

though maintaining its rugged attitude, it will inherit some refinement from the Grand Cherokee. It is likely that the new range will have aluminium used for the bonnet and doors in an effort to lower weight to reduce fuel consumption. The new 4WD was intended to have a radical all-aluminium platform and body but this proved too difficult to produce and considerably more expensive than steel. The Wrangler will retain its live axles,

separate ladder-frame chassis and choice of V6 petrol and four-cylinder diesel engines. Jeep won't confirm that the next Wrangler will have an eight-speed automatic – borrowing it from the Grand Cherokee – though it appears likely as a move to improve fuel economy. There is a possibility that the Grand Cherokee's 3.0-litre V6 turbo-diesel could be an option for the new Wrangler, though cost and weight would be issues.



## Smart way to get Hitched

**A** RECOVERY hitch is something every 4WD owner who plans to go further than the local Bunnings store should have.



Because there's always a possibility of getting bogged somewhere. Or finding some poor bugger who's tried to cross a trickle of water in his Micra and is hopelessly trapped and in danger of being attacked by giant tadpoles. If you have a decent hitch on Ol' Faithful, or New Faithful in case you've upgraded, there's your chance to help a fellow human. Naturally, the further you go from Bunnings, the greater the risk of getting stuck, or finding someone else who has become so. So the folk at Bushranger 4x4 gear are once again excited to announce the release of their updated recovery hitch range.

The new product turns a tow hitch into

a recovery point, they say. The new design product now comes in two different lengths to suit a wider range of receiver towbars. They also have horizontal and vertical mounting slots, so you can fit whichever suits your Faithful. And you can fit them in just a few seconds.

## LESSONS AT THE BAR

**L**IFE is just one never-ending learning experience, and the longer we live, the more we learn.

For instance, some people think bar work is what you do, or try to do, to earn a dollar to pay for your university education.

But it can also refer to the protective plumbing on vehicles, and the latest one to shout a round is Ironman 4X4, which has just produced a range for the new Toyota Hilux. More than upmarket front and rear replacement bumpers, the Ironman



product comes in four stages of spec: commercial, commercial de luxe, Protector and alloy – and there's a hybrid design too. The Ironman bull bar has been crafted to enhance the Hilux's look and performance, has a better approach angle and it replaces the entire bumper so it's quick and easy to install. Also, it has 'stand-out looks and is sculpted with multi-fold edges to create a unique and well synced

Maybe a minute if you're a ditherer. Bushranger's new recovery hitch is designed and tested in Australia, zinc coated, tested to 5000kg and the bow shackle to 4.75t and have a five-year warranty. They look pretty spiffy too. More at bushranger.com.au

design that matches the vehicle,' the Ironman says. Plus, the bars have airbag and winch compatibility, spotlight and aerial mounts and high-lift jacking points. The hybrid design further allows the modular addition of Ironman 4x4 scrub bars. (We used to charge extra for scrubbing the pub floor.) At the back you can have a protection or regular tow bar. The

former uses 4mm steel for maximum strength and has integrated jack and tow points that top the vehicle's maximum towing capacity. If you don't expect to be hit from behind by a Diamond

T, you can opt for Ironman 4x4's high clearance tow bars. Like the protector type, they also have better-than-new towing capability and come with towbar tongue and towball. You want more? How about a pair of recovery points for the front of the Hilux? They're made of 12mm steel and rated at up to 5000kg. More at the Ironman 4X4 website, and Ironwomen are welcome. Likewise lawyers, especially the high class ones at the bar.