COMPARE





# BUSH.B.Q.

## THE BARBEQUE OF THE OUTBACK

simple  
highly efficient

strong  
compact

mesh griller

open fire cooking

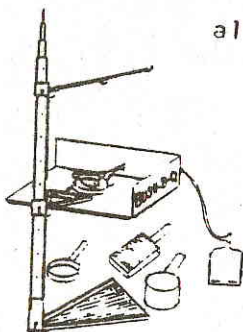
fully engineered  
all steel construction

versatile

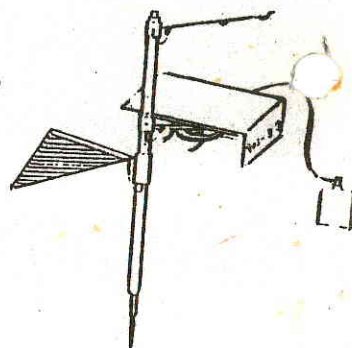
indoor/outdoor

gas conversion

realistically priced



ENQUIRIES BUSH B.Q.  
9 CORONATION ST.  
MT. WAVERLEY, VIC. 3149



PHONE  
03 288 1200