

# 4x4action >



## > PRODUCT RELEASES

HiLux Sahara bar, Rooftop tents, HID lights & more

## > GIVEAWAYS

Write to us for your chance to win the latest apparel from ARB

## > LATEST NEWS

Xtreme Winch Challenge results & more

## > FEATURES

Outback guru, Neil Cocks, shares some of his travelling stories, and the Outback Expedition team continue their way around Australia

# 07

## HiLux/Vigo Sahara Bars

To add to the already extensive range of **accessories** available for the latest model Toyota HiLux, ARB has recently released a Sahara bar, as an alternative protection option for vehicle owners. Manufactured from durable steel, our Sahara bars utilise ARB's five fold upswept and tapered wing design for optimum strength and approach angle, and incorporate durable automotive grade urethane buffers and a 76mm centre tube. >>

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### ARB Snapshot

**W**elcome to another addition of ARB 4x4 Action, our primary means of updating customers with new products and events occurring at ARB.

2006 saw a major milestone occur at ARB, with new markets created in Ghana and Azerbaijan resulting in ARB products now being available in over 100 countries worldwide.

Whilst there are a number of factors that have contributed to ARB's success in overseas markets, we believe the fundamental reason comes down to the fact that ARB products are tested and proven in some of the most inhospitable terrain in the world... the Australian Outback. Vast distances, unpredictable conditions, extreme temperatures, and remoteness all characterise a region that is unforgiving towards poorly prepared vehicles. Designing our products "Outback proof" has meant that they also perform equally well in every other environment we've come across. From Africa's vast Sahara Desert to the frozen wastelands of Siberian Russia, the jungles of Malaysia to the Alaskan wilderness... people rely on ARB to make their off road adventures safer, and get them further.

To demonstrate what an awesome product testing ground the Outback provides us with, ARB recently invited twelve of the world's most respected 4x4 journalists to join us on an Outback trip later this year. Whilst much of our journey will take place on private property, we'll be visiting iconic locations such as the Birdsville Hotel, the Simpson Desert's Big Red, and the Flinders Ranges.

I recently did a reconnaissance with Offroad Images' Michael Ellem, and ARB's resident bush mechanic, Mark "Lowmount" Lowry in preparation for the trip, and we've found some terrific locations. When doing these types of trips, it never ceases to amaze me the hospitality we are shown by many of the people that have chosen to call the Outback home. One of the locations we visited was Denian Station, east of Broken Hill, where owners Simon & Jo made us feel very welcome. We're looking forward to heading back there and sampling Jo's camp oven speciality... feral goat. We'll be covering the trip in detail over the coming months in 4x4 Action, and we hope it'll inspire you to get out and about in your 4x4.

Finally, it gives me great pleasure to welcome Neil Cocks as a regular contributor to ARB 4x4 Action. Neil would have to be one of the country's most experienced Outback travellers. His knowledge of the Australian bush and early exploration history is remarkable. I've had the pleasure of travelling with Neil, and he is nothing short of fascinating. He will be doing a number of articles on what he considers to be the essentials of remote area travel. I'd like to say these articles will be regular, but with his imminent departure to undertake an eight month Trans-African adventure with Ron Moon from 4x4 Australia magazine, we may have to forgive him for missing an issue or two.

Happy 4wheeling

- Matt Frost, Marketing Manager, ARB 4x4 Accessories





## HiLux/Vigo Sahara Bars *(cont)*

» These bars also feature a split pan design which further increases the strength of the bar while facilitating airflow to the engine.

The Sahara bar for the HiLux has been specifically designed to suit this vehicle, with a fully engineered mounting system that caters for the vehicle's air bag functionality. For those thinking of heading off road, extensive under protection panels on the centre and sides will help protect against rocks and debris, and the bar will accommodate a range of Warn winch models.

For additional peace of mind in a recovery situation, the bar also features Hi-Lift jacking points, enabling a Hi-Lift jack to be used without mounting brackets. Finished in a hard wearing powder coat, additional options include colour coding, and provision for IPF driving/fog lights.

> Part no: 3914010

# New ARB Touring Accessories

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**I**t has been 18 months since ARB released the Touring range, consisting of vehicle mounted camping products to increase the comfort and convenience of your next trip away. And we are now very pleased to release the next generation of rooftop tent accessories – incorporating the Simpson II with an optional annexe and a new awning with an optional mosquito net. These products feature the same high quality construction as the previous range, however the introduction of improved production efficiencies has resulted in a considerable price reduction. Customers can now enjoy all the benefits and convenience associated with a rooftop tent, for the similar cost of a good quality ground tent.

## Simpson II Rooftop Tent

**A**RB's Simpson II Touring rooftop tent will provide the ultimate in ease and convenience when travelling. Mounted to the rear or side of a vehicle or trailer and unfolding in minutes, a rooftop tent provides sleeping quarters off the ground, protected from the elements.

A rooftop tent means sleep-easy camping. Not only is it spacious and comfortable, but all bedding can remain inside the tent during the journey, freeing up vital storage space in the vehicle. Manufactured from high quality, polyester/cotton fabric which is breathable, waterproof and mould resistant, the Simpson II incorporates a comfortable 65mm high density foam mattress with removable cover to facilitate cleaning.

The sturdy, aluminium retractable ladder ensures easy access to the rooftop tent, while the insulated aluminium framed and clad base reduces weight and helps prevent cold seeping through the floor. A flysheet is raised above on multiple bows, keeping the tent cooler in the sun, and along with the permanent air vents, will also help reduce condensation. Incorporating insect screening on

doors and windows, the window awnings are supported on spring steel stays allowing them to be open in all conditions, even when it's raining.

The enhanced mounting system means there is no need to drill into your roof rack or bars, and the Simpson II is simple to install and remove when not in use. With a size of 1400mm wide x 2400mm long x 1300mm high, it comes complete with mounting hardware, spanners and comprehensive instructions.

An optional accessory for the Simpson II is a weatherproof annexe that zips directly onto the bottom of the tent. This enclosure adds an extra camping area and belongings in the vehicle can be accessed from inside. With a removable ground sheet for easier cleaning and storage and insect screened windows and doors, it is a practical accessory for campers.



# Awning



**F**or protection from the elements whether you're camping or just stopping for a quick meal break, a vehicle mounted retractable awning is the quickest and simplest solution. The shade cover is made from PVC lined polyester, which is completely waterproof and provides 100% UV protection. Able to be easily mounted to the side of most roof racks or roof bars, it is stored in a heavy duty reinforced PVC bag, which protects the awning when it's not in use. The awning comes complete with pegs and guy ropes for securing legs when necessary, and all mounting nuts and bolts, spanner and comprehensive instructions.

Also available is an optional mosquito net which means you can enjoy eating and sleeping in the great outdoors, without worrying about being bitten by insects such as sandflies and midges.



- Simpson II Rooftop Tent: > Part no: ARB101
- Simpson Annexe: > Part no: ARB102
- Awning: > Part no: ARB108
- Awning Mosquito Net: > Part no: ARB109

# Cargo Gear Products

**A**RB has recently released a range of Cargo Gear products, which currently includes aluminium track & load rings, tie down straps and ratchet straps, to assist you with all your load carrying requirements.

A selection of aluminium tracks & load rings are available to provide load securing points for racks, trailers and cargo areas. Made from aircraft quality aluminium and stainless steel, they are easy to mount with the supplied M6 screws and nyloc nuts. They have a maximum 1800kg load capacity (may vary due to mounting surface) and come with a reinforcement plate for increased mounting strength. A 1200mm track or two 45mm tracks can be purchased, with two load rings available separately. A kit is also available that includes a 45mm track and two load rings. For increased versatility, the 1200mm track can be cut to suit any application.

The new cambuckle tie down straps from ARB will provide a quick and simple way to secure your load to racks, trailers and cargo areas. Made from quality, bright orange polyester webbing (25mm x 1.8m length) and a zinc alloy cambuckle, the straps feature rubber coated 'S' hooks and are available in packs of two.

When you need your load to be secured extra tightly, ARB's selection of ratchet straps, available in three sizes, will cater for whatever you're carrying. Made from the same quality orange polyester webbing and zinc plated hardware for corrosion resistance, each model incorporates a wide bar ratchet handle for increased leverage. Depending on your requirements you'll need to select the appropriate length and lashing capacity (3m: 750kg, 4 & 5m: 1000kg). Packaged individually, the 3m model comes with a rubber coated 'S' hook, while the two larger models utilise a 'J' hook with keeper ring.

## Track & Load Rings

1200mm track: > Part no: LT01

45mm track (2): > Part no: LT02

Load ring (2): > Part no: LR01

Kit: > Part no: LK01

## Ratchets

3m x 25mm: > Part no: RT11

4m x 35mm: > Part no: RT08

5m x 50mm: > Part no: RT06

## Tie Down Strap

Tie Down Strap:

> Part no: CT02



Aluminium Tracks & Load Rings



Cambuckle Tie Down Straps



Ratchet Straps

# IPF 800XS HID Lights

**A**RB released the 900XS HID light about six months ago, offering 4WD owners another high quality driving light option. And recently, we developed a rectangular version of this light, which is available from ARB stores now.

High quality lighting can be an essential addition to a vehicle, especially for those who spend a lot of time out at night or in bad weather. ARB's HID lights will provide extremely high performance, coupled with low power consumption and long life.

Instead of a bulb with a filament, HID uses a quartz tube containing pressurised xenon gas with metal electrodes which fire an arc of plasma to create light. The tube also contains other metals and chemicals to increase the pressure and manage the arc when lit. This requires very high voltages which are generated through the ballast device and managed by the igniter pack.

The major benefit of HID lighting is that it creates a whiter light when compared to traditional bulbs, and because this is closer to the colour of sunlight, more illumination is achieved. This brighter light is also gained at a much lower amp draw than standard bulbs, and because there is no filament to break or disintegrate, its service life is much longer.



Based on ARB's popular XS series, the 800XS HID is an extremely durable light with a high quality lens, reflector and bulb. Available individually as either a spot or driving beam, each light comes with a white protective cover for additional protection. Customers should note that although this light is part of the XS family and does incorporate some water resistant components, it is not designed to be fully submersed like the 800 & 900XS lights.

Driving light: > Part no: 800XSHD

Spot light: > Part no: 800XSHS

(E) To meet international legislative requirements, the 800XS HID light with the 'driving' lens has been designed and subjected to the necessary photometric and spectral colour testing to fulfil the Economic Commission for Europe (ECE) requirements. These 'driving' lights carrying the appropriate E marking stamped into the lens.



# ARB Apparel Giveaway

If you've ever had a question for ARB, now's the time to ask. For your chance to win an ARB apparel set, all you have to do is write to us and ask us anything you'd like to know about ARB and our products. The letter of the month will be published in the next edition of ARB 4x4 Action, along with our reply, and the author will be sent an ARB polo top and vest.

Send your letters (250 words or less) including your address, daytime phone number and shirt size to:

> **Post:** ARB 4x4 Accessories  
Marketing Department  
PO Box 105  
Kilsyth VIC 3137

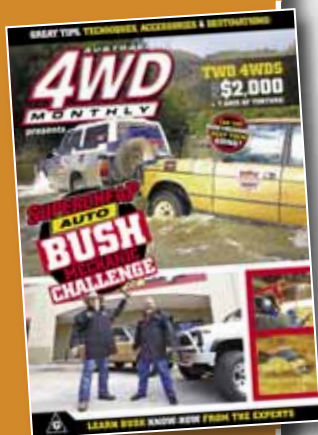
> **Email:** marketing@arb.com.au

*While we will endeavour to reply to all letters, due to the volume received, it may not always be possible. We reserve the right to edit all letters for clarity.*

# DVD Giveaway

The team from 4WD Monthly has been at it again, and has recently released the Bush Mechanic Challenge DVD. Join Pat, Roothy and our own Mark 'Lowmount' Lowry as they take two 4WDs worth \$2000 on a seven day torture test. With plenty of 4WDing tips and hints, along with details on how they fixed their vehicles along the way, this DVD is entertaining and a lot of fun.

ARB has 80 copies of the Bush Mechanic Challenge DVD to give away! Simply email your name and postal address (DVD Giveaway) to ARB's marketing department at marketing@arb.com.au, and the first 80 entrants will be sent a copy.



# 08

4X4 ACTION >



## New ARB Apparel – Caps, Polo Tops & Backpacks

ARB has recently introduced some new items to our clothing range including two caps, a redesigned polo top and an all new backpack.

The ARB Commemorative cap celebrates the year ARB was founded (1975) and is made from a tough and durable brushed cotton twill, while the Dakar cap is made from a lightweight cotton canvas and features our Emu Dakar logo. Both the caps are stylish and comfortable to wear, and will definitely come in handy during the warm summer months.

Made from a cool 100% cotton pique fabric, the new Traction Polo Tops incorporate a stylish and modern design, retaining the quality and appeal of the current range of ARB apparel. Coming in a blue and grey colour scheme with piping trim around the shoulders, the polo tops are available from ARB stores in sizes small to XXX large.

The all new Traction pack incorporates numerous pockets, including a padded MP3 internal pocket with headphone socket and a front pocket with a personal effects organiser. The bag is made from thick textured nylon for durability and visual appeal and has adjustable straps that are padded for comfort. It also features a top end moulded carry handle and side drink bottle pockets with super strength flexi mesh. So whether you need a backpack for camping, sporting or general use, the ARB Traction pack is a high quality solution that's perfect for carrying a variety of gear.

Commemorative cap: > Part no: 215497

Dakar cap: > Part no: 215496

Polo top: > Part no: 217110-15

Traction pack: > Part no: 217128



# ARB SPEEDY SEAL GIVEAWAY WINNER!

We've been getting a great response from people writing in to us with their questions, so thanks to everyone who's been in contact. This issue's winning letter was from **Bruce Boler of Sydney** who has been sent one of our new ARB Speedy Seal puncture repair kits.

But one of the others that stood out was **Andrew Anderson's** question about the best type of rooftop tent for his very particular camping needs. We were amused by the fact he wanted to squeeze himself, his girlfriend and his dog into a rooftop tent and are hoping the dog's either not very heavy, or knows how to climb a ladder! So to give Andrew some extra options next time he's looking at taking a trip away, we've sent him something that should come in handy – a book called 'Holidaying with Dogs'.



*Dear ARB,*

*Even though I have been off roading for some time, I am always looking to improve my skills and knowledge and love to learn about new products. Lately, in the bush I have noticed a trend toward the use of 'blue' synthetic rope in place of conventional steel wire rope on winches with some folks. There is an obvious weight advantage here but I am interested in the real pros and cons of synthetic rope vs the conventional approach. Also, I have been told that some winches are not compatible with synthetic rope. Why would this be so?*

*Best regards and keep up the good work.*

*Bruce Boler*

Thanks for your enquiry Bruce.

The 'blue rope' you refer to is as you suggest a synthetic rope that comes in many colors and specifications. The most common brand used in 4WD winching applications is known as Plasma® and is purple in colour.

Originally designed for the marine industry where there was a need for a light weight, high strength rope, Plasma® was introduced to the 4WD industry and Emergency Services in the early 1990s due to features that were favourable over conventional steel wire ropes. These include:

- It is 1/10th the weight of wire rope (for same diameter)
- It floats
- Has no sharp burrs
- It is very flexible
- Can be repaired in the field

As with any new product, after a few years of use in the field it was found that there are some conditions and hazards that can be more harmful to synthetic ropes than to steel wire rope. These include:

- Lateral abrasion
- Excessive heat
- Overstraining or shock loading

The heat produced by the internal brake assembly on many 'low mount' type winches is sufficient enough to cause the fibres in high tensile synthetic ropes to breakdown and fail prematurely. For this reason synthetic rope is not recommended for use on these winches. Winches with external brake assemblies such as the Warn 'high mount' series do not suffer from heat build up in the drum and therefore will readily accept synthetic rope.

A number of rope manufacturers have tried to overcome the problem of heat transfer from the drum to the rope. By using other types of synthetic rope on the first layer of the drum which have a higher resistance to heat, they then join this to a high strength rope that is better at resisting abrasion. Unfortunately, ropes of this type can often be more expensive than the winch itself.

Abrasion and shock loading are situations that winching ropes, whether they are synthetic or steel wire, are subjected to on a regular basis. However synthetic ropes are far less forgiving in these situations. Although synthetic rope has superior tensile strength to steel in the same diameter, shock loading and abrasive surfaces such as gravel and rock can cause the rope to degrade very quickly, causing it to fail.

When you compare the pros and cons you should also consider the amount of use your winch will receive. If you compete in 4WD events, the ability to handle the synthetic rope easily due to its weight and flexibility may give you the competitive edge. However if you use your winch only on the odd weekend, the higher cost of synthetic rope in comparison to steel wire may be an expense that is better spent on another accessory.

For more information and pricing on Plasma® synthetic rope, drop into one of our stores. Many of our sales staff compete regularly in 4WD competitions and will be happy to give you any more information you may require.

– **Mark "Lowmount" Lowry**  
(ARB team member)



1995: Neil and Wally Porter (King Wally) looking for where Gibson died in the Gibson Desert.

## Neil Cocks – An Introduction

Renowned 4WDer and explorer, **Neil Cocks**, has contributed to past ARB catalogues and newsletters with his many stories on Outback travel. And you can look forward to more from Neil in the coming issues of **ARB 4x4 Action**, as he shares his thoughts and knowledge on the time he's spent in the great outdoors.

**I**t is now 33 years (1973) since I commenced 4WD Outback touring, and the scary part is how quickly that time seems to have passed. My first experience with 4WD vehicles was 46 years ago (1960) when the land surveying company I was employed by, purchased a new ragtop Series 2 Land Rover for me to use on a big subdivision we were pegging at Lower Tarwin, a coastal area in Gippsland (VIC). I certainly gave that vehicle a good workout and I learnt a lot about 4WDing in general and sand driving in particular. After finishing that subdivision I took up a position with the State Electricity Commission (SEC) and once again was using 4WD vehicles, this time old long wheel base Series 1 Land Rovers and International 4x4s. At the same time I was in the Army Reserves driving all types of 4x4 and 6x6 vehicles. Because of these experiences I longed to own my own 4WD vehicle, but, being newly married at the time and then kids coming along, it would be 1970 before that happened. That didn't stop us touring and camping out of our Holden stationwagon, it just meant the real adventurous trips would have to wait.

In 1968 I met Roy Burton. Roy was a bricklayer and helping me build my garage. Besides being a bricklayer he and his wife Pat were very experienced Outback travellers having spent the last half of the 50s working

and travelling around Australia. As you can imagine I was enthralled by their adventure stories and vowed to follow in their footsteps. Around the same time I met a bloke that was to become a household name – Malcolm Douglas. If I had any doubts about what I wanted to do with my holidays, Malcolm put them to rest. I still catch up with Malcolm every couple of years – and Roy, well he has been travelling with us on most of our adventures now for years, and at 81 years old still loves the Outback as much as ever.

By 1970 we had five children and two 4WDs. A 1942 Willys Jeep was my play thing, while our 1960 5-door Land Rover was our family travelling vehicle, and what great times our family had with both those vehicles. In late 1974, much to the chagrin of my wife and kids, I sold the Jeep and Land Rover (they are the only two vehicles I have ever owned that I MADE money on) and with the proceeds bought a new FJ55 LandCruiser stationwagon 4x4 early 1975.

Back in those days we made our own accessories. I made a couple of pack racks and a bull bar. They were hideous – functional but hideous. All that was about to change because of a young man by the name of Anthony Ronald Brown. Tony was working in far north Queensland in 73/74 and was astute enough to see the need for quality 4x4 accessories



1974: Arriving back into Victoria after a trip with the family to Lake Eyre – at this time the lake was the fullest it's ever been.

1974: Neil's wife, Helen.



1973: Neil with his brother and their Land Rovers, north of Broken Hill.



1972: The whole family squeezes in for a ride in Sorento, Victoria.

2000: Neil Cocks finds the Hidden City in Limmen National Park, Gulf of Carpentaria.

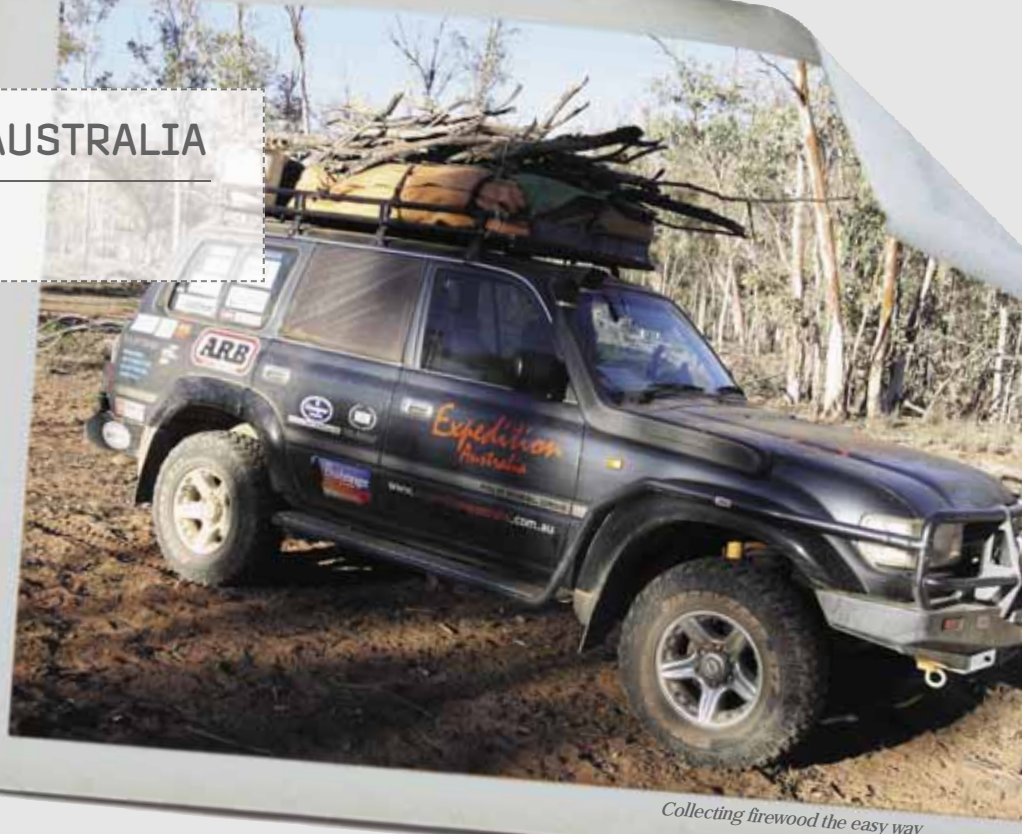
for vehicles working and holidaying in those rugged remote areas. He returned home to Melbourne just after celebrating his 21st in FNQ and commenced building gear in the driveway of his parents' Heatherdale home. So was born **ARB**. The rest, as they say in the classics, is history.

My introduction to Tony came in mid 1975. I had a slight collision in my new LandCruiser that resulted in a bent bull bar. I never liked that bull bar anyway and somehow learnt of a young bloke that had started making bull bars and pack racks. I rang him and ordered a bull bar which he was to deliver to me at Hollyoaks 4x4 car yard in Warrandyte (Hollyoaks was the centre of the 4x4 universe back then). The young bloke in question was Anthony Ronald Brown. Tony (Anthony) and I have now been friends for more than 30 years, and he was with us in the Great Sandy Desert last year (2006). I like to tell people I purchased the second bull bar that Tony ever manufactured, knowing it wasn't the first. I'm not sure if it was the second either, but it was certainly one of the very early ones. From that early beginning **ARB** has grown to become a premier company here in Australia as well as overseas. **ARB** has become almost a fairytale success story in the business community, and with its reputation for product excellence, a household name among four wheel drivers.

I have been travelling around Oz for a period spanning more than three decades now, and, even for a slow learner like me, must have learnt a few things about long distance remote area travelling in that time. **ARB** have asked me to make contributions to their quarterly magazine, and for what it's worth, I will be giving my opinions on trip preparation, including packing for the long haul, vehicle preparedness and the many other things that contribute to an enjoyable and safe adventurous touring holiday.

## > EXPEDITION AUSTRALIA

story by: Steve Baile  
photos by: Baile Family



*Collecting firewood the easy way*

# Tackling the Territory

## December 2006

**A**s luck would have it we had arrived in Alice Springs in one of the coldest Junes on record. Apparently they had over 10 days where the temperature dropped below freezing. A real contrast from the heat of the Kimberley only a week before.

Jen and I had made a deal where she would look after the girls on a couple of occasions while I did some overnight hikes and in turn, I would look after the girls while she took a break with our friend Anita on the Gold Coast. So my first foray was a three night hike along a 40km section of the Larapinta Trail, which runs west from Alice Springs along the McDonnell ranges. I don't mind an occasional bit of solitude so this was a real treat for me. Back at camp in Alice Springs Jen and the girls had made some new friends, Neil and Libby, and their kids, Emma, Robert and Thomas, and by all accounts they had a great time, especially at night on glowstick walks around the caravan park.

After I returned we enjoyed a free pancake breaky at the caravan park on the Sunday morning before heading south and then west to the famous Uluru. Along the way we stopped in at Stuarts Well where they offer free unpowered campsites and Savanna had the opportunity to play the piano with Dinky the Dingo who can belt out a reasonable tune for a canine.

Another friend of ours, Jackie, flew in from Melbourne to Yulara to spend a couple of days with us and we did all the usual touristy things like walking around Uluru, sunrise and sunsets, and a hike through Kata Tjuta. I doubt there is a more visited tourist attraction in Australia as there were thousands of people around. Despite that, the rock is still a magical icon and if you ignore the crowds, well worth a visit.

Our next destination was Lamberts Centre of Australia which, along with the north, south, east and west points, was one of our goals for the trip. To get there we drove

back to the Stuart Highway, south to Kulgera then 130km east towards Finke. The centre is 14km off this road along a sandy 4WD track and is marked with a Canberra Parliament House style flag pole monument. Located in 1988, Lamberts Centre is the "planimetric centre of gravity of mainland Australia".

Continuing on through Finke we turned north to follow the Old Ghan Railway the 240km or so back into Alice Springs. All that remains of the Old Ghan line now is the easement, some of the sidings and bits and pieces of tracks and sleepers here and there. It is a pretty hardcore 4WD trip these days, especially right after the Finke Desert Race which had been run about two weeks before we arrived. We alternated driving on the easement and the race track but either way there was plenty of corrugation, washouts and ruts as well as copious bulldust holes which kept our speed down to a sedate 40 to 50km/h. At one point we came over a rise in the track and straight into a deep washout. The nose of the LandCruiser hit the other side hard bringing us to an immediate stop with the camper trailer bouncing off the ground behind us. I tentatively crawled around under the front end and the camper trailer expecting carnage but was relieved to find no damage at all.

After an overnight stop on the side of the OGR and another at Chambers Pillar where we were treated to a magnificent sunrise, we headed through Alice Springs and east out to Trephina Gorge for a few days. This is gold and garnet country and we spent some time exploring around Arltunga and gained an appreciation for the hardships endured by the prospectors that came here. Many of them were lured to the area with the promise of rubies, pushing their worldly possessions on a wheelbarrow cross country for 600km from the end of the railway at Oodnadatta to the dig site. Despite this superhuman effort the rubies never eventuated, nor was there enough gold to make anyone wealthy and virtually all of them left penniless after years of back breaking work.



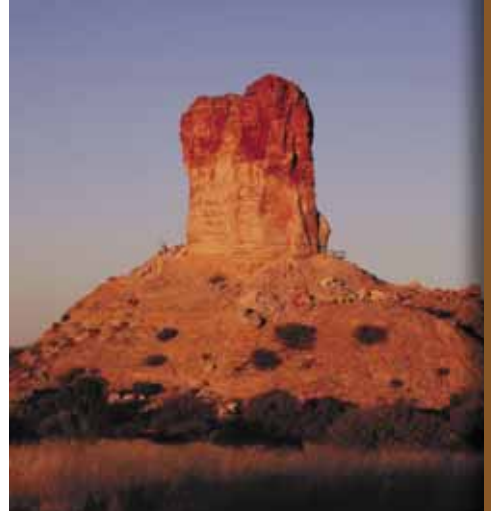
Steve hiking the Larapinta Trail



Camel Encounters at Stuarts Well



Sturt Desert Pea



Sunrise over Chambers Pillar

Back in Alice it was Jen's turn for a break so she flew out to the Gold Coast to meet Anita while I headed north with the girls for a leisurely drive up the Stuart Highway, meeting Jen in Katherine eight days later. The girls reckoned that Mataranka was their favourite spot and no matter how many hours I let them paddle in the hot springs, they still complained when it was time to get out.

With Jen back on board and ready to rough it again we headed west and back to Lake Argyle to pick up our boat.

Looking for an excuse to make this an extended stay we hit on the idea of doing a tailgate pancake breakfast for the other visitors in the caravan park. We figured we could earn a few bucks while meeting heaps of people, talking about our respective trips and giving our sponsors some exposure at the same time. We ran the idea past Charlie who owns the caravan park and he gave it the green light.

Well, it was certainly a winner of an idea and after making pancakes for 35 days in a row we had fed over 600 people a pancake breaky, along the way having many conversations about tyres, Air Lockers, suspension and winches not to mention travelling with kids and favourite spots. Our Lake Argyle sojourn was a great opportunity to "recharge our batteries", finally toilet train Sara and prepare for the next stage of the expedition which would take us across the top end and up to Cape York before the long drive down the east coast.

Tearing ourselves away, it was an easy two day drive into Darwin where we set up camp for a week and took in many of the local sights. I lived in Darwin for a year back in the early 1990s so I was keen to show Jen and the girls some of my favourite haunts including the Darwin Sailing Club where we enjoyed dinner and beers while watching the sunset over the bay. We also day tripped to Litchfield

National Park which is a "must go" destination if you are up this way. Only about an hour and a half from Darwin there are numerous walking tracks and waterfalls to keep you entertained and refreshed for a day or two (or more) and no worries with saltwater crocodiles.

When I lived up in Darwin I was fortunate enough to spend two weeks out at Garig Gunak Barlu National Park on the Cobourg Peninsula which is about 550km north east of Darwin through Kakadu and Arnhem Land. I remember Cobourg as a piece of paradise that is so remote there is hardly anyone there. In fact there is a permit system in place which limits visitor numbers therefore maintaining the uncrowded feel. I'd been trying to get back there for the past 16 years and finally the opportunity had arrived.

With permits in hand we headed across the East Alligator River into Arnhem Land and on up to Cobourg for a week in paradise... but more about that in the next edition.

We'll keep you up to date with our expedition by email - just surf over to our website at [www.expeditionaustralia.com.au](http://www.expeditionaustralia.com.au) and click on the "Subscribe" link to send us your email address.

Ciao for now

Steve Baile

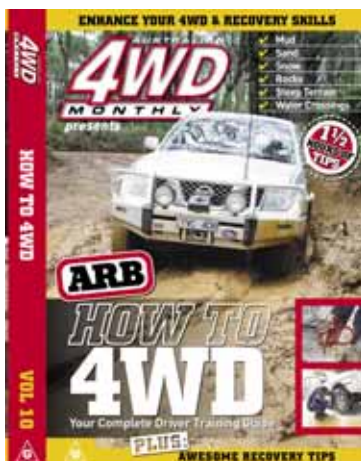


## 2006 ARB Xtreme Winch Challenge Final Results

**F**or the 2nd year in a row, Lawrie Sternbeck has taken out first place in the **ARB Xtreme Winch Challenge Series**. Round 3 was held for the first time out at a property near Tamworth, NSW, giving competitors some new terrain to test their vehicles in. Full of all the usual action, the event included night stages, water crossings, hill climbs and plenty more to keep entrants and spectators entertained over the three days. The **ARB Xtreme Winch Challenge** will be on again this year, so for all the information visit [www.xtreme4x4sport.com.au](http://www.xtreme4x4sport.com.au)

### Final Results

- 1st** Lawrie Sternbeck & Peter Sternbeck
- 2nd** Mani Kafantaris & Kevin Tapp
- 3rd** Colin Warneken & Darren Blackburn



## How to 4WD DVD

**4**WD Monthly has released yet another DVD which is now available from ARB stores around the country. 'How to 4WD' is perfect for anyone looking to enhance their skills or take their vehicle off road for the first time. It covers all the major terrain types you will encounter including mud, sand, snow, water crossings and more. The DVD also includes plenty of information on the basics of recovery including winching, stall recoveries, Hi-Lift jack, snatch strap and recovery kit usage. With a running time of 90 minutes, 'How to 4WD' is your complete driver training course and will ensure you're prepared for a variety of off road situations.

> Part no: 215899

# Moose Meets ARB!



**A**nyone who does a lot of Outback travel knows how important vehicle protection is. Without a properly designed and manufactured bull bar, a collision with an animal can completely immobilise a vehicle, and leave passengers stranded in the middle of nowhere.

Because ARB equipment is designed specifically to stand up to the harsh conditions of Australia's Outback, it is an ideal choice for long distance trips into remote areas. Our engineers spend countless hours on research and design to ensure that in the event of a collision, the bull bar does exactly what it's supposed to - protect the vehicle and its occupants.

And it's always good to hear first hand that our protection equipment passes the test in real life situations. We recently received an email from one of our Canadian distributors that clearly demonstrates the need for high quality and durable equipment.

One of the employees was returning from a trip, driving an F350 fitted with an ARB bull bar, when he struck a 680kg moose. At the time of impact, the truck was travelling at about

100km/h and took the full force head on. The bull bar effectively deflected the moose away from the vehicle, and although it caused quite a bit of damage to the side and underneath of the vehicle, the bull bar remained unscathed, as did the driver. The following day, an officer who saw the damage reported that if the truck hadn't been fitted with a steel bull bar, the accident could have been fatal.

It's incidents like this that demonstrate why ARB invests so much time and money into ensuring our products are the toughest around. For the range of accessories available to suit your particular vehicle, please contact your local ARB store.





# OLD MAN EMU NEWS

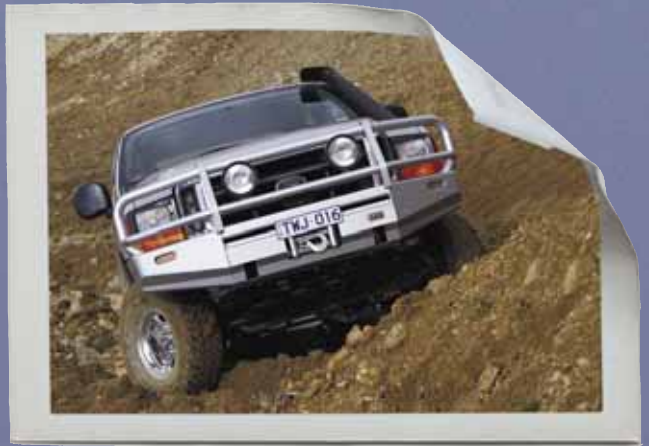
Over the last few months, our Old Man Emu engineers have been busy developing complete suspension packages for a number of vehicles to improve their ride, handling and load carrying ability over all road surfaces.

## > Ford F250/350

When developing suspension for the Ford F250/350 (1999-2005 models) our engineers discovered that the original suspension suffered from unsatisfactory ride quality and handling due to two elements: a noticeable sharp pitching coming from the rear, and the front suspension hitting the bump stops when being driven over undulating roads or tracks.

The design focus was set on delivering the best improvement in ride quality and handling with a maximum ride height increase, while keeping the OME suspension as near as possible to a 'straight forward replacement kit'. And because a large number of these vehicle owners have a requirement to carry or tow heavy loads, engineers also concentrated on providing a wide suspension choice for these customers.

The end result is a suspension system that delivers a noticeable improvement in the vehicle's ride and



handling. This has been achieved after considerable valving work to ensure the Nitrochargers are well matched to the springs and by increasing the ride height by a very useable 60mm.

## > Mitsubishi Triton/L200

To add to the range of products available for the latest model Triton, Old Man Emu suspension has recently been developed.

During initial testing of the Triton's standard suspension, Old Man Emu engineers found that an unpleasant vibration could be felt throughout the cabin, particularly on rough roads. And following fitment of a bull bar, this became more noticeable, due mainly to the Triton's unbalanced combination of soft front suspension and firm rear suspension.

Engineers worked to eliminate this vibration, by improving the load carrying ability of the front suspension and matching it with a combination of rear leaf springs and shocks that would enhance the ride and handling, through a more balanced and matched suspension system. Due to restrictions of the original equipment, only 10mm front and 20mm rear lift was achieved, but the overall performance of the OME suspension system over the standard suspension is outstanding.



## > STAY TUNED...

With only a brief pause for the Christmas and New Year period the OME engineers are now back in full flight. Despite the 2007 Tundra not having been officially released by Toyota, our OME engineers have gained early access to this vehicle via two trips to the USA for suspension development. We hope to release these new products around the same time as the vehicle's official release. The OME engineers are also working hard on the suspension for the Ford Ranger/Mazda BT50 pick-up and the new Jeep JK Wrangler.



**4X4 ACCESSORIES**

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