

MOBILE BARRIER

Most of us are familiar with Milford barriers, which are made for cars, vans, SUVs and 4WDs, but there's an innovative accessory available called Auto-Shift that frees your cargo barrier from a fixed position so that it can be more versatile.

Milford's cargo barriers, for SUVs and station wagons, are often designed to be flexible with a dual position function. They can be positioned behind the second row of passenger seats or behind the driver's row of seats (with the rear seats folded down) to accommodate bigger loads. The Autoshift, when installed on a cargo barrier, provides hands-free support when moving the cargo barrier between positions, making it very convenient and far safer. What's more, if you already have a Milford barrier, you can do a retro-fit of the Auto-Shift mechanism on it.



There's an explanatory video on it at the Milford website. The barriers do a sterling job of keeping stuff like groceries, tools, whatever, in the back. Remember, a can of baked beans or equivalent, catapulted forward in the event of a collision can, and has, killed more than a few vehicle occupants.

Piston broke?

A HECK of a lot of 4x4 utes have become the sole vehicle for families as the economy takes more than a nip out of earnings.

Where Joe and Mary and the kids once had a ute for him and a Lexus for her, the repayments on the latter frequently ended up in a sale, or worse, repossession.



Don't be a Tossler!
Save your rubbish for the bin.

So Joe and Mary, and scores like them, reckoned it made sense to get a smart ute that could do work for Joe during the week, and cart the family to Adventure World, or even tougher spots, like supermarkets on weekends. So the utes du jour are of necessity a compromise. Tough enough for Joe's job as a cream pastry courier, and comfy and spacious enough for Mary and the kids.

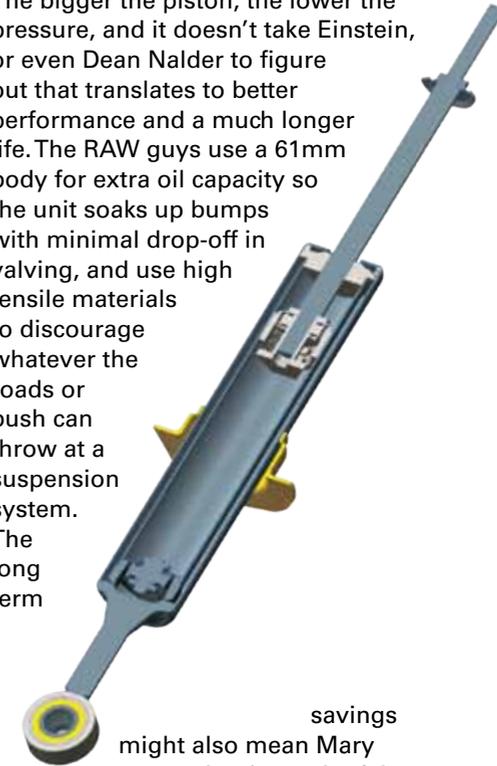
But once in a while along comes a guy, or gal, or one of the surviving mining companies, or farmers, who need a ute that will handle all of the above, plus not fall apart after a while on long rough roads. Or no roads. Which is where the RAW 4X4 folk come into the picture.

They've produced a heavy duty suspension strut to take on any of



the more hostile of 'Stralian environments. They had a look at the shock absorbers in the heavy truck industry and built the biggest possible piston and body size combo to create the RAW Nitro Max strut range for utedom.

The bigger the piston, the lower the pressure, and it doesn't take Einstein, or even Dean Nalder to figure out that translates to better performance and a much longer life. The RAW guys use a 61mm body for extra oil capacity so the unit soaks up bumps with minimal drop-off in valving, and use high tensile materials to discourage whatever the roads or bush can throw at a suspension system. The long term



savings might also mean Mary can get her Lexus back in a couple of months. The Nitro Max strut range covers Toyota's Hilux, LC200 and Prado 150 series, plus Ford PX Ranger and Nissan's D40 Navara. More from RAW 4x4 on 02 4949 0000 or sales@powerdown.com.au

BOOM-BOOM

REMEMBER the days when you could spot the difference between a Patrol and a Cruiser from 2km away on a clear day?

All the 4WDs had distinctive lines. That was when there weren't so many SUVs around.

Since then, 4WDs and SUVs have changed a lot in design and there's a theory that only two, maybe three

people in the world design the whole dang lot of them. In short, they're all looking much the same, just like those dudes on Bachelorette.

Our mates at Boomabar figured the front end of the vehicles were getting rounder, something like mother-in-law's stomach, they say, so they've designed bull bars to complement the look.