

# FREE WHEELING



KIDS.  
COLOUR  
ME IN

APRIL 1987

REGISTERED BY AUSTRALIA POST  
PUBLICATION NO. 1000000000

## COMMITTEE 1986 - 1987

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763 7434

Tom Brachna  
799 1998

### 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 crossing 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 ect. Type of tyres does not matter and recovery gear still essential.  
No Max. Vehicles.

In all above cases Vehicles should be in sound mechanical condition and carry the basic spare part requirement 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 Mark Templeton by General Meetings at the latest.

MEETINGS LAST TUESDAY OF THE  
MONTH AT THE DANDENONG LIBRARY

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APRIL 1987  
PRESIDENT'S REPORT

Well I hope you all enjoyed your Easter, by the time this is printed it will be over. At the moment I am trying to pack my car for the Easter trip. Yes, that's right the Pres, is going on a club trip. It's been a long time and I'm looking forward to it, so I'm not going to sit here all night writing garbage half of you won't read anyhow.

Last meeting's strongest point was the case of driving over .05. This will not be tolerated under any circumstances as well as unlicensed driving. Apart from the fact you are breaking the law, in this day and age persons over the limit are not insured, and let's face it, do you want to go away and be travelling in sometimes dangerous situations with someone who is not in total control, and should there be some kind of accident, settle for a lousy \$2 a week; after all the court cases ect. Just because someone drank too much and hasn't got the money to pay for his/her irresponsibility. Out on the highways you take a chance, you don't know the other motorists but in the bush it's different they are your so called friends, but what would happen if an accident did happen under the aforementioned circumstances.

I'll leave this thought with you and hopefully see you at the meeting. Don't forget those of you who ordered drag chains, bring your money.

DAVE HEARD

## AVON RIVER TRIP REPORT

21st & 22nd March '87

### ROLL CALL:

Tom, Liola, Dustin & Lee Frachna & "SPIKE"  
Steve Alder & Sharon Harvey & "HONEY"  
Keith & Shaun Brown & "SPECKS"  
Brian, Cathy, Lindsay & Christine Tuck  
Peter & Debbie Fink & "SULTAN"

We all meet at the Hailam Pub at 7.00am. Steve and I decided to arrive 10 min. late, to shock the masses, when we arrived in our "NEW" Series 2A S.W.B. Land Rover. After a few COO!, AAH'S!., and "YOUR GOT TO BE JOKING!" we said our hellos and discussed the weather, which wasn't looking too promising. As soon as it started to drizzle we decided that "Brownie" must have found a dry spot on Friday afternoon and headed off early. We all set our C.B.'s and decided to do the same.

Steve and I didn't participate too much in the chatter on the way to Hayfield, as the noise in the Landi, (or the "MONGREL" as it's now know as) made the chatter inaudible. After a short stop at Hayfield for fuel ect., we find Tom trying to purchase maps and also that it hadn't rained in the area for over a week. Maps were unavailable so Tom borrowed Steve's and we are now off to Huggett's to collect Keith, Shaun & Specks. Things are looking good even after a few wrong turns and a few left ones. The "Mongrel" thou decided it didn't like dirt tracks and steep climbs and created it's first spot of trouble, blocked fuel filter to one of the long range tanks. After a disconnection we're off and following our fearless leader.

Upon reaching Keith & Shaun at Huggets, we took a short break. Weather was great by this time, and a stroll along the watering hole was called for, it was an effort though to keep the dogs and kids alike from getting too wet. It was not too long after this that the "Mongrel" really put pressure on us, and because the incidents were too numerous and the stops too many, I won't go into all the details, but with the help of our travelling "bush dentists", Keith, Brian, Peter, Tom & Steve, major surgery was performed several times, to sort out the "Mongrels" teething problems.

Upon reaching our destination, everyone was most relieved, that after almost 8 1/2 hours, we finally made it. Camp was set up. A few amongst us tested the Avon's chilly water and after dinner we arranged ourselves around the campfire. It was after "Finky's" almost famous damper that it was decided that I should write the trip report, as my vehicle caused the most trouble. We retired relatively early for a Saturday night and arose relatively early for a Sunday morning.

Cont.... Avon River

After a bit more bush dentistry it was decided that we'd again head off. Fortunately the only stops that were on the homeward journey, was to admire the view. For lunch a lovely spot was found near Paddy Lees Crossing on the Valencia Creek Road, that would be ideal for a bush dance venue. A brief stop was made at the 'Valencia Creek Caravan Park' to visit some freinds of Tom and Liola's. From there it was a hop, skip and jump to Hayfeild for another brief, but needed stop.

The weather was subtely reminding us of what we had left behind on Saturday morning the closer we got to Melbourne. Our C.E. went out in sympathy with the "Mongrel" and we lost contact with everyone not long out of Moe, so we were unable to thank everyone on the trip for their patience and help in accepting and fixing the "Mongrels" PROBLEMS. I'm sure though after some ALDERfications the problems wont reoccur in future trips.

( Fingers Crossed!! )

Thanks to everyone for an enjoyable weekend.

SHARON HARVEY

# V. F. W. D. C

## MEMO TO ALL MEMBERS

### NEW SICK LEAVE POLICY:

Frequent absenteeism has forced introduction of the following changes, effective immediately.

#### SICKNESS:

No excuse for absence. We will not accept your doctor's certificate as proof, if you are able to go to the doctor you are able to come to work. If you are unable to visit your doctor you will have to be prepared to submit to a thorough examination by your Departmental or Branch Manager at your home on the day you report sick.

#### DEATH:

( Other than your own )

This is no excuse. There is nothing you can do for the deceased, and we are sure that someone else in a lesser position can attend to the arrangements. However, if the funeral can be held late in the afternoon we will be glad to let you off 10 minutes early - provided your work is sufficiently advanced to keep the job going in your absence.

#### LEAVE FOR AN OPERATION:

This is no excuse. We will no longer allow this practice. We wish to discourage any thoughts you may have about needing an operation. We believe that as long as you are employed here you will need all of whatever organs you have and you should not consider having anything removed. We employed you for what you were and to have anything removed would certainly be less than we bargained for. NOTE: An exception will be made for warts.

#### DEATH:

( Your Own )

This will be accepted as an excuse. But we would like two weeks notice as we feel it is your duty to teach someone your job.

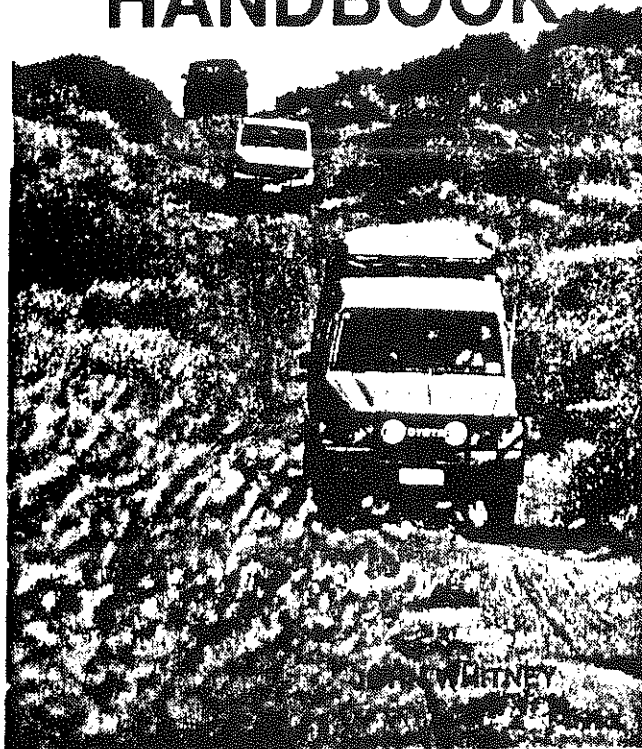
#### TOILET VISITS:

Entirely too much time is being spent in toilets. In future we will follow alphabetical order, for example those whose surname begins with "A" will go from 9 a.m. to 9.05, "B"s will go from 9.05 to 9.10 and so on.

IF YOU ARE NOT ABLE TO GO AT THE ALLOTTED TIME IT WILL BE NECESSARY TO WAIT UNTIL THE NEXT DAY WHEN YOUR TURN COMES ALONG.

THE PRESIDENT

# FOUR WHEEL DRIVE HANDBOOK



The TOYOTA LAND CRUISER CLUB OF VICTORIA has just released an updated, full colour edition of the FOUR WHEEL DRIVE HANDBOOK. It is a 64 page guide to four wheel driving. It has sections on Tyres, Recovery, River Crossings, Snow driving etc. It has been written in conjunction with 4x4 Magazines John Whitney. It is however a Club publication, although very professionally produced. Purchase of a copy is recommended. They are obtainable from the Land Cruiser Club Editor . Details are set out below.

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To: The Editor,  
Toyota Landcruiser Club,  
2 Toorac Road, Upwey 3158

Please send me ..... copies of the Four Wheel Drive Handbook by John Whitney.

I enclose \$..... being \$6 per copy including postage.

Name .....

Address .....

.....

ROLL CALL:

MARK & GLORIA TEMPLETON PATHFINDER  
GARRY & SHIRALEE BIRCHELL MITSUBISHI TRITON  
RICKY & TANA RYCKEN FOUR RUNNER  
STEPHEN LEE & GARRY RYCKEN PAIROL  
KEN BEITH & FAMILY TOYOTA TURBO WAGON  
NEIL STEVENSON & FAMILY TWIN CAB HILUX  
ERIN GERRARD & FRIEND EXTRA CAB HILUX  
RON CAMM & KIDS HILUX TRAY  
CAM DAPPER TURBO TWIN CAB HILUX  
ROD LEE & STEVEN NORMAN TOYLET  
MARK & DIANNE COLLINS LANDCRUISER TRAY & CAMPER  
BARRY TWIN CAB HILUX  
GLENN SMITH & KIDS ROCK'N'ROLL ROCKY

It all started at Puffing Billy's Bridge Belgrave, one fine wet Sunday morning. By 9.am. all were assembled, 13 in all, including a Pathfinder & Triton, the two test vehicles.

First on the agenda was the sand quarry, where we put the two test vehicles & learners through some ruts, small climbs & mud hole. The people that drove the Pathfinder said it handled quite well enough, but a little under powered. The Triton on the other hand had quite a lot of power but didn't seem to attract as much attention as the Pathfinder. A few of us had a go at climbing the small mountain in the middle. Neil went over the top. The mud puddle attracted a bit of attention as well.

Time to leave the quarry for some roads and tracks, around Gembrook State Forest. A.P.M. Track was handled with quite some ease. On down into Powelltown for lunch and a discussion the two test vehicles was partaken, at the footy ground. Didn't seem over impressed with the Triton. The Pathfinder was not too bad, a bit light in the tail though. Maybe a couple of bags of cement would help.

After lunch we were all back into the fray. Mark was thinking of Boys Camp Track, but with all that we had had, he changed his mind. So onto the Noojee road and we'll try Turner Track, which was a short cut. Pathfinder was the first to have a scratch, didn't get very far, nor did the cream puff, the Rocky got just as far, Neil got a bit further, Cam nearly as far. Then came along Rodney and his V8, which of course got up the furthest, but not to the top. No one else wanted to have a shot so down the road to Worlley's Track a slight slope, so they thought. The first to the top was the Pathfinder the Triton was next in line, but got stuck. After a lot of pushing and grunting, letting of tyres down we gave up trying to get to the top. The Landcruiser turbo was next to have a go. He had two tries, then decided he needed a longer run, so back down to the bottom for another try and succeeded. Of course Rodney was the third to succeed, with that big V8. After pumping the Triton's tyres back up, it was time to make our way home.

A few K's down the road we parted company with Mark and two or three others. The rest of us went the other way for a little more scratching. One track looked a little too slippery, so that was left alone. Ricky and Ken knew of some others to try, so those were tackled with little difficulty. Once at Dyers Picnic Ground it was time for our group to head for Westbrook and home.

A good day was had by all. I know Kim, Amand, Rocky and I had fun and good company. It was a day for tyres with grip not comfort.

GLENN SMITH

## TRIP COMMITTEE

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Below is a list of equipment recommended for vehicles going on off grade trips

This equipment would also be handy for vehicles on off grade trips, or for that matter, any trip into the bush.

IT IS STRESSED THAT ANY TRIP LEADER OF ANY TRIP HAS THE POWER TO REFUSE A VEHICLE TO PARTICIPATE ON A GULB CUTTING, IF HE THINKS THAT THE VEHICLE IS NOT ADEQUATELY EQUIPPED.

14 BAR OR FITTING LOGS ON BUMPER BAR

TOWING CABLE OR CHAIN AT LEAST 20' IN LENGTH

TOWING POINTS - FRONT AND BACK

SHACKLES TO SUIT CABLES AND TOWING POINTS

WHEEL CHAINS

SPADE AND AXE OR CHAIN SAW

SNATCH BLOCK

JACK AND GROUND PLATE

AIR PUMP

TUBE TO SUIT TYRES OR PATCHES

50mm OR 2" FDM BALL

TYRE GAUGE

C.R.O. OR SIMILAR WATER REPELLANT

DECENT TOOL KIT

BRAKE FLUID

GLOVES AND HAND CLEANER

GOOD FIRST AID KIT

JUMPER LEADS

It is also hard to carry a supply of appropriate oil for use in your engine, gear box and drive

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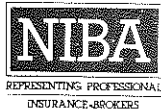
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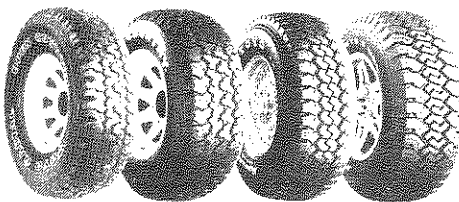


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For professional, technical advice and details of your nearest Toyo dealer contact Toyo today.

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MELBOURNE (03) 460 2444

ADELAIDE (08) 260 4666  
PERTH (09) 478 1377

## TEST DRIVE MITSUBISHI TRITON NISSAN PATHFINDER

As you are aware the club was able to test drive two new models of four wheel drives the Mitsubishi Triton and the Nissan Pathfinder. Seeing a lot of club members are moving towards the Toyota twin cab models this was a good chance to compare the two new makes.

Mitsubishi was trying to get a twin cab diesel registered in time for the training day but were unable to at the time but were kind enough to surpile a petrol tray, meanwhile Nissan was trying to get a Pathfinder at the same time.

As the training day neared both vehicles had been located, it was just a matter of picking them up, thanks to the help of Gary Dunscombe from Geoff Brady Mitsubishi, Peter Marino from Mitsubishi Motors Aust, Neil Oxan from Surrey Hills Nissan and John O'Neil Nissan Aust.

The Triton tray was powered by an unleaded petrol 2.6lt motor with a five speed gear box and dual range transfer. brakes were disc/drum with a transmission hand brake, the suspension was independent front end with leaf springs in the back.

The Pathfinder was powered by a petrol 2.4lt motor with a five speed gear box and dual range transfer. brakes were disc/drum with the hand brake on the rear drums, the suspension was independent front end rear 5 link coil spring with stabilisers front and back.

The Triton under the bonnet was very tidy the electrics were high and dry and looked very easy to service the motor with all the filters easy to get at, just watch your fingers there is no fan shroud, under the body was very clean with nothing hanging down to get hung up on, the tray is very large with double wall panels. In the cab you have a bench seat that seats 3, the interior is of vinyl which is good to clean. Instrumentation: the gauges are very big being the speedo, fuel and temp other warning lights are the park brake, battery, oil, high beam and 4WD. The hand brake is a dash mount type and the steering wheel has a tilt adjustment on it, also while in the cab you have a clock in the dash am-fm stereo, air cond. There is not much room to mount any CB's in or on the dash. The spare wheel is mounted under the tray.

The pathfinder under the bonnet it is a plumbers nightmare with hoses and pipes, the spark plugs are covered by the air filter and the service points are hard to get to, the electrics are in the lower engine bay and could take on water very easy, under the body it too is free of snags, in the cab you step into a very posh car, carpets front and rear and cloth seats ( just pray you have good door seals on river crossings) instrumentation: easy to read speedo, trip meter, fuel, temp and tach other warning lights are oil, high beam, brake fluid level, park brake and 4WD. The hand brake is mounted on the transmission tunnel. Steering is power assisted. Seating: front reclining buckets rear reclining fold down bench you have a digital am-fm radio cassette with 4 speakers the spare wheel is mounted on the rear bumper and when you look through the rear view mirror you get a good view of the head rest and the spare wheel.

## TEST DRIVE CONT:

### ON THE ROAD - PATHFINDER

The Pathfinder drives like a Rolls Royce on the road, with very little road noise. Drives smoothly through all the gears. If wanting to overtake another vehicle the motor lacks power, and needs alot of clear road to successfully complete the overtaking. It also lacks power on hills, you may need to change down the gears. The brakes pull you up very well on wet or dry roads. Its fitted with a dual circuit system with a presure valve which takes alot to lock it up even on wet roads. Good mirrors on the outside, the interior mirror has an extremely good view of the rear head rests, and the spare wheel, only visible through the top half of the rear window.

### IN THE BUSH - FOUR WHEEL DRIVE

In the bush the Pathfinder has a few supprises, the ride is very smooth driving over pot holes. You don't feel a thing on hills. In low range the motor has all the power you need to get you up. With the well spaced engine it brakes down hill very well. On greasy tracks even idleing it can tend to slip side ways, so you have to have your wits about you. With depth ruts it drives level even if it lifts a wheel off the ground, not like the 4-runner which tends to lift its nose in the air. The mud flaps as described above, come off very easily, as I proved when backing over a small hump pushing the mud flap against the tyre and it clips back on.

The 200mm ground clearance didn't give any problems on the rough stuff. The transfer lever is quite good. It has to be depressed to get it in or out of four wheel drive and the same applies when putting it in low range, this way you have no rubber bands holding the lever in the range nor can it be knocked out. It also helps to read the instructions when you want to get out of low range. You don't only knock it back to high range you have to PUSH DOWN to unlock it, no one would have known this but Gloria had to rub it in anyway.

## CONCLUSION

Not a bad vehicle put together, great on road, but lacks power, but in four wheel drive its quite an impressional vehicle. I wouldn't mind having one. But that's my opinion, and my description of the vehicles.

MARK TEMPLETON

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ACTIVITIES :

VICTORIAN FOUR WHEEL  
DRIVE CLUB  
TRIP DATA

WHAT'S ON

=====

DESTINATION : RUTHERGLEN WINE GROWING AREA

TRIP LEADER : THELMA & DON MONTAGUE      PHONE NUMBER : 298 1200

DEPARTURE DATE : 22-5-87      DEPARTURE TIME : 7.00 pm SHARP

DEPARTURE POINT : THE BIG FLAG TRUCK STOP HUME HIGHWAY CAMPBELLFIELD

FUEL REQUIRED : FULL TANK

LAST FUEL AVAILABLE : NO WORRIES      MAPS REQUIRED : VIC, SHELL MAP

GRADE : 0      DURATION : FRIDAY pm. - SUNDAY PM.

BASE CAMP : YES      NATIONAL PARKS : NO

ROUTE VIA : MAIN ROADS TO WAHCONYA CAMP SITE, TOUR WINERY ROADS 2WD ON  
SATURDAY VISIT THE NEW ETTAMOGAH PUB NDTH OF ALBURY RETURN TO MELBOURNE  
VIA KIEWA VALLEY AREA

ACTIVITIES : WINE TASTING AND BUYING, POKIES IF DESIRED, GENERAL SIGHT SEEING  
BBQ LUNCH SATURDAY AT BULLERS WINERY, ( AVIARY OF EXOTIC BIRDS)

SPECIAL CONDITIONS : AS THE TRAVELLING TIME WILL BE APPROX 3 hrs THE  
DEPARTURE TIME WILL BE STRICTLY ADHERED TO, LATE COMERS WILL HAVE TO CATCH  
UP OR FIND US ON THE RIVER BANK BEHIND THE WAHCONYA TOWNSHIP,  
( WHERE "BLUEY" LIVES ASK A LOCAL. )

\*\*\*\*\*

## CONVOY PROCEDURE

1. Trip leader to call group meeting prior to start and remind members of convoy procedure.
2. Observe road rules at all times.
3. All vehicles responsible for the following vehicle when turning off road and at cross roads.
4. Vehicles leaving convoy for any reason, wave on the remainder of the convoy and inform "tail - end charlie" of intention.
5. Leader to appoint "tail - end charlie" for each trip.
6. No vehicle to pass leader unless in an emergency.
7. Keep a safe distance behind the vehicle in front at all times, especially when in hilly country, or when brakes are wet.
8. Allow the vehicle in front to get over the crest of a hill before you attempt to follow. If you get stuck, (except on a hill) get out and stop the vehicle behind you.
9. Lead vehicle to carry a flag when on sand dunes.
10. Nominated track marshals will regulate traffic on sites nominated by the trip leader.
11. In the event of winching being necessary, the winch operator will automatically become track marshal.
12. Vehicles in the club carrying equipment or personnel (i.e. winches, beds, nurses, or doctors) will be classified as emergency vehicles, and as such, must be given clear passage and right of way.
13. In the event of mishap on a run, all non-emergency vehicles will leave the immediate area of the said happening clear, to enable the necessary emergency vehicles to approach without obstruction.
14. When winches or snatch straps are being used all persons are to stand well clear of winch cables and straps (at least 1½ lengths in all directions is recommended).

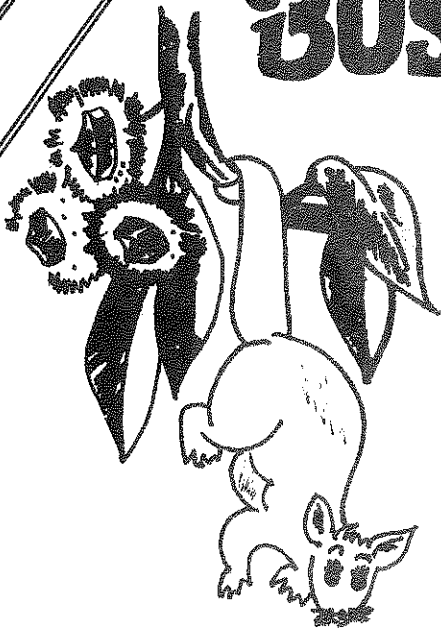
# CLUB CALENDAR 1987

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MAY	1-2-3	GO DOWN ' 87 GIPPSLAND 4X4 ( INTERCLUB )
MAY	22-24	WINE TRIP THE MONTAGUE'S
JULY		A. G. M. DINNER
JULY	4	NAV RUN OTWAYS DAVE HEARD
JULY	18-19	ORIENTATION DAYS BIG RIVER AREA
AUG		BUSH DANCE
AUG		SNOW TRIP
SEPT	4-6	BARNADOWN RUNAROUND BENDIGO 4X4 ( INTERCLUB )
SEPT 19 - OCT	17	COUBURG PENN TRIP FULL TOM
OCT	17-18	BOHO BOUNCE GOULBURN VALLEY 4X4 ( INTERCLUB )
NOV		CUP WEEKEND MAYFORD AREA

=====

# BUSH.B.Q.



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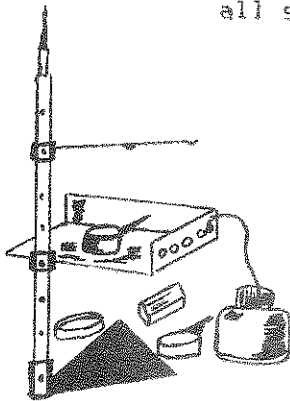
open fire cooking

fully engineered  
all steel construction

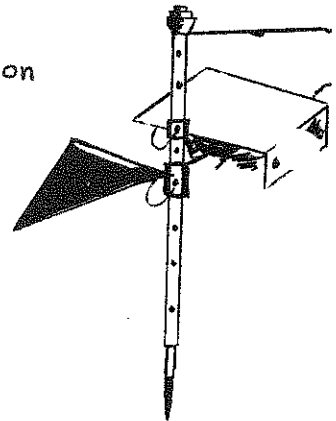
versatile

indoor/outdoor

gas conversion



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