

4x4action >



> PRODUCT RELEASES

Chevrolet Colorado accessories, aluminium roof racks, Touring Series III and more

> GIVEAWAYS

Have a look inside to win some great gear from ARB

> LATEST NEWS

The results of our latest kids' competition and details on a number of charity fundraising events

> FEATURES

A 4WDing tale from Ian Bellert and more news from Neil Cocks and his travels through Africa

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ARB Fridge Freezer

At ARB, we know what you want in a portable fridge, and we've spent the last three years creating it. Introducing the new generation of ARB portable fridges, the 47 litre ARB Fridge Freezer is designed and built for off road use, and offers the convenience of having cold food and drinks on hand no matter where your 4WDing takes you. Turn to page 6 for a full report on this new product. >>

4x4 action

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ARB Snapshot

In case you hadn't noticed, 4WDs have really been evolving over the past few years. We're seeing fewer and fewer vehicles with things like transfer case levers, manually locking hubs or live axle suspension set ups. Instead, you're likely to find your new 4WD armed with traction control, stability control and various driving modes all controlled by sophisticated electronics. In the case of the LandCruiser 200, you don't even need a key to unlock the door or start the engine. With an electronic gizmo in your pocket, the car will unlock itself when you walk up to it, and the engine will start at the press of a button.

But perhaps more than any other 4WD, the vehicle that really epitomises advanced technology is the Land Rover Discovery 3. Now, I've never been very fast at embracing new technology. I still wear a watch that needs to be hand wound every morning, and I prefer to buy clothing made out of natural fibres rather than recycled plastic drink bottles. So when I took delivery of a new Discovery 3 in 2005, I was a little apprehensive when the salesman explained all of the advanced features to me. All I could think about was, with so many things to go wrong, I shouldn't be driving this car without owning a mobile phone. So on the way back to work, I dropped into a Telstra phone shop and bought one.

Four years and 100,000km later, it's time to move the Disco on, and I can confidently report I needn't have bothered buying the phone... the vehicle has performed absolutely flawlessly. ARB's Discovery has not exhibited a single fault, despite being driven in some of the toughest environments and terrain on the planet. Even when pushed way too hard by inexperienced drivers in unfamiliar territory, the vehicle has performed brilliantly. It's certainly changed my opinion about 4WDs and electronics for the better.

Around about the same time I picked up the Discovery, ARB's engineering team commenced work on one of the biggest development programs ever undertaken by the company. These guys live and breathe 4x4s, and are responsible for the most trusted and proven accessories in the world. ARB's senior management wanted to see this vast amount of expertise and experience go into making a portable refrigerator. With many car fridges on the market designed by overseas companies who are unfamiliar with the conditions experienced by Australian 4WDers, we really believed that we could come up with a vastly superior product, truly designed and built for off road use.

For the past 34 years ARB has been providing 4x4s with the best protection equipment money can buy. We've kept them moving in seemingly impossible terrain with the most incredible traction aid ever built, the ARB Air Locker. And we've consistently delivered ride improvements beyond anyone's expectations with Old Man Emu suspension.

Now all of this passion, expertise and know how will be able to keep your drinks cold in the back of your vehicle. In this edition of ARB 4x4 Action, we are very proud to present the new ARB Fridge Freezer.

See you out on the tracks... in a new fourby with even more buttons to press.

- Matt Frost, Marketing Manager, ARB 4x4 Accessories



ARB Touring Series III

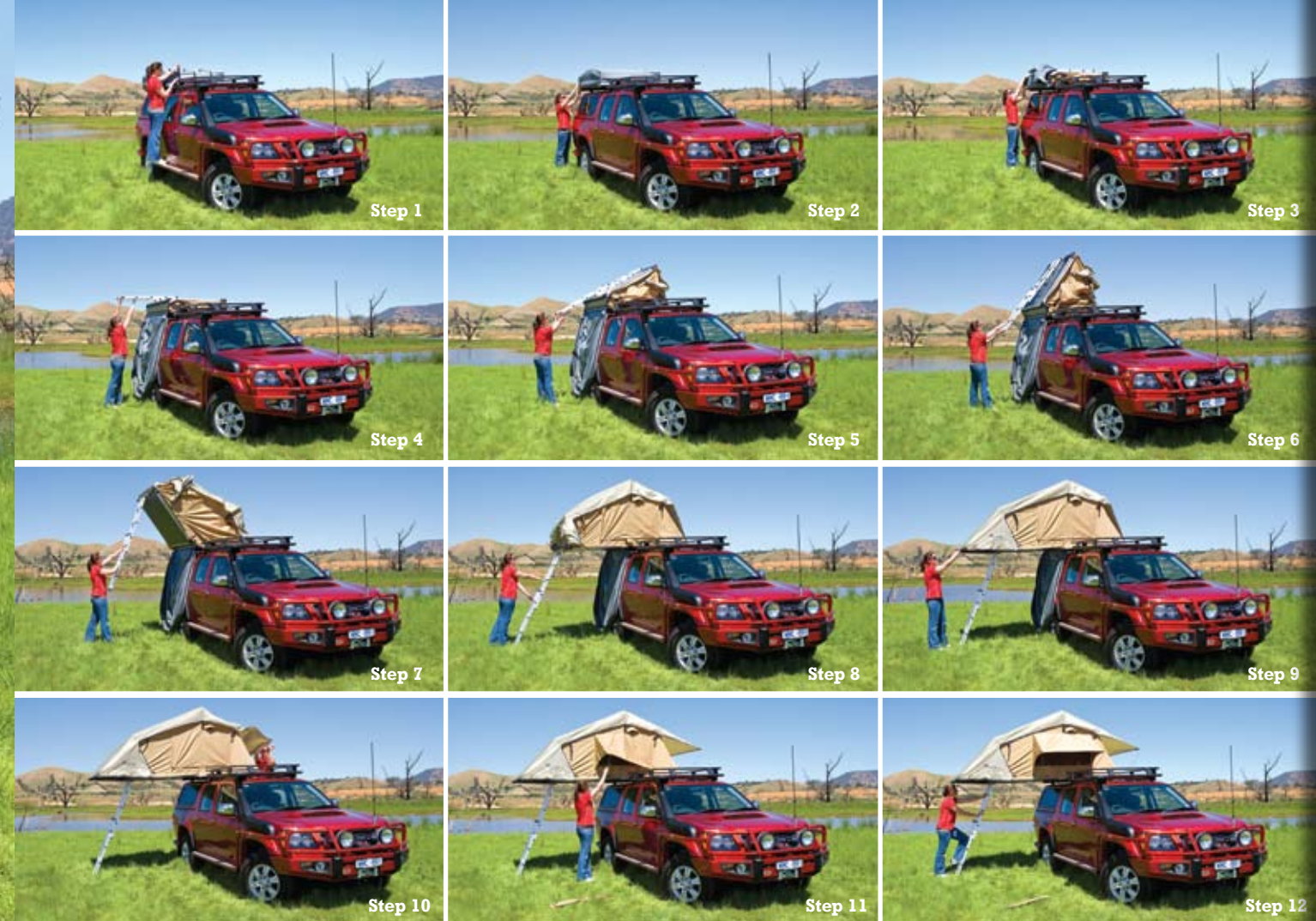
It has been three years since ARB first released its range of Touring accessories, consisting of a selection of items aimed at making your 4WD and camping adventures more comfortable and convenient. Designed to work in conjunction with a vehicle, products including rooftop tents, awnings and specially designed roof racks have always been a part of this range, and ARB is now ready to introduce the next generation of Touring accessories.

Months of research and design have gone into these new products to ensure their quality and functionality is first rate.



Knowledge and information gained from more than three years of sales and testing, teamed with valuable feedback from our broad, worldwide customer base, has allowed us to optimise the new accessories to more closely represent what consumers are looking for.

Continued page 4...



Simpson III Rooftop Tent

A rooftop tent is a practical sleeping solution for any trip. Whether you're heading off on an extended Outback adventure, or just going away for the weekend, it will ensure you've always got a comfortable place to spend the night. All bedding can remain inside the tent while it is packed away, which saves valuable vehicle storage space and means that sleep is only minutes away when you arrive at your destination.

To keep your next off road adventure as comfortable and carefree as possible, the Simpson III rooftop tent integrates new features and materials into its design to optimise practicality, strength, rigidity and water resistance. Significant improvements have been made to the structure of the tent base and frame, offering superior strength and insulation to ensure optimum comfort for occupants. Anodised aluminium roof bows increase the erected stability of the entire tent structure, limiting excessive movement in adverse weather conditions.

With a pull out veranda that provides added protection and space, occupants will appreciate the extra privacy when climbing in or out of the tent. Inside, a high density bonded chip foam mattress is big enough to comfortably sleep two adults, and all openings are insect screened for an undisturbed night's rest. The aluminium retractable ladder features a durable anodised finish and its sturdy design provides easy access to the tent.

You'll never have to worry about you and your gear getting wet when you're in the Simpson III rooftop tent. The heavy poly/cotton rip stop canvas with its polyurethane coating offers excellent waterproofing, and the flysheet fabric is made from 300D Oxford polyester to maintain optimum quality and water-shedding ability. To ensure your bedding remains dry while you're travelling, a large, heavy duty zip closes the UV stabilised PVC cover, which is then secured with three straps.

For extra versatility, an annexe is available to mount to the side of the Simpson III rooftop tent, providing more room for sleeping space or just an extra undercover area. The Series III annexe incorporates storm flaps which fold inwards to eliminate water ingress, with the option for individuals to add their own floor if they wish.

The Simpson III rooftop tent can easily be mounted to ARB's range of Touring specific rack cages. Made from durable steel and utilising all the features of ARB's standard roof rack design, the Touring racks incorporate a flat section for the rooftop tent, while still allowing gear to be stored in the front area. ARB also distributes a range of roof bars that can be used for the same purpose.

Part no: ARB3101

Series III Awning

As another option from our range of Touring solutions, a number of awnings are available. Fitting to the side or rear of a vehicle, they provide instant shade and protection whether you're stopping for a meal break or an overnight rest. UV resistant and waterproof, they are ideal for hot, sunny days, or for putting your swag under for the night. With the release of the Series III awning, we have added a 2000mm long model, bringing the range to three: 1250, 2000 and 2500mm. The new awnings integrate similar structural upgrades to that of the tent including the canvas fabric, PVC cover and aluminium components, making this a high quality, reliable product range. As was originally available, an optional mosquito net made from quality mesh provides the perfect outdoor room for your next camping trip.

2500mm > Part no: ARB3108

2000mm > Part no: ARB3111

1250mm > Part no: ARB3110

On the whole, the Series III Touring range is a superior product line that includes features that put it ahead of the competition in terms of both design and quality. The full range, along with general Touring accessories, is available from ARB stores now to ensure your 4WDing adventures remain as fun and hassle-free as possible.





ARB Fridge Freezer

We are very pleased to present the brand new ARB Fridge Freezer in this issue of ARB 4x4 Action. Here, our New Products Manager, Mark Lowry, gives a detailed account on one of the biggest development projects in ARB's history.

Back in the mid 1990s, the manager of ARB's Abbotsford store in Melbourne decided he wanted to start stocking a product called the Engel Fridge. 'A legend in reliability' was the marketing claim and it didn't take long for this store to become one of Engel's top resellers in Melbourne. Soon afterwards, many other ARB stores also started selling the Engel product range.

With the success of the product and its proven reliability, it wasn't long before ARB entered into an agreement with the Japanese manufacturer of the Engel range, Sawafuji, and the ARB Freezer/Fridge range was born. Mechanically the same as the Engel, the ARB Freezer/Fridge had some subtle external differences including its blue colour. Available in three sizes, the ARB Freezer/Fridge was an instant winner and sales far exceeded expectations.

As the fridge market grew, many other manufacturers hit the scene with portable fridges. In early 2005 there were 17 manufacturers supplying many different models to the Australian market and a number of new offerings from various suppliers were soon to hit our shores at prices lower than ever before. ARB knew it was time to start looking at an all new portable fridge which would outperform the opposition in terms of quality, reliability and functionality. To achieve this, it was decided that a totally new design was called for, as opposed to trying to work with any existing fridges on the market.

The management team at ARB wanted to put the company's name to a product that was truly designed with the four wheel driver in mind. This in turn would have a significant amount of appeal to ARB customers in the 100+ countries around the globe, which the company presently exports to.

Before starting on a new design, ARB assembled a team of people whose backgrounds would be applicable for the required research and design. Consisting of seven members, the team started with listing all the features and benefits of the different models on the market, and adding features that their combined experiences had found other fridges to be lacking. The list was long

and not all of them would be commercially viable, but the team was determined to ensure the majority would be in the final product. Research revealed a number of key areas that would be imperative to the fridge's design.

Cooling performance and reliability were at the top of the list. Current draw and battery longevity were critical points, along with the ability to maintain a constant internal cabinet temperature. A metal cabinet exterior was seen as a stronger alternative to plastics as well as being more durable and appealing.

Ease of use and reliability of the controls was an important feature with both the previous ARB fridge and many other models offering only a numbered dial that had no relation to cabinet temperature. At best it was guesswork unless an accessory temperature gauge was fitted. With many fridges mounted in the rear of vehicles, it was crucial to have the controls at the front of the cabinet where the user could see and adjust them easily without the fear of them being knocked off setting.

The usefulness of the interior cabinet was also to be a major consideration. The versatility of many fridge designs was criticised for their lack of thought when it came to packing the more common items such as cans, bottles and popular brand plastic containers.

A number of other shortfalls were found with portable refrigerators on the market. These included:

- Poor lid hinge and catch designs
- Difficulty in cleaning spills within the fridge cabinet
- Large external size to gain internal capacity
- Some products not living up to their quality and reliability claims
- Poor temperature monitoring and controls
- Lack of strong tie down points

Taking all these points into consideration, the fridge needed to be as reliable as or more reliable than the current ARB range. To ensure this, a reputable manufacturer needed to be sourced – one that could provide the required levels of cooling performance and build quality, as well as being able to work to ARB's designs. ARB selected Dometic, a subsidiary of Electrolux, one of the world's largest manufacturers of air conditioners, white goods and portable fridges with state of the art manufacturing facilities around the world.

The next task was to design all of the features into an external cabinet that was physically similar in size





to the current ARB Freezer/Fridge. The design had to be modern and stylish, yet still practical and robust. Current manufacturing techniques meant that a variety of materials could be used and it was decided that although a metal cabinet would be incorporated, plastics were better suited for both the base and lid assemblies as they would not be susceptible to corrosion or denting from impacts, while at the same time offering more freedom for design.

Free hand concept drawings were produced and work began on a prototype made from craft wood. Features such as recessed carry handles, forward controls, hinge, lid and seal design, cabinet drain, front latch, mounting feet and compatibility with current fridge slides were then perfected. A great proportion of time was spent perfecting the hinge design with the end result being unique to the ARB fridge.

Choosing the world renowned Danfoss compressor, whose German built quality was second to none, meant that reliability would be what customers had come to expect from ARB products, whilst service parts would be widely available not only in Australia, but across the globe. The Danfoss smart electronic control system would also be used to ensure maximum efficiency under all operating conditions.

The use of this compressor resulted in less space being required for the mechanical components. Coupled with an evaporator integrated into the interior cabinet walls, this resulted in more refrigerated area and a final usable capacity of 47 litres. Translated into drinking terms that means a whopping three slabs! Or 72 x 375ml cans.

Next, detailed computer aided design drawings were produced so that engineering prototypes could be refined and tested. Many months were spent perfecting the design of the various components to guarantee ease of use, whilst cyclic tests were performed to ensure component longevity. A number of fridge units were also subjected to Outback and off road conditions to ensure they could handle the type of use our customers would subject them to. They underwent conditions such as rough roads, corrugations, extreme angles, dust and rain. Then, extensive performance testing was conducted under controlled conditions to ensure they met both ARB's standards and those of our customers worldwide.

With all the hard work and testing done, ARB unveiled the new ARB Fridge Freezer on their stand at the Melbourne off road show to thousands of 4WDers, industry experts and media. And the response was overwhelming. Never before had a portable fridge been designed with the off roader in mind and with such a list of new features. So in 2009, after three years of design and development, a new legend will enter the portable fridge market. A Fridge Freezer designed by 4WDers for 4WDers and sold exclusively through ARB outlets.

Part no: 10800471

EXTERNAL FEATURES



DURABLE DETENT HINGE

Stainless steel detent hinge ensures the lid can be easily released and securely slid back into place.



RECESSED HANDLES

Powder coated, steel handles engineered to double as tie down points.



REAR CLIPS

Rear clips secure 12/24V and 100-240V cables, preventing plug from being accidentally disconnected.



CONTROL PANEL

Easily accessible, recessed front control panel with maintenance-free digital temperature display (no dedicated battery required).



RUBBER FEET

Integrated into fridge base for increased grip and stability.



LID & INTEGRATED SEAL

Tough, 2 piece injection moulded lid incorporates recessed seal, minimising wear and damage.



FRONT LATCH

Simple to use, large over-centre cam lock latch provides a positive seal between the lid and cabinet for optimum cooling efficiency.



DURABLE CASE

Powder coated, robust zinc steel cabinet sides designed to withstand extreme off road conditions.



INTERNAL FEATURES



REVERSIBLE BASKET WITH DIVIDER

Allows multiple content storage options by separating fridge contents or alternatively allowing longer items to be positioned along length of cabinet.



INTEGRATED EVAPORATOR

Designed as an integral part of interior cabinet, ensuring simplified cleaning and optimum use of internal storage space.



DRAIN PLUG

Integrated into base of fridge for effortless cleaning.



INTERNAL LED LIGHT

Low power draw LED light with magnetic switch will turn off when the lid is closed.



DANFOSS COMPRESSOR

Highest quality, German built Danfoss compressor with smart electronic control system enables rapid cool down to target temperature.



CAPACITY

47 litre (72 x 375ml cans) internal cabinet includes separate compartment for fruit and dairy.

SPECIFICATIONS

CAPACITY:

47 litres (72 x 375ml cans)

EXTERNAL DIMENSIONS:

H508mm x W380mm x D705mm

INTERNAL DIMENSIONS:

Fruit & dairy compartment:

H206mm x W285mm x D151mm

Main compartment:

H401mm x W285mm x D337mm

WEIGHT:

22kg

COOLING CAPACITY:

+10°C to -18°C

POWER:

Built-in 12/24V DC and

100-240V AC power

Integrated battery

protection system

ACCESSORIES

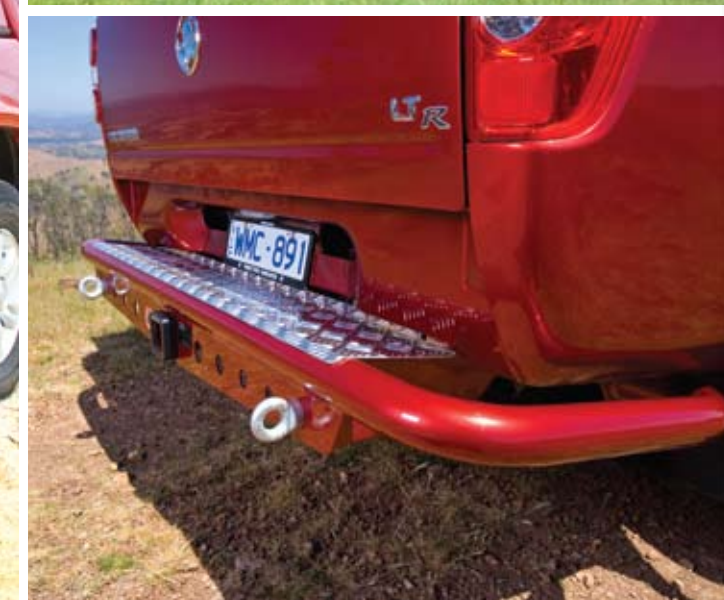
A RANGE OF ARB FRIDGE FREEZER ACCESSORIES ARE CURRENTLY UNDER DEVELOPMENT, INCLUDING:

- ARB Transit Bags
- ARB Tie Down Systems
- ARB Fridge Freezer Slides

Please contact ARB for further details.



Chevrolet Colorado Accessories



With the release of the Chevrolet Colorado, ARB has been hard at work designing a complete range of accessories for this vehicle to make it even more capable. Both deluxe and commercial bull bars are now available, along with a host of other products from protection equipment to performance enhancing options.

Like all of ARB's bars, the deluxe bull bar for the Colorado has been engineered with a vehicle specific design. This ensures that it not only provides optimum frontal protection, complements the overall shape of the vehicle, and fits properly, but also functions correctly in regards to air bag compatibility and electric winch provision. ARB's renowned upswept and tapered five fold wing design with a split pan ensures that the bar offers maximum strength, increased airflow to the engine and optimum approach angles in off road situations.

As a winch compatible bar, a number of Warn low mount models can be accommodated, however, it is also equally suited to non-winch applications, affording vehicle owners the option of fitting an electric winch at a later date. Twin Hi-Lift jacking points are located in the pan, and the bar also incorporates reinforced tow points for increased versatility in the event of a recovery situation.

This bar features durable urethane buffers, dual CB aerial brackets for reliable communication, and mounting points for IPF lights. Sahara style indicators, that can also be fitted with optional fog lights, are recessed to help protect them from rocks and debris encountered off road, and the whole bar is finished in a long-lasting, durable satin black powder coat with colour coding options available.

For vehicle owners looking for all the frontal protection an ARB deluxe bar offers, but are willing to forego some of the aesthetic features, a commercial bull bar is a viable option. These bars incorporate the same specifically designed mounting system as well as all the necessary strength and functionality elements. Simplified manufacturing processes, such as the elimination of weld grinding and urethane buffers, the use of a more basic indicator, and a standard black powder coat finish, means that although these bars are as functional and strong as deluxe bull bars, they are available at a reduced cost.

While a bull bar will provide an incredible amount of protection for the front of a vehicle, there are a number of other related accessories available to ensure you're fully protected. Vulnerable rear and side panels can often be prone to costly damage when off road, and for this reason, side rails and rear bars are a perfect addition.

Steel side rails and steps available for the Holden Colorado are designed to attach to the bull bar, running down the side of the vehicle to meet the strong, sturdy step. This side step is fixed securely to the vehicle's chassis for optimum strength and will effectively protect your vehicle while also providing easier access for occupants.

Looking toward the rear of the vehicle, ARB's rear step tow bar for the Colorado is manufactured from steel and utilises an extremely strong, vehicle specific mounting system. This will provide protection for the back of your vehicle and also incorporates a heavy duty towing system whether you need to transport a trailer, caravan or boat. Both of these side and rear protection options are finished in a durable powder coat, which can be colour coded to suit individual preferences.

Many owners of utility vehicles require the need for extra storage space, or just a way to protect the belongings in their ute tray from the elements. An ARB canopy is an ideal solution, and a selection is now available to suit the Chevrolet Colorado. Depending on your specific vehicle model, these canopies can be sourced in a high or standard roof style height with the option of a smooth or grained exterior finish. ARB canopies are manufactured from strong but lightweight extruded ABS materials and are specifically designed for individual vehicles

to ensure the best fit and look. Depending on consumer requirements, the canopies are available with sliding or lift up side windows. Some of the standard features on all ARB canopies include double locking rear handles (that are keyed alike to any lift up windows), an easy wipe smooth interior, internal light and an LED brake light. Customers can further tailor their canopy to suit their needs with flyscreens for sliding windows, ARB roof racks and bars and colour coding options.

Along with the products already mentioned, a complete range of vehicle accessories is currently available to help you get the most out of your Colorado, from Old Man Emu suspension to ARB Air Lockers to Long Ranger fuel tanks. ARB also has a number of other products currently under development, so for the full up-to-date list, contact your nearest ARB store.

- Deluxe bull bar > Part no: 3448360
- Commercial bull bar > Part no: 3448350
- Rear step tow bar > Part no: 3648030
- Side rails & steps > Part no: 4448110



ASK ARB

WINNER!

Hi there,

We're in the process of preparing our vehicle for a big trip around Australia and are currently looking to find good storage solutions for various bits and pieces we're planning on taking with us.

We were thinking of putting the chainsaw, the petrol jerry can [for the chainsaw] and recovery gear such as snatch strap, tree trunk protector and winch extension strap into a roofbox. (probably one of those sturdy and water/dustproof spacecases).

Since I'm a bit of a rock-climber, I know of issues with climbing ropes coming in contact with petrol or even just petrol fumes. These can potentially damage the core of the climbing rope (talking about standard dynamic climbing ropes here) and weaken the material, hence making it unsafe to continue using.

My question: Do petrol fumes have a damaging effect on ARB recovery gear and should they therefore be stored separately (especially since my petrol chainsaw seems to be leaking fumes a bit) or is the material used not affected by it? I'm obviously talking about webbing and the like, not metal parts.

I actually asked this question in 4WD shops and to fellow 4WDers but nobody seemed to be confident enough to give me a yes or no answer.

Looking forward to a qualified answer from your team of experts.

Kind Regards,
Stefan Kiefer



Hi Stefan,

Like climbing ropes, vehicle recovery straps can be made from a number of different materials. Here at ARB, our range of snatch straps is manufactured from nylon, whereas our tree trunk protectors and winch extension straps are made from polyester. The reason for the difference in materials is for the properties they exhibit. Nylon has the ability to stretch and recover to its original state as is required with a snatch strap, whereas polyester exhibits minimal stretch.

Both nylon and polyester have good chemical resistance properties and neither is affected by gasoline (petrol), distillate (diesel oil), or lubricating oils at cool temperatures. However at higher temperatures, polyester in particular has less resistance to these substances and may degrade.

Although these base materials have good chemical resistance, the effect of chemicals on a finished strap can lead to other problems. It is known from testing, that wet or damp webbing straps may lose up to 20% of their strength. Although we haven't saturated a strap in fuel and then destruction tested it, I believe the effect would be very similar. Fuels and oils also attract other foreign matter and in the case of a strap this can be very damaging. Particles such as sand and grit can embed themselves in the webbing, and physically cut the fibres over a period of time or under strain, therefore reducing the strength of a strap. For this reason ARB always recommends keeping your recovery straps clean and free from foreign matter, be it fuels, dirt, sand or any other chemical.

So the best advice I can give you is to store them separately and in an area they can be accessed quickly in case of an emergency.

Cheers,

Mark 'Lowmount' Lowry

(Manager – Product Development & Evaluation)

Dear ARB

We have just completed a three month, 27,000km trip around Australia. The ARB suspension upgrade and Cooper ATR tyres installed on our Nissan X-Trail by your St Peters office was perfect for the journey. From driving into Jim Jim Falls in Kakadu and Cape Leveque north of Broome, to exploring out the back of El Questro Station, or towing our campervan to Drysdale River and along the full length of the Gibb River Road, the car performed without fault. Driving the long lengths of bitumen through the windy forests of south western WA or the Great Ocean Road, to the long windswept straights of the Barkly, Eyre and Stuart highways was not a problem either.

Hey guys,

Thanks for writing to us about your recent round-Australia trip.

It's fantastic to hear you had such a good time, travelled so far and visited so many iconic locations around the country. And the beauty of it is that you did it all in the comfort of your family vehicle with very few modifications. There are numerous Outback destinations that are well within reach of a well set up compact SUV. With some sensible preparation, these vehicles can be very capable off road, yet are also well suited to driving around town every day. It is this versatility that has seen this vehicle market segment grow so strongly over recent years, with many people realising that a compact SUV makes a great all round family vehicle.

Someone else who has been working to change the general population's perception about where and what you can do in a compact SUV is Pat Callinan, with his national television show, Pat Callinan's 4x4 Adventures. You can read more about it later in the newsletter, but in a nut shell, it follows Pat and his team travelling around Australia and visiting some of the country's great 4WD destinations. Driving Kia Sorentos, they have tackled places like the Vic High Country, Fraser Island

Apart from the awe of the owners of bigger and thirstier vehicles that we were attempting this trip in a softroader, we had a good laugh after we crossed the Chamberlain River and were pulled up by a driver of an 80 Series, complete with suspension lift, snorkel, and numerous other accessories, to see if the crossing was too rough. While his three extra inches of clearance and turbo diesel engine would have had no issue with the crossing, it was nice to know that our ARB modifications gave us the confidence to tackle crossings that others balked at.

Cheers,

David, Rachel and James



and Cape York. The TV show is really going a long way in showing that it is possible for the average Joe to get out there and do a bit of exploring, without breaking the bank.

It's amazing how making some relatively minor upgrades such as tyres and suspension, can make such a big difference overall. When fitted to a vehicle, an Old Man Emu suspension system provides vastly improved ride, handling and load carrying ability, which you obviously noticed on your journey around Australia.

I'm sure that for you and your family this will be a trip to remember for many years to come, and we're glad we could help make it possible.

Debbie Kaye

(Editor)

Hello ARB,

Recently I purchased an ARB front bumper for my LandCruiser 80. I bought the GX model since I don't run fender flares. My question is: how can I use my Hi-Lift jack on this bumper. I don't see any lifting points which would accept a Hi-Lift. Do other 80 Series bumpers have this feature? Is there any other option of some sort of bracket that would fit on my bumper to enable a Hi-Lift jack to be used? I've seen bumpers for some other models do have a Hi-Lift jacking point in them and wasn't aware that mine didn't when buying it. Do you have any solutions for me? Otherwise I am super satisfied with my bumper. It looks great, it's tough, the winch fits great and what I was most concerned, it really isn't much heavier than the stock (although it is much stronger). You really did a great job with it. Thanks!

Regards,

Miha Vovk, Slovenia



Hi there Miha,

The ARB bull bar (front bumper) for the 80 Series was designed back in the late 80s... almost 20 years ago!

Back then vehicles were a lot simpler, more box shaped than today, and many had steel bumpers. It was common back then to just slide the Hi-Lift jack under any steel part of the vehicle such as the front or rear bumper or the side step. The Hi-Lift company itself made a number of adaptors that are still available today to lift off a wheel or body part. But today of course, 4WD vehicles have changed considerably in their appearance... some would even say they look soft compared to their predecessors. Plastic bumpers, plastic trims and mouldings, rounded body panels etc. all mean that ARB's modern design bull bars have required the inclusion of Hi-Lift jacking points as standard or there would be almost no point on the vehicle to use a Hi-Lift jack.

But even back in 1989, ARB was conscious about the safety aspects of using a Hi-Lift with our bull bars, so we designed a bracket of our own for safe Hi-Lift use. It's simply called a 'Hi-Lift jack adaptor' and it is designed to mount to either of the two recovery eyelets mounted to the 80 Series bull bar, just below the main upright supports. Its part number is 3500040 and it even comes with the spanner and bolt to mount it. Contact your local ARB distributor, they should be able to get you one in no time, and have you out on the trail and well prepared.

Mark 'Lowmount' Lowry

(Manager – Product Development & Evaluation)



ARB Roof Racks

A roof rack is a valuable and versatile accessory for many touring vehicles, and without one some trips would just not be possible. It's the obvious place for large, bulky items that are difficult to fit in the cabin of the vehicle. And with the additional accessories now available such as waterproof bags and spacecases, you don't have to worry about your gear being exposed to the elements and getting wet and/or dusty whilst travelling.

And for the convenience of extra space without the hassle of a trailer, you can't go past an ARB roof rack. ARB roof racks are specifically designed for the rigours of the Australian Outback, where they are

often relied on to support the full rated load capacity of a vehicle. As with all our products, extensive research, design and testing goes into our racks to ensure their functionality is not compromised, even in the most demanding conditions.

ARB roof racks utilise round tube construction for maximum strength and aerodynamics and are available in a variety of lengths and widths, for vehicles with or without gutters, for most 4WD vehicles. We also offer canopy roof racks for 4x2 and 4x4 utilities, and Thule and Rhino roof bars for a range of vehicles including SUVs.

Introducing ARB Aluminium Roof Racks

After almost two years of research, development and testing, ARB has just released the Aluminium Series range of roof racks. With extensive trials undertaken in real-life Outback conditions, these roof racks are proven to stand up to the punishment of tough Australian terrain and provide a suitable alternative to ARB's current range of steel racks.

Manufactured with high strength alloy construction using a combination of TIG and the acclaimed CMT (Cold Metal Transfer) revolutionary welding process, the racks are rated to 150kg (subject to individual vehicle manufacturer's load ratings) to cater for all your carrying requirements. Because they are lighter than steel racks, they provide the perfect solution for owners who may wish to remove and refit their rack between trips.

Retaining the strong, aerodynamic design that ARB steel racks are renowned for, the aluminium models are engineered from a high quality alloy perfectly suited to the structural design and load carrying requirements of off roading. Incorporating the same durable steel feet and hardware already proven reliable on ARB's steel racks, the new Aluminium Series is available for a broad range of vehicle models.

Durability testing included a gruelling trip along the entire length of the Canning Stock Route in WA, where one was fitted to HEMA's Nissan Patrol with the map-making team told to 'do their worst'. Over 1800km later, the roof rack passed with flying colours.

The new Aluminium Series comes standard with a special Amplimesh® alloy mesh floor and is finished in a durable millennium grey powder coat for superior appearance and durability. For more information on the sizes available for your vehicle, contact your local stockist.

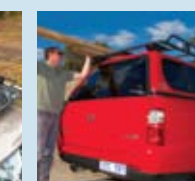
Roof Rack Features



Steel roof racks come with the option of evenly spaced crossbars, or a steel mesh floor to support the contents, while the aluminium racks feature an Amplimesh® alloy mesh floor.



A trade version of our steel roof rack is available with open ends at the front and rear to accommodate longer items. A rear loading roller can also be fitted to assist with this process.



ARB's roof rack systems are available in a variety of styles to cater for the diverse needs of 4WDers including steel cab racks, canopy roof racks and rooftop tent specific rack cages.



To help reduce roof rack noise and fuel consumption, a wind deflection panel is integrated into the front of each unit. However some vehicles are affected more

than others, and for these situations, an additional wind deflector (shown) can be fitted to most roof racks to help further reduce this problem.





Roof Rack Travelling Tips

When travelling with a roof rack, there are a number of factors you need to take into account. The most important is the effect the loaded roof rack has on your vehicle's handling. Additional height and weight will alter your vehicle's centre of gravity, thereby increasing body roll around corners and reducing stability on side slopes.

Driving cautiously, and being aware of both your vehicle and roof rack's load limits, is therefore essential, especially when heading off road, as is careful consideration of what you're going to pack up there. You also need to ensure that the extra height is not a problem when negotiating low branches or entering underground car parks.

- Never exceed the load rating of your rack – keep in mind that the vehicle's roof load limit includes the weight of the roof rack
- Ideally pack light, bulky stuff on the roof rack
- Try to pack evenly so the weight is distributed across the length and width of the roof rack with the heaviest items in the middle

- Ensure your belongings are tied down with correctly load rated straps and/or ratchets (ARB has a great range)
- Minimise rooftop liquid storage (fuel, water etc.) as the shifting weight will affect vehicle handling – if you have no choice, use it quickly or move it into the vehicle as soon as possible
- Pack gear up there that you don't need to access too often
- Get a storage bag to minimise your gear's exposure to the elements
- Lock your valuables up in spacecases or roof bags
- Leave some room for firewood if required
- Ideal place to store rubbish
- Remember there are some things that are more practical and safer when stored on the roof such as Hi-Lift jacks, gas bottles and spare tyres

ARB Roof Rack Accessories



Roof rack accessories are a great way to maximise the benefits of your roof rack. ARB has a range of such accessories including: rooftop tents, retractable awnings, Hi-Lift jack holder and shovel brackets, rooftop bags, spacecases, and a variety of ratchets and tie down straps.

NEW Hummer Accessories

Following the release of a deluxe bull bar for the Hummer H3, a number of additional accessories are now available to better equip this vehicle for tough, off road conditions.

For the ultimate in protection for the rear of your vehicle, ARB's recently released rear bar is the perfect solution. Manufactured from steel and featuring a recess to allow the fitment of various size tyres on the factory door-mounted tyre carrier, this rear bar provides functional protection in off road situations. Designed specifically for the Hummer to replace the original equipment bumper assembly, the bar ensures excellent ground clearance and departure angles and retains the original equipment heavy duty tow points for extra practicality.

Another practical accessory that is now available for the Hummer is a Safari snorkel, which will effectively protect your engine from dust and water ingestion

when driving off road. Manufactured from UV stable polyethylene, the snorkel for the Hummer has been designed specifically to complement the vehicle and provide superior air intake for the engine. This snorkel system not only exceeds the airflow requirements of the stock engine configuration, but also satisfies the mass airflow demands of modified engines that produce greater than stock horsepower.

All these accessories will help turn the Hummer H3 into an even more capable vehicle that is ready to tackle the toughest terrain. ARB is continually working on designing and developing new products, so for the latest information on our range for this vehicle, please contact your nearest ARB outlet.

Rear bar (flares) > Part no: 5668010

Rear bar (no flares) > Part no: 5668020

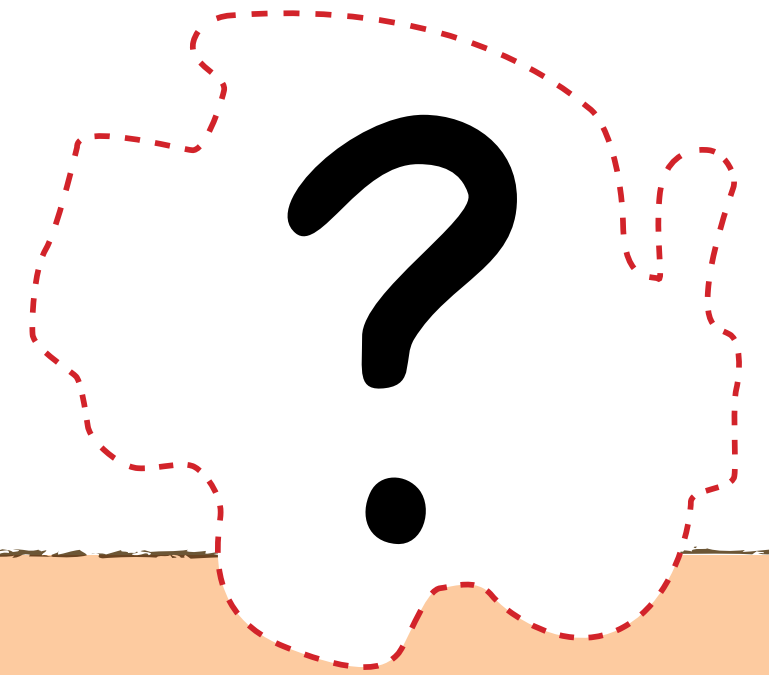
Snorkel > Part no: SS1200HF

ARB KIDS



Hey, kids, Fourby here!

A big thanks to everyone who's sent me drawings and letters over the last few months. I can't wait to hear what happened on your summer holidays, so keep sending me stuff for your chance to win the latest gear!



Where is Ariel?

Fourby's real sad because his new pal, Ariel, went missing on their latest 4WD trip and he can't find her anywhere! Can you help Fourby find her? Have a look through the newsletter and see if you can spot her.

If you're among the first ten kids to email Fourby (marketing@arb.com.au) and let him know what page Ariel is on, he'll send you a new Fourby hoodie.

Jokes

Q: When is a car not a car?

A: When it turns into a garage.

Q: What do you call a man working under a 4WD?

A: Jack

Q: What happened to the wooden car with the wooden motor with the wooden wheels?

A: It wooden go!

Q: Why do cows wear bells around their necks?

A: Because their horns don't work.

Word Game

Rearrange the letters below into popular 4WD accessories (answers at the bottom of the page):

1. HINCW

2. LIHTSG

3. IRA COPMESSORR

4. LBUL ARB

5. NATCHS TRAPS

6. OPYCAN

Kids' Giveaway

Send your letters, drawings and photos, including name, address, telephone number and t-shirt size to:

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

› **Email:** 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.

Please include your details 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.



* Hi I'm Nicholas. This is my dream fourby. It's pretty cool huh?

Nicholas (age 8)



* This is a picture of ten year old Matthew's Dad's HiLux complete with ARB canopy and bull bar. Matthew enjoys 4WDing in the Victorian High Country.



* Nine year old Sam has drawn us a detailed picture of a 4WD, kitted out with all the ARB accessories he could fit on it!



* Étan from St Ives in New South Wales is only five years old but has sent us a fantastic drawing of a very fast car.

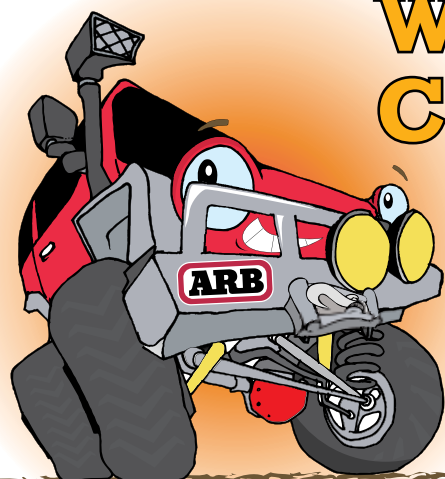


Our winner for this issue is ten year old Emily from Ferny Creek in Victoria for her very colourful drawing. She writes:

"I like going driving with my family and playing Fourby's Spotto game."



* We have just come back from wonderful holidays in Ukraine and Romania. We were with dad, mammy and our dog in our Toyota. We had a lot of adventures and a lot of fun.
Olga (age 7) & Karol (age 5) from Poland



Wear Fourby & Win Competition Results!

I loved receiving all the pics of you guys in your Fourby and ARB gear for my competition – great work everyone. Congratulations to Brea from Townsville who has won herself a Toys R Us gift voucher – everyone else who appears on this page will be receiving an ARB Kids' Pack.



◀ I am 3 years old, I love going camping with my mum and dad. This is me with my dog named 'Job'. We went on a camping trip to Reedy Brook Station in North Queensland on the weekend and I caught my first fish. I love my Fourby hat... it never comes off my head... not even to let mum brush my hair!
From Brea.



WINNER!

Runners Up!



◀ Seven year old Owen was kind enough to give the ARB guys a hand packing up at the Queensland Mud Bulls and Music Festival in November.



◀ 21 month old Cameron and 2 year old Kaylee are pictured here at the Nissan 4WD Club Christmas party in Heyfield, Victoria, decked out in their Fourby hats.

▶ Three year old Travis and five year old Jevan from Esperance in WA were happy to help out when the truck got bogged in the sand on a recent 4WD trip.



◀ This image of Will was taken after returning from the Melbourne 4x4 Show when he got his Fourby hat to match his Fourby t-shirt. Will loves anything 4WD related especially if it involves water and mud and getting the Prado dirty. He is always asking his parents when they are next heading up into the High Country for a bit of fun.

ARB Storm Bags

A versatile new addition to our range of cargo and carrying gear products is the new selection of ARB Storm Bags. Two sizes are currently available, with the 68cm long model providing 69.5L of storage space, while the larger of the two is 88cm and holds a whopping 155L.

Specifically designed with 4WDing in mind, not only are they stylish bags suitable for all your travelling adventures, they have the added benefit of being 'storm proof'. This means that they can be loaded onto a roof rack or thrown into the back of a ute without the worry of your gear inside getting wet. Incorporating a roll top closure with Velcro and 'sure grip' buckles, the bags require no outer zipper. This, combined with the PU coated Oxford weave fabric and welded rubber construction, results in a tough, durable bag for all your storage needs.

These bags have been tested in both wet and dusty Outback conditions and have proven to be a practical and reliable product. While they are fully storm proof, they are



not guaranteed to be 100% waterproof if submerged in water, so we recommend against being used for carrying electronic equipment when stored outside the vehicle.

Featuring a removable internal base for extra rigidity, these bags also include internal and external mesh pouches to make it easy to store and locate smaller items. Finished with a body curve shoulder strap, the larger style bag also incorporates grab handles for ease when carrying.

Small: > Part no: 10100300

Large: > Part no: 10100350

New Fourby Hoodies

Much like all the young, aspiring 4WDers out there, ARB's range of apparel for kids is growing, with the introduction of the all new Fourby hoodie. Featuring long sleeves and a hoodie, this top is made from 100% cotton jersey, making it light enough for cool summer nights and also great for when the weather gets colder. Coming in a blue and grey colour scheme with an image of Fourby on the front, this top is available in sizes 3-12 and also features a printed hoodie lining with miniature drawings of our lovable 4WD mascot. Three engraved buttons at the neckline ensure it is easy to get on and off, making it a practical and stylish item of clothing.

Part no: 217182-89



New Ladies' Polo

ARB's range of ladies apparel has now been expanded to include a new polo top, designed and tailored specifically for the female 4WD enthusiast.

Made from 100% cotton pique, this polo is perfect for the summer months as the weather gets hotter. Coming in ARB's renowned red colour, with white piping highlights, the top features a woven textured badge on the chest and logo engraved buttons, for a smart, stylish look. Available in sizes 8-16 from ARB outlets around the country, the new polo top is a practical addition to any wardrobe.

Part no: 217177-81



Aussies In Africa - Part 4

> Local ferries, North Mozambique



> Neil & Mr Fixit



> Pangani Village, North Mozambique



> Locals mending nets



> Fishing Dhows in Pangani



> Enchanting Pangani sunset

Our three day stay at 'Russell's Place' at Wimbe Beach, just south of Pemba in northern Mozambique, had been an absolute delight, and it would have been easy to stay longer but we had to keep moving. We were well off the usual overland route and intended to follow the coast north to the Rovumu River, which is the border between Mozambique and Tanzania. The Rovumu River is a big river and the only way across is by a 'sometimes' ferry. We were told by Russell that the ferry was broken down, and it was by no means certain that it would be operating when we reached it. If it wasn't we were faced with a massive 2000km of backtracking – not a nice thought.

We headed up the coast to a beautiful place called Pangani. To get there we had to drive on some soft sandy tracks that passed through many kilometres of coconut groves. It was a great campsite right on the beach not far from a large village. Even though the campsite had its own security, I still had my stove, camp table and gas bottle stolen – the only things I had left out. I thought Ron and Viv were a little paranoid running a cable through all their gear and locking it to their vehicle, but there you go, lesson learnt. The weather was quite warm with daytime temperatures in the mid thirties and that meant plenty of time in the water or relaxing in the shade of the palms. There were three other vehicles at the camp besides ours, all of them we had met at 'Russell's Place'.

Except for the stolen gear we had a great time at Pangani. We then made our way north to the village of Quionga where we met a French couple who had been missionaries there for eight years. The village was going through some tough times with one person being killed by a leopard, and elephants destroying a lot of their crops. The track from here to the border was mostly four wheel drive with a couple of interesting river crossings, one of which stopped Barney and Fay. They were retrieved by Rick and Gareth who were rapt to use their winch. It took us about two hours to clear the Mozambique border post. We reached the last village, not far from the Rovumu River, at 11am and found some big shady mango trees to shelter from the heat and waited for 4pm when the ferry would hopefully turn up.

Half an hour before the ferry was due we made our way down to the river and lined our vehicles up ready to embark. Mind you, we had no idea how many vehicles this ferry would take, all we knew was that it had to cross the river at high tide and that meant only a short window of opportunity. Surprise! Surprise! Right on 4pm the ferry hove into view as it came around a large island in the middle of the river. There was already one vehicle there when we arrived and our six. It would be touch and go for all of us to fit on, especially as Fred had a trailer. There are no jetties, so the ferry just headed straight for us and lowered the ramp and ran it into the bank, which was a three metre vertical wall. I couldn't see how we could get down, but the crew ran up armed with picks and shovels, and in no time cut a ramp into the sandy bank. It was very interesting to watch. All vehicles were on except Fred's and mine, and the ferryman said there was enough room for me. I wasn't happy about leaving Fred on his own, but he said if I could fit I should go. Well, talk about tight, there was only millimetres to spare. So, with the sun setting, we stood waving to Fred, who was surrounded by 50 or more natives, until he went out of sight as we rounded an island. Same deal on the Tanzanian side of the river, except this time it was dark. One by one the other vehicles hurled themselves at the bank and disappeared into the darkness over the top. The big Ford roared up the bank and then on to a very slow track to the Tanzanian border post where we had to be processed. It was now 7.30pm and we weren't keen to drive any further, one because the tracks were pretty ordinary, especially in the dark, and the other because

we wanted to wait for Fred who would, hopefully, cross the river the same time next evening. I approached the Officer in Charge to see if it would be all right to camp in the border post compound, and he said it was OK. We quickly put up our camp beneath some giant mango trees and had dinner, a lovely casserole prepared by Viv, while we were waiting for the ferry.

The next morning I put up the shower tent and we all had a good clean up. We had a lot of curious villagers watching all of this with great interest. Ron and I decided to take a walk around the village. The girls didn't want the hassle, and decided to relax in camp. After about an hour Ron and I were approaching our camp which was now surrounded by 50 or more natives – so much for Helen and Viv's relaxing morning. It turned out they were administering first aid to two blokes that had 'accidentally' sustained some severe cuts to their hands and arms, and looked awfully like there had been a machete fight to me. Luckily we carried comprehensive first aid kits, including surgical gloves, for the likelihood of HIV in these areas is ever present. All the onlookers were enthralled with the drama. Once the two blokes were patched up the boss man

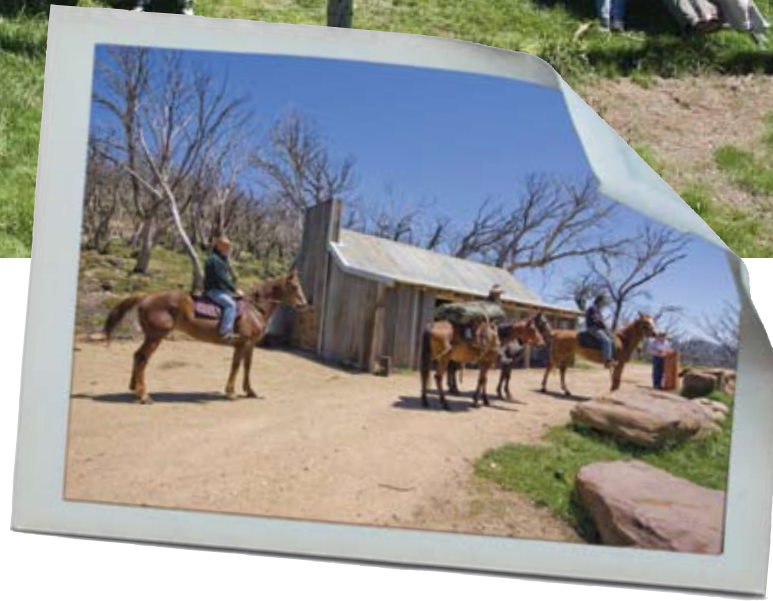
dispersed the crowd. Around 8pm we could hear the rumble of Fred's big V8 approaching – we were all back together again.

Heading for the town of Mtwara, the going was rough and slow, taking us three hours to cover the 50km. There were no supermarkets in this part of the world, only small shops and roadside stalls. We found a little grocery shop and nearly cleaned out the entire stock between us. While we were there we organised our third party insurance for Tanzania, and found out we could get what is called a 'Yellow Card' that would cover us for all the countries we had left to travel through. The cost is worked out by the size of your motor, mine being 7300CC it came to \$117US – it just shows you bigger is not always better. Up until now we had been paying between \$25-\$30 per country, so it was much more economical this way.

At this point in the trip, Neil Cocks and his crew are about halfway through their epic journey. Stay tuned in the next newsletter for more.



> Boatbuilding in Pangani



Bluff Hut Officially Open

In previous newsletters, we have followed the progress of the rebuilding of the Bluff Hut after it was burnt to the ground in the devastating fires of early 2007. A phenomenal amount of effort has been put in by all involved to see the Hut officially being opened in November 2008.

A crowd of more than 120 people, comprising of volunteers, sponsors, Parks, DSE and DPI personnel attended the opening of the rebuilt Bluff Hut on Sunday November 23rd. The new hut was officially opened by Mr Bruce Esplin, Emergency Services Commissioner for Victoria, who had been of great assistance to the Howqua Hills community following the 2006/2007 fires. Alan Rice, Ted Lovick and David Stoney rode into the function leading a pack horse, to demonstrate how the original hut was built in 1956 by Eadley Stoney and other cattlemen.

Speakers included Dave Stoney, Andrew Markwick (Parks Victoria), Wendy Jubb Stoney, Graeme Stoney and Bruce Esplin. In his address, Dave Stoney gave a thoughtful presentation explaining his deep personal connection to the Bluff, and his reasons for wanting to rebuild the hut.

Graeme Stoney ran through the history of the fire that took the hut and the rebuilding process, as well as thanking the many sponsors and volunteers. ARB, Silcar Communications, Mr David Muir, Chum Creek Sawmills and the Victorian High Country Huts Association were some of the major contributors. "I know I will miss some names because there were so many generous people."

The new hut was not built as an exact replica, but instead as a good solid bush hut aimed at providing shelter and enjoyment for travellers, while keeping the spirit and heritage of the mountain cattlemen alive. Graeme Stoney hopes that the new hut will provide a continuing connection with the area for the Stoney family.

"Rebuilding the Bluff Hut has been a true community project, and Parks Victoria and the Stoney family wish to thank everyone involved," Graeme finished.

- Photography by David Oldfield

Rear Air Locker for Nissan Navara

An Air Locker is the ultimate off road accessory, providing traction on demand at the flick of a dash-mounted switch. ARB has recently released a rear Air Locker (RD149) to suit the Nissan Navara D40, in addition to 2005 on Nissan Titan, Frontier and Xterra rear axles, giving these vehicle owners the opportunity to enjoy the benefits of improved traction when they're out 4WDing.

Tested and built in Australia for more than 20 years, ARB Air Lockers are manufactured from high quality materials, making them ideal for the demanding conditions of 4WD users. Via an on-board air compressor, pneumatic pressure engages a locking mechanism, and with both wheels tied directly to the rotation of the crown wheel, a vehicle is able to proceed in a more controlled manner.



For a closer look into the advantages of fitting an ARB Air Locker to your vehicle, check out Ian Bellert's article on pages 26 & 27 of this newsletter.

Part no: RD149

2008 National Ride to Work Day

2008 marked the 15th annual Ride to Work Day. Organised in conjunction with Bicycle Victoria, the event has gone from being a state based event, to a nationally recognised event two years ago, and has enjoyed ever increasing popularity.

Riding a bike to work offers plenty of benefits, and it's evident from the growing number of participants each year that people all over Australia are recognising this. Once you're set up with bike, helmet, relevant safety gear, and of course the necessary puncture kit, it's a low cost way to get to work, along with achieving extra personal fitness and wellbeing.

The aim of National Ride to Work Day is to give participants the confidence to give riding a go, and hopefully motivate them to do it more often. Research has shown that not only the individuals benefit from this, as it has a positive impact on the whole organisation when employees feel healthier, are more productive and less prone to illness.

All around Australia hundreds of thousands of workplaces participate in this yearly event. Many hold breakfasts, or give employees incentives to encourage



them to take on the challenge. Information gathered on the day through registration via the website assists the relevant organisations to more adequately manage their state's specific biking needs.

The 2008 event was held on Wednesday 15th of October, and saw 35 participants from ARB's head office in Melbourne ride their bikes to work. They were rewarded for their efforts with a tasty breakfast on site before work.



To Locker or Not to Locker? That is the Question.

In this article, Ian Bellert leads us up the track to the question, is a locker a worthwhile addition to your family touring rig?

Danjera Dam on the NSW South Coast affords everything you need for a family weekend away. Beginning with a large main campsite area that is spacious and has toilets, coupled with scenery which is beautiful, the lake itself is a veritable aqua-playground, so canoes or an inflatable Zodiac are essential. The tracks into Danjera Dam from Nowra are an easy run, while the more challenging Yarramunmun fire trail beckons close by but is sketchy at best with a hint of rain. Generally a four wheel driving family's weekend playground. But as with any playground, things can go wrong.

It was one of the first four wheel forays that my wife had been persuaded to come on. We slid into a beautiful campsite right next to the dam – slid being the operative word there. The rutted track into camp was shale atop of clay based soil. The ruts could swallow whole Suzukis and it was a case of point, slide and hope. Having made it safely to

the campsite, we settled into enjoying the splendid vistas before us. As we sipped on our five-sies a nagging thought was in the back of my mind about getting out of there in the morning, particularly if there was rain. As night engulfed us, the dam came alive with bass smashing the surface at anything that moved. Anything that is, except my lure which went inexplicably untouched.

The first pitter patter of rain woke me around 5:30am. Hmm, how to convince the wife that an early start (pre-dawn) would be a good thing. After a lightning-quick serve of bacon and eggs, we packed up camp and pointed the trusty Pathfinder towards the exit end of the loop, hoping like hell it was in better condition than the entrance. Fortunately it looked like it was.

However, the smattering of rain had made the clay as slippery as ice. After numerous attempts to get out and unsuccessfully sliding backwards to the start point each time, it was time to find an alternate exit. As any driver will tell you, when the missus is in tears and going nutso, it's a pretty good indicator that she is not appreciating the more challenging aspects of four wheel driving.

By now, the rutted track coming into camp was a horror. Looking to get out by going up it gave faint hope. As luck would have it a side track proved to be our saviour. It looked like this had happened before, and by the width of a coat of paint the Pathy was coaxed out of the campsite. The wife walked up. Guess who was 'not happy Jan'.

The vehicle was a well set up 2000 Pathfinder ST. It had BFG All Terrains, good suspension and the tyres deflated to about 20 PSI to get maximum traction. The problem is, factory Limited Slip Differentials (LSDs) tend to do exactly what you don't want them to – throw power across to a wheel that is spinning and has no grip. Where you need the power going is to the wheel that has traction. Simple enough.

This is where an ARB Air Locker is invaluable. With the diff locks engaged via compressed air from an on-board compressor, both wheels spin at the same speed. This provides go-forward and a few other benefits worth mentioning.

For starters, the traction provides peace of mind. If a locker had been installed in the Pathy, my traumatic morning at Danjera Dam would have been avoided. It would also have provided better control venturing

down the rutted track into camp. A locker also saves track damage caused by wheel spin and a lot less stress on your vehicle. The bonus of an on-board air compressor means you can adjust tyre pressures regularly to suit track conditions, and you can pump up the kids' footys in no time.

Having recently had a rear locker installed in my current vehicle, Navara D40 TD, it has proven to be a must have accessory. Having thought that lockers were the domain of Tough Trucks and rock crawlers, it is very much a case of, if you want to get the most out of your vehicle, the Air Locker gives you maximum traction. It also provides peace of mind that you can get further than you ever thought in your vehicle without damaging tracks or components. Which in the end means you'll have more fun and the wife will be a 'happy Jan'.

Drive 4 Life 2009



Movember

For those of you that haven't yet been exposed to this growing phenomenon, the month of Movember (formerly November) happens once a year, and 2008 saw a huge amount of involvement from ARB employees all over Australia.

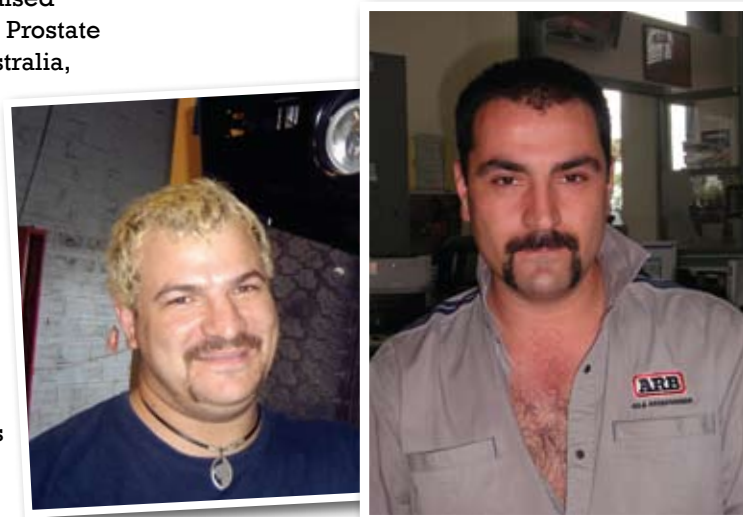
Men are encouraged to grow a mo (moustache) in the month of November, and collect sponsorship to raise money for the Movember Foundation.

This national, not-for-profit organisation runs the Movember event every year, with money raised going to two Australian men's charities, the Prostate Cancer Foundation and beyondblue. In Australia, 2900 men die each year from prostate cancer, and one in six suffers from depression. As a global event, relevant organisations in each participating country are selected to receive the funds.

The aim of Movember is to raise awareness of men's health issues and funds for the beneficiary partners. Since its inception in 2004 as a formal charity, Movember has raised over \$30 million globally, significantly increased awareness

of prostate cancer and depression in the community, and continues working to change the inattentive attitude many men have about their health.

And at ARB last year, we were completely taken over by mos, with many of the lads and lasses taking part and raising money for the Movember organisation. As you can see from the photos, they all had a lot of fun doing it!



Drive 4 Life is a 4WD tour through the spectacular Victorian High Country, organised by a dedicated band of New South Wales 4WDers and led by some of the country's most experienced trip leaders. The event not only serves to gain well needed exposure for disabled adults and children but also takes a huge step further in raising considerable funding... and last year's Drive 4 Life was nothing short of amazing with a record breaking \$100,000 being raised and presented to the Northcott Hospital in Sydney.

The brainchild of well known Sydney 4WD identity, Mick Whitehead, the Drive 4 Life movement is now a fully registered not-for-profit organisation. Bringing together other notable 4WDers such as Chris Bates and the dynamic duo of Celia and Eugene Barry, their combined passion, drive and 4WD experience focuses on executing memorable and spectacular 4WD treks whilst satisfying the needs of those less fortunate. As such, the team behind Drive 4 Life now organises these highly prized 4WD tours on an annual basis with one hundred percent of the proceeds going back to the designated charity.



In its second year of operation, the 2008 trek saw 85 vehicles venture into the High Country between the dates of April 20 to 25. The theme was '4WD for wheelchairs' and with the combination of such a worthy cause as well as such an amazing destination, the trip was an outstanding success.

Supported by Parks Victoria and with experienced guides leading the enthusiastic wheelers across specially planned routes, the trip took in some of the High Country's best scenes, vistas and tracks. ARB is the principal sponsor of the event, along with Cooper Tires, Overlander 4WD Magazine, IGA Supermarkets and 4wd TV.

Last year's Drive 4 Life event was such a success that this year there are two tours planned. The first heads back to the Victorian High Country in April, and the second to the Simpson Desert in August. With \$174,000 raised so far for the Northcott Society, Drive 4 Life has high expectations for this year's trips. For more information on the upcoming events or to book your place please visit www.drive4life.com.au.

- Photography by Chris Bates, Phil Cooper & Norm Needham

> INSIDE ARB

New South Wales
AUSTRALIA



Geoff Andrew - NSW State Manager

> This issue's Inside ARB is on one of our employees, Geoff Andrew, who is ARB's New South Wales State Manager.

Coming from a strong sales background, Geoff joined the ARB team back in 2004 as the NSW Sales Manager. His hard work and dedication paid off when a year later, the then state manager, John Van Den Eynden, left to take over operations at ARB Thailand, and Geoff took on the position of New South Wales State Manager.

Growing up on a farm in the small town of Lue, near Mudgee in New South Wales, Geoff found himself driving all sorts of trucks and machinery from a young age. In his childhood he developed a passion for the outdoors, which led him into a love of vehicles and driving, especially 4WDing. Once he was old enough, he bought his own 4WD and, with his strong mechanical background, enjoyed many off road adventures with friends and family. Since then he has owned various vehicles, and is currently driving a 200 Series LandCruiser.

Although he does not head out 4WDing as much as he used to, or as much as he'd like, with work commitments and his family growing older, he still enjoys the odd weekend away. Having visited many of the state's well known 4WD locations over the years, he has big plans to head out and explore some parts of the country he has not seen yet.

When Geoff isn't in the office at ARB's Moorebank branch, he can often be found out and about visiting some of the other stores in New South Wales, ensuring they're stocked with all the latest ARB gear. With 32 people on staff at ARB Moorebank, Geoff works with a dedicated team, many of whom are 4WD experts and, like him, have grown up with a love of 4WDs. So if you're looking for accessories or advice for your next trip, you can count on ARB Moorebank for friendly and helpful assistance – drop in and say hi to the guys next time you're in the area.



4X4 ACCESSORIES

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