

# 4x4action >

## > PRODUCT RELEASES

ARB's class leading new portable air compressor, accessories for the JK Wrangler and more

## > GIVEAWAYS

Plenty of gear up for grabs for both adults and kids

## > LATEST NEWS

We've got the final chapter from the Expedition Australia team, the latest on the rebuilding of Bluff Hut and more

## > FEATURES

Check out the results of the 4x4 Australia portable air compressor test and get the low-down on the ten essentials of remote area travel



08

## Jeep JK Wrangler Protection Equipment

**In the previous edition of ARB 4x4 Action, the bull bar for the Jeep JK Wrangler was released.**

A further selection of protection equipment is now available from ARB including rear bars and rock sliders. >>

# 4x4

## > HIGHLIGHTS

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### ARB Snapshot

If there's one thing we dedicate a lot of time and effort to in the marketing department at ARB, it's trying to get good photos of our products in action. We figure our customers will be using our gear in off road conditions, so we try and avoid taking shots on the nature strip outside the office.

Our latest photoshoot took us to the Corner Country where we'd planned to visit several locations in the area. We had three pristine vehicles straight from the ARB stand at the National 4x4 Show in Melbourne, and the weather forecast looked good. As well as the regular crew, we had Simon and Miranda Christie from 4WD TV along with us, who had just finished covering an off road event in the area.

You can imagine our disappointment when, after arriving in Broken Hill, we awoke to grey clouds and rain. All dirt roads out of town had been closed, which gave us very few options for photography that day. The Tibooburra road reopened the following morning, so out we headed looking for some sunshine. By lunchtime we hadn't found any, so we made the most of the conditions we had to capture the vehicles in action. After spending the night in Tibooburra, we awoke to a very ominous looking black sky. Any more rain would close the roads for days, so it was decision time. Do we keep going with the shoot and risk getting stranded in the area, or bail out? Mark 'Lowmount' Lowry was keen to stay, but that probably had more to do with the fact the pub had a two week supply of steaks and beer. Mike Ellem (ARB's photographer) and I thought it better to get going. Within an hour of reaching the black top, the heavens opened, and the area got a couple of inches of rain, closing the dirt roads.

This was the third Outback trip in a row I'd been on in 2007 that had ended in torrential rain. These conditions highlight the importance of being well prepared, and carrying extra supplies. Be aware that if you choose to ignore road closure signs, in addition to risking your safety, you'll incur the wrath of the locals and cop a several thousand dollar fine.

Travelling tips are something we get asked for regularly at ARB, so a few of us have put together our top ten essentials in this edition of the newsletter. Also in this issue, you'll find the final article from the Expedition Australia team. The Baile family did what many of us aspire to, pack up and head bush indefinitely. We've really enjoyed following their 482 day adventure, and wish them the very best for the future.

Late 2007 saw another brand new ARB store opening in Wentworthville, Sydney, and customers of ARB in Albury may notice some new faces in this store. Long term proprietors, John and Polly Harris, decided it was time to take their LandCruiser, hitch up the caravan and head north. The business has been taken over by ARB Corp, and is now being managed by Peter Lea-Smith, formally based at ARB Dandenong.

As for our photoshoot, we'll be doing the whole thing again in early 08. Only this time we'll be taking our Managing Director's brand new LandCruiser 200 Series along as well. We'll be drawing straws to decide who'll be driving, and taking responsibility for it. The last time one of our directors' vehicles got lent to the marketing department, the editor of an Australian 4WD mag (who will remain anonymous) drowned it in Eyre Creek in the Simpson.

See you out on the tracks, possibly driving a LandCruiser 200... very carefully.

- Matt Frost, Marketing Manager, ARB 4x4 Accessories



# action



## Jeep JK Wrangler Protection Equipment (cont)



» Since the release of the Jeep JK Wrangler, ARB's engineers have been working hard to develop a range of accessories for this vehicle. These latest additions to the line-up will provide an enormous amount of protection for the Jeep's vulnerable lower panels.

Incorporating strong 3mm thick steel wings with internal gussets and reinforcing tubes, the new rear bar is exceptionally strong, and securely mounted with integrated 4mm steel chassis brackets. Ideal for off road use, the bar has optimum ground clearance and departure angles and has been engineered to work with the original tow hook as well as the genuine Jeep accessory tow bar if required.

The design incorporates a recess in the bumper to allow fitment of tyres up to 35" on the original door mounted tyre carrier, and this recess is finished with lo-slip grip tape for easy access to the cargo area when the tailgate is open. Twin Hi-Lift jacking points are integrated into the design for increased versatility

in off road situations and the bar is finished in a durable black powder coat which can be colour coded to match the vehicle.

To complement the Jeep and protect the side of the vehicle from rocks and other off road obstacles, rock sliders are available to provide tough side protection. Manufactured from strong, tubular steel, they mount to the chassis for maximum strength and, like the rear bar, can be colour coded to match the vehicle.

Rear bar: > Part no: 5650100

### Rock sliders:

2 door: > Part no: 4450200

4 door: > Part no: 4450210



# ARB Portable Air Compressor

**I**n the last few issues of ARB 4x4 Action, we have brought you details of our new on-board air compressor. This heavy duty, compact, yet high flow air source is the result of more than two years of research, design, sourcing and field testing, and now we are very excited to add the high flow portable air compressor to our range.

Based on the same design principles as the previously released on-board compressor, the portable version has been modified and tested extensively to ensure maximum functionality, high performance and long life. It is the highest flowing portable air compressor in its class and was recently the winner of 4x4 Australia magazine's portable air compressor test against a field of 15 competitors. Not only was the ARB compressor the fastest, but it performed the tyre inflation test in less than half the time of many of the others (including

some that 'claimed' higher performance on the box), offering customers unmatched performance and value. 4x4 Australia has kindly allowed us to print this article, so for further details see page 12.

Designed and manufactured in Australia, the portable compressor has been constructed entirely from lightweight, high strength engineering grade materials, including military and aerospace grade components for supreme strength and longevity. It features a hard anodised cylinder bore and a Teflon impregnated carbon fibre piston seal for reduced friction and maximum trouble free life. This piston is equipped with a high quality, German made, shock rated cylindrical roller bearing while the motor is 100% ball bearing equipped. The motor also features a unique linear brush pressure system that maximises both brush life and long-term performance. And housed inside the motor is an auto reset thermal cutout switch protecting it from damage caused by extreme



temperatures (operation will continue when the motor has cooled below harmful levels).

Incorporated into the compressor is an over-pressure safety valve which allows air to escape should the pressure rise above a safe level. This feature also offers backup protection against pressure switch failure or accidental connection to an external high pressure source. The compressor is fully O-ring sealed, while the air intake is fitted with a washable sintered bronze air filter element housed in a splash resistant cover, preventing dust, moisture and other contaminants from permeating the unit.

ARB's portable compressor is mounted in a durable hard carry case that offers great protection and easy storage. The heavy duty Maxi-Fuse ensures professional in-line circuit protection, and an illuminated isolating switch allows the automotive grade alligator clips to be attached to the battery terminal before turning the compressor on, protecting the user from hazardous sparking.

Also included in the kit is a high flow tyre filler attachment, and a six metre abrasion and heat resistant air hose with specially designed one handed (push

lock) quick connect couplings, which are simple to use and suit most applications. Both the quick connect couplings and tyre filler feature professional integral stop valves. In combination with the pressure switch and relay equipped electrical system, the stop valves prevent operation of the compressor until it is connected to a tyre or other inflatable item. This is an extremely clever design feature as it saves power and energy, as well as maintaining lower operating temperatures because the compressor is not continually running. Additional nozzle attachments are also included with the hose to inflate items such as mattresses and camping gear.

A six metre extension hose is available, allowing you to extend the length of your portable compressor's hose, and ARB also has a range of tyre gauges to assist with maintaining correct tyre pressures, anywhere, anytime.

> Part no: CKMP12



## Winch Bull Bar for Latest Model Isuzu D-Max/Rodeo

**A**RB has just released a commercial bull bar for the latest model (RA7) Isuzu D-Max/Rodeo to provide this vehicle with unmatched frontal protection.

The unique styling of the D-Max/Rodeo called for a revolutionary design by our engineering team, who experimented with a number of concepts before arriving at the final decision. The result is a bar with splayed uprights, suiting the contours of the vehicle and allowing for a perfect fit, while retaining the look of a traditional ARB bull bar.

All ARB bars are made specifically for their respective vehicles, and this one is no exception, with the mounting system engineered to retain air bag functionality in the event of a collision. It has also been designed so it can withstand the enormous stresses that are placed on it while winching. However, the bar is equally suited to non-winch applications, so should consumers not wish to fit a winch, a cover panel is supplied.

Featuring fully integrated twin Hi-Lift jacking points and utilising the original tow points, the bar is finished in a durable black powder coat, and can be colour coded to match the vehicle.

> Part no: 3448340

# Hi-Lift Jack X-treme

The world renowned Hi-Lift jack is an extremely versatile product that can be used to lift, push, pull, winch and clamp. Manufactured since 1905, it is unique in being the only all casting jack currently made, offering exceptional strength and durability. And now, the Hi-Lift X-treme has been added to the range. With the same great functions as a standard Hi-Lift, the new model also has additional features that make it ideal for the extreme Hi-Lift user.

The unique winching/clamping attachment replaces the clamp-clevis of the standard Hi-Lift jack, allowing for winching, clamping or spreading up to 2267kg and enabling one position for all winching, clamping and spreading requirements. The unique winching/clamping attachment, hardware, and handle, are all gold zinc-coated to ensure the greatest rust resistance caused by extreme use. And the charcoal metallic powder coat finish provides further protection, as well as making the jack easily distinguishable from the red version.

Available in two sizes, 48" and 60", the Hi-Lift X-treme weighs approximately 14kg and has a working load limit of 2113kg (lifting). A number of additional accessories are available from ARB to complement it, the newest being the Hi-Lift jack bag.

Manufactured from durable vinyl, the Hi-Lift jack bag will help protect your investment from the elements, while at the same time protecting your vehicle's interior. Designed to suit the 48" model jacks, it incorporates a separate pocket and retaining flap that will fit an Off Road Base or other accessories, making it a handy and useful product.

48" Hi-Lift Jack X-treme: > Part no: ARB303

60" Hi-Lift Jack X-treme: > Part no: ARB304

Hi-Lift jack bag: > Part no: 10100200



## Developmental Update on LandCruiser 200 Series

With the release of the long-awaited LandCruiser 200 Series, ARB has purchased two vehicles purely for the purpose of R & D. Our engineers have been essentially working around the clock designing, building and testing, to ensure these accessories are made available as soon as possible.

The rear Air Locker is already available to suit the 200 Series, and design work is almost complete on the front one, which will be ready in the first half of the year. Deluxe and commercial bull bars are expected in early 2008 along with a roof rack, and Old Man Emu suspension and rear bars are also currently under development.

Although ARB accessories for the 200 Series may not be the first on the market, we are ensuring ours are engineered to be the best. Toyota has invested five years into this latest vehicle, so it is fitting that ARB is also devoting a considerable amount of time, money and effort into designing accessories that will complement it perfectly. Unlike some other companies who are simply redesigning their 100 Series equipment, ARB is starting from scratch to ensure they are the best looking, most functional accessories available. Keep an eye out for the next newsletter when the first of these new products is set to be released.

# Bluff Hut Update

In the Winter edition of 4x4 Action, we brought you a story about the Bluff Hut, a historical building that was burnt down in the summer of 2006/2007 during the longest running bushfires in Victorian history. ARB pledged a donation to help rebuild the hut, and we'll be bringing you updates over the following issues of the newsletter.

Despite some initial delays caused by a major landslide on the Bluff Link Road in October, the construction of the new Bluff Hut is officially underway and due to be completed this summer.

The project has been made possible due to major donations from sponsors including ARB, Silcar and Mr David Muir. There have also been many smaller donations of materials and cartage and countless hours of volunteer work, with more to come. As the land agency, Parks Victoria has been helpful with some funding and logistics, as well as assisting with cleaning up the site together with the Australian Navy.

It has been decided that the new hut will not be built as an exact replica, but instead as a good solid bush hut aimed at providing shelter and enjoyment for travellers, while ensuring the continuation of a mountain cattleman's hut on the Bluff.

Once the burnt remains had been cleared away, three working bees in December completed the installation of the snowgum posts and mountain ash plates and beams. This timber was sourced from near Matlock after being salvaged from the construction of the Thomson Dam catchment fire line. It is expected that after Christmas the poles for the roof and the chimney rock work will be completed, and the roof and walls are next on the agenda.



The building supervisor for the job is David Stoney and all the volunteers are connected to the Hut in some way as friends or family of the Stoney's. The family was heavily involved in the building of the original Bluff Hut in 1956 and mustered their cattle from the hut until 2005 when cattle grazing in the National Park was banned. For many years the Bluff Hut was also used as a base to run cross country ski tours and horse trail rides.

Over the years the original hut saved several lives and was regarded as an important safety facility. "The weather at the Bluff can be treacherous and it can turn from being a lovely day to a situation that is life threatening in an hour," Graeme explained. "At the moment the site is off limits to the public because of the building and safety requirements but soon the Bluff Hut will once again be a fantastic destination for four wheel drive enthusiasts, horse riders and hikers."

The Stoney family wishes to thank the sponsors and volunteers for their ongoing support with this important community project.

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## Pathfinder Air Locker

A rear Air Locker has recently been released for the latest model Nissan Pathfinder R51, providing vehicle owners with traction on demand in steep or slippery conditions. Designed and manufactured in Australia for over 20 years with only the highest quality materials and components, ARB's award winning Air Locker is used all over the world by 4WDers for both competition and recreational purposes.

When extra grip is needed, the driver simply activates an on-board air compressor via a dash mounted switch. Pneumatic pressure engages a locking mechanism, and with both wheels tied directly to the rotation of the crown wheel, the vehicle can proceed in a more controlled manner. This also assists with lessening the impact of environmental and vehicle damage, as less reliance is put on momentum.

A key feature of this Air Locker is the patented 'timed' locking mechanism that offers high strength and ultra fast unlocking. And all units utilise an incredibly simple

yet effective design that employs minimal moving parts, thereby ensuring maximum reliability. Along with Air Lockers, ARB offers a range of vehicle mounted compressors designed specifically for this purpose, so contact your local store for further details.

> Part no: RD137







## Jeep JK Wrangler

Following the release of suspension for the Wrangler JK 2 door V6 range, OME has now completed the suspension development work for the 2 door diesel, and both V6 petrol and diesel models of the JK Wrangler Unlimited 4 door.

It was found that weight variation was the main difference between the numerous JK Wrangler models available. To cater for this, our engineers developed a selection of coil springs to ensure that spring rate and height could be appropriately selected for each customer's vehicle set-up. The correct choice will deliver a 50-60mm increase in ride height and a noticeable improvement in off road ability.

Specifically valved, Nitrocharger shock absorbers have also been developed to provide the desired ride control attributes necessary to complement the spring range. All of these components are available now from ARB.



## Additions to Shock Absorber Range

Old Man Emu has recently introduced a number of new shock absorbers to the selection available for Toyota 100 Series IFS, Toyota Prado 120 and Mitsubishi Montero/Pajero 02 on models. The new products have been added to the already extensive range and are designed specifically to improve the ride and handling of heavily loaded vehicles.

Upgrading a vehicle's suspension will provide exceptional improvements to its ride and handling, especially if it is heavily loaded and driven on uneven road surfaces. OME engineers ensure that each shock is valved specifically for its respective vehicle, and a number of part numbers are developed to ensure they can be properly matched to individual customers' uses.

The new struts and shocks will provide vehicle owners with a reduction in body roll and an improvement in overall vehicle handling and ride control. To achieve maximum benefits, combine them with OME springs to form a complete, integrated Old Man Emu suspension system.



# WIN!



**Congratulations to Jeff McMahon, who is our recovery kit winner for this issue. Everyone else who appears on these pages will receive an ARB Speedy Seal puncture repair kit to reward their efforts.**

## Win an ARB Portable Compressor

Following the release of ARB's new portable air compressor, here's your chance to win one! Simply 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. The winner will need to pick up the compressor from their nearest ARB store.

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

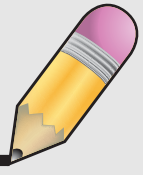
- › **Post:** ARB 4x4 Accessories  
Marketing Department  
PO Box 105  
Kilsyth VIC 3137
- › **Email:** [marketing@arb.com.au](mailto:marketing@arb.com.au)

*While we will endeavour to reply to all letters, due to the volume received, it may not always be possible. Please note that all entries for this section are only reviewed on a quarterly basis. Should you have a question that requires a more immediate response, please direct it to [sales@arb.com.au](mailto:sales@arb.com.au). We reserve the right to edit all letters for clarity.*

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# ASK ARB



**WINNER!**

Dear ARB,

*I have one of your air compressors which I purchased about ten years ago. It's mounted under the bonnet of my 4x4, and is regularly used to inflate the tyres on my vehicle, plus invariably it gets used to pump up all my mates' tyres as well. It's taken a real hiding over the years, but has never let me down. However, I noticed in previous editions of your magazine that you now have a new unit available which is twice as fast as mine. Furthermore, I've just been reading the December issue of 4x4 Australia magazine and saw that your new compressor comfortably beat everything else on the market. I think it's awesome that a genuine Aussie designed and built product can beat all the imported brands, and despite the fact there's nothing wrong with my old compressor, I'm keen to upgrade to the new model. My question is, does the new compressor share the same mounting footprint as the old model, and are changes necessary to the wiring loom?*

Regards,

Jeff McMahon



Hi Jeff,

The mounting holes and the power connections of the new CKMA12 air compressor are all identical to those used on the previous RDCKA model. This suggests that a CKMA12 model can be installed or retrofitted by simply bolting the new compressor in where the RDCKA was, and plugging it into the existing wiring connections. This is an acceptable practice, and the new compressor was intentionally designed to be able to be used as an RDCKA replacement should one be required.

Please note however, that the loom which is supplied with the new CKMA12 model was redesigned to include:

- Heavier gauge wiring to reduce the resistance between the battery and the compressor motor
- A higher rated more durable fuse socket capable of heavier loads and hard usage
- Two control circuit diodes to protect against current leakage on newer model vehicles
- A second ground wire in the circuit which was designed to support 24V as well as 12V installations

For a replacement compressor the supply voltage should not be an issue. However, to gain the full benefits of the high flow output that is specified for the new CKMA12 models, the old loom needs to be replaced with the one that comes with the new compressor (i.e. for the lowered supply resistance). If you are doing this then please note that only the power supply portion of the loom needs to be replaced. The short section of loom from the switches to the firewall plug does not need to be changed to gain full performance in an existing installation.

If you book your vehicle into one of our stores, this work can generally be undertaken in two to three hours, depending on the vehicle.

Daniel Bongard  
(Engineering Supervisor)



Hi all,

I am pleased to write to you and relay a great ARB story. This summer while attending our first organised Jeep event near Natches, Washington, an opportunity arose for my 18 year old son to attend a four wheeling 101 put on by ARB and taught by Chris Wood. As my son is 18 and knows a lot about 4WDing, I was concerned that he would learn very little. As it turned out the ten hour plus class was a great benefit to him and I learned a thing or two as well... I was able to ride in the passenger seat and mostly keep my mouth shut cause Chris did such a great job. My son is now in the Army and intends to buy a new JK as soon as he gets to a place where he is able. Thanks so much for your part in keeping wheeling in the family.

Tim Burk

Hi Tim,

It's great to hear that ARB is playing a part in encouraging you and your family to continue 4WDing. Most of our staff come from 4WDing backgrounds, and many were customers long before they began working with us. When employing staff at ARB, an individual's passion and enthusiasm for 4WDing are extremely important qualities, and Chris Wood has been a valuable member of our US sales team in Seattle for over ten years.

Following his first 4WD trip at age 4 months, Chris has since explored large parts of Canada, Mexico, Alaska and all over the US. To date, his ultimate off road challenge was piloting his 1997 TJ across all seven of California's boulder-strewn Hammer Trails in 14 hours to help raise US\$17,000 for the Children's Hospital.

Chris originally began informally assisting friends and fellow club members, and went on to earn a number of certificates in 4WD training. Since the introduction of an

ARB USA sponsored program in 2002, Chris has been busy teaching a range of individuals from clubs, companies, and members of law enforcement and forestry.

The 12 hour class focuses on pre-trip preparation, driving technique, vehicle recovery and contingency plans in the event of a mishap, as well as highlighting the effects of environmental impact. At the end of the day students emerge from the class worn out, but excited.

These types of classes are extremely important in assisting individuals with becoming more confident and responsible drivers. 4WD clubs, associated organisations, and individuals offer a huge range of courses throughout Australia and the world. Like Chris Wood, many of our other sales staff have at some time been involved in these as either trainers or participants, and we would strongly recommend 4WDers of all skill levels to participate in them.

Debbie Kaye  
(Editor)

G'day guys,

Just thought I'd let you know that I'm ecstatic about the amount of R & D that ARB is doing for the new Wrangler's accessories. For years the number of Australian accessories for a Wrangler has been small, and those that were here were not generally easy to find, well known or easily sourced. Considering the JK has only been released in Australia since September of last year, it's great to see that ARB is leading the field in designing and manufacturing accessories for the new model.

Now a question: In your last issue of ARB 4x4 Action, I saw the release of the new ARB deluxe bull bar for the JK Wrangler. Further on where you went into the development of the new Old Man Emu suspension systems, the picture showed the display vehicle with a replacement rear bar. I may have missed it in previous issues but I'm keen to know if (or when as the case may be) this rear bar will be available.

Keep up the excellent work.

Sincerely,

Jamie Gault

Hi Jamie,

Thanks for your letter and good spotting on the rear bar. We had a JK Wrangler shipped over from the US prior to the Australian release date so our engineers could begin work on accessories for it. The rear bar on the vehicle you saw in the last newsletter was a prototype that was not yet available. But since then, this has been released, along with rock sliders, both of which you would have already noticed on the front cover of this newsletter. Air Lockers are also available for the Wrangler, and a number of other accessories are currently being worked on including snorkels and tow bars.

Debbie Kaye  
(Editor)





## PRODUCT COMPARE

### Air Compressors



**E**veryone has a dodgy compressor story. It usually involves a bargain bought for a few bucks at a 4X4 show or the hardware store one Saturday morning. I have one; a cheapie bought that had two outings before the hose sheared off at the body – absolutely stuffed.

A lot is made of the country of manufacture but these days, as you're no doubt aware, it seems everything has originated in China. And that's not necessarily such a stigma any more, in fact many products are excellent in their execution and we have a few examples right here. Budget does not automatically mean banger.

A portable compressor has a hard life. It crashes around the back of your vehicle until required to work intensely for usually brief bursts in the dust and mud before being slung back in its bag or box and returned to the cargo area. Which presents your first purchase dilemma – carry bag or hard case? With many you

have no option but a bag, but there's nothing to stop you bolting a hard case together yourself. In any case, just pack it securely as the compressor may just be your ticket out of strife.

For this test we looked at the portable options costing less than \$500 and all models should come with a carry bag or hard case. A couple of the units, like the TJM Ox and Opposite Lock's Blue Tongue are obviously designed with permanent installation in mind, but still fit this criteria, they just have no on/off switch. All accept their power from the battery bar the Terrain Tamer 'Mini' which has a cigarette lighter plug.

The advantages of a portable compressor over hard-wired unit are that you can use it in any vehicle, not just your 4X4; you can lend it out to your mates or take it to the beach for the kids' inflatables.

And if you need it when your rig's stricken, you can run the power from another truck, as long as you're not alone of course. Even Bushranger's X-Jack exhaust jack features a compressor adaptor in addition to the traditional exhaust filler.

This article has been reprinted with the kind permission of 4x4 Australia magazine.

# INFLATION RATE

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TESTED

Unlike Mr Costello's statements, you want the inflation rate to soar when using a compressor. **TIM SCOTT** puts the current crop through their paces



PICS BY OFFROAD IMAGES

The price factor is a hard one. Though we've capped the ceiling here at \$500, there are units well in excess of that amount. Whereas any mechanical device can fail unexpectedly, price is not always the determining factor in relation to longevity. Quality construction and owner care are very important, backed by a decent warranty for absolute peace of mind.

You may spend half your life off-road or maybe only a couple of weekends a year, so the former buyer would probably look at spending more for a compressor that gets a workout all the time. With running pressures critical to the performance, durability and safe operation of your rubber, then the compressor should be looked at as an investment. Conversely, the bloke who spent \$50 and goes off solo on one of his two weekends away to find that the thing carks it straight off might have wished he thought similarly.

Duty cycle, flow rate, current draw, cut out switch and warranty are purchasing considerations when perusing the myriad options available. The duty cycle basically reflects the single

session operational time of the unit to give an indication of the severe use you can inflict on your choice. Flow rate is the litres per minute figure, but it doesn't always translate to the best machine having the biggest flow or vice versa. Current draw is like your fridge or electric winch and is how much juice the compressor will suck when blowing.

A cut-out switch simply calls a halt if the unit is overloaded and is a great protective feature. Once the compressor has cooled down, it will restart. Warranties vary from replacement to no cover at all, so check the fine print. And is the unit easily serviceable, are there spares available or is it simply a throw away job like the plethora of power tools these days. Finally, how much noise does it make? Not always easy to test in the shop, I agree, but having run 15 of the things back to back I can tell you that they vary wildly in the decibel department.

So, check out the performance results and, while you might not be blown away, you *will* be informed about who does what in the world of portable air compressors.



MINI

■ Not expected to break any records and it didn't disappoint.

It got very hot during its test which lasted a bit longer than the others, but it never looked or sounded like giving up the ghost.

It sat still on its little rubber feet and its gauge under-read its performance.

The black hose is a screw-on affair at both ends, with simple fittings.

The Mini has an on/off switch and runs off the cigarette lighter, comes in a carry bag and has adaptors but no fuse. Duty Cycle: 15min 40psi 24°C

Current Draw: 14A  
Flow rate: 26L/min  
Cut-out switch: No  
Warranty: 1 year



POWER AIR BII

■ The Power Air has a few good features. Neat and tidy storage of the leads and hose within the body is handy, although wiring and battery clips don't inspire confidence.

Once the on/off switch was flicked the unit was fairly quiet and didn't vibrate madly on its flexible feet. Not much gets hot to touch either, which helps as there's no carry handle. The power lead is fused.

Like many of the gauges, cut the power and the needle falls, so we had to wait until the Power Air read 37 with power for it to read 30 without. Airbed/ball adaptors and snug carry pouch.

Duty Cycle: 300 mins continuous/30°C/25psi  
Current Draw: 12.8A  
Flow rate: 28.9L/min max  
Cut-out switch: No  
Warranty: 5 years no fuss



BIG RED PLUS

■ The new version of an old favourite. The Big Red comes in a stout plastic hard case with an on/off switch mounted on the box's front face, although the switch mounting was coming loose on ours.

The Thomas pump features a changeable air filter and decent battery clips but there's no fuse protection. The red high visibility rubber hose is well equipped with its robust fittings.

During this unit's operation there's a lot that gets very hot but as it's in the case you can move it around. The case vibrating adds to the noise level, but it's not overly loud. No gauge.

Duty Cycle: Intermittent  
Current Draw: 18A  
Flow rate: 36L/min  
Cut-out switch: Yes  
Warranty: 5 years



MX3

■ Arriving with base plate detached at one end wasn't a good start but the MX3 redeemed itself with pretty good performance. It has a rubber heat shield on the air fittings at the machine end of the high visibility hose and a screw on brass filler at the other. On/off switch gets a dust cover.

The unit gets hot and carrying is by way of a foam covered bar at the top, and that gets warm too. Wasn't noisy and the baseplate and rubber feet did their job of calming vibration well. The power lead is fuse protected with a spare, along with the usual adaptors. A screw-on air filter and the battery clips are good.

Duty Cycle: 40min at 40psi 24°C  
Current Draw: 30A  
Flow rate: 72L/min  
Cut-out switch: n/a  
Warranty: 1 year



TAIPAN

■ A deep drone emanated from the Taipan, very different to the preceding contenders, and with not much volume either.

There's a carry handle and you receive a spare fuse and a built-in pressure gauge that said 30psi and was 30psi with my gauge.

The air line is black, comes with the playtime adaptors and has a brass screw on fitting at the tyre end.

This fitting has a twist and lock deflate feature, as did a few others, which is useful, but can be fiddly and you can fail to notice if you're lax and try inflating with the air escaping as you pump. The air filter is a screw-on. Duty Cycle: 40min 40psi  
Current Draw: 30A  
Flow rate: 72L/min  
Cut-out switch: Yes  
Warranty: 2 year

ARB HIGH OUTPUT



■ ARB's high output is mounted in a plastic case, the fittings are quality and there's a high visibility hose. The power leads have fuse protection. No pressure gauge is supplied.

Initially I got a shock as the unit, once connected, ran for two seconds, cut out and wouldn't restart. That introduced me to a design feature. It will restart when you connect at the tyre end, saving power and energy. Once running it was loud, but when

the stopwatch clicked off it was obviously the winner.

Not only is the unit fast, everything at this stage suggests longevity. Duty Cycle: 50% at 22°C  
Current Draw: 22.9A max  
Flow rate: 75.1L/min  
Cut-out switch: Yes, and blow off valve  
Warranty: 2 years



**BUDGET**

■ The middle performer of the three similar builds, let down by a dodgy tyre valve fitting that kept losing the blade that grips the valve stem.

The gauge jumped to 75psi initially and stayed there for a while before starting to behave. On/off switch has a cover, screw-in air filter was a bit loose, it's fairly loud but has adaptors and fuse, a decent bag and when it wasn't letting air out it worked reasonably well.

Since there were three of these units here on test it goes to show that it's all about manufacturing consistency – wherever it comes from. Weak battery clips.

Duty Cycle: 40min 40psi 24°C

Current Draw: 30A  
Flow rate: 72L/min  
Cut-out switch: Yes  
Warranty: 5 years



**BLUE TONGUE**

■ One of the surprises; it wasn't nearly as fast as I'd anticipated.

Obviously intended for hard installation, the Blue Tongue comes with no base plate, no on/off switch and makes a racket while working.

The battery clips are small and there's no fuse protection, or spare or ball/bed adaptors.

You have a small changeable air filter and the air hose and fittings are good except air escaped from the tyre end fittings if I didn't hold it in place some of the time.

While sounding 'fast' it wasn't especially but came in a great doctor's type bag.

Duty Cycle: continuous at 50psi

Current Draw: 16.5A  
Flow rate: 45L/min  
Cut-out switch: yes  
Warranty: 3 years



**VIPER**

■ The T-Max Viper was almost the smallest compressor on test but it put in a sterling effort and worked hard.

Baseplate mounted, it vibrated minimally and was a little on the noisy side of the field.

It features a carry handle on top above the pressure gauge, which under-read by 2psi. The Viper's times are for 32psi as that's what it put in.

Valve fittings are a brass screw-on with a deflate collar but the hose joins the compressor body at the other, one of only two units to employ this style – a longevity issue.

Viper's battery clips were woeful and there's no fuse set-up either. Duty Cycle: 15min  
Current Draw: 14A  
Flow rate: 35L/min  
Cut-out switch: Yes  
Warranty: 2 years



**PRO AIR**

■ The Pro Air is the lightweight unit from the Bushranger stable.

Like its stablemates it presents well and comes in a good bag with spare fuse and the airbed/ball inflation adaptors.

It was quiet during operation with pitch in the higher end of the sound spectrum.

There's a carry handle and a built-in pressure gauge, which actually over-read slightly.

The black hose is pre-attached to the body, again, which is a worry, with a thumb-press valve closure at the tyre end and there's an on/off switch. Pro Air's battery clips are okay.

Duty Cycle: 40min max at 30psi 22°C  
Current Draw: 23A  
Flow rate: 55L/min  
Cut-out switch: Yes  
Warranty: 5 years no fuss



**SUPERFLOW**

■ Piranha's Superflow is similar to Taipan and same as TJM budget, but the Superflow was better than both with the same features.

Fittings were quite reasonable but had what sounded like a leak at the tyre valve end of the hose. On/off switch has a dust cover and it comes with adaptors and fuse.

Built-in gauge read 37psi when it was pumping 30psi, but didn't dance about while working, despite no baseplate. Air filter was a screw-in type and high visibility hose has deflator collar on a brass screw-on valve fitting.

Duty Cycle: 40min 40psi 24°C  
Current Draw: 30A  
Flow rate: 72L/min  
Cut-out switch: No  
Warranty: 1 year

TJM's Ox is one of several with changeable air filter



Bushranger's heat shield collar and a brass deflator fitting



OX

TJM's Ox is, like the Opposite Lock Blue Tongue, primarily meant for hard mounting somewhere on your 4X4.

It has a metal baseplate to facilitate this and sounds much better run on grass than rock, but it's not deafening during operation.

It also has no power switch nor adaptors and the wiring harness comes in two parts, but the battery clips are good with plastic blade handles.

The air filter is changeable, the carry bag good quality and the airline has some of the best brass fittings among the assembled group.

Duty Cycle: 30%  
Current Draw: 19.6A  
Flow rate: 34.8L/min  
Cut-out switch: Yes  
Warranty: 5 year  
Australia wide



MAX AIR II

Presents very well; great carry bag with adaptors and spare inserts for the screw-on air filter.

The baseplate is coated with rubber and does a great job of vibration insulation and noise suppression from contact with a hard surface.

Protection is offered by a fuse but there's no spare. High visibility hose has a thumb-push tab for the valve and the deflate feature outlined above.

Like the Taipan, the Max Air II was deep in tone but its gauge has better incrementation in units of 10psi.

Performance was excellent and rapid. Duty Cycle: 33% at 100psi

Current Draw: 29A  
Flow rate: 72L/min  
Cut-out switch: Yes  
Warranty: 5 years no fuss



BLACK MAX

The all-out assault from Bushranger continued, although Black Max gave me a slight headache.

The upright support blade for the handle that holds the airline fitting was bent slightly, so the airline didn't want to engage. Eventually I got it to work. Otherwise fittings are good quality.

The air filter is screw in and comes with spare inserts along with a good carry bag.

Running was quiet, like the other Bushrangers, and vibration minimal.

On the high visibility hose is a rubber dust shroud and a thumb-push deflator-type collar.

Duty Cycle: 33% at 100psi  
Current Draw: 27A  
Flow rate: 66L/min  
Cut-out switch: Yes  
Warranty: 5 years no fuss



SUPER MAX

Super Max announces its presence but doesn't shout while working.

Good quality fittings, a heat-shielded air line connector and a large fuse (no spare) on thick gauge power leads say performance.

The baseplate is rubberised and the inbuilt pressure gauge accurate.

At the tyre end of the black curly hose you'll find a thumb push valve fitting and a deflate collar.

Super Max's battery clips are good as is its carry bag and there's a screw-in filter with inserts, ball/bed adaptors and the on/off switch has a dust cover.

Duty Cycle: 33% at 100psi  
Current Draw: 38A  
Flow rate: 85L/min max  
Cut-out switch: Yes  
Warranty: 5 years no fuss



TWIN PISTON

Terrain Tamer's larger entry is the Twin Piston. It lauds a high 85L/min flow rate on the box, but that didn't translate to a mega-fast performance.

In operation the unit was composed, fairly quiet and low vibration. It's also compact. The inbuilt gauge has easily read 10psi increments and worked well.

Twin Piston has fuse protection although the power leads are thin and the battery clips flimsy.

Air couplings are a bit fiddly but secure when engaged. A foam-wrapped handle, adaptors, and screw-on brass deflator collar are included.

Duty Cycle: 40min 40psi 24°C  
Current Draw: 30A  
Flow rate: 85L/min max  
Cut-out switch: Yes  
Warranty: 1 year

Bushranger's gear produced a hot performance – unlike the day's weather

## RESULTS

NAME	0-30psi	15-30psi	2min run
ARB High output	2min 17s	1min 04s	26psi
Power Air Series II	7min 30s	3min 43s	9psi
Big Red Plus	3min 52s	1min 59s	17psi
OL MX3	3min 34s	1min 41s	18psi
T-Max Taipan	3min 42s	2min 02s	17psi
Max Air II	2min 50s	1min 24s	20psi
Blue Tongue IV	5min 09s	2min 31s	13psi
T-Max Viper	5min 39s	2min 57s	12psi
Super Max	2min 27s	1min 11s	25psi
Piranha Superflow	3min 32s	1min 42s	18psi
Terrain Tamer Mini	11min 11s	5min 51s	7psi
TJM OX	4min 36s	2min 23s	14psi
TJM Budget	4min 15s	1min 39s	18psi
Pro Air	4min 25s	2min 13s	15psi
Black Max	2min 53s	1min 23s	21psi
Terrain Tamer twin piston	4min 25s	2min 09s	14psi

\*Control tyre used for these tests: Mickey Thompson Baja MTZ LT 265/75R16



# ARB Seatsuits for Latest Model HiLux



Available now for the latest model Toyota HiLux, the ARB Seatsuit is a new product that will effectively protect your vehicle's seats from wear and tear.

Incorporating two front seat covers that are comfortable, stylish and specifically tailored for individual vehicles, the one-piece design is quick and easy to fit and can be used for permanent or semi-permanent use. Manufactured from quality, high stretch CS neoprene to allow for an optimum fit, the water resistant properties assist with protecting against spills and stains, along with providing general protection from everyday use.

Supplied in a convenient storage bag, this product is currently only available for the HiLux, but ARB plans to release further models for other vehicles at a later date.

> Part no: 12014010

## ARB Low Air Pressure Gauge



Whether you're changing tyre pressures to suit terrain, or reinflating after a puncture, an air pressure gauge is an essential accessory. And recently, a new model has been released from ARB designed specifically for uses where greater accuracy at lower pressures is required. With a quality, bronze Bourdon Tube design and fully geared solid brass precision movement, this product has been tested and designed to stay accurate. The easy to read 3.5" diameter gauge includes three pressure scales, PSI, kPa and bar, and is fitted with a protective rubber guard. Incorporating a dual chuck for valve access on split rim tyres, the new gauge from ARB comes with a two year warranty and is perfect for all 4WDing purposes.

> Part no: ARB508

## Triton/L200 High Roof Smooth Canopy

To add to ARB's range of smooth exterior canopies, a high roof version for the latest ML model Mitsubishi Triton/L200 dual cab is now available to add style and practicality to the vehicle.

Made from strong but lightweight triple extruded ABS materials, the new smooth canopy perfectly complements the Triton, designed specifically for it, and colour coded to match. Featuring a fully curved rear door with double locking handles, sliding side windows and a sliding front window, the canopy incorporates an attractive grey interior finish and comes with a two year international warranty.

Options include tinted safety glass lift up side windows (with keyed alike access to the rear door), internal rack frames to fit roof bars, and flywire or steel mesh screens for sliding side windows. A rear high mount LED brake light and an interior light complete the design, making it a functional and practical accessory. This latest addition to the Triton canopy range means that owners can choose from a number of models to find one that best suits their requirements, including a high or standard roof and a smooth or grained exterior finish.

> Part no: CPS35

## Great Results for Old Man Emu

The final round of the Australian Off Road Championships, the Goondiwindi 400 Off Road Race, was run in October 2007 and saw some fantastic results for Old Man Emu Racing. Owner of ARB Coopers Plains, Mark Lacey, had an outstanding class win in his OME equipped extreme 4WD Patrol, while Roger Vickery's similarly equipped production 4WD Patrol finished 3rd in its class. Unfortunately, Duncan South's Old Man Emu production Rodeo was forced to retire late in the second day due to ignition problems, prior to running a promising 4th in its class. These results, in what many have said was the toughest round of the year, speak volumes for the dependability and performance of Old Man Emu shocks and suspension, an all Australian product that is relied on by 4WDers all over the world.



# The 10 Essentials of Outback Travel

Over the last few months, we've had quite a few queries from readers asking about the essentials of remote area travel. So we approached four of ARB's most experienced Outback tourers to get their opinions on this diverse topic – and here, we bring you their top ten tips.

Please note: we have asked that no more than three ARB related items be included in each list, to ensure you get a varied and unbiased collection of tips.



## Michael Davis

Our South Australian state manager's Outback adventures include multiple crossings of the Simpson Desert, travelling through the Kimberley region, and touring the Flinders Ranges more times than you can poke a stick at. In a past life Michael was also an accredited 4WD instructor, leading guided tours and driver training courses.

1. **Know your truck & gear.** Australia's Outback is beautiful but unforgiving. Give yourself plenty of time to prepare, test, modify and pack for the big trip. I have always had a habit of making sure the truck is fully packed and prepared the weekend before departure. We go for a run, clock up 100kms or so, check the truck's performance, monitor tyre pressures and iron out any niggling problems with our gear.
2. **Tyres & pressures.** Good quality tyres with plenty of tread are absolutely critical when travelling. LT or light truck tyres are best as they are able to handle the punishment our Australian roads give out. Constantly check, adjust and monitor pressures, as too much pressure can lead to rock fractures on dirt roads and trails, and not enough will overheat the tyre on the bitumen, causing a high speed blow out.
3. **Support.** After spending five weeks travelling the Kimberley region, it was comforting to know we had the home being looked after by friends. Going away is exactly that – going away, and not worrying about what's happening back home. Make sure your insurance is up to date for both your home and vehicle.
4. **Suspension.** I have been using OME suspension systems long before working for ARB and cannot praise them enough. Some of the worst roads and tracks I have travelled were in the Kimberley and Simpson Desert. The corrugations and stony tracks, coupled with hefty loads of food, fuel and the

mandatory beer, saw the suspension really get a workout. The OME gear has a great heritage and the R & D and testing of the components is paramount in its performance.

5. **Itinerary.** Plan your itinerary for the big trip, allowing plenty of time. Remember, 100kms on an Outback track doesn't mean an hour or so, and quite often 30-40kms is maximum speed. Leave a copy of the itinerary with family or friends so they can keep a rough estimate of your position.
6. **Plan for the unexpected.** On a trip into the Simpson, we camped amongst the dunes and were hit by a wind storm in the middle of the night. Almost all of the tents were damaged, but luckily we travelled with both a tent and swags. I also know of a group of 4WDers who had to complete a clutch change in the desert. How you deal with situations like these will depend on how good your preparation is.
7. **Protection.** And I don't mean personal! ARB bull bars have been on all my trucks, though luckily I have never had to deal with hitting wildlife (close though). On every trip you see a few vehicles without bull bars limping into the nearest town for repairs due to an animal strike. It's cheap insurance to ensure you can continue travelling if the unfortunate event happens.
8. **Boots.** A must for the Outback is a good pair of boots. Sturdy, strong, water resistant and heat resistant are qualities I look for and have found in the RM Williams brand. Slogging through mud, scrambling up rocky outcrops and even kicking the fire (it's a boy thing) doesn't faze them. Keep them in good nick though, clean and polish regularly and you will get many years of faithful service.
9. **Camera.** You can't take too many pics on any trip. In the Bungles we jumped on a helicopter flight for half an hour and my wife was able to run off 120 shots! Good thing it's a digital as the processing costs would have meant no more trips! Take only photos and leave only footprints is a great motto.
10. **Air Lockers.** If there was one accessory I would suggest for any 4WD, it would be ARB Air Lockers. Nothing beats traction. Air Lockers aren't just for the competition guys, either. Any wheel spin will cause track damage, so for instant traction with no fuss, Air Lockers are the way to go.



## Brad Newham

Owner of ARB Gawler, this loud-mouth 4WD nut is the ideal bloke to get stuck with in the middle of nowhere, as his years spent working at Birdsville Auto involved performing countless Outback rescues and repairs. A veteran of off roading for more than 30 years, Brad's spent an immense amount of time travelling around Australia, as well as organising and leading 4WD expeditions.

1. **Pre-trip service.** The most important part of your trip is the vehicle itself; all the accessories in the world are no good if the vehicle is not reliable! Make sure that you have your vehicle fully serviced and checked over by a reputable 4WD service centre before you leave.
2. **Suspension.** A good quality aftermarket suspension, such as an Old Man Emu suspension system, will not only improve your vehicle's load carrying capacity, but will give you a much better ride and more ground clearance as well.
3. **Tyres.** Good quality off road tyres, such as Cooper S/T or STT, will ensure you get the best traction on loose gravel or slippery roads, as well as when climbing steep tracks.

4. **Cargo barrier.** This will protect the occupants of the vehicle from injury caused by loose objects falling out of the cargo area on rough roads or in the event of an accident. They will also help you to pack all of your gear in tighter and are a 'must have' if you have a drawer system fitted.
5. **Communication.** You need to make sure that in the event of an emergency, you have the right communication device to be able to call for help. These include a UHF radio, a HF (or Flying Doctor) radio, a satphone or an EPIRB.
6. **First aid kit.** Just in case, though you hope you won't need it.
7. **Recovery equipment.** A good quality recovery kit is a must if you happen to get stuck, or even to help shift fallen trees and debris from the track.
8. **Tools & spares.** Make sure that you carry a basic range of tools and spare parts to suit your vehicle. Even if you don't know how to fit them, somebody else probably will!
9. **Camping gear.** As with all of your 4WD equipment, make sure that your camping gear is good quality and tough enough for what you are doing.
10. **Planning.** Always plan your trip before you leave, and find out as much information as you can about the road conditions and expected weather. Work out alternative routes in the event of rain, road closures etc. Make sure you carry enough fuel and water to allow for extra detours, and ask about the road ahead at local police stations along the way.



## Matt Frost

ARB's marketing manager got his first taste for off road adventure whilst travelling across Africa in the late eighties, and he has since gained extensive touring experience having explored vast regions of Australia and overseas

by 4WD. Matt has been with the company for 15 years and has been fortunate enough to travel with some of the country's most experienced adventurers.

1. **Use off road tyres.** The majority of new 4WDs are fitted with tyres that are hopelessly inadequate for Outback roads. Repeated punctures are common, and traction becomes an issue as soon as wet conditions are encountered. We tend to run BF Goodrich and Cooper tyres on our vehicles, and have found them to work brilliantly in harsh conditions.
2. **Aftermarket suspension.** The first new 4WD I bought was a dual cab HiLux in 1994. Within minutes of leaving the dealership my wife was complaining about the harshness of the suspension. About a month later I fitted an Old Man Emu kit, which vastly improved the ride quality. I kept the truck for five years and fitted a heap of gear to it, but without a doubt, the suspension kit was the best purchase.
3. **Check out the zippers.** I'll get some flack from my colleagues for listing this, as they think I'm nuts for always going on about zippers. But after spending two months in southern Africa using a sleeping bag with a broken zip, I won't buy anything that uses a cheap zipper. Whether its clothing, luggage or camping equipment, you can't go wrong with the YKK brand.
4. **Drive at a sensible pace.** Too many people see an Outback trip as an opportunity to see how fast their new 4WD can go on the dirt. Inevitably this can turn ugly. Driving at a steady pace is a lot easier on the driver and vehicle, plus you'll see a lot more of what's around you. If you want to test out you and your vehicle's capabilities, then enter an off road event. There are numerous ones to choose from, suited to all different levels.



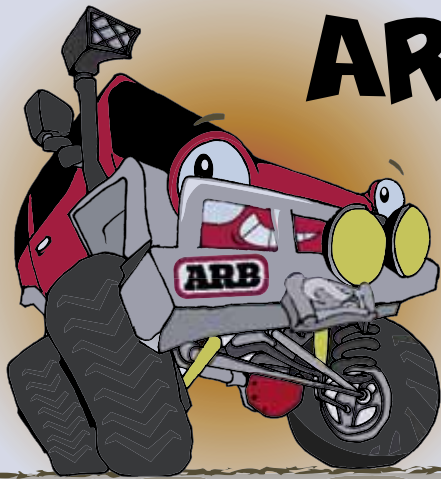
## Mark Lowry

Women flock to him, men want to be him - Lowmount is our Product Development and Evaluation Manager, and resident expert on all things Outback and 4WD. He's pretty much spent every spare moment since the

age of ten in the great outdoors, travelling round in 4WDs, competing in events and fraternising with the locals all over Australia.

1. **Plan your trip thoroughly.** Knowing where you are going and what you need to take will make a big difference to how you pack and fit out your vehicle. Overloaded vehicles are more prone to breakdowns and accidents, so take only what you need, and leave the kitchen sink at home.
2. **Pre-trip inspection.** If you are not up to checking your vehicle yourself, take it to a qualified workshop and get it inspected prior to departure. Make sure the workshop understands where you are heading and what you are planning to do because a simple grease and oil change is nothing like the thorough inspection a 4WD specialist will do.
3. **First aid for you.** With no bulk billing doctor just round the corner, a first aid kit and some training is a must. Your kit should start with a commercial off the shelf unit and then be personalised. Always carry the medications you require. Outback towns rarely have a pharmacy, and the hospitals that are few and far between have limited resources.
4. **First aid for your vehicle.** Not only do you need to carry an assortment of tools, but 'Band-Aid' fix-its like radiator stop leak, gasket silastic, fuel tank repair kits, an assortment of tape, cable ties, clamps and nuts and bolts are crucial. You never know when something is going to let go, and even the most well prepared vehicles can suffer on endless corrugated roads.

5. **Carry plenty of water.** This sounds like an obvious one, but it's remarkable how many people don't carry sufficient water when they're travelling. Breakdowns, getting bogged or becoming lost can all lead to significant delays, so it's important to be prepared. The first big Outback trip I did was in a dodgy old LandCruiser on a shoestring budget, but we always carried enough water and tinned tuna to last us about a fortnight just in case we got stranded somewhere.
6. **Use 4WD on the dirt.** It amazes me how many people buy a 4WD, but drive it around in 2WD until they're almost stuck. You've paid a lot of money for that second axle assembly, so why not use it. Part time 4WDs will handle a lot better when driven in 4WD on rough dirt roads. More importantly, the driver will have far better control in unpredictable circumstances or conditions.
7. **Good footwear.** I've seen a variety of nasty things happen to people's feet in my travels, all of which could have been prevented by a sturdy pair of boots. Leather boots matched to merino wool socks are an unbeatable combination in any climate. Your feet will be protected, and will breathe well, so leave the thongs at home on your next Outback trip.
8. **Fit a bull bar.** Animal strikes are extremely common on country roads and a high speed collision with a kangaroo can totally immobilise a vehicle. Vehicle recoveries in remote areas can take days, and may cost thousands of dollars. Such experiences are avoidable if a good quality steel bull bar is fitted.
9. **Spend some money at the pub.** The thing I love about the Outback is the hospitality you encounter. Take some of the remote pubs for example. They feed us, fuel up and fix our vehicles, provide a roof over our heads, entertain us, give us travel information, and let's face it, there's nothing better than an icy cold beer after a day on the road. Sure, you may pay a few cents more, but these businesses provide us with a great service, so we should support them.
10. **Plan & prepare.** We could dedicate a whole newsletter to this topic alone. But in summary, good vehicle preparation and trip planning is crucial. Establish a relationship with a local 4WD accessory store, and make sure the products you buy have comprehensive nationwide support. ARB stores are run by people with a wealth of 4x4 knowledge, so you'll find them a great place to get advice on vehicle preparation.
5. **Fit the right accessories to your vehicle.** In the Outback, a bull bar is a must have because it's the only thing between the vital organs of your vehicle and a stray animal. And make sure your suspension is up to the job. A sagging suspension and overloaded vehicle won't handle the way it's designed, and something as simple as swerving to miss a pot hole can result in disaster.
6. **Communication.** Yep, I've had breakdowns and been stuck miles from nowhere, and if it wasn't for a satphone I'd probably still be out there (good thing you might say!). But as good as a satphone is, it can only call one number at a time... which may be 1000kms away. So I also carry a HF radio because you never know... a mayday call may be answered by someone just over the next dune.
7. **Drive during daylight hours.** In the Outback, it's a long way between pubs. So it's not uncommon to travel 800kms plus in a day. That means drivers get weary and as dusk approaches, the wildlife starts to come out. The black top is a favourite sleeping spot for cattle, and the edge of the road is a common place for rots to forage. Smart locals rarely travel at night, but if they do they fit a strong steel bull bar and powerful driving lights.
8. **Carry extra fuel & water.** Apart from being a long distance between towns, you'll also find it quite common that when you get to the next petrol station, they are out of juice, closed, or even closed down. So ensure you are carrying enough fuel to get you to the next stop, but top up at every opportunity... just in case.
9. **Tyres.** Tyres to a 4WD are like shoes to your feet. You wouldn't climb a mountain in a pair of flip flops, and the same analogy applies to your fourby. Choose the right tyre for the type of terrain you intend to encounter.
10. **It's a 4WD, use it!** That's right, it's a 4WD and it has that ability for a reason. Travelling on dirt with 4WD engaged is a whole lot safer for many reasons. You can control a slide into a loose gravel corner, stop a spin when you hit a boggy patch of road, swerve out the way of sudden obstacles without loss of control and so on. Remember, safety is paramount in the middle of the Outback!



# ARB KIDS

Hey, kids, Fourby here! Check out my ultra cool colouring competition on the next page for your chance to win a Toys R Us gift voucher or an awesome ARB Kids' Pack. And don't forget to keep sending me your pics, photos and 4WD stories - I can't wait to find out what everyone got up to on the school holidays.

## WINNER!

We were really impressed with the creativity **Treh** (age 10) put into his entry. He sent us a drawing of a photo that was taken during a school holiday trip to the

Flinders Ranges at Yourambulla Caves lookout. There's a Toys R Us gift voucher and Speedy Seal kit on its way to you, Treh. Good work!



^ Treh writes: "You can see Dad's 60 Series LandCruiser in the distant carpark. 'Betsy' as he calls it has an ARB roof rack and bull bar - our trip took us to Wilpena, Arkaroola, William Creek and Coober Pedy. Except for a puncture just before Maree, Betsy didn't miss a beat."



< Six year old Anthony loves 4WDing and camping and has drawn his family's HiLux towing a camper trailer in the rain. According to him: "The muddier the better. It's all good fun!"



< We really liked Casey's (age 11) picture of one of our vehicle's on the Outback Experience trip that took place last year.



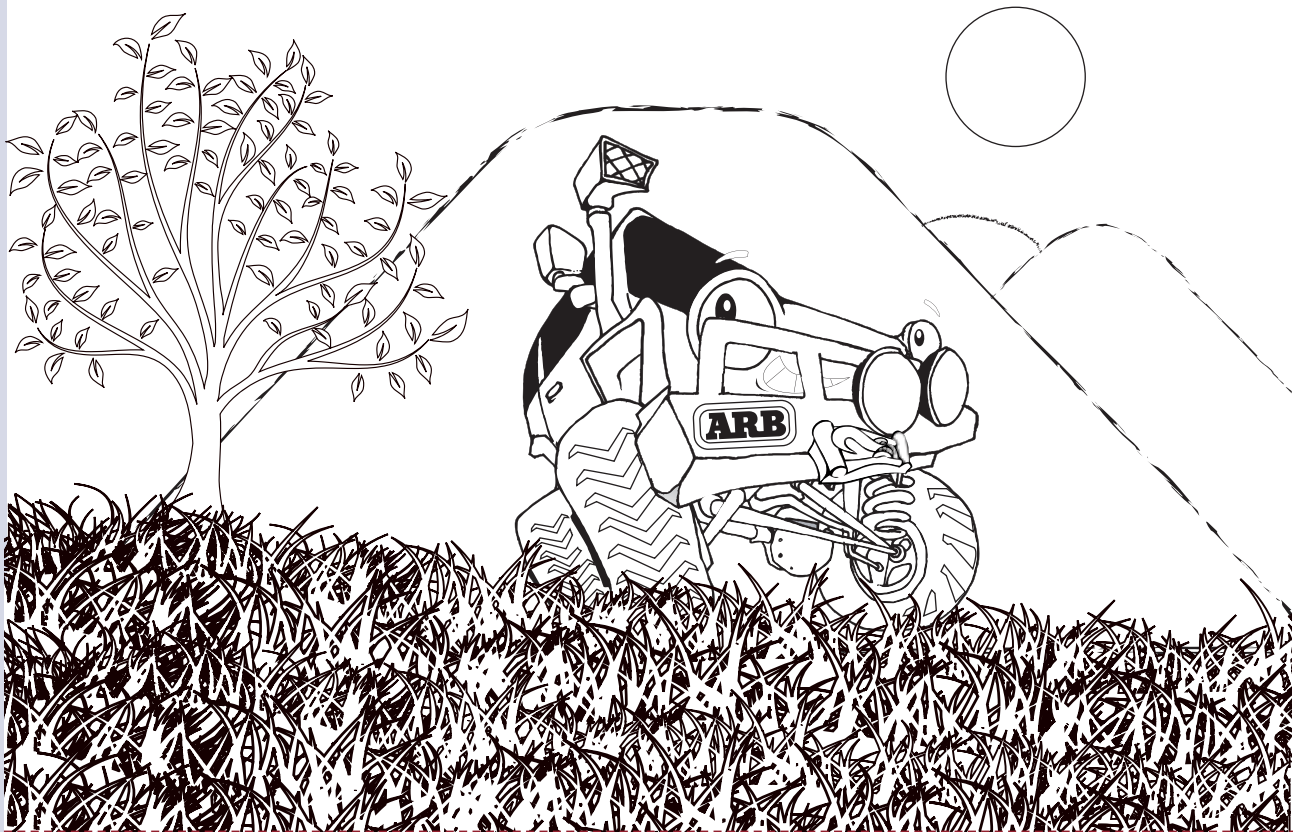
< Hi, my name is Jesse, I am 8 years old. This is a picture of our family camping in the Simpson Desert.



< 13 year old Darcy writes: "This is my dream racing ute because I have always wanted to be a rally driver."

# Fourby's Colouring Competition

This issue, we're running a colouring competition, and there's some cool gear up for grabs. So all you kids out there grab your pencils and get creative - we'll showcase a selection of our favourites in the next issue of ARB 4x4 Action.



< I like to go 4WDing and camping at LandCruiser Mountain Park in our GXL LandCruiser 4.2L turbo diesel. Harrison (age 9)



< Six year old Sandy drew this picture after visiting the ARB stand at the Melbourne 4x4 Show.

## Kids' Giveaway

Send your entries, including name, address and age to:

- > **Post:** ARB 4x4 Accessories  
Marketing Department  
PO Box 105  
Kilsyth VIC 3137
- > **Email:** [marketing@arb.com.au](mailto:marketing@arb.com.au)

Every issue we'll give our favourite entry a Toys R Us voucher and Speedy Seal Tyre Repair Kit, and all other entries that are printed will receive an ARB Kids' Pack.

P.S. Please include your name, address and age on the back, or attached to your drawing or letter, as sometimes the envelopes go missing!

*If you want your letter or drawing returned, please enclose a stamped, self addressed envelope.*

# Fourby's Colouring Competition

## Entry Details

Name:

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Age:

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Address:

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## Operation Light Sabre

**A**RB USA has pledged its support for Operation Light Sabre, an initiative set up by 4 Wheel Parts and Off Road Adventures magazine in the USA to help assist the soldiers currently serving in Iraq.

The program was initially established following a request from the Commander of Bravo Company, for some off roading lights needed to detect IEDs (improvised explosive devices) and roadside bombs encountered on night patrol. The 140 troops negotiate a variety of terrain in their Hummers, travelling on back roads, traversing canals and winding through tight villages. For these kinds of conditions, the OEM lighting is simply insufficient and a number of trucks have been lost due to bombs they were unable to spot.

The initial campaign received so much support that the decision was made to extend the invitation to other people and organisations, which is where ARB came in. As the exclusive American distributor of IPF lights, ARB and IPF teamed together to participate. ARB agreed to match any contribution made by IPF, who donated ten pairs of the 868 Series performance light kits. These feature a hybrid reflector that provides a combined spot and driving beam, ideal for the conditions that Bravo Company and the 2nd Battalion were encountering. ARB matched this donation for a total combined effort of 20 pairs of IPF lights, for which the soldiers were extremely grateful to receive.



# New Accessories for Ford Ranger & Mazda BT50

A number of new accessories are now available from ARB including canopies, side rails and steps and TowMaster tow bars, to add to the range of equipment for the latest model Ford Ranger and Mazda BT50.

ARB's grained exterior canopies to suit Ford and Mazda extra cabs come as high roof models, offering increased headroom and carrying capacity. These canopies incorporate a number of great features including vehicle specific design, sliding side windows, double locking handles on the rear door, high mount LED brake light, interior light and a two year international warranty. Options such as lift up windoors, screens for sliding windows and colour coding are also available to tailor to individual purposes.

Providing your Ford/Mazda with exceptional protection against damage from rocks, sticks and off road obstacles, side rails and steps can also be fitted to these vehicles. Manufactured from strong, mandrel bent steel tube that ensures even wall thickness and consistency across all sections, the side rails and steps are manufactured from two pieces for an improved fit, and bolt securely to the chassis of the vehicle for maximum strength. Finished in a black powder coat that can be colour coded to match the vehicle, the design is completed with aluminium chequer top step



plates which assist occupants getting in and out of the vehicle, as well as providing a convenient platform for reaching roof racks on the cabin or canopy.

TowMaster tow bars are also available for these vehicles to ensure safe and practical towing over all road surfaces. With a number of models to cater for the different vehicles, they are designed to meet industry standards and rated to match individual manufacturer's specifications. Supported by ARB's distribution network, TowMaster tow bars are a practical and worthwhile addition to any vehicle.

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## Alpine Challenge News

In the September just past, 19 teams gathered, along with a huge crowd of spectators and marshals, to participate in the 2007 Alpine Challenge. Held annually in the Victorian alpine region, this three day event saw vehicles negotiating their way through heavily treed areas in an attempt to take out the top spot. Despite the melting snow and mud, clear skies and warm spring weather prevailed to see Team Ontrack Waeco claim the overall victory, finishing well clear of the rest of the field.

The DVD of this exciting event has just been released and is now available from ARB. With five in-car cameras to capture all the thrills and spills of the Alpine Challenge, this one hour, 45 minute DVD is sure to keep participants and 4WD enthusiasts glued to the screen.

> Part no: 217253



**A** recent letter from one of our customers highlighted a common question that many people ask in relation to air bag compatible bull bars, and how they function correctly in the event of an accident. We thought it would be worthwhile to print this, along with an article on the next page that clearly demonstrates the part a bull bar plays in minimising damage to both the vehicle and its occupants when such incidents occur.

*Dear ARB,*

*I am one of your happy customers and have a question for you.*

*I am just not clear how a bull bar with chassis mount designed to crush at the same rate as that of the standard bumper can still provide better front end protection. Won't it in fact exacerbate the damage to the front part of the vehicle in case the car hits a (large) kangaroo at speed? (I accept if one hits a huge kangaroo at 100km/h, no car and bull bar will survive intact). I have also heard friends comment that those air bag compatible bull bars can't be used to lift the vehicle with Hi-lift jacks. Is that true?*

*Thanks and best regards,*

*Jonathan*

Hi Jonathan,

Thanks very much for that excellent question. It's one that many people have difficulty with. I'll try to explain the way a properly designed replacement bull bar works.

Modern chassis equipped 4x4 vehicles fitted with air bags present a potential problem when fitted with bull bars. That potential problem is premature deployment of the air bags, i.e. earlier in the impact cycle than intended, or deploying when the impact is not really severe enough to warrant their use.

This is because the bull bar is effectively an extension of the structural mass of the vehicle's chassis and the risk is that if this is a completely rigid structure, low speed and/or minor impacts will be misread by the air bag sensors as a much more significant impact.

The physical location of the air bag sensors is not relevant. They are not sensors that require physical contact or damage to occur to themselves, and typically they are a team of several G force sensing units which must all register extreme deceleration before transmitting the signal to fire the air bags.

Bear in mind that the forces we are talking about, those that need to be involved before air bags trigger, are quite large. Multiple tonnes of impact force (in some cases over ten tonnes per chassis rail) need to be reached before the bags deploy.

In modern standard vehicles, the front sheet metal, plastic bumpers, headlights and all sorts of componentry are placed ahead of the chassis rails. Where they are closer to the vehicle surface, they are often softened on their ends with a crumple zone (or crush can) that is sacrificed in minor impacts along with all of that componentry, to avoid triggering the air bags inappropriately. This is a problem for owners of course, in that all of that sacrificed componentry is not only expensive, it disables the vehicle when damaged in, for example, an animal strike.

The crush cans and related parts on the standard vehicle are relatively small and localised ahead of the chassis rails, so whilst that small section is comparatively strong,

most of the frontal area of the vehicle remains weak and vulnerable.

So there are, in fact, three zones in these vehicles. The inner structural chassis (or superstructure in the case of a monocoque construction vehicle), the structural crushable area ahead of the chassis, and the outer sheet metal, plastic and glass body parts.

Our engineers replicate the crush performance of the vehicle's standard crushable components when they design the bull bar mounts so that in a big impact, the bar (and hence the air bag triggering system) behaves the same as the standard vehicle. The benefit of the bull bar lies in the fact that it is a very large, strong part and extends the strength of the frontal parts of the chassis outwards and upwards to protect the softer, vulnerable components. Thus, the vehicle can then survive an animal strike without being disabled.

To put it another way, impacts on the standard vehicle other than directly in front of the chassis rail (and monocoque construction vehicles still have these rails, they are just attached to the rest of the body, not a separate part as on traditional chassis vehicles) will cause considerable damage. Impacts of the same magnitude anywhere across the front of the vehicle when a correctly engineered bull bar is fitted will cause little or no damage.

Anecdotal evidence also suggests that in a serious accident, the existence of a bull bar also assists in spreading the impact load over a much wider area of the vehicle, and hence assists in minimising intrusion into the survival space.

One often underestimated value in having a bull bar fitted is the confidence it gives the driver in a potential animal strike situation. Many rural accidents are caused by panicked owners of non bull bar protected vehicles swerving off the road or into the path of oncoming traffic when faced with the sudden appearance of an animal in their path.

Your comment about high speed impacts is largely correct; however, each situation, vehicle, impact point and circumstance is unique and somewhat unpredictable. We have seen our bars after 100km/h animal strikes, and in some cases they are largely undamaged or may only require a new chassis bracket or similar and yet have saved thousands of dollars of damage to the vehicle.

As for your query relating to jacking points, whilst it is true that some early air bag compatible bars are not suitable for jacking off, due to the requirements of the design, the majority are in fact suitable and we now try to incorporate jacking points into new designs wherever possible.

I trust this explanation has helped your understanding; however, please consider me at your service should you require further information.

Kind regards

Greg J Milton  
(National Product and Services Manager)





## Self Defence

**H**ow often can you walk away feeling lucky after a collision with a herd of cattle? More likely, you'd be counting broken bones in hospital while the panel beater gleefully tallied up the damage bill to your decimated vehicle.

But John Denman, a veteran journalist for *Overlander* magazine, is what you'd call extra lucky. While driving in the dark near his rural home earlier this year, John suddenly found himself on a collision course with a herd of cattle. Perhaps he might have seen them earlier if he hadn't just rounded a bend and put his lights on low beam so as not to blind oncoming traffic. As it was, he hurtled toward the herd, and knew impact was unavoidable.

"It was just a matter of knocking off as much speed as possible and picking the lightest looking cow," John says.

After hitting the brakes, impact was at 70km/hr. The cow rolled up and over the front left hand of his Pajero, then down the side before taking out the side mirror. Later, the police officer attending the scene said that one thing had saved John's life – his ARB bull bar.

Most 4WD enthusiasts know that the prime purpose of bull bars is to both protect the occupants and ensure the vehicle remains mobile after an animal strike. But inferior design and fitting of bull bars can have detrimental consequences to a vehicle. A poorly mounted bull bar will

result in it collapsing back onto the vehicle bonnet even in a minor accident.

ARB designs bull bars to individually match each vehicle, maintaining the effectiveness of crumple zones and air bag compatibility. The wing area of the bull bar is generally known as the most vulnerable and likely impact point, and has long been the focus of ARB's pioneering. The five fold upswept and tapered wing design provides an enormous amount of strength to provide greater protection in the event of animal collisions.

"We expect that most off road vehicles will encounter roos and other hazards in their travels," says ARB Marketing Manager Matt Frost. "So we've designed the bull bars to withstand considerable punishment."

As a result, John's Pajero did not sustain any critical damage. His cooling system was intact. The engine remained untouched. The only thing preventing John from driving the vehicle home was the wings of the bull bar, which were wedged against the front tyres. Had he been 100km from the nearest town or cattle station, he could have simply levered the bar off the tyres and continued on his way.

"As far as ARB gear is concerned, I have no hesitation recommending it to anyone," John says. "It doesn't matter whether you live in the city or the country, if you travel in the bush, you need decent frontal protection."

Without the bull bar, the cow might have joined John in the front seat. As it was, he walked away unharmed and his vehicle still functional. Very lucky indeed.



*Outside the bakery some of the kids and bakers gather together with their teachers and ARB employees.*

# Much Kneaded Dough

As ARB Corporation continues to expand its operations internationally, we also feel that it is important to contribute to the communities in which we are located. Avid ARB 4x4 Action readers may recall an article from the April 2006 edition 'Four Wheeling Oaxaca With ARB', in which ARB, through our US subsidiary ARB USA, made a generous donation to the Free Wheelchair Mission, who provide wheelchairs to many needy recipients. Once again in 2007, the money that has historically been used for corporate Christmas gifts was set aside and options for a charitable cause reviewed.

Off Road Accessories Thailand, a part of the ARB group of companies, has now been established for more than two years. With over 70 Thai employees and a growing level of community involvement, it was decided that last year's ARB charitable money be donated to a Thailand based organisation.

With the cooperation of the Australian-Thai Chamber of Commerce (AustCham), the Kanchanaburi School for deaf and autistic children was selected. A significant donation from ARB, together with assistance from AustCham and contributions from local organisations, enabled the Bakery Project to be brought to fruition. 2007 marks AustCham's 30th year of existence in Thailand, and during this time no project of this financial or logistical size has been undertaken.

On so many levels the school is 'special' for the 220 deaf, autistic and mentally disabled children who attend. The term 'school' is a very narrow description of this home, education centre, welfare centre and close knit social community. With limited government funding, the school has created its own revenue sources to support the boarding and education requirements of the students. Internationally, children and adults with mental disabilities are disadvantaged compared to the able minded; the level of inequality between the two is certainly greater in developing countries such as Thailand, which makes this school all the more important.

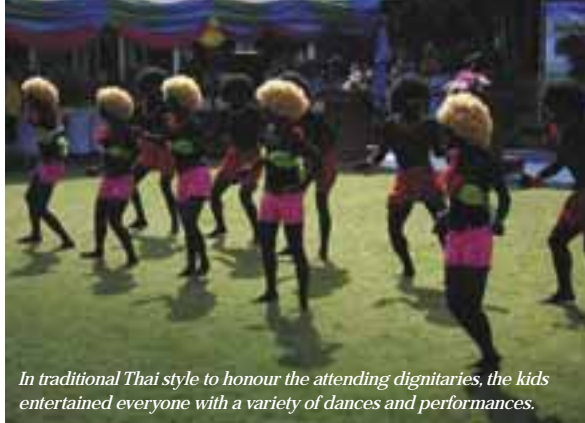
A range of handcrafts and woven textiles are produced at the school as well as a small gemstone polishing centre for local jewellery makers. The very basic handtools and man powered machinery make the school's production highly skilled but very laborious.

The school decided to seek funding to develop a small bakery on its grounds. This was to both aid the teaching of vocational skills in a bakery, and also to produce another important revenue stream to ensure the school continues to support future generations of deaf and autistic children in Kanchanaburi.

To diverge slightly, Kanchanaburi came to ARB's attention for a couple of other reasons...



The bakers proudly show off their skills, producing a tasty selection of biscuits and pastries.



In traditional Thai style to honour the attending dignitaries, the kids entertained everyone with a variety of dances and performances.



Inside the bakery, the bakers pose with ARB staff and distinguished guests in front of the official bakery opening plaque.

Above: Excited kids sit down to watch the beginning of the performance. Many of the children at the school are deaf, and here, they are showing their appreciation via hand signals.

Kanchanaburi is Thailand's 4WD homeland. Located approximately 150kms north-west of Bangkok, the mountainous tropical jungle surrounding the large city is a maze of challenging off road tracks. The wet season is undoubtedly the most testing time to experience 4WDing Thai style, as the hills surrounding Kanchanaburi turn to a viscous slurry, webbed with flowing water crossings and dense vegetation which challenge even the most experienced drivers.

While Kanchanaburi popularly hosts 4WDing day trippers from Bangkok, it is also a tourist hot spot offering single or multiple day 4WD packages as well as being a launching place for extended 4x4 jungle adventures. If you ever happen to be passing through Kanchanaburi, be sure to drop by the local ARB stockist 'J-Sport' which is one of ARB's longest serving and dedicated Thai customers.

For Australia and its ANZAC history, Kanchanaburi holds a very special place as the hometown of the Hellfire Pass rock cutting. British military surveys for a proposed railway early in the 1800s deemed the mountainous jungle and hostile climate impassable. However, under the rule of the Japanese military in WWII, Australian, British, Dutch and New Zealand prisoners of war, along with forced local labourers, completed the most oppressive construction section of the 400km Burma-Thailand railway.

Known by the Japanese as *Konyu*, the cutting of the rocky section of the railway was completed by the POWs using basic picks, hammers and hands. Ironically, construction on the railway commenced on ANZAC day in 1943, and during work on the cutting 2710 Australian POWs died along with thousands more allies and local workers. Famed by the movie 'The Bridge over the River Kwai', visitors to Kanchanaburi can visit the Hellfire Pass Memorial Museum constructed by the Australian Government in cooperation with the Government of the Kingdom of Thailand.

To get back to the Kanchanaburi bakery opening, a smiling, cheerful brigade of students and teachers greeted the dignitaries and ARB/Off Road Accessories staff to their school. The honour role for the opening included the Honourable Mr William Paterson, Australian Ambassador to Thailand, and his wife Helen, the Governor of Kanchanaburi, Khun Amnai Pakarat, and the president of the Australian Chamber of Commerce, Mr Gary Woollacott. The day was made even more special by its proximity to His Majesty the King of Thailand's 80th Birthday which is celebrated on the 5th of December, 5 days after the bakery opening.

In traditional Thai style and in respect to the dignitaries in attendance, a colourful procession of deaf and autistic dancers and performers entertained guests, teachers and students alike. The dignitaries then conveyed their message of support to the staff and students of the school amid the frenzied snapping of the Thai media throng.

The smart, hospital clean, well equipped bakery was then officially opened. Dotted with wide eyed, grinning students proudly dressed in bakery outfits, the students eagerly served a range of sweet and savoury baked goods fresh from the new ovens. Short of having produced a cheesy-mite scroll, the kids had done a great job in turning out some tasty snacks which were hastily consumed by the guests and students.

The bakery will make a considerable difference in the lives of both current and future children of the school. ARB and Off Road Accessories Thailand are delighted to have made a contribution to this very worthwhile program and we look forward to providing an update to ARB 4x4 Action readers on the progress of the school during 2008.



## > EXPEDITION AUSTRALIA

story by: [Steve Baile](#)  
photos by: [Baile Family](#)

> We made it to the Top

# All Good Things...

As the ferry to Tasmania pulled away from the pier at Port Melbourne, I watched the sun set from one of the top decks on the boat and reflected on what had been an amazing trip so far. While the finish line was looming too quickly, we had left some of the best for last.

I was on my way to Cradle Mountain to realise my long held dream to walk the Overland Track. Jen and the girls had headed over to Adelaide to make arrangements for our home and would be joining me in Tassie shortly.

The Overland Track is arguably the most famous multi-day track in Australia, and it is so popular that during the peak season from November 1st to April 30th, bookings are essential to limit numbers, and walkers must walk in the same direction from North to South.

This is in fact a great system because it enables about 50 or so walkers to start every day but because you are not meeting other walkers head on you get no real sense of there being a lot of people on the track.

I started the walk solo but soon made friends with others that had started the same day. Most people (me included) choose to stay in the mountain huts that are spread about a day's walk apart along the track. Free camping is permitted although it is discouraged in order to preserve the environment as much as possible.

The walk starts by going steadily uphill and across the top of Cradle Mountain on the first day then gradually descends over a series of ups and downs until you finally reach the northern edge of Lake St Clair about 65km later. The terrain varies between button grass plains and Lord of the Rings style temperate rainforest with thick green moss growing over damp fallen logs.

The track itself is predominantly wooden planks laid side by side forming a raft over the wet and boggy mud. Purists

would argue that it is not the same as walking through the real mud but there has to be a balance between adventure and sustainability and to my mind the management of the Overland Track has achieved this perfectly.

I don't have the space to describe the whole experience here but suffice to say it exceeded my expectations in every way. I experienced temperatures from low thirties with glorious sunshine to a full on blizzard two days later and met some great people who will remain friends for life. The scenery just has to be seen to be appreciated.

Most walkers choose to skip the last 16km along the edge of Lake St Clair by catching the ferry to the end of the track at the southern end of the Lake. Not me though, I'd come this far and needed to do the whole trip on foot.

Afterward, a very long shower at the campground at Lake St Clair cut through most of the layers of track grime, and I caught a bus back to Cradle Mountain the next morning to pick up the LandCruiser, then headed back to Devonport to meet the girls. Seeing them waving to me from the window as the ship nudged up to the dock was a pretty special moment. When you live in each other's pockets for so long, even ten days apart seems like a very long time.

On the way to Hobart (where we planned to spend Christmas), we stopped in Launceston for a couple of days to organise Christmas pressies for the girls, with Jen and I playing tag to distract the girls while the other one went shopping. Hiding pressies at home can be a challenge but hiding them in the 4WD and camper is something else altogether.

Every year after Christmas, the Sydney-Hobart Yacht Race comes to town and the entire dock area is a carnival of boats and spectators. Fortunately, some good friends of ours have a boat, and more importantly, a mooring right in the heart of the festivities so after a day catching abalone in



> Steve dwarfed by a giant Eucalyptus Regnans in the Styx Valley



> All good things must come to an end



> Sara, Savanna and a new friend in Mt Field NP



> Our last camp at Burnie, camp 135

the channel, they invited us to spend New Year's Eve with them on their boat at the Docks which was fantastic.

With no time to spare we packed up camp on New Year's Day and started heading west towards Mt Field National Park. We were really on the home stretch now and I think we spent as much time thinking about and talking about life after the trip as we did about the present.

There is plenty of good 4WDing to be had in Tassie but I have to confess that at this late stage in the trip we were just as content to take it easy and enjoy our last couple of weeks of relative simple life. One thing was for certain, when we finished the trip life would get crazy again, and so we meandered up the west coast stopping in at Queenstown, Strahan and Arthur River before spending our last few days in Burnie.

Many months ago I had contemplated how I would feel on the ferry trip back to Melbourne knowing it would be the end of the trip, and as the boat pulled out of Devonport on day 482 of our 'Big Lap' I felt a sense of accomplishment mixed with the inevitable sadness that we were at the end of what would no doubt be one of the best experiences of our lives. Even if we were to do it all again five years from now it would not be the same. The kids would be older and a few more of the good roads and tracks would be covered in boring bitumen.

There was also the anticipation of the next chapter in our lives. I now had 160 hours of footage to try and condense into a documentary series which would reflect our experience. Employment was also a priority and Savanna would start school in less than 2 weeks. We were also starting a new life in the Adelaide Hills so there was plenty to look forward to.

People often ask me what I would do differently given the chance and I honestly struggle to think of anything. There is no magic formula for doing the Big Lap. I'd be just as happy to do it on a motorbike or in a motor home. It's not about how or where or when, it's about doing it any way you can. It's about meeting hundreds of really interesting people, unplanned adventures and simplifying your life for a while. Quite simply, if you love travelling and you love Australia then there is no better adventure to be had.

Thank you to the many people who have followed our adventure through the ARB 4x4 Action magazine and especially to those who have subscribed on our website and emailed us with tips and advice. A big thank you to ARB for both allowing us to share our adventure in the mag and for supporting our expedition.

### What happened next?

Sharing our adventure through this magazine as well as our blog and photo album on our website really added a whole new dimension to the experience. We have had literally thousands of people visit our site and many have subscribed and emailed us.

Wanting to give other people the chance to have the same experience, several months ago I completely rebuilt our website so that now anyone who is out having their own adventure can share it like we did with their own Expedition Website at [www.expeditionaustralia.com.au](http://www.expeditionaustralia.com.au) – no computer experience necessary.

We are offering this as a free service to fellow adventurers and already have quite a number of sites up and going.

Have a look at our site to find out more and feel free to take us up on the free offer – the more the merrier.

Our documentary is a work in progress but coming along nicely and will be launched in 2008 so keep an eye out for that. Better still, subscribe to our newsletter on our website and we'll share some sneak previews with you as the launch day approaches.

Savanna has finished her first year of school and Sara has started kindy. Sienna, who was conceived on the trip, was born in August and is just about the perfect baby.

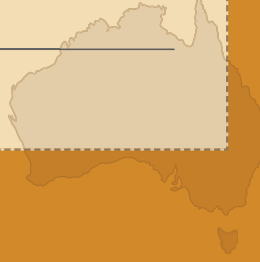
Jen and I spend a lot of time reminiscing about our Big Lap but having done it now I think we have a more balanced outlook on life and have learned to enjoy each day for what it brings and not be in too much of a hurry.

Ciao for now

Steve Baile

## > INSIDE ARB

Wentworthville  
AUSTRALIA



# ARB Wentworthville

For this issue's Inside ARB, we introduce our newest ARB store, located in Wentworthville in Sydney.

The opening of Wentworthville was initiated when an opportunity was recognised to more effectively cater for the growing needs of 4WDers in Sydney. It was built in the geographic centre of the city, and will mainly service the areas of Parramatta and the Hills, two regions that are currently experiencing a large amount of growth. Officially opening in November 2007, and following a successful open day, ARB Wentworthville is enjoying a busy and prosperous beginning.

Branch Manager, Cosmo (Aurelio Scarpin), was previously the Operations Manager of ARB's Moorebank store, and has been with the company for almost seven years. It's been pure hard work and determination that's seen him progress to this latest role. An experienced 4WDer, his interest in the industry was sparked at a young age by various camping trips away with his family. It was this love of 4WDs and the outdoors that led him into his first job at ARB. Cosmo is a veteran of Australia's toughest off road competition, the Outback Challenge, both competing and marshalling over the past five years. He also regularly competes in various winch challenges throughout Victoria and New South Wales.

Along with Cosmo, the staff at Wentworthville make up an extremely knowledgeable team, all 4WD enthusiasts, and all bringing with them many years of experience working in other ARB stores. When you visit ARB Wentworthville, you can expect to see the full range of ARB gear, and plenty of friendly advice to draw upon for your next Outback or off road trip. So next time you're in the area, drop in and have a chat with the team.



**4X4 ACCESSORIES**

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