

**VICTORIAN FOUR
WHEEL DRIVE CLUB INC.**

FREE



WHEELING

JANUARY

1988



REGISTERED BY AUSTRALIA POST
PUBLICATION NO. VBH 161

COMMITTEE 1987 - 1988

PRES.	David Heard 16 Hardy St. Selby 3159 754 8406	VICE PRES.	Steve Alder 10 Mayfair Crt. Keysborough 3174 798 7229	SEC	Mark Templeton 55 Martin St. Belgrave 3160 754 3667
TREAS.	Rob Ayton 8 Minerva Cres. Vermont Sth. 3133 232 0378	ASS SEC.	Gloria Templeton 55 Martin St. Belgrave 3160 754 3667	SOC	Michelle Heard SEC. 16 Hardy St. Selby 3159 754 8406
COMM.	Tom Brachna 11 Sunnyvale Crt. Hampton Park 3976 799 1998		John Smith 21 Beilby St. Bayswater 3153 720 2959		Brian Tuck 9 Peterfields Crt. Borona 3155 762 5981
ASSOCIATION DELEGATES					
	Ricky Rycken 704 9535		Peter Pink 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, 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 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. Also all drivers must be licenced and shall remain below 0.05 while on club trips.

Newsletter items to Mark Templeton by General Meetings at the latest.

MEETINGS THE LAST TUESDAY OF THE MONTH
AT THE DANDENONG LIBRARY TIME 8.00 pm

ALL CORRESPONDENCE
P.O. BOX 778
DANDENONG VIC 3175

PLEASE TRY TO SUPPORT OUR SPONSORS AS THEY ARE SUPPORTING US !!!!!!!!!!!!!!!!!!!!!!!

PRESIDENT'S

REPORT

JANUARY 1988

Happy New Year to all, I hope you had as much of a good time as we did on the 31st. Some of the Committee were reported, seen in the Avon river at 1.00 am. Why not? Thanks to Peter Rowe for a good trip. It was nice to just sit back and do nothing for a change.

The long week-end trip has been changed from Victoria River to Mayford, I don't think we will get any complaints about that, and Tom Brachna will be leading the trip instead of John Smith, who unfortunately had an operation on his leg, we all wish him a speedy recovery, and hope to see him back on the tracks soon.

Don't forget to round-up all your friends for our Bush Dance on the 13th of February at Bimbimble Wildlife Park. WE WOULD LIKE EACH FAMILY TO BRING A PLATE OF SALAD AS A CONTRIBUTION TO OUR SALAD BAR.

It's a NEW Idea for this dance, we will have the salads laid out on tressle tables in Terry Moore's big walk-through tent, so you can get your meat from the spit or barbie and pick-up some salad without wandering back to the car.

Bobsy Die will be the band once again, so I can promise you a good evening, so don't let the club down, lets have a good response.

the next meeting we will have a general discussion after the break so have a bit of a think before then and give us some ideas.

See you at the meeting,

DAVE HEARD

MEETING NIGHT 2ND FEBRUARY 1988 (TUESDAY)



PORT PUZZLER No. 7

Quite a good response to our last Port Puzzler. Nice to see that we have some real clever people among us four-wheelers, as correct entries were received from four people, these being: Stephen Lee, John Lake, Peter Pink and Rob Ayton. The winning entry (once again drawn from the trusty Akubra) was submitted by **ROB AYTON**. A bottle of Brown Brothers Reserve Port awaits his collection at the next club meeting.

The correct answer was 76 Girls

This Month's Puzzler Is As Follows:

With the controversial Bicentenary Year now with us, we thought that may be an opportunity for members to show just how much they know about our great country. Below are ten trivia questions about Australia in general- our people, our way of life. They are fairly easy, but the odd one or two might find you reaching for the history books.

- 1 What inner suburb of Sydney has a 13-letter name compiled from only four different letters of the alphabet? (Correct spelling please!)
- 2 What Victorian town was called after the ring-name of old-time bareknuckle prizefighter William Thompson?
- 3 Who was engaged, as an engineer, in the construction of Melbourne's Princes Bridge before becoming a World War I General?
- 4 Describe a 'Jacky Howe', a garment worn by Australian shearers and cane-cutters.
- 5 During the 1920s, who was Mrs Helen Porter Armstrong better known as?
- 6 Which of Australia's several casinos was first to open in 1973?
- 7 The name of what Queensland city is synonymous with the Australian brown rum?
- 8 Which infectious disease, spread by mosquitoes in the 1950s, reduced our rabbit population by 80%?
- 9 What new banknote was introduced into our currency in 1973?
- 10 Name the Australian fauna, divided into two genera, known as common and hairy-nosed.

REMEMBER, YOU MAY NOT NEED TO ANSWER EVERY QUESTION CORRECTLY TO HAVE THE WINNING ENTRY.

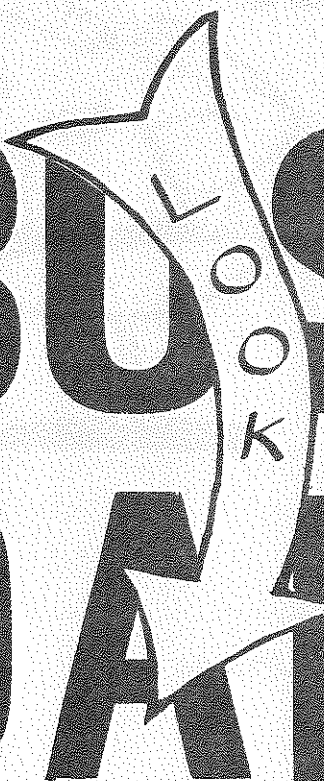
All entries to be sent to:

PORT PUZZLER
21 BEILBY STREET
BAYSWATER, VIC, 3153

CLOSING DATE FOR ENTRIES 10TH FEBUARY, 1988.



BUSH DANCE



BIMBIMBI WILDLIFE PARK
Paternoster Road, Mt. Burnett.

Feb 13TH - 14TH



'BOBSY DIE' Bush Band

\$10 - per head ~ \$25 - per family

BEEF ON SPIT + B.B.Q. INCLUDED - 7pm
B.Y.O. Salads + drinks.

Bring your friends.

Don't forget



your hat + boots!

TICKETS AT THE GATE

Stay Overnight

PINKY'S BUSH RECIPES

FOR THE

CULINARY ARTISTS



FRUIT DAMPER RECIPIE

INGREDIENTS:

4 cups selfraising flour
300 grams of sultanas or dried fruit mix
quarter cup of sugar
1 egg
half a can of beer the other half may be consumed as damper
making proceeds
water as required

METHOD:

- Step 1. Toss the flour into a bucket, bowl or billy.
- Step 2. Chuck in the sultanas.
- Step 3. Shovel in the sugar.
- Step 4. Chuck the egg in minus the shell.
- Step 5. Poor in the beer.
- Step 6. Stir the ingredients making sure to mix in all the flour keep mixing and adding water, until a non sticky dough is acheived.
- Step 7. Leave the mix to sit while digging a hole near the camp fire. No not that sort of hole, one large enough to sit the camp oven in with aprox 2 inches 50m/m gap around the oven
- Step 8. Place mix into a clean camp oven.
- Step 9. Put 1 shovel of red hot coals into the bottom of the pre dug hole place the camp oven on top and proceed to fill the surrounds with red hot coals also place coals on the lid then cover with soil to keep the heat in.
"NOTE" leave the handle exposed.
- Step 10. 25-30 minutes later remove the oven carefully making sure not to get soil inside the oven.
- Step 11. Lift lid tap the damper with your finger the damper should sound hollow. You can also test by inserting a knife into the centre of the damper if the knife comes out clean your in business. If the damper is not cooked place the oven on a bed of coals beside the fire also rotate the oven occasionally until cooked.
- Step 12. Cut and butter while hot serve immediatley

"NOTE" Mix can also be succsesfully cooked in a jaffle iron.

Good luck and have the paper ready next morning.

P L E A S E

N O T E

BUSH DANCE FEB. 13th '88

AS STATED IN THIS MAGAZINE OUR
OUTDOOR BUSH DANCE WILL BE
HELD AT BIMBIMBI PARK

IF YOU PREFER TO TO STAY
OVERNIGHT AT BIMBIMBI PLEASE
DON'T FORGET YOUR TENTS AND
SLEEPING BAGS. YOU ARE MOST
WELCOME TO STAY THE NIGHT.

ALSO FOR SAFETY REASONS:-
YOU CAN DRINK AND YOU DON'T
HAVE TO DRIVE TO BED.

ALSO PLEASE REMEMBER IF YOU ARE
DRIVING, ALCOHOL AND STERRING
WHEEL DON'T MIX. FOR YOUR OWN
SAFETY, YOUR FAMILY'S SAFETY
AND SOMEONE ELSE'S FAMILY.

WHAT EVER YOU MIGHT DECIDE: -

HOPE TO SEE YOU THERE

HAVE A GREAT TIME
=====

=====

Destination; Gembrook area Ladies Day Part Two

Contact; Gloria Templeton Ph 754 3667
Departure Date; 13 March Departure Time; 10.00am
Departure Point; Gembrook car-park Main Rd Gembrook
Fuel Required; Full tank
Grade; B

Activities; The aim of this training day is to give the ladies of the club an opportunity to learn how to drive in four wheel drive country. The reason being that in case the driver of the vehicle, ie. husband, boy-friend etc, meets with an unfortunate mishap, you will then be able to at least drive the vehicle out yourself and home.

The roads and tracks that will be used on this day, have been checked out, and there are defenatelly NO Grade "A" involved, it is simply a matter of learning how the car handles in four wheel drive, and how to get the gears in and out of 4WD.

Special Conditions; Full Recovery Gear

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LADIES DAY
GEMBROOK AREA

ROLL CALL:

Sharon Harvey & Steve Alder
Norma & Neil Stephenson
Debbie & Peter Pink
Michelle & Dave Heard
Mark Templeton

The meeting place was to be the Gembrook market car park at 10.00 a.m. on a fine Sunday morning was not too much trouble, seeing everyone had had a late night at the Cuckoo Restaurant with the clubs xmas dinner the night before.

I arrived at Gembrook to be met by the Stephenson's closely followed by the rest of the troops but something was wrong, a quick look around and I spotted the problem the fellows were driving. This was soon fixed when the girls helped the boys out of the drivers seat with a tug on an ear or two.

We then set off out of the Gembrook township on the Tonimbuk Road to Mortimer Reserve via Triangle Road, with the menfolk thinking I know where we are, a couple of sly turns here and there they were bushed, so the girls could get the feel of the cars we did some easy two wheel drive roads pass the Four Brothers Rock Outcrop, coming out on Helmet Track near Dyers Pinic Grounds. From there we headed to the sand pit with the boys scratching their heads how they got there, now the girls had a chance to use that funny little gear stick that the boys had brainwashed the girls into not to touch under any circumstances.

I then marked out an easy run around the sandpit then one by one the girls were of in four wheel drive to the horror on the boys faces the girls were loving it taking ruts and slopes in their stride, then the boys got really game and hoped out of their pride and joy, and let the girls go by themselves taking a photo or two while getting a chance to stretch their legs the pain of being a passenger was starting to tell, how could anyone stand sitting for so long in the co-pilots seat was beyond them but then they had a quiet think to themselves it had only been one hour. How do these girls do it for hours or days on end?

LADIES DAY CONT....

While watching the girls, Michelle drove up and over a nice ledge lifting a front wheel about two feet from the ground in the Land Cruiser. Peter sung out drive up again while I get it on video which she did. Soon all the girls where driving up and down ledges over deep ruts and sideways slopes and loving it, but it was hard to tell who had the biggest grin the girls or the boys, by this time the old tummys where starting to rumble so we headed of to Dyers Picnic Ground for lunch.

With everyone sitting and having a good old feed, they wanted more after lunch, and so did the boys they where starting to like the idea of being able to sit back and relax have a can or two and not worry about drink driving.

After lunch we headed west to some harder tracks to give the girls a go at some good B grade stuff. I was a bit concerned on two tracks that had been checked out the week before, because of the rain that had come down during the week. Rodney Lee caught up to us on his bike, so we stopped and had a bit of a chat then Rod took off to recheck these tracks and said they looked Ok.

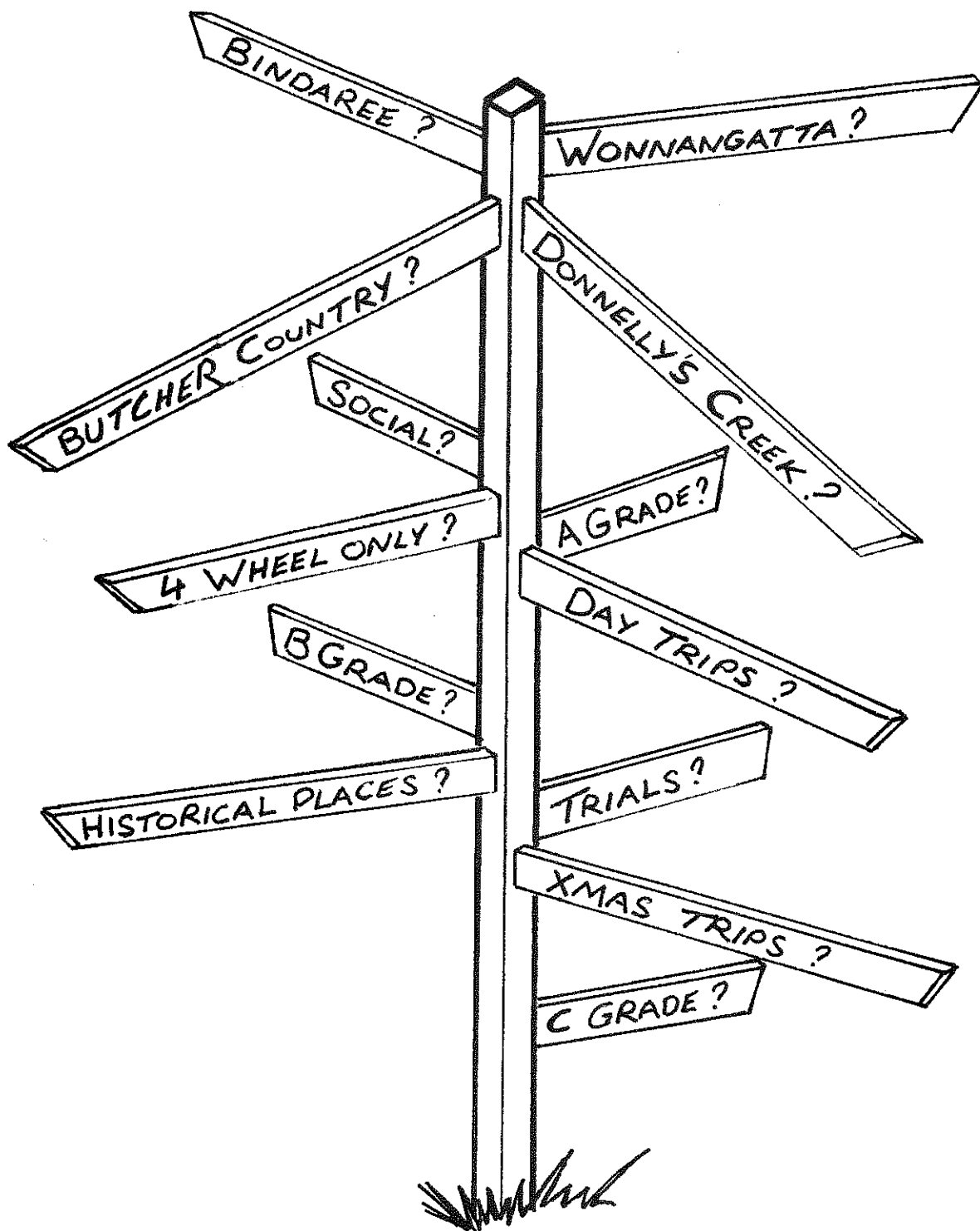
The girls where looking foward to doing some harder tracks and the boys had no doubts about the girls abilities so off we went, we then came to the first hill I was concerned about. It had a mud hole at the bottom then it went up with some nice roughs in it Sharon went through first, she just idled the landrover through the mud and up the hill without battering an eyelid, the same with Norma while Peter videoed Debbie going up to his surprise this hill was quite long and steep, with Debbie up the top he had to walk up arriving a bit red in the face.

By this time the girls had a few hours under their belts, and with the time getting on we made our way back to Gembrook.

All in all everyone had a great time, the girls getting the feel of driving in the bush and knowing that if for some reason the other half was unable to drive that they could take over and make their way home without any problems.

With another ladies day coming up in March I know that these girls and a lot of the other ladies in the club will be there in force.

SEE YOU AT THE NEXT LADIES DAY
MARK TEMPLETON



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CLUB TRIP TO MAYFORD
MELBOURNE CUP WEEKEND

ROLL CALL:

Dave & Michelle Heard
Tom Brachna & Family
Peter Pink
Peter Rowe & Jan
Geoff Dowell & Family
Ron Camm & Family
Tony O'Brien & Vincent
Barry Ellis
Bluey Male
Stephen Lee & Steven Norman
John Smith
Frank & Cisco (Jackeroo Club)
Ken, Maureen & Blonde Bombshells

While Dave, Tom, Bluey, Stephen and families and friends journeyed to Dargo on the Friday night, the remainder of us met at the Hallam Pub on the Saturday morning for the customary late start.

Under the leadership of Peter Rowe, the late starters travelled to Dargo via Moe, Yalloun North, Heyfield, Maffra and Briagolong. As most of us had not been to Dargo by this route before, it proved to be a welcome change of scenery. Upon nearing Dargo, those with club radios were able to converse with the members who had journeyed the night before. After refuelling at Dargo, Dave took over leadership, and we commenced the dusty trip along the Dargo High Plains Road. The third grid past Treasures Homestead saw us at the top of Kings Spur where we were joined by Frank and Cisco, two members of the newly formed Jackerwho Club? With sightseeing included, the trip down Kings Spur took almost two hours. During this time we witnessed many picturesque views of the surrounding ranges and the snow covered Mount Hotham and Dinner Plains area. Kings Spur track proved to be a good initiation for the newer club members, with many washouts, rocky spurs, mudholes and river crossings. Naturally, some of the more experienced club members were able to demonstrate to us uneducated ones the art of securing a vehicle in a mudhole, thus creating the chance to prove the worth of the Snatchem Straps.

MAYFORD CONT....

When we finally reached the Mayford Valley at mid-afternoon, we were confronted with a miniature Wonnangatta, only of a much more striking appearance. With plenty of trees for shade, the clear flowing Dargo River, the grassy valley and pleasant views of the towering mountains, this spot proved to be well worth the lengthy trip. The rest of the afternoon was spent setting up camp and generally lazing around. Come evening, it was the usual campfire and the customary sampling of the port. As most of us were tired after the long trip in, we decided to have an early night, and all had retired by 1.30 a.m.

Early Sunday morning we were able to contact Ken and Co. on the radio and talk to them as they came down Kings Spur. However, Ken had trouble interpreting our directions as to which were the better routes to take. Consequently, he provided us with one of the best displays of angle-nibbling seen for many a day. Latemorning saw Dave, Stephen, Ron and families heading off home. While some of us spent the afternoon resting by and in the river, others tried their hand at spinning for Coutas. This resulted in trout entree that evening. Sunday night it was back to the campfire and the usual.

Come Monday morning Bluey, Frank and Cisco headed off for the big smoke, while most of the remainder decided to take a look at the infamous Mayford Spur track. We reached the conclusion that it was not to be tackled unless you were really desperate to go that way. Peter and Barry quit the ranks, leaving only the diehards to stay till Cup Day. Evening was heralded by thunderstorms, which in turn had the Prophets declaring that we would be trapped in the valley till Christmas. Because of the inclement weather we had a real early night, but still managed to give Brown Bros. a hiding.

We awoke on Tuesday to find that occasional drizzle was still with us. Departing camp about 9.00 a.m. we experienced a bit of scratching on the first hill out of the valley, but otherwise not much trouble at all. The journey home was via Harrierville, Whitfield, Mansfield and Yea.

Many thanks to Dave for leading the trip and introducing us to what turned out to be a very pretty area. Hopefully, everyone enjoyed themselves.

COBURG PENNINSULA CLUB TRIP
=====

SATURDAY 19TH, SEPTEMBER 1987

Up to an early start to leave by 5.20 am all meeting at St Kilda at 6 am.

Roll Call Tom, Liola, Dustin and Lee
 Connie, Brian and David
 Bruno and Ray
 Ken, Colin and Maureen
 Ken and Stephen
 Graeme
 Margaret and John

Left the Pier at 6.27 am after a few minor calls, before we started. Very cold and windy.

Stopped for a minor at Dimboola nd Coffee or Tinny Break and on our way again. Very high head wind on the way through Bendigo and had hills to crawl up all with such a load on all the equipment to catch all the big ones. When we got to the top stopped for lunch at Kyniva for about three quarters of an hour and then on to Adelaide.

We arrived at Adelaide at 4 pm after Tom talking on the Club radio to Peter Rowe and Ray Brown which we were to meet at the Caravan Park but they were down at the Hotel and we had to sit in the cars and wait as they had all our keys, so didn't get in to our cabins until after 5 pm.

We all had a talk and decided to go out for Chinese Tea and Ray and Peter told us they were staying on in Adelaide and meeting up with us in a weeks time in Maturanbar. So all had an early night. Rang from Adelaide to Peter Pink to see if they had won the Finals in Football.

SUNDAY 20TH, SEPTEMBER 1987

Up at 6.30 am shower, tea and toast in the community kitchen and ready by 8.00 am. Had to wait until 9.30 am so it took a while for us all to fill.

Stopped at Port Augusta for lunch and I think they had to wait for the cows to be caught to make the hamburgers and they tasted like it too. Stopped at the Salt Lakes for the ones who had not seen them to have a look, arrived at camping spot about 5.30 pm 250Km out of Coober Pedy.

CONT. COBURG PENNINSULA CLUB TRIP

Ray recited some poetry forgot a few words here and there but very good. We kept the club radio going incase we could here Peter and Deb.

MONDAY 21ST, SEPTEMBER 1987

Up to our morning call from Bruno back on the job again with the fire going and Billy boiling when he knocks on your tent. we were away by 8.08 am off to Coober Pedy had a quick look around and toilet stop and off down the road about 50 Km before Marlo Bore for lunch. Lots of eagles on the road dead and lots in bunches of 2 and 3 or 4 together in trees at the side of the road quite nice looking markings on them.

Stopped at Marlo Bore for fuel and Icy Poles on our way to Alice Springs. Started looking for camping spots about 5.30 pm found one at 6.20 pm with plenty of prickles.

Small Ken got some sand in his eyes and was quite vocal for a while but a few sweets from John and some drops and okay. Still calling for Peter and Deb and listening for cars going by. Liola thought she heard them on the radio and went to answer and Brian got in his and answered her. Went to bed about 10 pm.

MARGARET SMITH

PLEASE NOTE:

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FOR THE SUCCESS OF FUTURE INTERSTATE TRIPS, THE TRIP LEADER SHOULD ADVISE ALL MEMBERS WELL IN ADVANCE AS TO WHETHER CLUB OR CB RADIOS ARE TO BE USED ON THE TRIP. IT IS EXTREMELY BAD MANNERS FOR SOMEONE TO BE SPOKEN TO ON THE CB RADIO, AND ANSWERED BACK ON THE CLUB RADIO, KNOWING FULL WELL THAT NOT ALL MEMBERS HAVE BOTH FREQUENCIES.

"BUSHEd"

By Andrew Williams

There are a number of good reasons I can think of for digging a whole in the ground, for instance, the start of along trip to CHINA or for a physical workout that would make Riccard Simons wish he'd stayed an anominous weight watcher or if dug deep enough, a good place to get rid of bottles full of De Bottoli Port. From a Four Wheeler's point of view the second best use for a whole in the ground, after the De Bottoli Port idea, is as a place to form a good cooking fire.

Known as a "Fire Trench" this whole in the ground has a list of special features long enough to make any used Hilux dealer wish he could included one as an optional extra.

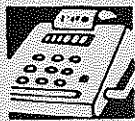
The fire trench acts as a shield against the weather allowing hot coals to form a radiant heat that is directed straight up to the cooking pan. This heat doesn't leap up at you like a savage dingo every time you turn the sausages, as the fire in a trench is totally predictable, not being affected by the wind.

A fire trench is safer, as the fire can not spread to surrounding grass and leaves, though if your sausages suddenly burst into flames and starts a small bushfire you can quickly extinguish it with the dirt dug from the trench. The advantage of a trench over, say a fire pit is that the trench channels air along its length giving the fire good ventilation, where as a pit suffocates the fire.

A good trench fire should be about 300mm x 300mm x 1 metre long and, in Victoria, dug in a East-West direction. The trench should be dug in an East-West direction, because in Victoria most of our weather is in a easterly direction, and the East-West direction ensures good ventilation. Also by digging the trench in an East-West direction you will know which way to head for your tent once the port bottle is empty!

Sweet Dreams and don't burn the sausages.

ANDY.



TRADES DIRECTORY



Bus: 794 8383

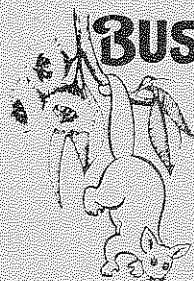
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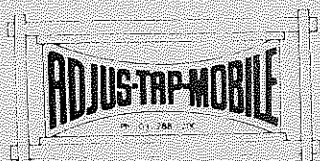
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VICTORIAN FOUR WHEEL DRIVE CLUB
TRIP DATA.

=====

DESTINATION :

=====

TRIP LEADER : PHONE NUMBER :

=====

DEPARTURE DATE : DEPARTURE TIME:

=====

DEPARTURE POINT:

=====

FUEL REQUIRED :

=====

LAST FUEL AVAILABLE:

=====

MAPS REQUIRED :

=====

GRADE : A B C DURATION :

=====

BASE CAMP : YES NO NATIONAL PARKS : YES NO

=====

ROUTE VIA :

=====

ACTIVITIES :

=====

SPECIAL CONDITIONS :

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PLEASE RETURN TO COMMITTEE 4 WEEKS PRIOR TO TRIP (TO ALLOW PUBLICATION)



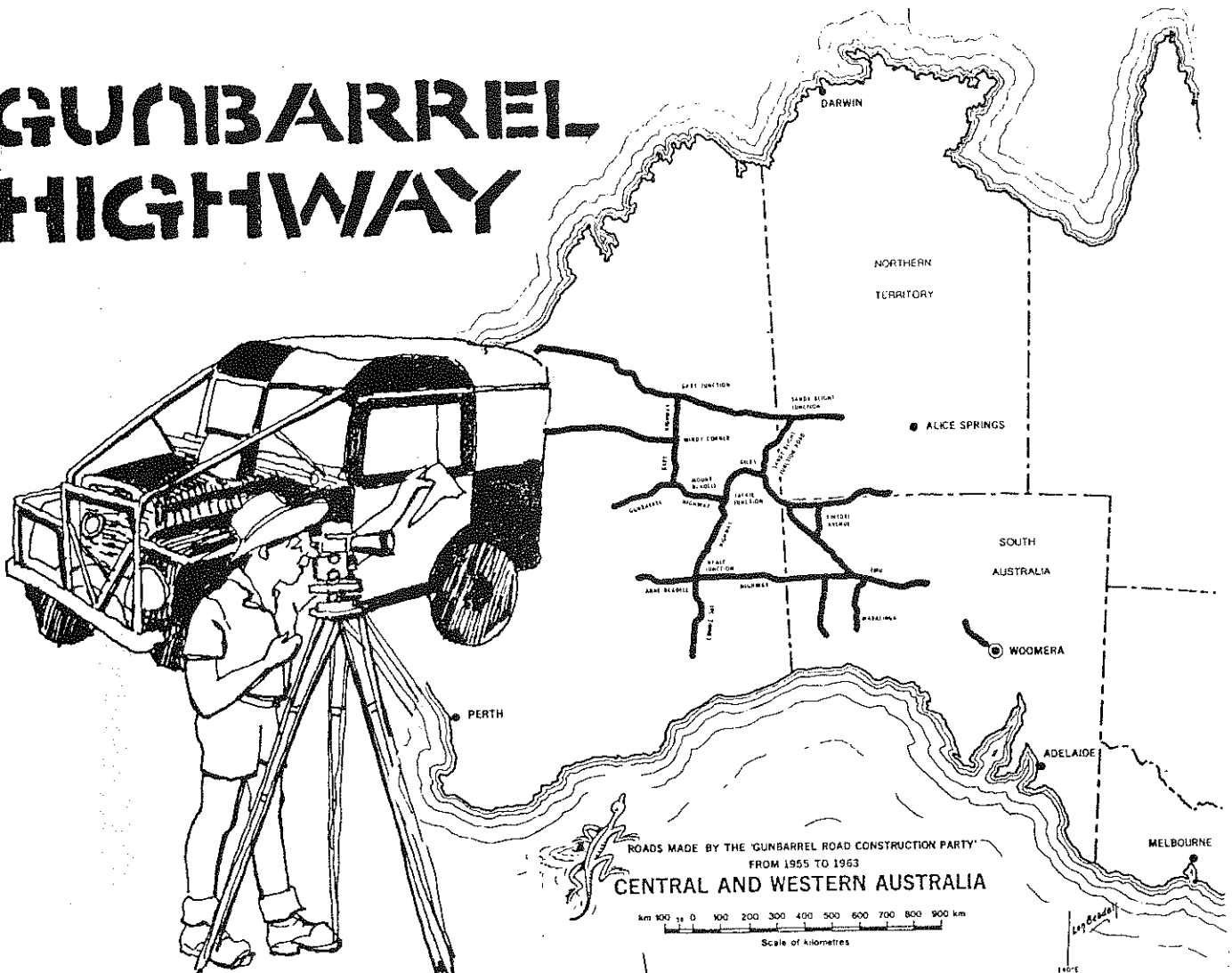
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GUNBARREL HIGHWAY

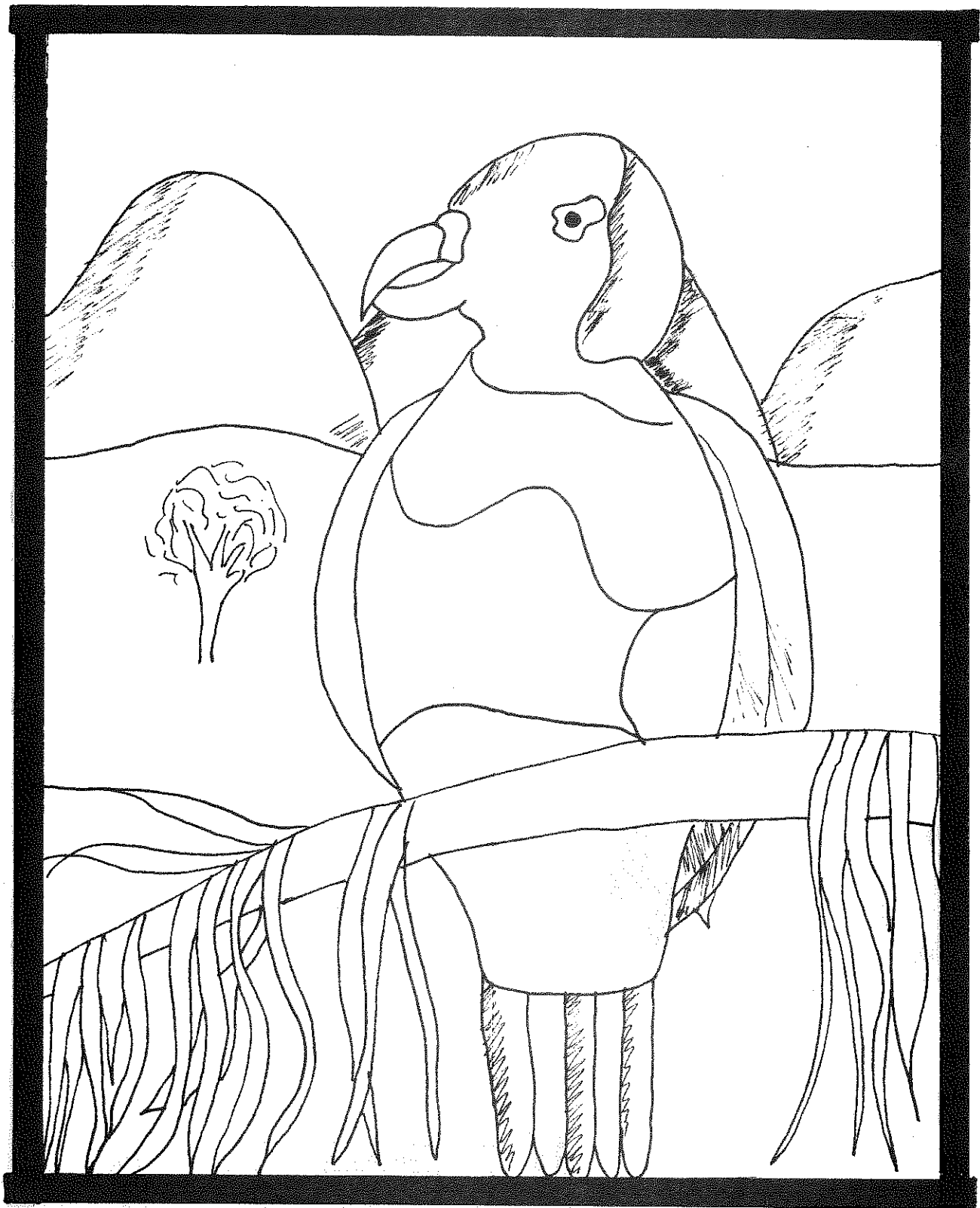


CHADSTONE HIGH SCHOOL HALL, IVANHOE GROVE, CHADSTONE.
8 P.M. TUESDAY 16TH, FEBRUARY 1988

ADMISSION BY TICKET ONLY
MEMBERS \$2.00 VISITORS \$5.00

TICKETS AVAILABLE FROM RUTH REIDY..A.H.434 5086

★ ★ SUPPER PROVIDED ★ ★



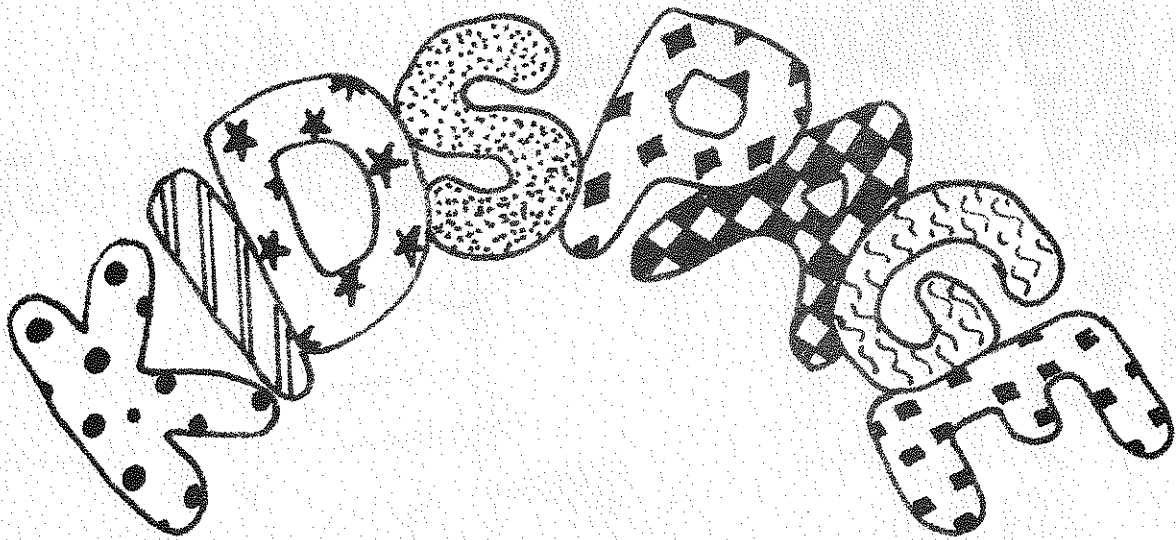
The winning entry for the drawing competition is from:

Kellie Stephenson

and the colouring competition was won by:

Stacey Healy

KEEP UP THE GOOD WORK!



We would like you to draw us a picture of anything you might find in the bush. Please make the drawing the same size as the box around this writing. If your picture is chosen as the best drawing received for this month, we will use it in the next magazine for our colouring competition.

We are also giving prizes for the best colouring entry and the best drawing entry.

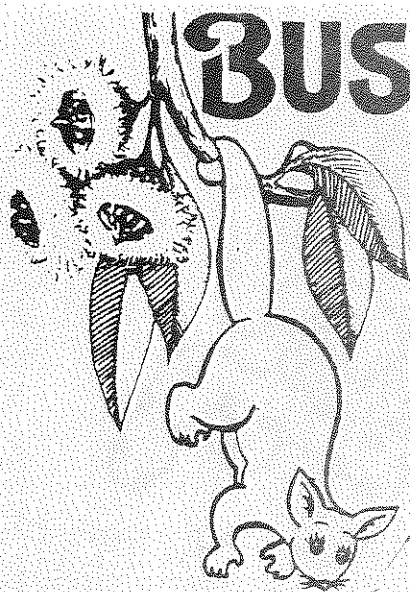
- Every entry will receive one prize token.
- The best colouring entry will receive three prize tokens.
- The best drawing entry will receive five prize tokens.

* When you have collected 15 prize tokens, send them to us and we will send you \$5.00. *

Please send entries to: "KIDS PAGE"
9-16 Hardy St.
Selby 3159

and clearly mark each entry with your name, age and address.

ENTRIES MUST BE RECEIVED BY 12TH NEXT MONTH.



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simple
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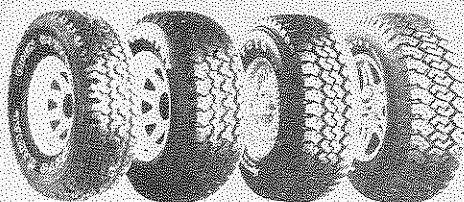
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TOYO BLITZES WYNNS SAFARI
Congratulations to Pie Pfitzner - first privateer to the finish of the gruelling Wynns Safari and first to finish on standard road tyres. Pie ran the complete rally on one set of six Toyo Open Country tyres - the tyres that are available to you now from your Toyo hi-tech tyre dealer.



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Aggressive, deep block tread patterns provide outstanding tolerance to hard work, while the special profile reinforced side walls resist cuts and damage and reduce vehicle ride harshness. With steel breaker construction and special tread compounds for puncture resistance and long wear, Toyo tyres are tough. They are designed to immediately cope with all surface conditions from city driving to rugged open country rock-climbing traction.



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