

4x4action >



> PRODUCT RELEASES

ARB's first bull bar for the LandCruiser 200 Series, plus the new Navara/Pathfinder Sahara bar and plenty more

> GIVEAWAYS

Heaps of fun and giveaways inside including the results of our kids' colouring competition

> LATEST NEWS

We bring you a full report of the very memorable 2007 Rainforest Challenge as well as news on the 2008 ARB Outback Challenge and more

> FEATURES

Check out Neil Cocks' first report on his recent adventures into Africa, and an update on the rebuilding of Bluff Hut

08

Isuzu/Holden D-Max/Rodeo RA7 Accessory Update

In the previous newsletter, ARB released its revolutionary winch bull bar for the latest RA7 model Isuzu/Holden D-Max/Rodeo.

Our accessory range for this vehicle has been completed, and we are now able to bring you details on other available products including side rails and steps, rear step tow bars, cab racks and Safari snorkels. >>

4x4

> HIGHLIGHTS

**Isuzu/Holden D-Max/Rodeo
Accessory Update 03**

LandCruiser 200 Series 04

Ask ARB 06

Aussies in Africa 08

**Sahara bar for
Navara/Pathfinder 10**

ARB Kids 12

Colouring Competition 14

2007 Rainforest Challenge 16

70 Series High Mount Bar 18

Arctic Trucks Expedition 20

Editor: Debbie Kaye

Contributors: Tamara Findlay, Matt Frost,
Mark Lowry, Neil Cocks,
Graeme Stoney, Luis J.A. Wee

Graphic design: Vanzella Graphic Design

Photography: Offroad Images

Pre-press: Hell Colour

Printing: Offset Alpine



ARB Snapshot

The Victorian High Country is a magnificent location to visit at any time of the year, but I reckon autumn would have to be the pick of the seasons. Warm days out 4wheeling coupled with chilly nights around the campfire are an unbeatable combination.

I've been heading up this way over Easter with the same group of people for several years now, and we always seem to find new areas to explore. This year it was encouraging to see a lot of novice four wheelers out and about enjoying this spectacular region, though some of them could have benefited from some better preparation.

Whilst the modern 4WD is an amazingly capable machine, it's not hard for the inexperienced four wheeler to quickly find themselves in a challenging situation.

We came across one unfortunate bloke who was travelling with his family in their 4WD up a very steep section of track. The vehicle had lost traction, and in the process of backing down for another attempt at the hill, had ended up sideways. These folks were travelling alone, and were understandably quite unnerved by the predicament they had found themselves in.

An experienced driver could have probably driven the vehicle out of the situation, but we figured it would be safer to use the Warn winch fitted to one of our trucks. With the recovery vehicle positioned at the rear of the stranded 4x4 and offset to one side, we ran the cable out to a snatch block anchored to a tree several metres up the track, and then back to the stranded vehicle. The capacity of the winch was about double the weight of the stranded vehicle, so the recovery was effortless.

Good preparation takes many forms. It may be outfitting your vehicle with some equipment, or undertaking a driver training course with a 4WD club. Either way, as one of our customers has pointed out in this issue's letters section, when your preparation turns a bad situation into a good one, it really is very rewarding.

When you flick through this newsletter, you'll see that all of the featured 4x4s are really well set up. One of our contributors, seasoned Outback adventurer Neil Cocks, has been outfitting his vehicles with ARB products for over three decades. Neil's latest expedition is taking him a little further afield, and we're delighted to bring you the first installment of his Trans-Africa trip.

From the other side of the world, we have a fascinating feature on an ARB stockist in Iceland, Arctic Trucks, and their attempt to drive to the North Pole in conjunction with the team from Top Gear.

But I reckon the highlight of this month's newsletter is the kids' section. We've had a fantastic response to Fourby's colouring competition, and have received some fabulous drawings and photos from all over the world. The mainstream media would have us believe that kids spend all of their free time in front of the TV or computer screen. Clearly this isn't the case with these young four wheelers, who would much rather be out with their family, exploring the great outdoors.

Happy 4wheeling!

- **Matt Frost**, Marketing Manager, ARB 4x4 Accessories

action



Isuzu/Holden D-Max/Rodeo Accessory Update (cont)

» Owners of Holden Rodeo RA7 models can ensure their vehicles are ready for any Outback or camping adventure with the further introduction of a selection of accessories from ARB.

Designed to work with the bull bar and provide increased protection for the vulnerable lower side panels of the vehicle, ARB side rails and steps are an incredibly practical addition for your Rodeo. Manufactured from strong, tubular steel, they mount to the chassis and feature a tread plate which allows for easier passenger access.

Another protective accessory, this one designed for the rear of the vehicle, is ARB's rear step tow bar. Through its steel construction and vehicle specific mounting system, it will stand up to immense off road punishment. Coming complete with an integrated heavy duty towing system and removable hitch, this rear bar can also be used for all your towing requirements.

If you just want to carry a few additional items, but don't want the extra hassle of towing a trailer, an ARB roof rack is ideal. Along with canopy roof racks and

bars available for the RA7, ARB also has cab racks that are engineered specifically to mount to the cab of the vehicle. These racks are available in both a deluxe style (shown) and an open-ended trade design for maximum versatility.

In addition to the above items from ARB, a Safari snorkel specifically designed to suit the latest model Rodeo has been released that will relocate the engine's air intake point to a higher and safer location where a constant source of clean air is available. A snorkel is especially beneficial during river crossings or travelling on dusty roads, where it helps to prevent costly engine damage.

All of these products are available from ARB resellers, along with the bull bars released in the previous newsletter, and a range of smaller items to further increase the functionality of the Holden Rodeo.

Side rails & steps: > Part no: 4448100

Rear step tow bar: > Part no: 3648030

Snorkel: > Part no: SS165HF
(Suitable for 3.0L diesel engine models)



Toyota LandCruiser 200 Series Commercial Bar

The culmination of lengthy research and design work undertaken on the Toyota LandCruiser 200 Series has now resulted in the recent release of an ARB commercial bull bar to suit this vehicle. Commercial bars are purposely designed for customers that require the strength related attributes that deluxe bull bars provide, but are willing to forego some of the aesthetic considerations that finish these bars so nicely.

The long-awaited 200 Series is a larger, tougher and more powerful vehicle than its predecessors, so it's no surprise that a rigorous design process was required to create accessories that were specifically tailored to suit. The commercial bull bar's defining feature is its strength, featuring a large 60.3mm tube frame, and wide 50mm upright cover straps to cater for the vehicle's exceptional size. The frontal chassis characteristics of the 200 Series have necessitated the development of the most complex and sophisticated mounting system ever developed by ARB. This has resulted in a mounting system that actually strengthens the vehicle's chassis, ensuring the bull bar

provides a huge amount of protection, and serves as a superb winching platform. Naturally, this mounting system, and the bar itself, is fully compatible with the vehicle's air bag system. One of the other great evolutionary features of this particular bar is that it has actually been designed to sit higher than the standard bumper, thereby allowing for much greater ground clearance and approach angles over the original.

This bar has the added advantage of being electric winch compatible, but is also equally suited to non-winch applications for those who don't wish to fit one. All Warn low mount winches from 8000lb to 12000lb can be accommodated to serve your heavy duty recovery requirements, and for additional practicality, dual Hi-Lift jacking points are located in the pan.

A host of practical features complete the design of the bar, including provision for IPF driving lights and fog lights, as well as twin CB aerial brackets. Utilising the original equipment tow points, the commercial bar for the LandCruiser 200 Series is finished in a durable black powder coat and will provide your vehicle with unmatched protection.

The deluxe bull bar for this vehicle has been developed simultaneously, and shares the same complex and sophisticated mounting system. This bar will be available imminently, so stay tuned for its release in the next newsletter, along with a range of additional accessories for the 200 Series.

> Part no: 3415100

Stockton Beach with ARB Newcastle



Photography by Greg Darke

In January, ARB Newcastle organised a successful day trip to Stockton Beach that saw a huge group of local 4WDers gather for a fun day of beach driving.

The week leading up to it was extremely wet, but despite this, just over 50 ARB and customer vehicles turned up, with early morning drizzle clearing to a fine, sunny day. The guys from ARB Newcastle were on hand to assist people with hints and tips and also demonstrated various beach driving and recovery techniques, including the use of ARB products such as air compressors, exhaust jacks and tyre deflators.

Situated two hours north of Sydney, Stockton Beach has long been renowned as a favourite spot for 4WDers. Its huge expanse of sand and towering dunes also draws a myriad of other outdoor enthusiasts including fishermen, surfers and photographers.

For anyone planning to travel there, you'll need to obtain a permit, which can be sourced locally and is also available from ARB Newcastle (\$10 for a three day pass or \$30 annually). The dunes are tall and steep in spots and the sand can get very soft, so it is important that travellers understand the risks involved and have the right equipment and experience to perform vehicle recoveries and repairs. Avoid taking on Stockton Beach alone and always ensure you're aware of the tidal movements.

ARB Newcastle's tour of Stockton Beach took in the wreck of the Sygna, one of the many ships to have foundered off Newcastle. This Norwegian bulk carrier broke up on the beach in 1974 and it remains one of the most prominent landmarks today. Another is Silver City, a collection of squatters huts built many years ago that require constant upkeep to protect them from the encroaching sands that threaten to engulf them.

Other interesting sights are remnants of the beach fortification from World War II, including concrete tank traps and rusting star pickets. The beach has been the seaside home of Aborigines

for thousands of years, which is evidenced by the hundreds of middens (piles of shells from shellfish eating) behind the dunes.

Everyone involved in the Newcastle 4WD beach day had a great time, and the day ended with a BBQ in the afternoon and some prize giveaways. ARB Newcastle has planned another beach event in April that will be as fun and exciting as the first. A local Aborigine will also be attending to talk about the heritage and history of Stockton Beach and its surrounding areas.



WIN!



Congratulations to **Enzo Santin**, who is our portable compressor 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

This issue, we're giving away another portable air compressor kit, so 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

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. We reserve the right to edit all letters for clarity.

06

4X4 ACTION >

ASK ARB

WINNER!

Hi guys (and girls),

I note that in the article on your progress with LandCruiser 200 Series equipment you said that you bought two vehicles specifically for R&D work. Is that the approach you have to take with all vehicles when developing the multitude of great products you offer? Surely you don't have to buy one or two of each vehicle? If you do your fleet of 4WDs must be larger than BHP's!

Regards,

Enzo

P.S. I found the air compressor comparison to be interesting and informative. It's good to see that you are quite willing to put your own products up against the opposition in a fair and unbiased test. I'm sure the article will help many readers to choose a suitable compressor.

Hi Enzo,

In addition to looking after ARB's marketing, I also take care of vehicle purchases on a national basis, so I am well qualified to answer your query.

When I started working for ARB in the early nineties, it was not unusual for us to beg and borrow vehicles from customers for research and development. Back then, designing an item such as a bull bar was relatively straightforward as we weren't faced with challenges such as air bags, monocoque chassis, and huge plastic bumpers that hide a plethora of sensitive equipment.

This approach is not viable these days, due to the complexities involved in designing accessories for modern 4x4s. Whenever we develop a product for a vehicle, we start completely from scratch, so the development time can take months. This tends to mean we are not the first to get accessories onto the market for a new model, but it does mean that our customers are able to buy a product that is 100% purpose built for their vehicle.

So to answer your question, in the vast majority of cases we do purchase vehicles outright, in order for us to develop accessories. It is unusual for us to buy two vehicles of the same type, but we felt that in the case of the 200 Series it was warranted. Bearing in mind that we have different teams of engineers working on bull bars, rear bars, Air Lockers, OME suspension and roof racks, having the two vehicles allows us to run more projects at any one time. Furthermore, it was important that our suspension engineers had access to vehicles with and without hydro-mechanical semi active anti roll bars, otherwise referred to as KDSS (Kinetic Dynamic Suspension System), and buying two vehicles facilitated this.

Regards,

Matt Frost
(Marketing Manager)



Dear Sir/Madam,

I recently had the misfortune of reversing into a huge washout north of Townsville; the attempts of two 4WDs to extract me were in vain. "Time to use the winch!" I exclaimed to the wife, only to see her knuckles white from gripping the 'ooh s*** bar'. "Are we alright?" came this faint burred question. "Not a problem!" I responded jubilantly. "This is exactly why I bought all that expensive stuff you thought we would never use."

And that says it all – we ran the winch cable out to a tree, engaged the diff locks and were free in minutes without any sweat or fuss. I fitted my vehicle out to travel to remote locations **alone**, towing a 19ft Kedron caravan. I chose ARB products based on their performance only and have not been disappointed.

My vehicle was fitted out in both Toowoomba and Rockhampton, as I purchased it in Dalby and live in Gladstone. The guys in Toowoomba did an excellent job, and as for ARB Rockhampton,



I can only say that if better service or advice exists, **I have not seen it!** Thanks to Greg and his team (yep, I'm still fishin').

To sum up, this email is to say a big thanks to ARB for the quality products they produce and I can only hope others can see through the 'cheap screen' so they can explore our wonderful country, confident that the equipment they have **will** work when they need it.

Thanks again,
Col Clow

Hi Col,

Thanks for your letter; we are always interested in our customers' feedback, and it's great to hear that our products didn't let you down at the crucial moment. The last thing you need after finally managing to justify the cost of your vehicle fit-out to your wife is to have something break on you.

From the very beginning, ARB has placed a big emphasis on quality, a philosophy we've maintained up until today. All our products undergo extensive research, design and testing to ensure they will perform as they are intended to in the gruelling conditions of the Australian Outback. When

you're travelling in remote locations, especially on your own, you simply can't afford to use substandard equipment, as changing weather conditions, an unforeseen animal strike or similar events can leave you stranded hundreds of kilometres from anywhere. And while we can't stop situations like these from occurring, we do our best to ensure that should you find yourself in one, you're as prepared as you can be.

Keep enjoying the 4WDing!

Debbie Kaye
(Editor)

Dear ARB,

The new Safari snorkel for the Toyota FJ Cruiser looks great! I am a big believer in a snorkel's advantage for both water crossings and when you're at the back-end of a desert convoy. But with all these advantages and good looks, is there any down side? With the engine idling in low, low gear as the rig crawls slowly over obstacles, will my engine feel like it is sucking pea soup through a long straw, or will it be able to pull in all the O₂ it needs to motor over what is in its way?

BTW: Great insights on the ten essentials. You gave us more to think about than the usual catalogue of parts.

Thank you,

Paul

Hi Paul,

The Safari snorkel was first designed back in the early 80s as a means of providing engine protection from the rigours of harsh Outback touring, such as dust and water ingestion. The snorkel has been built so that the head or ram sits at roof height, offering water fording ability as well as clean, ambient air.

At idle and low speeds, the snorkel is able to provide ample oxygen for the engine. There is no need to worry about low engine power as each snorkel design is thoroughly tested for each vehicle to ensure there is no loss of engine performance. As the vehicle increases in speed, the ram design of the intake provides air in excess of the engine's requirements.

Originally, the Safari snorkel was designed with a 3" intake, which was fine when engines were smaller and less powerful, but as engines required more air, the intake size was increased to 3.5".

One thing to note is that the air ram is able to be rotated so that in heavy snow, rain, or even a river crossing, there is no chance of excess ingress of water or snow build up. However, you must remember to rotate it back to the forward position for normal driving as it can reduce performance.

On some vehicles, as the snorkel sits on the driver's side of the vehicle you may hear a more audible intake or 'sucking' noise, but realistically, the only disadvantage is that when you update your vehicle, you can't take your snorkel with you... without leaving a large hole in the fender.

Mark 'Lowmount' Lowry
(Manager - Product Development & Evaluation)



Aussies In Africa

On the Garden Route

Renowned Outback traveller, Neil Cocks, is currently in the midst of completing an epic journey from the southern-most point of Africa to the northern-most point of Europe, and over the next few issues of ARB 4x4 Action, you can read all about it.

Prologue

The seed for the idea of this journey was sown during the summer of 05/06. The basic aim of our journey was to travel from Cape Agulhas, the southern-most point of the African continent, to the northern-most point of Europe, which is North Cape in Norway. Then we would come down through Finland into Russia, Kazakhstan, Mongolia, back into Russia and across to Vladivostok before shipping our vehicles home. This would be done in two parts, the first being from Cape Agulhas to London during 07, and the second, London to Vladivostok during 08.

After more than 35 years of Outback touring, I consider myself an experienced 4x4 traveller. I was confident that the camping and driving part of the trip wouldn't phase me too much. On the other hand, things like money exchange, border crossings, language, wild animals and the standard of security were all alien to me. Ron and Viv Moon have been over to Africa on seven different occasions in the past, and the knowledge gained from these trips was a tremendous help. Along with Helen (my wife), myself, Ron and Viv, we were also joined by Fred Osterhagen (an American traveller we had met the previous year). By November 06, thanks to much appreciated help from ARB, Cooper Tyres and Outback 4WD, our vehicles were ready to take on the challenge of Africa.

In early January 07, the two vehicles were loaded into a 40ft container in Melbourne bound for Durban in South Africa. On the 18th February, we boarded a flight to South Africa to start what can be genuinely described as a 'trip of a lifetime'.

The Trip

"Is that it?" Ron and I said to the two girls from customs who had come to the warehouse where we had brought our vehicles to be loaded into the 40ft container. We had expected to have to literally unload our vehicles in front of them, but instead all they asked us to do was lift our bonnets, whereupon they checked the VIN.

The vehicles left our shores early January, and as it turned out arrived in Durban the same day we did, Monday 19th February. Viv had already arranged accommodation in Durban before we left Oz, so as soon as we landed we hired a vehicle, including a street navigator (which was a great move!) and headed into the unknown to find our digs. Durban is a very undulating and sprawling city, and without the navigator it would have been a nightmare.

The container was on the dock on Tuesday, but we wouldn't see the vehicles out of the container until Friday. As in Melbourne, the customs officer arrived, asked to look at the VIN, and that was it – amazing! We then proceeded to put the gear back on our vehicles, which in my case involved the bull bar, rear wheel carrier and jerry can holders. Then it was just a matter of waiting for the paperwork to be completed. We busied ourselves repacking and doing some cleaning etc, but at 5pm we were given the bad news that the paperwork was not finished and we would have to return on Monday morning. As Ron is fond of saying, "That's Africa." We had to be out of our accommodation by 10am the following morning, so we took advantage of this unexpected hiccup and decided on a trip into the Drakensburg Range, including the Royal Natal National Park.

After a very pleasant weekend, we ended up at a place called Howick, where we stayed in a historic farmhouse. Howick is about 100kms out of Durban, and Ron and I were up early, very eager to take possession of our vehicles. There was feverish activity for the rest of the day as we loaded and checked everything for what was to be the real commencement of our great journey.



Camping in Addo



Up close and personal with the wildlife at Kruger National Park



A herd of zebra at Kruger National Park



The magnificent Sani Pass



Sunset at Umfolozi National Park

The next morning we had to get food supplies in town. Some of the supermarkets in South Africa are huge, one we saw had 64 checkouts – all manned. The first place we were heading for was the small mountain country of Lesotho (pop. 2.5 mil), the only country in the world where all the land is above 1000m (3300ft), and it is often referred to as the ‘Roof of Africa’. To get there we would have to negotiate the famous Sani Pass. Ron’s Nissan wasn’t running as well as it should following a dose of bad fuel back in Oz, and although he’d had the injectors replaced and everything checked, the performance was still not up to par. This showed up, particularly while we were climbing the Sani Pass, which reaches an altitude of 10,000ft.

A quarter of the way up, the Nissan completely ran out of steam. We returned to the town of Himeville back down in the valley, where a mechanic found a small air leak. The Nissan ran a lot better after that, but still not 100% right. That night we stayed at a farm called Seaforth at the base of Sani Pass and just after we set up camp a severe thunderstorm came over. I was standing talking to Ron when lightning struck the ground about 100m away, and the thunderclap that followed was the loudest I had ever heard, and scared the beejeezus out of us – I reckon we leapt six feet and almost hugged each other in mid-air.

The next day we climbed through the Sani Pass and the scenery was sensational – what a drive! At the top we had a drink at the highest pub in Africa. Once back in South Africa, we were off to a place called Dundee and the famous Zulu Battlefields. We visited Blood River, where in 1838 the Boers had a stunning victory over the Zulus, and Isandhlwana, where in 1879 the British Army suffered the worst defeat in its history, and of course Rorke’s Drift, made famous by the 1964 film ‘Zulu’. Each one of these stories is fascinating, and to be able to visit the actual sites was very special.

Swaziland is a small landlocked country of 1.3 million that we crossed on our way to Kruger NP. On the way through we visited our first game park, Hlane NP, where we saw many different animals, including rhinos and giraffe. On the road into Hlane was a sign saying ‘Cyclists beware of lions’. Who would be mad enough to ride a bike through lion country? Certainly not I.

Kruger NP is one of the most famous game parks in the world, and it was the first created in South Africa. From north to south it is 350km long, so as you can imagine, you need at least a few days to see what it has to offer.

It is a very well organised place with more than half a dozen secure camps spread throughout the park, which have accommodation ranging from luxury lodges to tent sites (that’s us).



Neil and Helen at the most southern point of Africa

The 7th of March saw us waving goodbye to the others and head off on our own for a little while. We did not waste our time, spending ten days in Kruger, following the length of the Blyde River Canyon, which had probably the most spectacular scenery we saw in SA. Then we visited Hluhluwe and Umfolozi National Parks before cutting out to the coast near Richards Bay.

I was filling up with fuel when I heard this booming Afrikaans voice. “Hey Aussie!” (he saw my Oz flag on the side of the truck). “We are going to beat you at the cricket,” (the World Cup was on). Anyway, there was three Afrikaans families heading for a place called Mtunzuni, and they invited us to tag along. It was a lovely part of the coast and we really enjoyed the company of those families, especially the traditional meals they cooked for us – nearly as good as Viv’s meals (I said *nearly*, Viv).

At this point in the trip, Ron, Viv and Fred have finished the tag-a-long and we have arranged to meet at a place called Addo. After a brief rest we plan to make our way via the Garden Route to Cape Agulhas – the most southern point of the African continent. Keep an eye out for the next newsletter, where you can read all about the second part of the trip.



New Sahara Bar for Latest Model Nissan Navara D40 & Pathfinder R51

< Fitted to Nissan Navara D40 with chrome centre tube

Expanding ARB's range of frontal protection options available for the latest model Navara and Pathfinder, owners now have the added choice of fitting an ARB Sahara bar/winch bumper.

Featuring ARB's renowned five fold upswept and tapered wing design, the new Sahara bar is exceptionally strong and will provide your vehicle with a massive amount of frontal protection. The bar also incorporates a split pan for increased airflow into the engine, and a tough, 2mm steel stone guard under the centre pan to assist with preventing damage from rocks and road debris.

This bar's vehicle specific design ensures that air bag functionality is not adversely affected following fitment, and has also been engineered to accommodate both an electric winch and the extra stresses placed on the bar during vehicle recovery. Low mount Warn winch models from 8000lb to 9500lb can be selected depending on your individual requirements.

This particular Sahara bar offers Navara and Pathfinder owners the additional option to configure the bar either with or without the 76mm polished centre tube



^ Fitted to Nissan Navara D40 without chrome centre tube

present on all ARB Sahara bars. Whatever you choose, all models feature quality urethane buffers, reinforced Hi-Lift jacking points in the pan and provision for IPF driving lights and CB antennas. Finished in a durable millennium grey powder coat with the option to colour code, an ARB Sahara bar will provide your vehicle with stylish and durable frontal protection.

ARB Polar Blanket



As the weather starts to cool down and winter approaches, a new ARB polar blanket is available from ARB resellers. This product is perfect to keep on hand for those colder nights around the campfire, or to provide protection from the ground while camping or on a picnic. Manufactured from 350g anti-pill fleece for maximum warmth and durability, the blanket features removable Velcro straps to allow for easy storage and carrying, and is a versatile item that can be used both outdoors and around the home.

> Part no: 217150

Bluff Hut Nearing Completion

Since winter last year, we have been bringing our readers regular updates on the rebuilding of the Bluff Hut, a historic hut located in the Victorian High Country that was burnt down in the summer bushfires of 07. ARB has pledged its support to this project, and the past few months have seen a phenomenal amount of work taking place.

The Bluff Hut is now on the cusp of being completed following regular working bees and a lot of hard slog during the summer months. As building supervisor, David Stoney has been heavily involved in all facets of this, assisted by many local tradesmen and other volunteers, many of whom have personal connections with the hut.

During the Christmas break, the poles, roof beams and chimney rock work was completed, followed shortly after by the roof and walls. The front of the hut is adorned with a full verandah to shelter four wheel drivers, hikers and horse riders from the sudden High Country storms that can blow up without warning. And the roof features a double skin with insulation, providing warmth and shelter whilst still allowing visitors to admire the timber work. The fireplace, built by local stonemason Don Gaudion, is a masterpiece in itself and is destined to have many tall tales told around it in years to come.

Graeme Stoney says, "I would take a guess that outside Mt Buller, day visitation to the Bluff Hut has been only second to Craig's Hut and probably closer to the leader for local Alpine National Park destinations in summer.



Cameron Green cooks up a storm for the volunteers with the nearly completed Bluff Hut visible in the background

The day traffic is extraordinary as visitors come up from around Sheeppyard and Mansfield for the views and to check out the hut.

"A popular round trip includes Mt Stirling, Craig's Hut, Bindaree, the Bluff Hut, Sheeppyard, and then back to Mansfield. This keeps visitors in the district another day, and we are pleased that the new hut will continue to make a valuable contribution to local tourism. The rebuild also keeps the spirit and heritage of the mountain cattlemen alive," Mr Stoney said.

The Stoney family is delighted with the progress of the Bluff Hut and the true community spirit it has generated, and are very grateful for all the support they have received. Graeme recently told ARB: "Already the hut has a very nice feel, and when finished, I'm sure people will really enjoy visiting this genuine bush hut."

Although the Bluff Hut is not yet open to the public due to safety regulations, the finishing touches are now being completed in anticipation of the opening, which will hopefully be in late April/early May – interested parties can contact Parks Victoria at Mansfield for more information.



David Stoney working on the roof in January – pic by Daryl Pinder



ARB KIDS

Hey, kids, Fourby here!

My mailbox has been stuffed full of all the letters and pictures I've been sent over the past few months. I love hearing about all your 4WDing adventures, so keep 'em coming in, and you could be printed in the next 4x4 Action!

WINNER!



Congratulations to 11 year old Matthew from Riddells Creek in Victoria who sent us this great, A3 sized drawing of his Dad's 4WD driving up a mountain. Matthew obviously put a lot of time and effort into his entry and we thought he was a very deserving winner of the Toys R Us gift voucher and Speedy Seal tyre repair kit.



< Olga (age 6) and Karol (age 4) from Poland sent us these great pictures of them on holidays in Romania last year.



< Four year old Erin sent us this picture of her and younger brother, Brodie, in their family adventure vehicle (Prado) the day it arrived home.



< We were really impressed by this very detailed drawing sent to us by 14 year old Dayne.



< Eight year old Adam has sent us this great picture of the 'pimped' HiLux he hopes to buy one day!



< This is a picture of my family and friends exploring the mountains near Lake Hume, Albury. We were very quiet and managed to sneak up on a goanna and a koala (you can see them in the distance).
Nicholas, age 8.



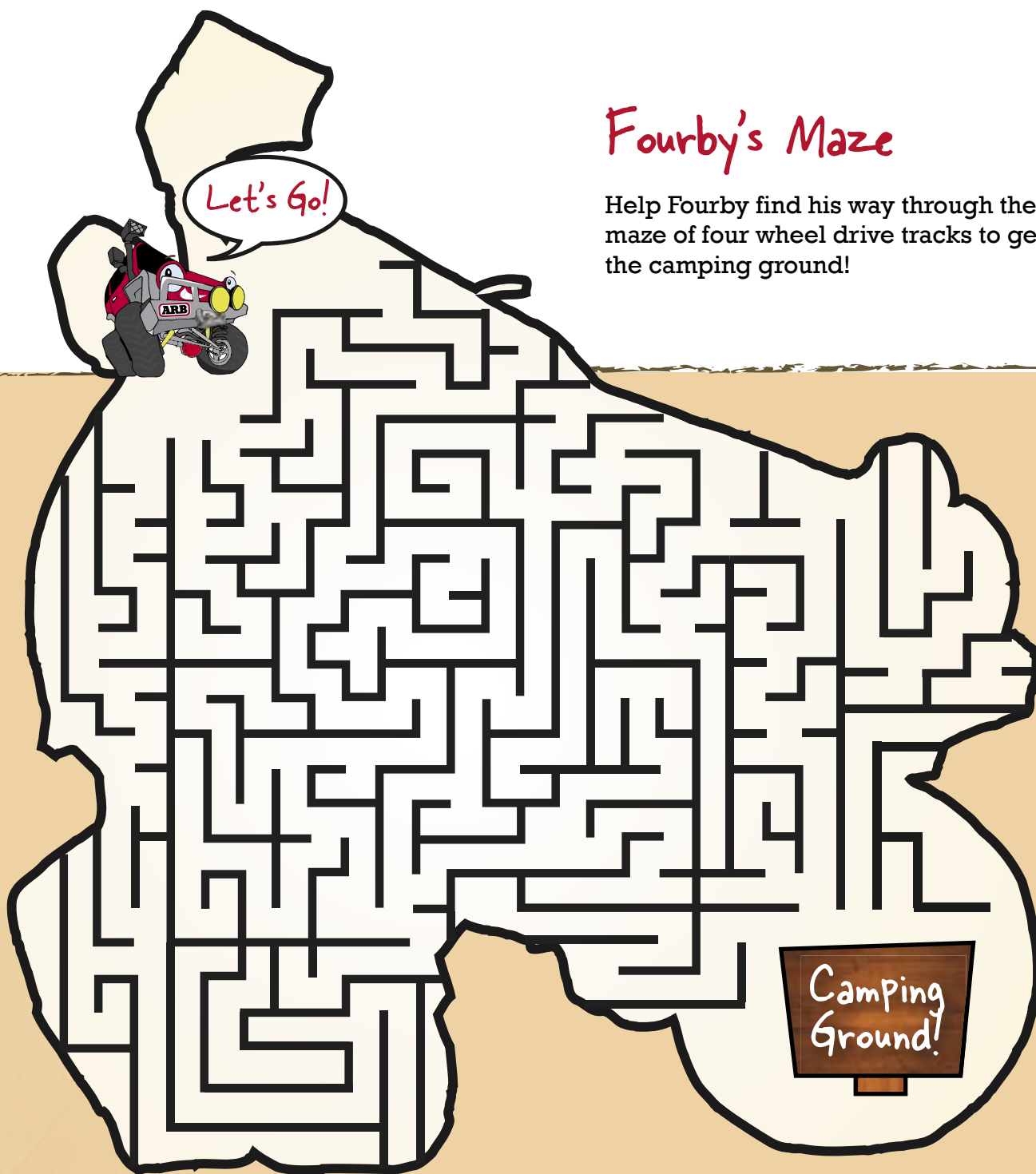
< This very colourful drawing was done by 7 year old Keegan of his family's fully decked out GQ Patrol.



< Here is a picture I have drawn of our Land Rover Discovery driving down a very steep hill at Sunny Corner past Lithgow. My mum and sisters were too scared to come down the hill but I braved it with my Dad!
Rebecca, age 11

Fourby's Maze

Help Fourby find his way through the maze of four wheel drive tracks to get to the camping ground!



Kids' Giveaway

Send your entries, 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.

It was awesome to see the enormous amount of effort and creativity that all you kids put into the colouring competition – there are definitely some talented artists out there! We were stoked to receive so many entries and it was such a

tough decision picking a winner, that in the end we chose three, along with a few runners up. All winners will receive a Toys R Us gift voucher to go and buy some cool gear with, and runners up will be sent an ARB Kids' Pack.

Winners!

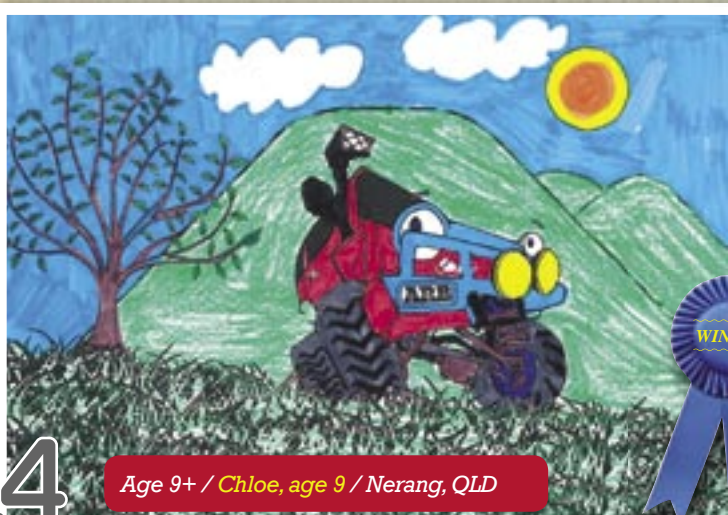
Runners Up!



Age 0-5 / *Elisa, age 3* / Craigie, WA



Age 6-8 / *Zach, age 6* / Hervey Bay, QLD



Age 9+ / *Chloe, age 9* / Nerang, QLD



Andrew, age 6 Upper Kedron, QLD



Blaed, age 5 Onkaparinga Hills, SA



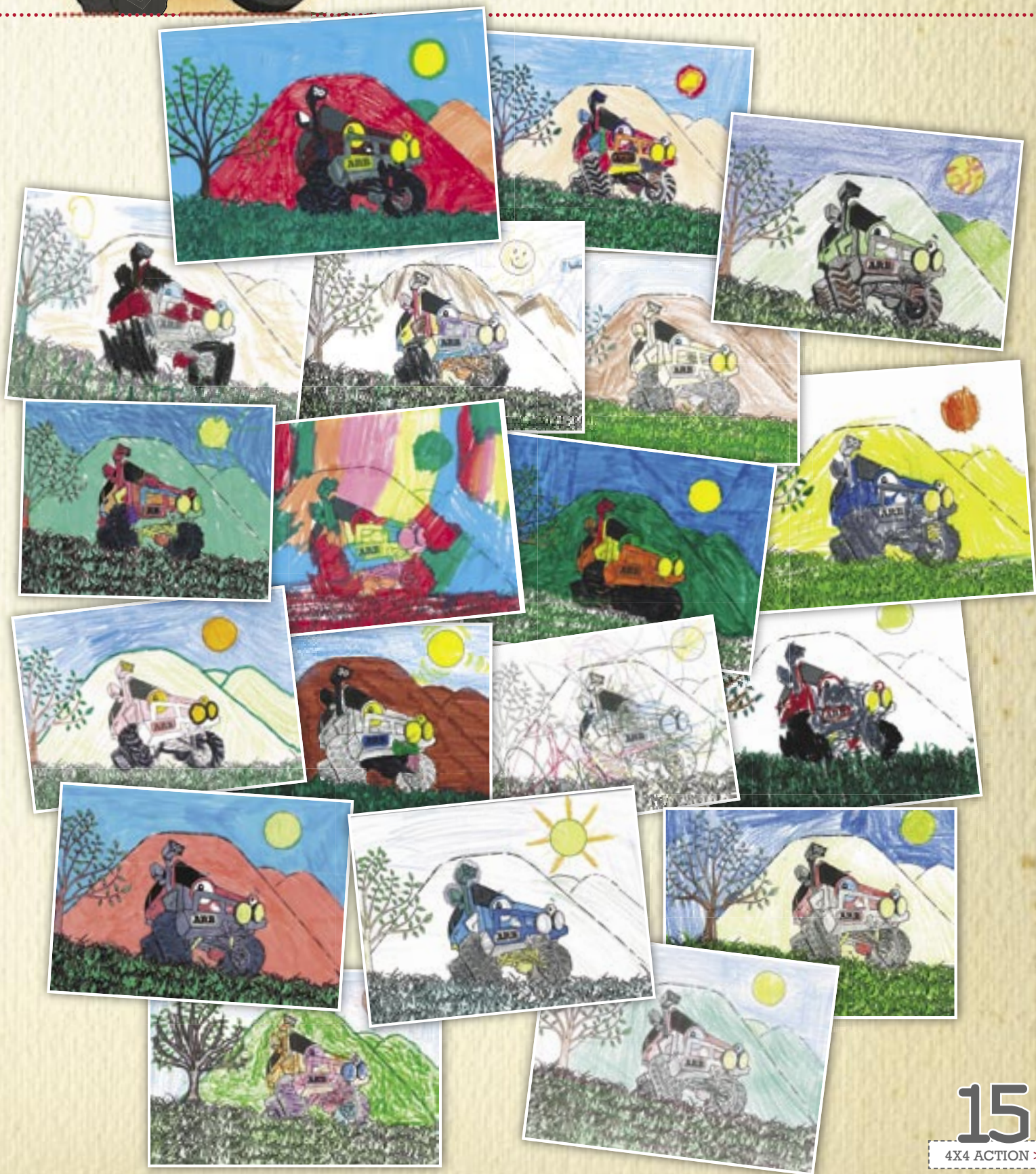
Joshua, age 6 Colyton, NSW



Joel, age 3 Mornington, VIC



I wish we could have given a prize to everyone who entered, but there were just too many! As you can see, I've tried as hard as possible to print as many others as I could on this page - see if you can find yours!



2007 Rainforest Challenge

“ Never in the history of the Rainforest Challenge have the rains been so heavy and unforgiving, the river levels so high and swift, the tracks so treacherous...”

Luis J.A. Wee, RFC founder and event director.

The Challenge

With the 2007 Rainforest Challenge being celebrated as the 10th year anniversary, participants and organisers were gearing up for the event with a feeling of tense expectation, waiting to see what lay in store for them. And as it turned out, it was a lot more than anyone had originally bargained for.

The completion of the competition saw the Malaysian team of Gee Len Fatt and Chiah Kam Chui celebrating a well deserved victory, but in the end, more memorable than who won, were the personal physical and mental battles that each person involved endured throughout the event.

350 participants including press, touring adventurers, guests and observers from 30 nations across the globe gathered together in Malaysia in December for the 2007 RFC. Weather forecasters were predicting monsoon flooding plus La Nina phenomenal effects, both of which were set to give the adventurers an unforgettable experience.

A heavy rainstorm the week prior to the event had organisers concerned, with some of the prologue special stages already flooding. However, the first two days of competition were favoured with bright, sunny weather, as a mass of spectators gathered to watch the fast paced action of fully modified 4x4 machines competing in their element. By day three, ominous rain clouds and monsoonal winds were brewing but competition was still going strong.

It wasn't until the main convoy moved into the campsite of Sg Terong, the gateway to the Predator and Twilight Zones, that the weather conditions turned for the worst. Rain fell in buckets day and night and no one could escape the great deluge. Competitors commented that it was the 'Old Enemy' (the Terminator aka the Elephant Mud Hole) wanting to do something special in remembrance of the 10th anniversary.

For the well prepared men and machines, this was what they had been waiting for – testing their rigs against the worst that Mother Nature could throw at them. Under pelting rains, the competitor teams lined up to enter the Predator and Twilight Zones

and a number of officials and adventurous media participants prepared to trek in on foot.

The route into the Twilight Zone begins with a very difficult uphill climb that is tough at the best of times. These tracks had now turned into mini waterfalls, with ruts and gullies filled with mud as sticky as glue that could easily swallow a two-tonne truck. Even standing upright or walking was difficult in the conditions. The downpour rarely stopped, and it was a hard and exhausting experience, albeit a rewarding one for the adventurous.

Hours of hard work, pushing competitors and vehicles to the limit, saw the entire convoy make it to the top, only to be stopped in their tracks by the mighty Pelaggong River. Forced to turn back, the route was even tougher on the return trip, with terrain further devastated by water and landslides. It took two nights of hard slogging to reach base camp again.

“In all my years with RFC, I have never seen St Pelaggong so high and so swift, more than five times its normal size!” commented Peter Taylor and Chris Hummer, two veterans of the RFC from 1997. “The route is extremely brutal and really hard-core going in, but when we had to turn back with the pouring rain – it was double the trouble,” said Tan Eng Joo, RFC two-time champion.

Back at the various campsites, everything had turned into a quagmire of soggy and muddy grounds, each separated by swift, swelling rivers. Conditions reminded participants of the infamous 1999 RFC, which had previously been the most torrential and devastating. “The rains came down with a vengeance,” said Patrick Silvestre. “Just like in 1999, but this time, it rained for six continuous days. Very good adventure, but also very hard going for everyone.”

The participants and media had to deal with apocalyptic monsoon rain and a widespread deluge. Everywhere they turned, it was like a war zone, with people struggling on foot and vehicles stranded. The scenario along the entire route was like a retreat from a lost battle with men and machines scattered along the length of the track.

On December 8, a decision was made to get all the participants out. This is the first time in RFC history that an evacuation by boat has been necessary, and it was a dramatic scene with rain still falling and boats speeding off to Laloh. The 'Great Escape' involved the police, fire brigade, civil defence, Army, VAT 69 commandos and state agencies.



Images: Rudee Khaw, Chen Guang Wei & Ludmilla Stiebner

Five motorised boats were used to finally rescue all participants by the 12th December.

"I am happy to say that the human spirit to endeavour through these difficult times shines through brilliantly. All those who took part in this epic RFC in the special anniversary year are heroes!" summed up Luis J.A. Wee.

Unlike in 99, the 07 convoy was better prepared and had enough food, fuel and supplies despite the unprecedented conditions. And even though the monsoon ultimately won the battle, the adventurers still had the time of their lives, living out their passion to the fullest. This sees the first decade of the RFC finish in a spectacular fashion, with all involved awed by the force of the natural elements. It is definitely a year that will not be forgotten, and further cements the event's mark globally as one of the toughest in the world.

obstacles took them six solid hours of extreme winching and driving to conquer two U-shaped gullies filled with deep, glutinous mud. Four more equally impenetrable obstacles later saw them arriving back on the tarmac after a 12 hour battle, exhausted, but victorious. A second group of local competitors also completed this task with a time of 14 hours, and while others considered attempting it, most were dissuaded by the sheer enormity of the challenge – it was meant only for the very well prepared in good conditions.

By the 24th of December, with more improvements in the weather and a further drop in the water level, a bulldozer was dispatched to clear the route to the village. Finally, man and machine could work together to salvage everything. And at last, on the 31st of December, a month after beginning, the ordeal was complete, thus ending the longest, wettest and toughest RFC in its ten-year history.



The Rescue

Following the dramatic four-day evacuation of RFC participants, organisers turned to the arduous task of recovering the 88 vehicles left behind. At this point, the entire route resembled a World War III battleground littered with abandoned vehicles. It was literally a No Man's Land.

A scout team spent the first week post RFC assessing the situation. Carrying parts and supplies, they went in by boat and trekked on foot the entire length of the route. However the torrent of rain continued and there was little they could do apart from salvaging what they could, performing simple repairs, and waiting for better conditions.

By the end of the second week, rain had stopped and ground conditions improved somewhat, though not enough to mount a major operation. Receding waters left behind near-total devastation of the tracks, with gaping holes five metres deep, soggy grounds, broken log bridges and massive mud pools.

However, this did not deter some of the local competitor teams from trying their luck, and it turned out to be the greatest post-event RFC 4x4 battle in history! "Never in my six years participation in the event have I seen and gone through such awesome obstacles," said Tan Eng Joo. "Even better than the Twilight Zone."

The first team headed in at 5pm on the 21st of December and had to walk on foot for nearly three hours to collect their rigs. The first two



70 Series High Mount Commercial Winch Bar



Following on from the release of a range of accessories for the latest model LandCruiser 70 Series, a commercial bull bar is now available to suit these vehicles.

ARB's commercial bull bars are built to incorporate the same protection and strength related features as our deluxe bars, but the simplification of manufacturing processes such as weld grinding means they can be produced with comparatively lower production costs. This makes them ideal for those who require the function and durability of an ARB bull bar, but are not so concerned about the aesthetic characteristics.

With strength related attributes being gained by the five fold upswept and tapered wings, split pan design and heavy gauge steel tube frame, this bar is perfect for those with heavy duty requirements. A key point of difference of this bar from the deluxe models is its ability

to accommodate a Warn high mount winch. Despite the bar requiring a larger frame and deeper recess to cater for its high mount compatibility, ARB engineers have succeeded in allowing for this, while also retaining the same overall styling and engine airflow as our other bars. Warn 12,000lb winches can also be accommodated, but this bar has the added advantage of being equally suited to applications not requiring a winch, giving owners the option to fit one at a later date if they so choose.

With twin Hi-Lift jacking points for added versatility and provision to suit a range of IPF driving lights, the commercial bar for the 70 Series is finished in a durable black powder coat and will provide your vehicle with a huge amount of frontal protection.

Flared vehicles: > Part no: 3412340

Non-flared vehicles: > Part no: 3412330

ARB Australia Day Weekend in the Park



The annual ARB Australia Day Weekend in the Park was held at LandCruiser Mountain Park, QLD, on the 26th and 27th of January.

The weekend began early Saturday morning with some novelty events including kids' races and the ARB Water Wars which were very popular and loads of fun for everyone. These were followed in the afternoon by the ARB 4x4 Sport Barrel Race and the Toowoomba 4x4 Accessories Beach Volleyball.

As the sun began to go down, 4WDs were appearing from every direction filling the grass area around the ARB Air Locker Hill Climb site. And at 7pm, the All 4x4

Parts Hill Climb kicked off under the lights with 4WDs racing each other for \$1000 cash, putting on a great show for the spectators.

The events continued on Sunday morning with the Cooper Tyres Rally Series, five rounds of 4x4 competition spread throughout the day which kept participants and spectators occupied.

The ARB Australia Day Weekend in the Park is renowned for being an extremely enjoyable weekend away for every member of the family, and proved yet again to be a great success. The event will be held on the Australia Day long weekend next year, so anyone in the area is welcome to join in the fun.

Here at ARB, we are committed to constantly bringing our customers information on new product releases. However, numerous products that have been around for many years are constantly evolving and improving as new technologies become available.

We thought our readers would be interested in the following correspondence between a customer and our Old Man Emu product manager that focuses on the evolution of our suspension systems over time.

Hi guys,

When I purchased my LandCruiser 80 Series many years ago I decked it out with Old Man Emu suspension including Nitrocharger shocks, which I discovered made a huge difference. Now that the k's have clicked over 200,000, I'm ready to upgrade my shocks as they've had quite a workout over the years carrying heavy stuff on many long trips. I was just wondering what changes, if any, have been made to the OME components such as Nitrochargers over time, or are they pretty much the same as they were when I initially bought them?

Thanks guys, and keep up the good work!

Tony

Thanks for your letter Tony,

Old Man Emu is constantly working on improving its products to ensure its worldwide reputation for outstanding quality, performance and durability continues to set the industry standard for 4WD suspension. However, sometimes these improvements are not obvious because they revolve around internal components and are hidden from sight, such as in our Nitrocharger shock absorbers.

While the famous yellow Nitrocharger's outward appearance has not changed since 1994, there has been some major internal changes made in the last few years that dramatically improved the Nitrocharger's performance and durability. These changes were prompted by the considerable improvements in the modern 4WD's Noise, Vibration and Harshness levels (NVH).

Most of the leading 4WD manufacturers have introduced into their recent models a change from the traditional solid closed box style chassis construction, to a more flexible chassis design or the monocoque construction style. OME engineers found that apart from lower NVH levels, these newer chassis designs also exhibited considerably different chassis dynamics, and to meet the high standard of ride and handling OME demands, an expansion of our valving range was needed.

An investment in thousands of engineering hours established the new expanded valving range, and along with this, other avenues of product improvements were investigated. It was found during road testing that when we installed a special Eccentric Intake Spring (EIS) on top of the rebound piston, a more controlled opening of the valving system occurred. This resulted in a considerable reduction in oil flow noise levels with a marked improvement in ride and handling.

Further development work into improving the Nitrocharger's valving system saw the development of a Balanced Piston design. This design balances the internal pressure on both sides of the rebound piston and enables larger porting of the compression valve, thereby considerably reducing the stress on the valving system components. This in turn means maximum valving performance is maintained longer into the shock absorber's life.

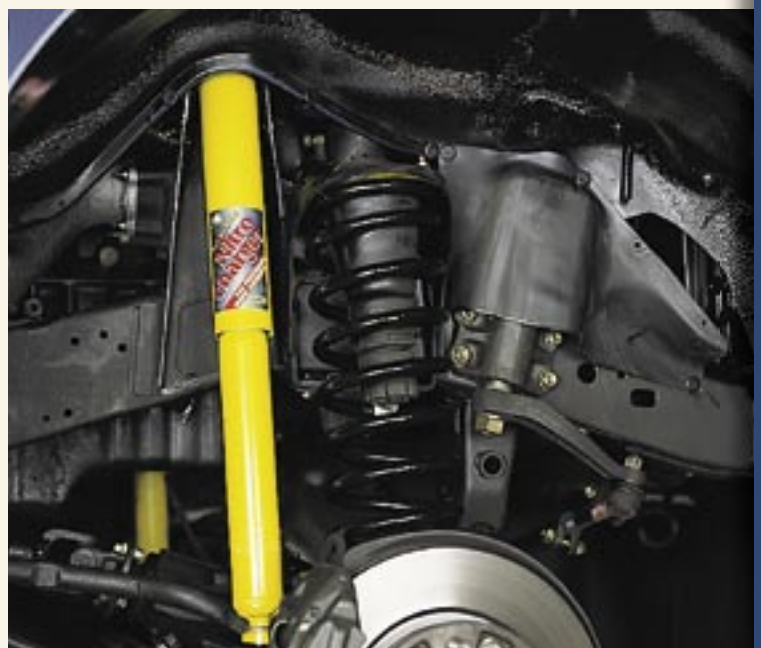
To compliment this new expanded valving system, a new formula of high performance oil was trialled and confirmed as having great improvements in reducing oil operating temperatures and anti foaming measures. These design upgrades were achieved over a two year period and were introduced into the entire Nitrocharger range during 2003.

In conclusion, the Nitrocharger of today is a far cry from the Nitrocharger of a few years ago, despite the fact that it looks the same. The current model Nitrocharger boasts a longer lasting and more finely tuned valving system that operates cooler, smoother and quieter as it delivers its legendary ride and handling, all at an affordable price.

I hope this clears things up for you.

Syd Groves

(Old Man Emu Product Manager)



Arctic Trucks Magnetic Pole Expedition



In April 2007, Arctic Trucks undertook a feat that had never before been attempted – driving from Resolute in Canada to the Magnetic North Pole in a car. The expedition was organised in conjunction with the BBC television show, Top Gear, and if this is starting to sound familiar, it could be because you've seen the episode that was aired in Australia earlier this year. The challenge followed two modified Toyota HiLuxes and a LandCruiser, a team of sled dogs, and three Top Gear presenters participating in a gruelling, adventurous seven day race of over 1000km.

Run for the first time in 2003, the Polar Challenge Race is an annual event comprising of competitors in three person teams racing on skis across the Arctic to reach the Magnetic North Pole. It was decided to run the Arctic Trucks expedition at the same time, and as an extra incentive, the vehicle would also be racing against the tried and tested method of getting around the Arctic – dog sled. Top Gear hosts, Jeremy and James, would be driving the modified 07 model HiLux, against Richard and a team of husky dogs, sleds and skis over the vast expanse of mostly frozen ocean.

Chosen as an expedition vehicle because of its proven toughness, the HiLux was built by Hinrik Johannsson of the renowned Arctic Trucks (an ARB stockist in Iceland). Along with a number of other accessories, the HiLux was equipped with front and rear ARB Air Lockers, as were the two support vehicles.

Arctic Trucks specialises in modifying 4WD vehicles for use in the roughest environments on earth such as mountains, glaciers and deserts. Organisations such as rescue teams, military and the police employ them, as well as ordinary people who need specialised cars to suit their lifestyles. Time and time again, their cars have proved superior under the most severe conditions, travelling over terrain where no cars have ever been driven before. Arctic Trucks has previously been involved in a number of expeditions including traversing Antarctica and Greenland. Their philosophy in taking on challenges such as these stems from their endeavours to provide the ultimate test for their vehicles in the worst possible conditions.

Despite Arctic Trucks' experience, driving on the 'thin' sea ice was going to be a very different challenge. A trip to Resolute in March/April 06 to check out conditions highlighted some big concerns including huge ice blocks and sharp edged stones hidden by soft snow. If hit hard, the ice blocks could seriously damage the cars, and the sharp edged stones would cut into the sidewalls of the tyres. It was concluded that three vehicles would be involved and each would be highly modified – in the harsh environment of the Arctic, even the tough HiLux needs a helping hand!

In December 2006, specialists at Arctic Trucks set about preparing the HiLux for its gruelling adventure. This was the culmination of months of planning between Toyota (GB), engineering experts at Arctic Trucks in Iceland, organisers of the 07 Polar Challenge and the Top Gear production team. As well as preparing the vehicles, Arctic Trucks employees also drove the support vehicles so they could be on hand to lend assistance and make any necessary repairs.

The HiLux was kitted out with a wide range of accessories, along with carrying all the necessary items to address the special risks of driving in such extreme conditions. Huge 38" snow tyres were fitted to maximise the vehicle's 'float' over the snow and increase ground clearance. These tyres sometimes ran air pressures as low as 4 PSI to better handle the soft conditions. Other modifications included front and rear ARB Air Lockers, suspension upgrades, front bumper protection, flared wheel arches to protect the tyres, heavy duty skid plates and running boards, extra heaters, bigger batteries, spotlights, auxiliary fuel

tanks, GPS navigation system and communications equipment including satphones and two-way radios. The team also carried a comprehensive recovery kit including chainsaws, axes, shovels, crowbars, a Hi-Lift jack and electric winches. They retained the HiLux's standard 3.0 litre D-4D engine, but modified it to withstand the ultra-low air temperatures, and ran it on specially blended diesel.

The teams would also be accompanied by a doctor and an Arctic expert, and would carry all the necessary survival equipment including tents, special sleeping bags, heaters, and perhaps most frighteningly, shotguns for protection against polar bear attack.

Following a test drive in Iceland crossing glaciers and travelling the Icelandic highlands, the team made some final suspension changes to the vehicle. After a few more last minute adjustments, and the necessary extreme cold weather training, they were ready to tackle the challenge.

Although the Top Gear guys approached the expedition somewhat light-heartedly, it quickly became apparent just how tough and demanding a situation they were enduring. Treacherous conditions, temperatures dropping as low as -40°C and continuous and exhausting terrain that had never before been tackled by a vehicle of this type, pushed everyone to the limit. Becoming bogged in the snow occurred relatively often, though most circumstances were fairly easy to overcome by rocking the vehicle back and forth, lowering tyre pressures or shovelling snow. One slightly more alarming incident saw the HiLux sink so far into a melting section of snow that sea water began seeping through, and the back end was in danger of sinking. Luckily the support vehicles were right there to pull them out.

Then there was a perilously long section of frighteningly thin ice that tested everybody's nerves – cracks from the constantly moving terrain could be seen on both sides as they slowly picked their way through a well chosen path.

But the biggest challenge of the trip for the vehicles was still to come – navigating a massive ice boulder field. Those familiar with this section of the Arctic had warned that it may be impossible for the vehicles to find their way through. The field was a 40km stretch littered with smashed up blocks of ice, some as big as houses. It was here that the full force of the treacherous Arctic conditions struck them as they battled through an extremely bitter, tough and cold experience. At one point, it took three hours chopping with axes to free the HiLux from the ice and after 20 hours, they had only travelled 1.5km. Chainsaws had to be used to saw off big sections of ice boulders in their path and ice ladders were utilised to assist with overcoming particularly nasty sections.

One major incident delayed progress for some time when an ice block hit the auxiliary fuel tank and pushed it backwards, completely destroying the rear shock absorber and creating a hole in the fuel tank. Luckily the team managed to pump most of the fuel into the original tank, and 'borrowed' one of the shock absorbers from the trailer as a temporary fix.



About 15km from the end, Jeremy and James were fairly confident they had the upper hand on Richard. Although the dog sled team had made up some ground in the ice boulder field, the smoother conditions further on resulted in the vehicles pulling ahead again. However, at this late stage they hit yet another section of huge, towering blocks of ice, and suddenly it was back to slow, frustrating driving. Luckily this section was nowhere near as nasty or prolonged as the earlier one and the guys made it out the other side without incident.

In the end, it was the team of vehicles that beat the dogs, though not by as much as they'd originally hoped. Everyone involved was absolutely exhausted, having battled the tough Arctic conditions on very little sleep for the duration of the adventure.

It was only through the massive amounts of preparation and sheer hard work by everyone involved that this 'impossible' expedition was a success. Situations like these show just how important it is to have the right training, the right gear and the right support. Because out there, there are no practice runs, no second chances and no room for error.

"We'd set out to prove that polar exploration could be easy – but it isn't... it's brutal and savage."
Jeremy Clarkson, Top Gear.





ARB Touring Awning

ARB's range of Touring products incorporates a selection of vehicle mounted camping solutions designed to make your 4WDing adventures more comfortable, including rooftop tents, awnings and other related accessories. The original 2500mm wide awning that was available has been joined by a second, slightly smaller model that is perfect for protection from the elements during rest stops or extended camping trips.

At 1250mm wide, it can be mounted to either the side or rear of a roof rack and extends out to 2100mm, giving owners maximum protection and optimum versatility. Made from PVC coated polyester, the awning provides UV protection, is completely waterproof, and is secured in a heavy duty nylon reinforced PVC bag when not in use. With adjustable telescopic legs and guy ropes and pegs supplied for windy conditions, this awning will provide owners with quick and convenient protection in just 30 seconds.

> Part no: ARB110



ARB Outback Challenge News

The tenth year anniversary of the Outback Challenge is gearing up to be a huge event, running from May 16th to 24th. As one of Australia's toughest off road competitions, and following the record-breaking rain that dominated the 2007 event, competitors are hanging out to once again test their rigs against the demanding conditions of Australia's Outback.

The event will kick off on Friday evening with a celebration ball held in Broken Hill that will see everyone let their hair down for a big night

of partying. Event manager, Paul Vanderhorst, has been working on five different properties, resulting in over 26 exciting special stages. And with rain forecast for the region, competitors and spectators can look forward to some awesome mud stages. Luckily, organisers are not anticipating the same volume of rain as last year, but are still encouraging everyone involved to be extra prepared. For all the latest information on this event, head to www.outbackchallenge.com.au.

› INSIDE ARB

2008 Tough Tracks Challenge
AUSTRALIA

2008 Tough Tracks Challenge

This issue's Inside ARB focuses on ARB Nundah's receptionist, Tamara Findlay, who is a keen 4WDer and recently competed in Round 1 of the 2008 Queensland Tough Tracks Challenge.

Tamara was initially interested in working for ARB due to her love of 4WDing, and she has now been with the company for more than two years. From the moment she got her license she has been hitting the 4WD tracks in her own vehicle, but prior to that enjoyed plenty of 4WDing and camping trips with friends and family.

Round 1 of the Queensland Tough Tracks Challenge was held in February at the Janowen Hills 4WD Park which is situated in the Goomburra Valley, approximately two hours west of Brisbane. Tamara competed in the Trophy Class, which is designed for standard vehicles with up to 33" tyres and unlocked diffs. There is also a Challenge Class for more highly modified vehicles to enter.

Three short, un-timed stages were set up for each class among the rocky gullies and hilly terrain, testing the skill and teamwork of both the driver and navigator, with the overall goal to drive as far as possible along the course. The stages proved to be challenging as well as loads of fun for both competitors and spectators.



Tamara, in her Old Man Emu-equipped Toyota HiLux, enjoyed a fantastic weekend both 4WDing and catching up with fellow 4WDers. Her and her navigator finished the weekend smiling, taking home a couple of third place stage trophies and a second place overall in their class.

This was Tamara's first event for 2008 and she's gearing up for a big year of competition. With the performance advantage of Old Man Emu suspension on her side, she can't wait for Round 2, which will be held at LandCruiser Mountain Park in June. We wish Tamara the best of luck, and will bring you more news of upcoming events in future newsletters.



4X4 ACCESSORIES

HEAD OFFICE: ARB CORPORATION LTD

42-44 Garden Street, Kilsyth, Victoria 3137 Australia Tel: +61 3 9761 6622 Fax: +61 3 9761 6807 Web: www.arb.com.au Email: exports@arb.com.au