

BULL BARS UNDER THREAT - LATEST UPDATE

GTR09 Scrapped

ARB IS DELIGHTED TO ANNOUNCE THAT THE FEDERAL GOVERNMENT HAS WITHDRAWN PLANS TO ADOPT NEW VEHICLE DESIGN LEGISLATION THAT WOULD HAVE HAD SERIOUS RAMIFICATIONS FOR MOTORISTS IN REMOTE AND REGIONAL AREAS (REFER PAGE 2, AUTUMN 2011 EDITION OF ARB 4X4 ACTION).

The Parliamentary Secretary for Infrastructure and Transport, Catherine King, has issued a media release stating:

"Following careful consideration of the views and concerns put by individuals and stakeholders, I have decided that the proposal is not suitable for Australian conditions and I have directed the Department to withdraw the Regulation Impact Statement," Ms King said.

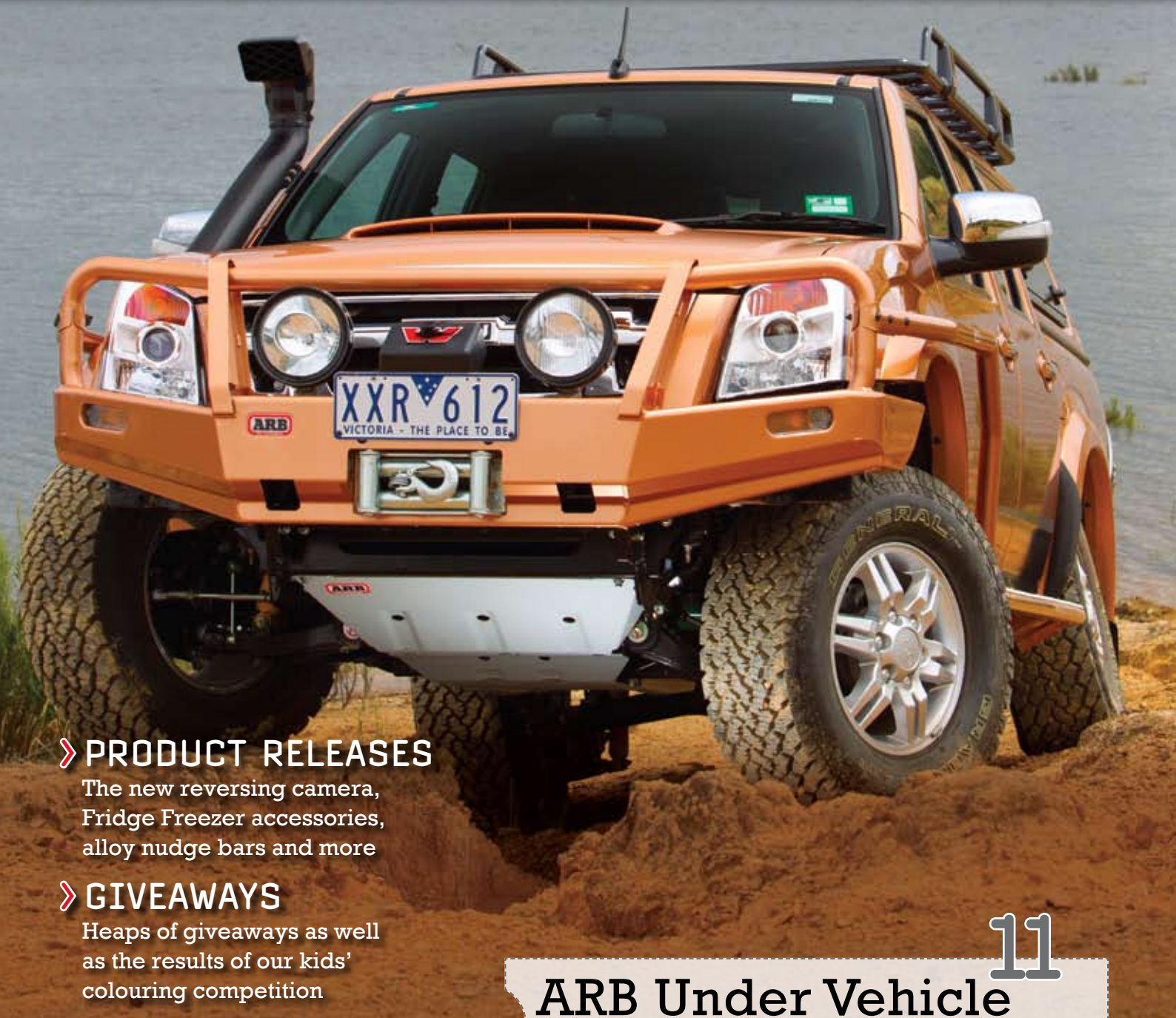
"While the Government is committed to improving the safety of pedestrians, we also recognise that bull bars play a positive role in the safety of vehicle occupants.

"In no circumstances will the Government consider banning bull bars or contemplate any lessening of the protection they provide. We are committed to ensuring that people remain fully protected in animal strikes and other hazardous situations where bull bars play a key role," Ms King said.

ARB would like to sincerely thank our customers for assisting us with preventing the introduction of this legislation. In particular, the information that has been obtained through the user survey commissioned by the 4WD Industry Council has been extremely valuable.

The survey will continue to run until March 31, at which time the information collected will be integrated into an industry position paper on vehicle frontal protection systems, which will help to ensure that the safety benefits of bull bars are factored into Government decision making on road safety in future.

4x4action >



> PRODUCT RELEASES

The new reversing camera, Fridge Freezer accessories, alloy nudge bars and more

> GIVEAWAYS

Heaps of giveaways as well as the results of our kids' colouring competition

> LATEST NEWS

A trip report from the DRIVE 4 LIFE tour, all the news from the 2010 Malaysian Rainforest Challenge and more

> FEATURES

Plenty of reading to keep you busy with a number of feature articles on travel, 4WDing and destinations

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ARB Under Vehicle Protection

When you're out on the tracks, it's not just your vehicle's exterior panels that can incur damage. Vital components underneath such as steering, engine sump, transmission and transfer case can be susceptible to debris such as rocks and stumps, causing permanent damage and ending your off road trip! Laser cut, press formed and folded to provide superior strength, this product is the result of extensive field testing and is available from ARB for a range of vehicles. See page 23 for more details. >>

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ARB Snapshot

Bull Bars Under Threat

Australian motorists who travel in regional, rural or remote areas are facing what is undoubtedly one of the biggest threats to their safety in recent times. The Department of Transport has outlined its intention to adopt European regulations relating to the design of motor vehicles, via a Regulation Impact Statement (RIS) that is now available for public viewing. These regulations, known as GTR09, will greatly influence the design of motor vehicles available in Australia, and if adopted in full, could have dire implications for motorists who travel on country roads.

The RIS is a 127 page document that is confusing, highly speculative and misleading in many aspects. Having studied it carefully, it is the view of companies such as ARB, TJM, ECB and Ironman, that if the regulations are introduced in full into Australia, it will be impossible to manufacture a bull bar that offers any reasonable level of protection.

About GTR09

Firstly, we should make it clear that this issue does not relate to vehicles presently on our roads. Rather, GTR09 will affect the future design of vehicle categories including passenger cars, light commercial vehicles (i.e. HiLux, Navara, etc.), 4WD wagons and SUVs. It is specifically a standard that addresses pedestrian safety, and does not relate to vehicle occupant safety. The RIS estimates that vehicles such as Commodore, Falcon and Camry will fail GTR09, as will all light commercial vehicles. It gives examples of cars that are expected to comply, which include the Holden Barina, Nissan Tiida and Hyundai Elantra.

In order to meet the legislation, vehicles will have to be designed 'softer', so as to reduce the likelihood of injury if a pedestrian is struck.

At first glance, the concept seems like a good initiative, and indeed makes sense in many heavily populated European countries where the legislation's introduction is already planned. However, the RIS fails miserably at acknowledging the differences in environment between Australian conditions and those found in Europe.

As stated previously, GTR09 is about pedestrian safety, and does not relate to vehicle occupant safety. Therefore the RIS that has been released does not address the implications to Australian motorists being forced to drive 'softer' vehicles, with limited options to equip them with any form of functional front end protection.

Implications of Full Adoption of GTR09

Having established that GTR09 will affect practically any vehicle most of us are likely to drive, let's look at the implications of its full adoption.

Firstly, the Australian 4WD aftermarket industry is absolutely convinced that it will no longer be possible to build functional bull bars that will meet GTR09. This will of course have massive ramifications on what is a hugely successful industry, employing thousands of Australian workers, but let's just focus on the impact it will have on all of us as motorists.

As stated previously, vehicles will need to be designed in a 'softer' manner. So not only may we not be able to fit a functional bull bar to our 4WD, but the vehicle itself will potentially be more likely to incur damage in the event of an animal strike, due to the nature of its construction.

A major user survey recently undertaken by the 4WD industry and Four Wheel Drive Australia, has revealed that animal strikes on bull bar equipped vehicles result in 0.5% of vehicles being immobilised versus 20% of non bull bar equipped vehicles. Similarly, injury rates to vehicle



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occupants are 0.7% for bull bar equipped vehicles compared to 20% for non bull bar equipped vehicles.

So it is a logical assumption that if the vehicles have a softer front end, these immobilisation rates will increase when animal strikes occur. What is impossible to predict, however, is how motorists' driving habits will change once they are driving these softer, non bull bar equipped vehicles.

Whilst I am sure the vast majority of us try and avoid animal strikes, we enjoy considerable peace of mind knowing that if we are unfortunate enough to experience one, we have a strong barrier protecting the vehicle and occupants. Remove this peace of mind, and drivers are likely to start taking far more evasive action to avoid the animal strike in the first place. Swerving and hard braking on low traction surfaces such as dirt roads is a very dangerous mix, and can result in tragic circumstances.

The Compromise Options

The Regulation Impact Statement presents a number of options in relation to the introduction of GTR09, with full adoption being the worst case scenario for 4WD owners. It presents a number of other possible alternatives for consideration, particularly in relation to vehicles designed for off road use.

Following a significant public outcry, the minister responsible for the introduction of the legislation stated that the government had no plans to ban bull bars, and would be offering a compromise solution for 4WDs. In a press release, the minister stated that bull bars could still be fitted to GTR09 compliant 4WDs, but that these bull bars would have to meet a certain standard.

However, there is a major problem with this scenario. As stated earlier, GTR09 compliant vehicles will be a lot 'softer' in the front end, and it is the view of many bull bar manufacturers that it may not be possible to build a functional bar that will physically be able to be mounted to the front of a GTR09 compliant 4WD.

So whilst the government may not be banning bull bars with this legislation, they could be making it impossible for us to engineer them.

The 4WD Industry's Position

Irrespective of the outcome of this issue, in the future many vehicles will be GTR09 compliant. That's because the legislation is already being introduced into Europe, and manufacturers generally build for the world market. However, vehicles like LandCruiser, Patrol and Defender are intended for use in places like Africa, the Middle East and Australia, and are built accordingly. We don't want to see these vehicles softened to the point where we cannot fit bars and winches to them.

We believe it is nonsense comparing European road conditions to our own, and that legislation designed for Europe is not relevant for our environment. It's interesting to note that GTR09 is not on the agenda in places like the United States, South America, the Middle East and Africa.

We support any move to make vehicles and bull bars more pedestrian friendly with uniform standards, but not at the expense of the safety of the Outback motorist.

The Effects on Tourism

One issue that the RIS doesn't even mention is the devastating consequences that GTR09 could have on Outback tourism. Our user survey has found that 95% of our customers travel to Outback Australia each year for recreational purposes. 80% of these people have indicated that they would either be less likely to, or would not travel whatsoever in the Outback if they could not equip their vehicle with a bull bar.

What can 4WDers do to Help?

Well, many of you already have. At the time of writing, over 30,000 people have filled in our user survey, which has provided us with some excellent statistics on how common animal strikes are, and how devastating the consequences can be. This information is invaluable to us for preparing submissions to the government. The survey closes on March 31, so if you haven't already done so, please complete it at www.arb.com.au

If we are unsuccessful in challenging GTR09's introduction, we will definitely be looking for additional involvement and support from our customers, and will contact you with more information. Therefore, if you are not already receiving newsletters and other updates from us by email, please register your details at www.arb.com.au/newsletter

A Final Word

I have met many Outback station people over the years, many of whom have become great friends. Like many 4wheelers, I continue to be amazed and fascinated by the lifestyle differences that are a consequence of station life, in comparison to living in a big city.

I recently got chatting with one station owner in Outback NSW, who was telling me about the several hundred kilometres she has to drive every week on corrugated dirt roads, just to get her kids to school each day. The area she lives in is heavily populated with kangaroos, emus and feral goats.

This really begs the question... when this legislation was drawn up by the European Union, what consideration did they give to people like this station owner? Given there is nowhere like Outback NSW in Europe, it's understandable that they haven't considered this scenario whatsoever.

Canberra is a lot closer to Outback NSW than Brussels, so I sincerely hope that our politicians don't forget about people in situations like this.

See you on the tracks, hopefully not with a roo sitting on your lap in the front of your fourby.

Matt Frost, Marketing Manager, ARB 4x4 Accessories

DRIVE 4 LIFE Charity Tour – October 2010 – Flinders Ranges



Words & Images by Richard Windeyer

DRIVE 4 LIFE is a not-for-profit organisation set up by a group of long-time four wheel drivers who also happen to be members of the Traction 4 Drive and Dive Club.

The aim of DRIVE 4 LIFE is to raise funds for charitable organisations that do not have a high profile and therefore have difficulty raising enough funds to achieve their annual objectives. The publicity gained from these activities is intended to reinforce with the general public that the majority of four wheel drivers are caring, responsible members of the community.

The organisers achieve their objectives by conducting 'tag-along' four wheel drive tours in parts of Australia that are generally not on the travel 'shopping list' of people who own four wheel drives. These tours are aimed at people who have either not had the opportunity to be expertly guided when driving off road or who do not have the experience to navigate in these areas.

Participants on the tour make a donation (usually \$1000), which is tax deductible, directly to the organisation being supported. Tours are generally 5-6 days duration. Sponsorship through principal sponsor, ARB, and a number of other sponsors, provide the funds for the operating costs so that donations made by the participants go wholly to the charity. Over the last four years, \$360,000 has been raised.

Last year's trip in October was a one week tour starting and finishing in Broken Hill – travelling into the Flinders Ranges, SA, and Wilpena Pound. It then headed up the Strzelecki Track and across to Cameron Corner before returning to Broken Hill along part of the Dingo Fence on the NSW/SA border.

After leaving from Sydney, David, the trip leader, and I as sidekick, arrived in Broken Hill just before lunchtime. David had arranged to meet our group mid-afternoon at the racetrack to hand each participant a travelling kit consisting of maps, car stickers and clothing merchandise for those who had ordered it in advance. He also briefed the group on our proposed route and fielded any questions.

We had checked the weather forecast and were relieved that it was for fine weather, at least for the next few days, before another cold front was due from the south west. The area we were to travel had been inundated with buckets of rain in the preceding weeks and many roads had only just reopened.

The first leg of the trip on a Friday was from Broken Hill to Chambers Gorge, and, as we watched Broken Hill disappear into the distance, drivers and passengers on-board the convoy of 4WDs were itching to feel the red dirt of the Outback under their feet.

Our group consisted of ten vehicles including the trip leader and tail-end Charlie. The country around Broken Hill heading west consists of undulating hills, and with the air a little crisp, it was ideal travelling weather.

We crossed the South Australian border at Cockburn and then passed through Cutana, MacDonald Hill, Outalpa and Manna Hill before reaching the turnoff into the Flinders Ranges at Yunta. The previous towns are on the rail line and Manna Hill is the only town that still has a magnificently restored train station, although trains don't stop there any more.

We all fuelled up at Yunta as fuel stops are few and far between from here on in. The road was in excellent condition considering the amount of rain that had deluged the area in previous weeks and we made good time. We were kept on our toes watching for Shingleback Lizards as it was their mating season and they love the warmth of the road.



Stopping off at the Waukaringa Ruins for a squiz, we then drove up the ridgeline to the ruins of an old furnace with its chimney still standing tall and proud. After more driving and lunch, we turned off towards Chambers Gorge and arrived late afternoon to set up camp. A few of us looked around this spectacular location and climbed a small hill behind the campsite to admire the magnificent view of the gorge in the distance.

After dinner we grouped around the campfire and each person spoke about themselves and their background. We also marked the answers from a trivia quiz with the winner selecting a prize from a bag of mixed lollies. This trivia quiz continued each day of the trip.

The next day our plan was to drive from Chambers Gorge to Parachilna Gorge. After breaking camp we drove into the gorge where we left the vehicles and took the walking track to a location some 400m further on to find a substantial number of aboriginal petroglyphs. We spent some time in this area looking around to spot all of the etchings.

Moving on, we headed for Wirrealpa Station where we turned off for Blinman and arrived on lunch time. David organised a walk to a lookout on a lofty hill behind the town and then a tour of the Blinman Copper Mine which had just been reopened for tours.

The walk up the hill past Mary MacKillop's old bush hospital and Blinman Cottage was rather exhilarating, and the view from the top overlooking the town far below was quite spectacular.

The mine is heritage listed and a substantial amount of work has been completed to restore it. The main shaft is some 200m deep with galleries running off either side. The galleries were sold by the mine owners to Cornish mining families who worked the seams and were paid for the copper ore they extracted. The lower galleries are now flooded with water but used to be pumped out when the mine was in full swing.



> Chambers Gorge campsite, Flinders Ranges



> Old hospital, Blinman



> Blinman Ridge top walk

> We were captivated by beautiful sunsets



We left Blinman and headed for the magnificent Parachilna Gorge for the night. Our trip leader had a hot shower set up and after we'd washed and had dinner we adjourned to the campfire for the evening.

On the Thursday we headed for a small, scenic loop road that hooked back to Blinman. We drove through rolling hills with steep, rocky gorges and tall crags as the backdrop. The area is susceptible to flash flooding so if it does rain you need to camp well above the high water level.

Arriving back in Blinman we headed for Wilpena Pound, passing the Great Wall of China on our way. This is a large, rocky outcrop across the top of one of the hills and was the answer to one of our trivia questions, with everyone providing hints and joking about rabbits over the UHF radio.

Driving into Brachina Gorge we marvelled at the steep sides with intricate patterns in the rock formation that provided evidence of the huge pressures exerted in the area millions of years ago to uplift the rocks. We drove to the end of the gorge for morning tea which we had on the river bank overlooking a lovely pool glistening in the sunlight.

Retracing our steps we turned into the awe-inspiring Bunyeroo Gorge with its steep sections of track leading to lofty lookouts abutting steep escarpments that provided wide panoramas of the countryside.

It wasn't long before we arrived at Wilpena Pound just prior to lunch, where we secured a camping area in one of the bus bays. This gave us access to a covered area with a sink and gas BBQ, and a great fire pit which we utilised later in the evening.

The next day we were up early for a three hour return walk into the pound before the temperature rose. Stopping off at the old homestead, we refreshed ourselves before the steep and rugged climb to the top of the pound wall. The climb is worth all the exertion to peer into this geological aberration with its wall of upraised escarpments encircling a large, flat plain.



> The famous Dingo Fence



> Razorback Lookout, Flinders Ranges



> The spectacular Wilpena Pound



> Here we are at the intersection of three states



> Farina Ruins campground



> Lunch stop at the Montecollina Bore on the Strzelecki Track

A few dramas happened on the way to Balcanoona Gorge, our next camping spot. We stopped to help out an old couple who were on the side of the road trying to change a flat tyre. Then one of our vehicles lost its spare wheel which was almost run over by the following vehicle, and another of our vehicles had a puncture which was quickly repaired once arrived in camp. Balcanoona Gorge, although having a large camping area with a long drop toilet, is fairly stony underfoot with the creek having overflowed and scoured the campsite.

The next day's leg was from Balcanoona Gorge to Farina Ruins, and while some of our group headed for Marree to catch a plane flight over Lake Eyre, the rest of us left camp and headed for Balcanoona Station where we looked over the old buildings.

The weather had closed in and we were experiencing light showers. Concerned that the roads would be closed and we could be caught, we had plan B up our sleeve which was to travel back into the Flinders Ranges.

Arriving at Farina Ruins mid afternoon with rain again threatening we set up camp for wet weather, however the clouds cleared and the ground dried out fairly quickly. The donkey boiler was fired up so those who wanted one could have a hot shower. It's amazing the comforts that are available in some of these remote locations.

On the Sunday after breaking camp we looked over the Farina Ruins, which are in the process of being stabilised by a number of different volunteer groups. Then we drove back to Lyndhurst to head up the Strzelecki Track.

At the service station one of our group discovered a broken return fuel line and after making temporary repairs he headed back to Broken Hill. The rest of us headed up the Strzelecki Track passing Talc Alf's residence, however as he was in Adelaide we could not meet this eccentric gentleman.

We stopped at Montecollina Bore for lunch and then moved on, turning off for Merty Merty and Cameron Corner. Traversing the rolling sand hills, which is a



> Flat tyres can happen anywhere, anytime



> Many nights were spent in good company around the campfire



> The final cheque being presented



> Group 2 at the West Darling Hotel on the final night



> The 'Interceptor Love Child' at the Silverton Hotel

similar experience to being at sea with a strong swell running, we passed Bollards Lagoon and arrived at Cameron Corner mid afternoon. A campsite was selected one sand dune away from the corner store so that we had a combination of bush camping and a little civilisation for those who preferred it.

The next day's leg was from Cameron Corner to Pine View Station, and after breaking camp we headed south and turned off the Tibooburra road at Waka to head for the Dog Fence. The track was very boggy in places after substantial recent rains and the going was tough. Luckily there were bypasses on most of the serious bogs.

We came to a creek crossing near Hewart Downs which the lead vehicle tried to traverse and almost made it. A second vehicle tried to pass alongside and was also bogged. Utilising the winches on each vehicle to extract them, an easier crossing point was located for the rest of the vehicles. We arrived at the Dog Fence near Hawker Gate and came to a lake near Smithfield House.

Continuing on to Pine View, a homestead on the track, we set up camp well away from the road on a smooth clay pan. A number of the group grabbed cameras to photograph a spectacular sunset on our last night on the wallaby track.

Early the next morning we left camp at Pine View and continued south, again on station properties, and with many more gates to open and close we continued on to Silverton. Just prior to reaching

Silverton we crossed a causeway where the bitumen road had been completely washed away and had been replaced by a temporary dirt track. This was evidence of the huge volumes of water that had come through over the previous few months.

Lunch was enjoyed at the iconic Silverton Hotel with a few trying the monster hot dog on the menu. We learnt that the filming of the new Mad Max movie had been postponed as the area was currently too green.

In place of the black Mad Max 'Interceptor' which was an attraction at the front of the pub and which had been moved aside, was the spawn of the 'Interceptor', the 'Interceptor Love Child' in the form of a souped up VW.

Everyone made their way independently back to Broken Hill and readied for the farewell dinner and presentations at the West Darling Hotel. We all gathered for a buffet dinner and the presentation of awards including a cheque for \$32,200 presented by Chris Bates, on behalf of DRIVE 4 LIFE, to David Dennis who accepted it on behalf of Northcott.

Around 30 vehicles participated in the tour which covered some 2000km of Outback territory mainly using dirt roads and camping in the bush. Many new friendships were forged and everyone enjoyed the camaraderie on the trip.

A Victorian High Country tour in the same vein has been organised for April 2011 and details can be found on the website (www.drive4life.com.au).

OME Signature Polo

ARB's broad range of apparel incorporates a selection of stylish and practical clothing suitable for all kinds of conditions. A recent addition to this line up sees the introduction of a new polo top that is great for the warmer months of the year.

The OME Signature polo is made from 100% cotton, offering an ultra-soft, casual and comfortable fit. Its simple, stylish design means you can wear it anywhere from camping, 4WDing and city streets. Available in sizes S-3XL, the OME Signature polo is available from ARB stores around the country now.

> Part no: 217323-8



ARB Lanyard

Adding to the ever expanding apparel range is the latest promotional product from ARB – a new black lanyard. Perfect for keeping things like keys and membership cards safe and handy at all times, this lanyard features a stylish design with a rubber ARB logo. Users have the ability to disconnect the heavy duty metal clip at the bottom, making it easier and more convenient to use whatever you have attached.

> Part no: 217371



Kaymar Rear Wheel Carrier for Ford Territory

Kaymar has recently released its first spare wheel carrier system for the Ford Territory family of vehicles. Perfect for those who have undertaken LPG conversions and therefore cannot store the wheel in its original position, this product relocates the wheel to a convenient place and frees up valuable storage space within the vehicle.

Designed and constructed specifically for the current model Territory, this is an extremely high quality product and features all steel construction with anti-rust zinc plating and a black powder coat finish. The 'over centre' carrier locking system features anti vibration control and a stainless steel gas strut carrier arm to hold the wheel carrier in position when open. For towing purposes, the integrated tow bar is rated to 2300kg towing capacity and 230kg ball loading, and the unit incorporates LED signal lights and allows clearance for the vehicle's factory fitted reversing sensors.

Coming with a bonus vinyl wheel cover, this product is available from ARB stores around the country now.

> Part no: K3380



WIN!



Congratulations to **Anthony Kellie**, who is our portable air 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.

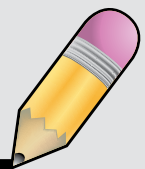
Send your letters (250 words or less) including your address and daytime phone number to:

- > **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.

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ASK ARB



WINNER!

Dear ARB,

Firstly, I'd like to congratulate you on a great read. As a member of a large roadside assist organisation for 25 years now, your mag leaves them in the DUST. I love the way you guys incorporate product information into an interesting read of a trip, which brings me to my question.

Having been a serious 4WDer in my younger years, we're now looking at getting back into it with a Tvan which was featured in your Summer edition. Knowing that I will need to organise a power set up for this, can you advise on the best way for me to go about it as things with batteries have changed a lot since the days of simply installing an isolator solenoid? I see a lot of emphasis being put on the 'Redarc' system but I'm still unsure what type of battery would best suit, as the Tvan will have its own battery while also wanting an extra in our diesel 02 Prado (which has been the best 4x4) for when the van is not in tow.

Happy trails and kind regards,
Anthony Kellie



Dear Anthony,

For the auxiliary battery in your Prado, a cranking type battery is usually used, enabling you to have a backup for your main battery. Using a Redarc SBI12 as your battery isolator, you can jump start yourself should your main battery fail. Additionally, should you be running a winch on the Prado, the SBI12 can be used to provide power from your auxiliary battery to your main battery to assist under heavy winching situations. You will be best set up with a battery tray from ARB with a Century N70ZZ4WD battery.

In your Tvan, you will need a deep cycle battery. This will allow you to run loads such as lighting and a fridge for extended periods of time between charges. The size battery you can fit will depend on its mounting position in the Tvan. Good options are the Century AGM 75A/Hr, or if you can fit, a Century AGM 100A/Hr. There are two great options for taking care of the battery in your Tvan. The Redarc BCDC1220 in-vehicle charger with battery isolation enables you to charge the Tvan battery while you drive. When the auxiliary battery is situated a large distance from the main battery, as in your application, the BCDC1220 is ideal as it overcomes voltage drop and provides the output voltage required to fully charge the auxiliary battery. It will charge your auxiliary battery with the specific profile required for correctly charging your AGM battery.

Alternatively, the BMS1215S2 battery management system with battery isolation will manage your auxiliary battery and utilise charging sources from AC, DC and solar panels. This product has all the advantages of the BCDC1220, with the addition of the ability to charge from mains power and the inbuilt MPPT solar regulator. The BMS1215S2 also has a comprehensive information display to keep you fully informed of your batteries' state of charge and the load on the battery. From this information, it lets you know how long until your battery is fully charged and how long until it goes flat.

Either of these battery isolation charging system solutions will ensure your auxiliary battery is full of charge and ready to camp out just like you will be!

Stuart Peddle
(Sales & Customer Support Technician – Redarc Electronics Pty Ltd)

Giday, I have a query about the ARB Fridge Freezer.

Can the fridge be plugged into both 12V and 240V at the same time? My idea is to permanently mount the fridge in the back of my 4WD and to have both 12V and 240V leads plugged in. When driving, the fridge will run off 12V and when parked in camp I plan on plugging a generator into the socket mounted on the back of the vehicle which will then run the fridge off 240V and also run a permanently mounted battery charger.

So, what I'd like to know is: can the fridge be plugged into both leads at the same time to save me having to get in behind the fridge every time I go from 12V to 240V and vice versa?

Allen



Dear Allen,

Thank you for your enquiry on the ARB Fridge Freezer.

In relation to your question, I can confirm with you that this is possible and in fact one of the design features.

The ARB fridge incorporates an AC (240V) priority input. Therefore, whenever 240V is available it will be the power supply for the fridge, saving your valuable battery power for other accessories or vehicle starting. You can leave each of the fridge power cords in the back of the fridge and connect to the appropriate source when available. Remember to place the cord into the specifically designed retention slot on the back of the ARB fridge.

Not only can you take advantage of the fridge's 12/240V capabilities whilst you are camping with a generator or at a powered site campground, but many ARB fridge owners will leave the fridge in the vehicle, pack it (too heavy to lift when full) and cool down the contents the day before travelling using a 240V AC power supply.

We trust you will enjoy many years of service from your ARB fridge.

Robert Puts
(Product Manager – Canopy & Fridge)

Dear ARB,

I drive a Ford Ranger PJ and recently had a deluxe bar fitted in Darwin. When driving the 300km back home to Katherine the same day, I hit a kangaroo taller than the bull bar. At the time I was travelling at 120km/h on a road (130km zone) which dropped off at either side, and had no time to brake when it came from the right. It hit the right side pillar of the bar. The roo was unrecognisable down the hillside, but after a thorough inspection, I found NO DAMAGE whatsoever to my car, its performance or the bar! I would like to thank the team at ARB Darwin for their fantastic work and service, and I don't like to think of where I'd be that day, on that hill, if I didn't have a beaut bull bar.

Cheers,

Phoebe



Hi Phoebe,

Thanks for writing to us. Although it must have been quite an unpleasant experience for you, it's a relief that you had a bull bar fitted to your vehicle at the time. It seems you were pretty lucky that your collision occurred on the way back from ARB Darwin, and not on the way there!

These kinds of stories really demonstrate the importance of products like bull bars, and highlight the reasons behind why they were developed in the first place. While no one likes to hear about stories of animals being injured or killed as a result of a motor vehicle, it is a matter of fact that we share the country, and therefore the roads, with these creatures. If you

regularly spend time driving on Outback or country roads, it's a fact that you have to be aware of.

An animal such as a kangaroo, wombat or even the smaller critters can seemingly come from nowhere and incur major vehicle and/or personal injury. Even in situations where the animal is not hit, accidents can still occur as vehicles swerve out of the way or brake hard to stop. I think most people would agree that the peace of mind in having a bull bar fitted to your vehicle, whilst travelling in such conditions, is money well spent. It's good to hear that you and your vehicle were fine following the collision, even if the roo did not fare so well.

Debbie Kaye
(Editor)



Hi ARB,
 Recently my family and I went on an overnight camping trip at one of our local beaches. I have a LandCruiser 100 Series TD 06 model with the dual battery set up as standard. During the night's festivities I was running the 40L Engel on the second setting (fridge only) with the radio going for about five hours until it was turned off, and the fridge continued running all night as it has done in the past.

The next morning saw us with both batteries flat as a tack. Luckily we had a battery pack which subsequently went flat as we had used it to jump start a boat earlier on, so we resorted to the trusty jump cables to get it going.

Is there any way that I can do a load test using a 100W lamp arrangement or the like to ensure their reliability for the next outing, and do the battery places have a formula that they use to calculate this as mine are sealed ones?

I have heard that lots of people in the Pilbara use the Redarc solenoids as their battery drain solution. Can you tell me what they are like and if there are quality alternatives competitively priced – plus what size would I need for my set up, the 100 amp or 200 amp rated ones?

Are these easy to wire up to my circuitry as it is in standard form and are there any special considerations?

My next question is: can you put a small CTEK charger in to trickle charge the starting battery using the auxiliary battery once the engine has been switched off?

Any help would be appreciated.

Regards,

Mike Keogh

Dear Mike,

To correctly load test a battery, a battery load tester, which can apply the correct amount of load proportional to the rating of the battery, is required. The battery must be fully charged to carry this test out. Another way of checking the condition of a

battery (wet cell batteries only) is with a Hydrometer. This is a tool that measures the specific gravity of the electrolyte, which indicates the battery's state of charge. Both of these tests can be carried out by your local ARB store to give you confidence in your batteries before heading away on your next trip.

The 100 Series LandCruiser turbo diesels have two large cranking batteries to start the engine. This is due to the large current required to start these engines, especially in cold conditions. To ensure that you maintain this large reserve of cranking power for all starting conditions, we recommend that an auxiliary battery is fitted to the vehicle, leaving the standard starting battery configuration as it is. Adding an auxiliary battery and isolator allows you to run loads when the engine is off, and leave the start batteries fully charged.

You can have the auxiliary battery in the engine bay with the ARB battery tray, or in the cab with an ARB battery box, and use a Century C12-55DA deep cycle 58A/Hr AGM battery.

Ensure you charge your auxiliary battery to 100% state of charge to get the best run time of your loads between charges. To achieve this, and to take care of your auxiliary battery, use the Redarc BCDC1220 in-vehicle battery charger. The BCDC1220 is a multistage charger that will charge your auxiliary battery with the specific profile required for correctly charging your AGM battery. It also has inbuilt battery isolation – this will ensure you don't end up with flat start batteries and give you peace of mind for a trouble free camp out at the beach!

To answer your last question, when you implement a system that incorporates battery isolation such as the BCDC1220, there is no need to trickle charge your main battery from the auxiliary while the engine is off, as the main battery is left in a fully charged state ready to start the engine.

Stuart Peddle
 (Sales & Customer Support Technician – Redarc Electronics Pty Ltd)

New Alloy Nudge Bars



Nissan X-Trail



Toyota HiLux



Toyota Kluger



Toyota Rav4



Holden Captiva



Ford Territory

ARB has recently introduced a range of alloy nudge bars into our product line to further service the growing needs of customers who are looking for a lightweight vehicle protection option. Catering for a selection of SUVs, 2WDs and 4WDs (see part number listing below for specific models), the range will be a welcome addition to owners of these vehicles.

Each particular nudge bar has been designed specifically for its respective vehicle for maximum functionality and aesthetics, and is fully air bag compatible. The main tube is formed from 76mm alloy and the cross bar is TIG welded in place before the nudge bar is polished to a brilliant shine.

With provision for IPF driving lights to increase visibility in dark or inhospitable conditions, all nudge bars are completed with a bolt on, brushed stainless steel lower splash pan, and all steel components are protected with either zinc plating or a black powder coat. This new range of alloy nudge bars is available for a selection of vehicles from ARB stores, so contact your nearest ARB distributor for more details.

Toyota HiLux/Vigo (2005 on) > Part no: 3114010

Toyota Kluger/Highlander (2007-2010) > Part no: 3156010

Toyota Rav4 (2006 on) > Part no: 3154030

Holden Captiva (2006 on) > Part no: 3151010

Nissan X-Trail (2001-2007) > Part no: 3119020

Nissan X-Trail (2007-2010) > Part no: 3119030

Suzuki Grand Vitara (2006-2008) > Part no: 3126010

Suzuki Grand Vitara (2008 on) > Part no: 3126020

Ford Territory (2008 on) > Part no: 3141040

Mitsubishi Outlander (2006-2010) > Part no: 3133010



> The old Andado Homestead in the far distance

Old Andado Track

The Old Andado Track provides a rare glimpse of the desert environment's raw beauty without the pummeling experience of 1100 sand dunes. Mike Pavey gives us the dirt on this remote desert adventure. Words by Mike Pavey, photography by Anita Pavey & Barry & Linda McElhenny

The Old Andado Track runs from Mount Dare on the edge of the Simpson Desert to Alice Springs, forming the southern leg of Binns Track. Most people coming up this way travel through Dalhousie Springs, the natural springs fed from the Artesian Basin that provide a soothing hot tub after a long day exploring the sights. Twelve kilometres further south, the Dalhousie Homestead ruins are also worth a look, flanked by date palms and saltbush on an otherwise blank canvas.

At 10km shy of the Northern Territory border, the Mount Dare Station is the last stop for fuel and supplies before Alice Springs. The Station has its own campground with hot showers and toilets in addition to fuel, supplies, souvenirs, grog, sat phone hire, parks passes, workshop/recovery services and a wealth of information on track conditions.

Beyond the border, the track is subject to massive bulldust pits as far as the eye can see. These deep pits of talcum-like brown powder do their best to sap every kilowatt they can muster, leaving you to row through the gears at an alarming rate. A tad disconcerting, but forward progress maintained nevertheless. Have a couple of pairs of MAXTRAX at the ready, as assisted recoveries in these parts will cost significantly more.



> Dalhousie Pastoral Station ruins

The track eventually finds its way to the Old Andado Station, the original pastoral homestead in the district, owned by Molly Clark. The property is now heritage listed but is still open to the public for inspection, to see how life in the Outback was in the earlier days without modern amenities. If there is a caretaker onsite at your time of visit, a gold coin donation scores you a guided tour of the homestead.

The campground has good facilities considering the location, including wood-fired BBQs, rubbish bins, flushing toilets and showers. Hot water is supplied from a donkey boiler outside the toilet block, requiring a small fire to heat the water. Wood is scarce, so bring your own and minimise water use. Campground lighting is powered by a diesel generator that runs during caretaker occupation, from 4-8pm.

The property is maintained by the Friends of Old Andado, where membership funds contribute to the upkeep of the property. Volunteers can act as a caretaker from a week up to six months or more. Alternatively, you can get involved in Molly's Bash, a working bee held over the Mother's Day weekend each year (2nd Sunday of May), with volunteers contributing skills and labour to assist. It would make an excellent club trip and community activity for a four wheel drive or forum group.

Named after Malcolm 'Mac' Clark, husband to Molly, the Mac Clark Conservation Reserve is a further 48km north. Mac's interest in the trees led to the declaration of the reserve for the protection of Acacia Peuce, or Waddy Wood, a particularly hardy species sustaining in the arid climate of high temperatures and little rain. The wood is a very dense hardwood used to build stockyards and shelters, although it is somewhat resistant to nails. The reserve protects around 1000 mature trees, some fenced to protect them from stock. There seems to be some contention on the spelling of Molly and Mac's surname, with the Conservation Reserve signage marked as 'Clarke' and the fact sheet on the Old Andado website citing 'Clark'. Not a biggie in the scheme of things.

The next 100km or so sees the Old Andado Track running between large red sand dunes as it forges on towards the aboriginal community of Santa Teresa. Like many aboriginal communities, rubbish disposal is an issue, with the public road lined with litter and the occasional unintended landmark of a burnt out or dumped vehicle with smashed windows. Whether this is a waste management issue or something much more fundamental, we found it uninviting and opted to push on rather than visit the public buildings. If you can look past this, check out the Keringke Aboriginal Arts Centre open 9am-3pm, Mon-Thurs. It has a range of products from paintings, ceramics and silks. Visitors are limited to attending the gallery and the spiritual centre, otherwise a permit is required.

Santa Teresa is about 80km short of Alice Springs, so it's not long before we are rolling into a Top Tourist Park to wash off all that red dust, kicking back and having a few cold beers. Parking the Tvan, it's hard to believe a line of red dust is still spilling from the wheels.

The Old Andado Track (441km) requires a minimum of two days to traverse its rocky gibber plains, red sandy desert tracks and explore the many points of interest. Visitors along this route often comment on the wild camels or dingoes heard in the distance at night, not something you can generally experience at the local caravan park. With the beauty of the desert environment now permanently etched in our minds and a suspension seat now installed in the truck, 1100 sand dunes have never looked so good.

Contacts

- Friends of Old Andado are a not-for-profit organisation and all donations made are tax deductible. For further information visit www.oldandado.com
- Keringke Aboriginal Arts Centre www.keringkearts.com.au



> A morning footbath in the Dalhousie Springs



> Acacia Peuce (or Waddy Wood)



> The Mount Dare Station (hotel) is a welcome sight in the dry, arid landscape



> Distant red sand dunes beckon the adventurous



> The Old Andado Homestead



> The Territory border signals the start of bull dust country



OME Nitrocharger Sport Competition Range Expands

The popularity of OME's new Nitrocharger Sport Competition range of shock absorbers has been ever-increasing since its release last year.

Demand from owners of competition vehicles for which the range was not initially available, especially Jeep and Land Rover, has meant that OME engineers continued working to develop new products and expand the selection.

Retaining all the standard Nitrocharger Sport features, the Competition range incorporates an additional 50mm of open length and a corresponding increase in closed length compared to its standard Nitrocharger Sport equivalent. The Competition range will benefit 4WDers who regularly use their vehicles in extreme terrain and for competition purposes. The increased height and wheel travel provides more clearance, and improved traction and control under all conditions.



ARB has authorised Old Man Emu stockists in more than 100 countries, so drop into your local store for more information on the best way to improve your vehicle's ride and performance with a suspension upgrade.

ARB Fridge Slide

Following the release of the new range of ARB Fridge Freezers that were highlighted in the previous newsletter, ARB engineers have been hard at work expanding ARB's Fridge Freezer accessories range to suit. Along with the fridge slide that is already available for the 35 and 47L model, a new fridge slide has now been released to accommodate the 60 and 78L model fridges.

Engineered to fit comfortably in the rear of your vehicle, an ARB fridge slide gives you a sturdy mounting point for your Fridge Freezer, enabling it to be easily slid in and out for convenient access. Manufactured from heavy duty steel that is precision laser cut and formed for strength and rigidity, this new fridge slide is versatile enough to be fitted into wagons, utes or onto cargo drawer systems.

To accommodate the new larger style fridges, the slide extension has been maximised for optimum access to the fridge contents. Rated to carry 120kg, this slide can also be used for other purposes such as carrying tools of the trade including a compressor or tool box.

As it has been specifically designed for ARB's Fridge Freezers, the strategically positioned drain hole matches the ARB fridge, enabling you to extend the slide away and drain any water onto the ground, without taking it off the fridge slide. This product is



backed by a two year warranty and can be used in conjunction with other fridge accessories including tie down straps and transit bags, giving you complete convenience on your next 4WD trip.

> Part no: 10900022





Bushranger Hot Water Shower Upgrade

When you're camping out in the middle of nowhere, you can't take all your mod-cons with you. However there are many products available that will help increase the luxury of a trip and make it more bearable for everyone. Bushranger's Hot Water Shower is just one of these things, and, connected to the vehicle, it can be used anywhere you have enough available water.

This handy product has recently undergone an upgrade to improve its performance and life expectancy. Now incorporated into each unit is a new Heat Exchanger, developed specially by Bushranger engineers to increase the Hot Water Shower's efficiency by 35%. Made from 100% copper, the Heat Exchanger also features a new bleed point to allow users to remove any excess air from the system before use.

When designing the new Heat Exchanger, Bushranger engineers took the opportunity to offer an optional extra item to further increase the shower's lifespan. The Sacrificial Anode is made from zinc and can be added

to the Heat Exchanger through the new bleed point. The anode will then corrode in the heat exchanger instead of the copper heat exchanger itself, keeping the system in top working order and protecting your investment.

Hot Water Shower > Part no: 78X01

Sacrificial Anode > Part no: 78X09



> Fitment of the zinc anode

Tri State Safaris Wins Gold Awards

Hot on the heels of success at the Inland NSW Tourism Awards, Broken Hill based tour operator, Tri State Safaris, enjoyed outstanding success at the 2010 NSW Tourism Awards on Friday 19th November, 2010.

Tri State Safaris was announced gold winners of both 'Adventure Tourism' and 'Tour & Transport Operator' categories. To add to the excitement, Mutawintji Eco Tours, which is owned and operated by Michael & Joanne McCulkin of Tri State Safaris, was also awarded gold in the Indigenous Tourism category.

"We were the only 4WD operator entered against stiff competition that included operators of balloon and helicopter scenic flights, whale watching cruises and other transport operators. Our success is a coup in that it recognises what a positive contribution the 4WD industry makes to tourism," said owner Michael McCulkin. "It was especially pleasing to win both the Eco Tourism category and an Energy Efficiency Award at the regional level in July. This demonstrates that a 4WD operation can really be green, and not a rat bag industry as some critics would have us believe."

Tri State Safaris are long term supporters of ARB. Their fleet of 4WDs are well equipped with ARB steel bull bars, Warn winches and Old Man Emu suspension. They have been operating out of Broken Hill since 1992 conducting tours around Broken Hill and Outback NSW, and to destinations as far afield as the Simpson Desert, Cape York and the Kimberley. These recent wins mean that Tri State Safaris has now racked up seven gold and two silver awards in recent years at the NSW awards. They are also in the Inland NSW Tourism Hall of Fame.



As winners, the McCulkins will now head to Perth for the Australian Tourism Awards in March 2011, where Tri State Safaris and Mutawintji Eco Tours will be representing NSW as finalists in three categories. Tri State Safaris has twice before brought home gold from the Australian awards, and hopes to be able to convert some of the 2010 awards to wins at a national level, and once again show the rest of the country that Broken Hill and Outback NSW can hold its own with the big guys!



Protecting You and Your Gear

You may have seen the name or used the product, and this issue we take you behind the scenes of the manufacturers of Spacecase storage containers.

Trimcast Pty Ltd has been designing and manufacturing Spacecase storage containers for more than 25 years. I recently took some time to visit their new headquarters and production facility in Knoxfield, Victoria, and met with Product Manager, Alex Gibson.

On arrival, the facility looked like a lot of other factories in the area, however, just like their legendary products, the tough external structure is just the start, and all the good things can be found inside.

Alex gave me a run down on how the iconic Spacecase came to be:

"The Spacecase story began in 1979 when Trimcast, founded by Alan Gibson as an aluminium casting foundry, in conjunction with a local chainsaw company, tackled the military head on with an alternative solution to the transport and storage of chainsaws. Up to this point, the military would only use wooden crates. Needless to say, once they saw the first Spacecase container, the saws were quickly put to use carving up the wooden ones!

"When we say our cases are military tough, we mean it. Spacecase is the preferred solution for the Australian Defence Force, so these things are built to withstand almost anything you or they can throw at them. As you'd imagine, our test programs are quite a bit of fun and we actually like to

break things (often to the point of destruction) to help better understand how to protect them."

Alex adds that even after all these years, Trimcast is still an Australian family owned company and Alan Gibson is still running the show. They also take family business to the next level. "We still make the same chainsaw cases we did in the early years. In fact, one of the first ever chainsaw cases is about to be retired after serving for more than 25 years."

Trimcast and Spacecase, as well as being the choice for military forces worldwide, are also the preferred choice for the 4WD market. Trimcast not only supplies the local market but also exports Spacecases around the globe. Alex says: "Trimcast has been providing cases to the Australian 4WD market for over 25 years. In this time we have seen a lot of boxes in a lot of locations, protecting a lot of gear. As Trimcast has expanded, so has the range." Trimcast now produces more than 60 different sizes of Spacecase, from small laptop cases through to cases that protect the full 1.5 tonne Caterpillar powerpack from an ASLAV (Australian Light Armoured Vehicle), and Bushmaster armoured vehicles.

During our meeting, Alex mentioned the launch of a new sized Spacecase (released on the next page) that is sure to be a perfect fit for items on a 4x4 adventure. I also have it on good authority that this launch will be backed up by a number of other sizes which are still under wraps. So if the other 60+ sizes weren't enough, there'll be even more available, all Australian designed and manufactured, to protect your valuable gear.

New Spacecase Model

At 780x380x380mm, this perfect sized Spacecase fits nicely onto a roller drawer system or in the back of a vehicle, yet still holds more than enough gear. Designed a little shorter in length than other family members, this case is a lot more comfortable to carry and manoeuvre.

Like all Spacecase storage containers, this amazing product is made from high strength UV stabilised polyethylene, is stackable and has quality pad-lockable catches. Offering ideal protection against harsh

environments, this durable product is impervious to most chemicals, moisture and will not dent or rust.

Australian made and designed, the new Spacecase (available in blue or grey) complements the existing line and is sure to be a popular addition.

- > Blue > Part no: BG078038038BL
- > Grey > Part no: BG078038038GY



> Trimcast's Product Manager, Alex Gibson (left), and Special Projects Manager, Justin Evans, proudly show off some of the Spacecase range.



ARB Reverse Camera & Monitor System



Improved visibility at the rear of your vehicle is vital when reversing in tight places, residential areas or if you regularly need to connect a trailer, camper or caravan. Having a reversing camera system fitted to your vehicle increases safety and will help take the stress out of reversing.

In keeping up with customer demands for functional and innovative products for their vehicles, ARB has recently introduced a reverse camera & monitor system. Ideal for anyone who wants to improve rear vision in their van, 2WD or 4WD vehicle, it is designed specifically to complement the vehicle interior, reduce dashboard clutter, utilise current mounting points and work with people's existing driving habits.

This system incorporates a replacement rearview mirror with an inbuilt 3" OLED monitor and a licence plate mounted CMOS wide angle camera. The high quality CMOS camera has 160° wide angle vision and is



waterproof and dustproof with a rating of IP68, making it perfect for off road driving. It also incorporates an inbuilt microphone with adjustable volume, allowing the driver to hear any external noise through the speaker in the rearview mirror.

The camera is affixed using existing licence plate screws making it simple to install, and the system will automatically engage when reverse gear is selected. The kit comes complete with a five metre extension cable and two camera mount brackets. With the reversing camera incorporating two camera inputs, ARB also has an auxiliary camera kit available for those that wish to mount a second camera. The kit comes complete with a three year warranty and all necessary wiring looms for fitment and is available from your local ARB distributor.

- Reverse camera & monitor system > Part no: 10600010
- Auxiliary camera > Part no: 10600020



> The beautiful Edith Falls

Words & images by Rob Puts

North by Northwest – Part 2

Living in a drought zone for the last decade, we were acclimatised to little rain and plenty of sunshine, dust and dirt. Our expectations heading north during September/October was for hot conditions with maybe a trickle of water in the gorges and tracks in reasonable condition. As we got closer to our departure date, the weather had a few surprises in the form of rain coming down in buckets, Lake Eyre filling up, a multitude of track closures and rural towns flooded.



> The thong tree at the Daly Waters pub

Travelling through Horsham, we witnessed the receding floodwaters, however the wipers were put to good use as intermittent rain kept the exterior of the Patrol clean. Arriving in Coober Pedy on day two, we set up the Tvan at the Stuart Range caravan park, relaxed with a beverage and ordered the most scrumptious dine-in meal in town – pizza. That’s right, folks; the home made pizza at the Stuart Range caravan park is that good we have already pencilled it in for the return journey. Our collective thanks go to Brad Newham at ARB Elizabeth for sharing this little culinary delight. **Coober Pedy tip:** fuel is cheaper at the fuel depot in town, however strict business hours apply.

We set off early morning for our day three destination – Rainbow Valley, NT. The recent rain had closed the track, so we decided to keep this little gem for the way home and headed toward Alice Springs, arriving at Heavitree Gap earlier than expected.



> Swimming at Bitter Springs (L-R Tegan, Karren, Rob & Brad)

It was a quaint place with its own pub, so we didn't have to travel far for an evening nightcap. Staying local was a blessing as Tegan and Brad enjoyed handfeeding the rock wallabies. Stopping at Alice Springs for a couple of days allowed us to give the vehicles a last minute check, plus fill up with necessary fuel, water and food supplies for the trip across the Tanami and up the Gibb. Checking in with the visitor centre for road conditions and weather, we were warned that a low trough was coming through overnight with 80mm of rain forecast the following day, resulting in an expected closure of the Tanami track and surrounding area. Enter plan B – let's do the trip in reverse and head straight up the Explorer (aka Stuart) Highway to Darwin, then traverse to Kununurra via Litchfield and Katherine, hoping that the rain will pass and the Tanami track will be open for our return. We picked up a 'journey jottings' map in Alice for the kids to plot our trip and keep a journal – it also kept them entertained and interested throughout our travels.

Unfortunately the rain followed us into the Devils Marbles for a rough and windy night, but we slept soundly in the Tvan with its hard roof and hard floor keeping us nice and dry. There were enough breaks in the weather to allow exploration of the surrounds in what is an amazing place to clamber up the rocks and take in the unique scenery.

As we headed north and past the Tropic of Capricorn, the rain dissipated and the sun shone brightly. Heading towards the roadhouse at Elliot we remembered a conversation with a fellow traveller in the Heavtree Gap pub, who described a water oasis west of Elliot (turn left after the first cattle grid on the north side of the roadhouse). Shhh, don't tell too many people but what a gem of a spot on a tributary of Lake Woods! The wildlife

was plentiful and serenity amazing as we relaxed and delved into our tucker surrounded by nature alone – the only item missing was fishing rods. We assume visitors must frequent this oasis as the government has erected toilets and gas BBQs.

Mataranka was the most anticipated attraction for Karren ever since viewing a photo of this natural spring many years ago. With few other visitors we enjoyed a soaking swim with the silence eventually broken by a large school troupe. Time to pack up and move north to the less commercial Bitter Springs! A quaint area with rest facilities, these springs do not have the commercial attraction of Mataranka, but in our opinion were of its equal.

Wanting to set up camp away from town, we headed to Edith Falls for an ice cream and refreshing dip in the water (caution: check with the ranger for croc sightings). It's a fantastic spot with manmade rock steps and a floating platoon for the kids to dive off. As the afternoon sun was setting, the glow on the rock face was truly breathtaking. The next morning before the sun got too hot we followed the track from the southern end of the campground with a walk to the top pool. This is well worth it with stunning scenery and a rewarding dip, with only a freshwater croc (according to the ranger) to share the serenity of this vast oasis. **Tip:** sturdy footwear, protection from the sun and drinking water are must have accessories.

We rolled into the Daly Waters pub for overnight accommodation in the caravan park and to quench our thirst. Located near a WWII airstrip, this pub is an absolute gem. The memorabilia which adorns the walls, roof and outside areas provide a talking point for hours – including Australia's only thong tree. We flipped the bartender at happy hour for our drinks and settled into the pub's famous barra and beef dinner.

The next day saw us heading to our northern-most destination of Darwin and we were pleasantly surprised by the surrounding lush green landscape from recent rains. Setting up camp at Free Spirit Resort Park on the southern outskirts of Darwin, we felt privileged to share an entire facility block, fully equipped camp kitchen and BBQs, with only one other visitor, as most people had already left the region with the upcoming heat and recent rain. The park has a great playground with jumping pillow and large pool. This being our first visit to Darwin, we loved exploring the city and surrounds. Tegan and Brad were entertained with local attractions such as fish feeding at Aquascene, feeding the crocs at Crocodylus Park and a visit to Mick's Whips at Mindil Beach night market. The sunset from Mindil Beach and Dudley Lookout is outstanding and well worth the time to enjoy some food and beverages as the sun sets over the Timor Sea. The local barra is fresh and just melts in your mouth, whilst a trip to the wharf precinct provides a selection of mouth watering dishes which you can enjoy outdoors.

Leaving the Northern Territory capital, we ventured into Litchfield National Park and were amazed at the magnitude of the termite mounds. Continuing onto Florence Falls we enjoyed the circuit walk, stopping to make way for a local olive python and spending some time at the base of the falls. Even though we arrived early in the morning, the swimming hole was popular so we decided to head further into the park to Wangi Falls to beat the crowds. This is a truly fantastic spot with plenty of water cascading into the pool below and a great expanse of water to swim in. Meandering along the boardwalk around the water, the surrounding trees are full of fruit bats. Finally forcing ourselves away from Wangi Falls, we headed to Blyth Homestead and Sandy Creek on the more isolated 4WD track. After a few creek crossings we arrived at the well preserved Blyth Homestead (circa 1928) and marvelled at the simple living conditions in this truly remote area. The hardship endured by the Sargent family as they worked a tin mine must have been difficult. They were rich in food, being self sufficient, but had no money.

Heading onto Katherine, we experienced the serenity and beauty of the Katherine Gorge on an organised tour. **Tip:** book well in advance for an early morning tour as they fill up fast.

Travelling to the northwest corner of Australia, we stopped at the Gregory Tree, a massive Boab tree signifying the event date of the European Pastoral Expedition, before heading onwards toward the WA border.

Join us in the next issue as we continue our North by Northwest adventure.



> Rob & Tegan pictured with a Cathedral termite mound in Litchfield National Park



> Brad holding the baby croc at Crocodylus Park... despite its size it was very strong



> Florence Falls from above

> The majestic Katherine Gorge



> Boab trees at sunset



ARB Under Vehicle Protection

While bull bars, side rails and rear bars will help keep vulnerable vehicle panels free from damage, various vital components underneath your vehicle are also at risk when you drive in challenging off road terrain. Providing an unrivalled safeguard for the underside of your vehicle, ARB's under vehicle protection will give you more peace of mind in these situations.

Manufactured from laser cut, pressed and folded 3mm steel, ARB underbody protection panels are stronger than folded steel alone, allowing for an optimum strength to weight ratio. Each part number incorporates a number of protection panels which are directly bolted onto the chassis to provide continuous protection from the ARB bull bar to the transfer case.

Available from ARB for a range of vehicles, this product has been extensively tested to provide maximum protection for components such as steering, engine sump, transmission and transfer case. And just like ARB's range of bull bars, each part number employs a vehicle specific design resulting in optimum fit and functionality, while ARB engineers have ensured compatibility with all other ARB products, eliminating the need for accessory removal or modification.

The range has been designed for practicality, with the panels easily

removable for vehicle servicing. This was found to be a more desirable solution than leaving access holes, as structural integrity was not compromised in any way. To complete the design, mounting bolts are recessed for extra protection, and all steel components are zinc plated and powder coated in a silver textured finish for durability and aesthetics.

Mitsubishi Triton L200/ML/MN > Part no: 5446100
Toyota HiLux/Vigo 2005 on > Part no: 5414100
Nissan Navara D40 diesel > Part no: 5438100
Ford Ranger/Mazda BT50 > Part no: 5440100
Isuzu D-MAX/Holden Colorado > Part no: 5448100



Auxiliary Light Wiring Loom

In cases where auxiliary lights are purchased without the appropriate looms, or for use when swapping lights from one vehicle to another, an auxiliary wiring loom may be required to finish the job. Coming complete as a ready to install modular loom, the new auxiliary light wiring loom from ARB will efficiently run light systems up to a maximum of two 130W bulbs.

Suitable for a range of IPF lights, ARB fog lights and other auxiliary lights that employ bullet connectors, the wiring loom comes with a fuse protected 'mouse style' switch that can be mounted inside the vehicle, giving you the ability to control when the driving/fog lights automatically come on. This handy product comes pre-assembled and is easy to install with the supplied mounting hardware and instructions.

> Part no: 3500440



Colombian National Rally

In late 2010, Michael Tomczyk (ARB's South American sales manager) headed to Colombia for the final race of the Colombian National Rally to see some of the action. The top three podium winners for this event are supported by Robert Lievano of 4x4 Pickup Center in Colombia, ARB's Colombian distributor. Here, Robert tells of the lead up to this monumental event.

Several years ago, Manuel Giraldo came into my store looking for accessories for his 80 Series LandCruiser as he was participating in a new championship. As a good Old Man Emu sales agent, the first thing I noticed was that he had Rancho air suspension, so right away I started planting the seed. "Are you happy with your suspension?" He said he was. "Do you know about our brand? Have you thought about the fact that whenever the air system fails, you could lose all your suspension features at once?"

After his next race he came back in. "You cursed my car," he said. "I lost all my suspension and couldn't finish. What's the deal with your shocks?" I told Manuel that the idea of it was to change the whole suspension system and once done he would most certainly find himself standing on the podium. He finally agreed to change shocks first and the next race he finished among the first group of racers. He came back for the rest of the suspension kit and we started branding his car and preparing its mechanical condition. The next year he was constantly on the podium and came in national champion of the T2 category (highest category in Colombia).



Meanwhile, in T5 (amateur with 80km/h speed limit), Ivan Moreno in a 70 Series was starting in his first few races. We supported him in a similar way to Manuel, and he also came first in his category that year. The next year Ivan decided he would go one step up into T2. Now we had two racers competing for the same high category title. From then on it became known that we were always finishing on the podium with our OME suspension and ARB equipment. We also fitted Air Lockers, and though not necessarily used much in





rallies, they many times saved the day after vehicles fell into a ditch in a sharp turn or went the wrong way and ended up in a dead end with a mud hole! Without the lockers, the race would have been over that day. Safari snorkels have also proven to be very beneficial after giving the vehicles a better engine life by preventing excessive dust intake that is very common here, and at the same time providing more power with the higher flow rate of fresh, clean air. ARB has always supported us with their quality products, and once we tried the new Nitrocharger Sport shocks, the racers wouldn't race without them!

Through all these years we have been in the winner's circle coming in first and second with Manuel and Ivan, as well as several victories from Henry Möller (our dealer in Cali) in his ARB-equipped FJ40. Our pilots would always come up to me and say, "Ganassi (as they started calling me), we have to do something. Our competitors are coming in hard with turbochargers and all kinds of new suspension brands and strange things in their cars!" I always told them that in order to win you have to go through the finish line and that is only done by staying on the road. Without OME suspension they may be able to drive like a rocket but they will most probably end up out of the race more often than going through the finish line.

This year (2010), Michael Tomczyk honoured us with a visit for the last race of the year and we only had to define (among our three runners) who would step where on the podium. One race before the end of the year and we had already left all other competitors without any possibility of a win! Time proved me right when finally we completed a full podium with the three of them: Year Champion, Ivan Moreno; second, Henry Möller; and third, Manuel Giraldo.

So if you want to step on the podium... come visit us! And make sure you use the best 4x4 accessories made by ARB.

Thanks to Air Locker Inc (ARB USA) for all their support. Also thanks to the racers for believing in our products and promoting them all over the country and a big thanks to Fernando Monsalve and his mechanics team at our garage who spend many evenings finishing the vehicles on time for race day! It has been fun working with such a great team of product manufacturers, preparers and racers.

Robert Lievano
4x4 Pickup Center
www.4x4pc.com
Colombia





Human Spirit Triumphs in the 2010 Rainforest Challenge

The most dramatic moments of the 2010 Rainforest Challenge (RFC) took place on the night of December 11 where a combined land and sea rescue operation was mounted to get an injured participant out of the Twilight Zone (TZ). It was a night filled with courage and determination, shown by everyone from the army, police, fire brigade, paramedics and staff, right up to RFC officials and medics in the TZ and event headquarters.

Big Bang Opening Ceremony

The opening ceremony on December 4 was typical of the RFC, full of pomp and festival-like razzmatazz at Kota Iskandar, even though the day was wet and cloudy with intermittent rain. The highlight was the arrival of His Majesty, the Sultan of Johor, who came in an eye-catching truck, a Ford 650, which thrilled the 500 participants and media plus hundreds of spectators. Thirty five 4x4 competitor teams, four ATVs and one Enduro bike registered at the start of the event, and add to this the officials, support, touring and media categories. The result: a convoy of more than 200 4x4s.

Prologue Special Stages

After all the colours and pageantry at Kota Iskandar, the stage shifted to 4x4 action at Sutera Mall in Johor Bahru. The Prologue Special Stages (SS), with ten team SS and six individual SS, were undertaken from December 4-5.

The wet grounds left over from the downpour filled the Prologue SS area with mud and water. Perhaps it was a prelude of the great struggle ahead, but for the time being, everyone's attention was focused on the winning action in full view of the spectators.

The Predator & Terminator (December 6-10)

The first two camps were the scenes of more SS, all keenly contested by the remaining 25 teams.

The transport stage out of camp II on December 9 was a test for everyone, from the competitor teams to the official and media trucks. Intermittent rains also affected camp III. Twenty one teams remained for another round of six SS, much tougher than before with river crossings, tight twists and turns and winning stages using the natural terrain.



Prelude to the Twilight Zone

On December 10, a briefing was held by the event director who forewarned everyone that: "It would be a struggle to get through the Twilight Zone even without rain, but if the rains came... be prepared for double trouble." Man and machine were checked for fitness before they were allowed to enter in groups of three or four so that they could give support to one another.

Welcome to the Dark Side – The Twilight Zone

On the afternoon of December 11, it was the day of reckoning at last. Altogether there were 59 adventurers making the final onslaught into the Twilight Zone. The muddy stretch right at the entrance itself was a sight to behold, and from the start they had to use their winches, heralding a long and hard battle ahead.

This 10km route has everything to push a 4x4 to the limit and beyond. This was no ordinary winching – it was long and strenuous at all sections and required hours upon hours of hard work, even for the most seasoned teams. Mental strength is everything if one wishes to complete the TZ.

When night descended, it was pitch-black – the TZ was literally transformed into the Dark Side. However, camaraderie prevailed and was as thick as the jungle humidity.

Dramatic Night Rescue

At that time, team 139 comprising of Rod Caldwell (USA) and his co-driver David Metcalfe (Australia), were caught in a tricky situation. In the thick of the action, a dead tree branch hit David's back and he fell to the ground upon impact. With paramedics going to his aid, a land evacuation comprising of 17 volunteers from RFC and the 7th Brigade Signal Corps was organised to get David out on a stretcher for transfer.

In the meantime, the tide rose, blocking the route out. David was eventually evacuated via sea, and following hours filled with much camaraderie and human spirit, it was confirmed early the next morning from the hospital that all was well.

Getting out of the TZ

Only two of the six groups managed to get out by the early hours of December 12, while the rest had to spend the night where they were, in the mud pools with tiny creatures of the night for company. The rest were out by late afternoon to the beach campsite while one had to be rescued. The last two vehicles from the sweeper group (marshalls) only made it out at midnight. These two vehicles of four marshalls took the full brunt of the obstacles as they were the last to go through a route that was now churned up beyond recognition.

Beach Finale

The priority to get everyone out to safety on December 12 meant cancelling the remaining SS for the day, but by now the leading contenders for the overall title were already entrenched in their positions. By the next morning, the triumphant feeling among the participants was easy to see as they drove along the 12km beach route for the final hurrah out onto tarmac at Tg Leman.

Even though prizes and awards were given to the deserving winners in their categories, all who lived through RFC 2010 are winners in their own right for completing the route, for their perseverance, for braving the natural elements and most of all, for the camaraderie shared in the ten days of adventure.

For more information and all the latest on this year's Rainforest Challenge, visit the website at www.rainforest-challenge.com

Special thanks:

HM the Sultan of Johor, Johor Government, Johor Tourism Dept, Royal Malaysian Police & its Air Wing (Traffic Police Johor), Armed Forces (7th Brigade Signals Corps & Ambulance Unit), Forestry & Wildlife Agencies, Rela, Fire & Rescue Brigade, JPJ, Royal Malaysian Customs, Immigration, Motorsports Assoc. of Malaysia (MAM), Malaysian Nature Society (MNS Johor), Warn, Sutera Mall, ARB, Magan, 4WD Equipment, Cars, Bikes & Trucks, Corus Hotel, Zon, Regency Hotel by the Sea, all national & international media, RFC officials & marshalls.



> The magnificent Roman ruins of Leptis



> Our first camp in Libya, overlooking the Mediterranean Sea



> The turquoise waters of the Mediterranean Sea

Aussies in Africa – Part 13

Alexandria (pop 4 million) is an easy 230km drive from Cairo and it was our first look at the Mediterranean Sea. It is also where the mighty Nile finishes its 7000km journey from Lake Victoria. Alexandria is quite a nice city, with lots of history and lovely old buildings, however we didn't have time to do it justice – there were a couple of massive new supermarkets and we needed to resupply.

We decided to keep moving west along the coast, where once again the development was amazing, and we visited the war cemetery at El Alamein and viewed the battlefield where so many young men lost their lives. As we were driving along we came across a road with an impressive gateway and equally impressive line of great big flags along each side. The huge sign at the gateway announced that we were entering 'Mountainview Resort', so we drove down the road and came to a gate where there were two security blokes who told us the resort was yet to be built. We asked them if we could camp on the beach, which was about a kilometre away. With an affirmative answer, off we went, and in no time we had camp up and I was getting ready for my first swim in the Mediterranean Sea. Suddenly, out of nowhere came a posse of armed soldiers. They told us we were in a no go zone and checked our passports. When we asked if we could just stay the night, they radioed back to their base and unfortunately returned with an apologetic no.

Back on the road (by this time it was dark) we found our way into a really swanky hotel. At USD\$400 a night it was too rich for our blood so we moved on. A little further down the road we pulled up at a truck stop and asked if we could camp out the back. The owner could not have been nicer, even bringing out an ice cold drink each. I have to say that where we camped that night was akin to a rubbish tip, but we were so tired we didn't care.

The next day we reached the large resort town of Matrouth, and Helen and I decided to stay here while Ron and Viv took a quick 700km round trip to Siwa Oasis. Our hotel room was AUD\$30 per night and was quite comfy. We could sit on our little balcony and watch the passing parade, with the sparkling turquoise waters of the Mediterranean in the background.

That night we went out to the markets (I think they stay open 24/7) as Helen wanted to buy me some boardshorts/bathers because she didn't think I should swim in my jocks

in a Muslim country. We found some that went right down to the knee and looked OK. The night was balmy and the town comes alive at night with big crowds walking down the beach esplanade or on the tractor trains.

The next morning I couldn't wait to try my new shorts out. I jogged down to the swimming part of the beach about a kilometre away and hit the warm water. The beach was lined with Muslim women under umbrellas and in all their cover-up regalia. As I was leaving the water I was horrified to feel my shorts falling down! I was hardly able to hold them up, the reason being that there was about 10lt of water trapped in each leg. I quickly retreated back into deeper water. What had happened was that my u-beaut shorts were made of double layer waterproof raincoat material, so when I went in the water it filled the legs via the pockets. All I could do was drag myself backwards to the shore and lie down to try and drain them. The Muslim women must have wondered what I was doing! When I returned to the hotel and told Helen she could not stop laughing – though I didn't think it was that funny.

Ron and Viv returned from Siwa and we made plans to head for the Libyan border the following day. You cannot travel in Libya without a registered travel plan or registered guide. Ron and Viv had arranged all this with a Tripoli-based company called Arkno Tours. Our itinerary gave us four nights of bush camping and three in hotels. We arrived at the border an hour early and our guide, Nabeel, arrived at the designated time of 10:00am and took over all our paperwork. A credible two and a half hours later we were let loose into Libya. Our first bush camp was overlooking the Mediterranean Sea. A lovely campsite except for the ever-present rubbish – it is everywhere! It was Ramadan and poor old Nabeel, being Muslim, couldn't eat or drink anything between sunrise and sunset, so at lunchtime he'd go for a little walk, and at the end of the day we would wait for the sun to set so he could eat with us.

After this we followed the coast around to Tobruk, where during WWII the Aussies held out against Rommel's Afrika Korps for 242 days. It was at Tobruk on the 13th April, 1941, that Jack Edmondson became the first Aussie to win the VC during WWII. Further along the coast, we stopped at the town of Ras al Hamanah to look



> Neil and Helen at the Roman ruins, Libya



> Tobruk, Libya



> The city of Benghazi (Libya's third largest city)

at the Greek ruins of Cyrene dating back 2700 years. Ron and Viv have seen ruins in Europe and they reckon the ones in Libya are the best, and the big bonus was that we were the only ones there (a bit different from when we were in Pompeii where there are around 7000 visitors a day). We drove into the mountains to have a look at another much larger area of Greek and Roman ruins. Once again we were the only visitors. That night we made it to Libya's second largest city, Benghazi, where we stayed in a pretty flash hotel. Personally I'd rather camp in the bush, though.

We crossed more than 500km of desert the next day and camped on a beach overlooking the Mediterranean Sea. Going for a swim, the water was just the right temperature and very clear. A very pleasant evening was had by all, especially as we had a campfire. The next morning, both vehicles became bogged in the very soft sand before we reached the safety of the road. This didn't hold us up long and then we hightailed it 300km down the highway to the town of Al Krums where the world heritage site of Leptis Magna is located. The Leptis Magna ruins are the best and biggest Roman ruins we have seen – they are truly magnificent. The scale of these Roman cities and the work that it must have taken to build them is staggering. Once again we were the only visitors, and it makes you feel a bit like you are the first to discover the place.

The closer we came to Libya's capital, Tripoli, the worse the traffic became. We went straight to the National Museum because it shuts on Mondays, which was the only other day we had in Tripoli. The museum houses many of the statues from Leptis Magna, and they are something to see. It also has Gaddafi's VW Beetle he used when he was in uni. Following this, we found our way to our guesthouse, a former royal residence, which is situated across the road from Libya's National Security Building, run by one of Gaddafi's sons. We had huge rooms with all the trappings and the food was great.

After another day here we exited our luxury digs and headed for the Tunisian border. I'm glad Nabeel was guiding us through the city, although some of his hand signals were questionable and I had to make some interesting changes of direction that scattered a few vehicles. Nabeel sorted out all the paperwork for us at the border, and then it was time to say goodbye to him, yet another excellent guide.

Stay tuned in the next newsletter for the final article from this epic African 4x4 journey.



> Helen and Viv with Nabeel in Libya

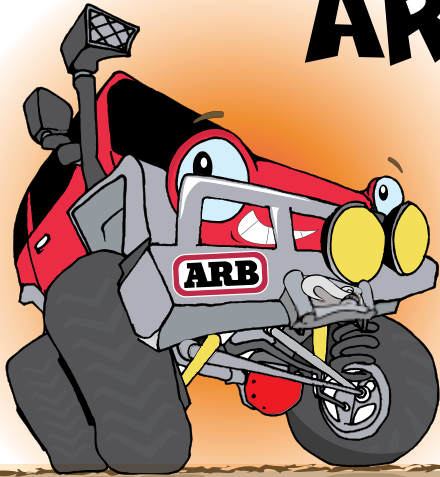


> Our beach camp on the Mediterranean Sea



> The Greek and Roman ruins of Cyrene

ARB KIDS



Hey, kids, Fourby here!

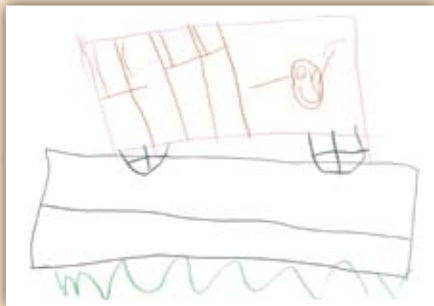
I hope you've had a great few months and are looking forward to Easter! Check out all the cool drawings on these pages - they're fantastic! And I also received a great response to my colouring-in competition, so take a look to see if we printed yours!



WINNER!

We really loved the picture Ryan drew of Fourby! Thanks Ryan, there's some great prizes on their way to you.

* G'day ARB, my name is Ryan and I have just been on a big adventure to the Kimberley. We did lots of 4WDing in our modified Toyota LandCruiser 100 Series. From Ryan (age 9)



* 4 year old Tara has drawn us a picture of herself driving her 4WD into camp.



* Dear ARB, my name is Cooper and I am 6. The photos are of me, my brother Kobey and sister Rorey on our first camping trip with our new Nissan Patrol. My favourite parts were trying to find gold in the swimming holes and driving in our new, clean 4WD.



* Thanks to 6 year old Brayden who sent us in a heap of drawings.



* Simone loves getting out and about and seeing our wonderful country - both her and her sister want to buy a 4x4 when they get their licence to enjoy the countryside.



* I am 9 years old and I live in Gran Canary Island, Spain. My Daddy has a 4x4 and I like to go with him to trails and exhibitions.
From Gregory

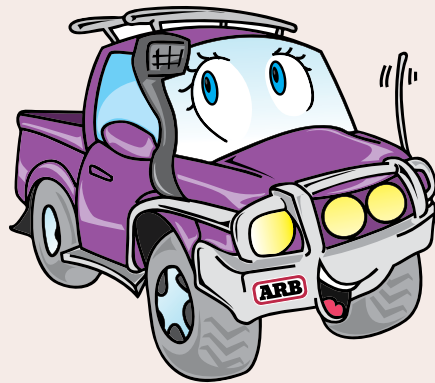
You could WIN an awesome ARB Kids' Pack

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

- > **Post:** ARB 4x4 Accessories
Marketing Department
PO Box 105, Kilsyth VIC 3137
- > **Email:** fourby@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.

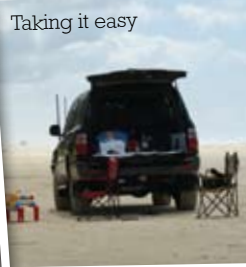


★ This is a picture of me on the barge going to my fav 4WD spot - Fraser Island. I loved it!

Amelia (age 8)



Ready to go



Taking it easy



Water crossing

★ 8 month old **Nicholas** sent in these great pictures of his recent Fraser Island adventure.



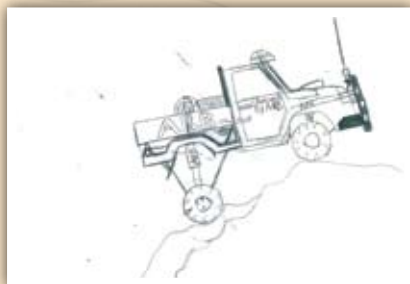
★ My name is **Lachlan** and I am 6 years old. I drew this picture on my holiday to Cairns with my Grandma and Grandpa. It is my Mum's 4WD towing our caravan. I love 4WDs especially utes.



★ 4 year old **Zak** from Burnie in Tasmania sent in this cute drawing.



★ Dear Fourby,
My name is **Mason** and I am 6 years old. This is me and my Dad going 4WDing in the mud at night in our HiLux with our trailer and motorbike.



★ Dear ARB,
This is a picture of the Toyota LandCruiser that I want to buy.

Kile (age 12)



★ My name is **Stephen** and I am 7. I like 4WDing with my Dad. On a 4WD you need a winch, bull bar, roof rack, two aerials and a spare tyre.



★ This picture is a Nissan Patrol 2001 model - it is my dream ute. I really love drawing and designing. In this picture I've put the new 20" rigid LED light bar and 5" exhaust. I designed the tray. I made it a bit smaller as I don't like the look of a long tray with a small body.

Nisha (age 15)

Ariel's Beach Wordsearch



For answers see page 46.

- | | | | | |
|-------------|-----------------|---------|------------|---------|
| Bathers | Fun | Motor | Spade | Trailer |
| Bucket | Goggles | Picnic | Starfish | Water |
| Castle | Hat | Rashie | Sunglasses | Waves |
| Coast guard | Ice cream | Rocks | Sunscreen | Zinc |
| Digging | Inflatable boat | Sailing | Surfing | |
| Dolphins | Jetski | Sand | Swimming | |
| Flags | Lifesavers | Sea | Thongs | |
| Flippers | Minnows | Snorkel | Towing | |



* To Fourby,
I hope you like my ARB car. Fourby is the best!
Ryan (age 7)

* This drawing is a mini Mitsubishi Pajero and it has lots of ARB accessories on it. I love ARB.
Rory (age 12)

Fourby's Cartoon

THE ADVENTURES OF FOURBY AND FRIENDS

FOURBY AND ARIEL ARE OUT PLAYING ON THE TRACKS, WHEN THEY COME ACROSS A FELLOW 4WDR ON A DAY TRIP.



AND THEY CAN'T BELIEVE THEIR EYES WHEN THEY REALISE WHO IT IS...



MOTO GRAND PRIX WINNER, CASEY STONER!



AND BECAUSE FOURBY AND ARIEL ARE HUGE FANS THEY'RE EXTREMELY EXCITED TO SEE HIM.



THEY BOTH POSE WITH CASEY FOR THE CAMERA...



...AND ARIEL BLUSHINGLY ACCEPTS A KISS ON THE CHEEK.



CASEY TAKES THEM FOR A DRIVE TO HIS FAVOURITE RACE TRACK NEARBY AND THEY ALL HAVE FUN TEARING AROUND AND AROUND.



THEN THEY MEET CASEY'S PIT CREW AND LEARN ABOUT MOTOR RACING, WHICH IS A LOT OF FUN.

JUST BEFORE THEY LEAVE, CASEY PULLS OUT HIS ARB FRIDGE FREEZER AND HANDS OUT ICE CREAMS TO EVERYONE.



FOURBY & ARIEL CAN'T BELIEVE HOW LUCKY THEY WERE TO MEET THE FAMOUS CASEY STONER AND THEY RUSH HOME TO TELL THEIR FRIENDS ALL ABOUT IT!



Kids' Colouring Competition Results

Winners!



Age 0-5 / Phoebe age 5 / Summerhill, TAS



Age 6-8 / Sofia age 8 / Rostrevor, SA



Age 9+ / Sarah age 9 / Glenroy, VIC

Runners Up!



Ella age 4, Hunters Hill NSW



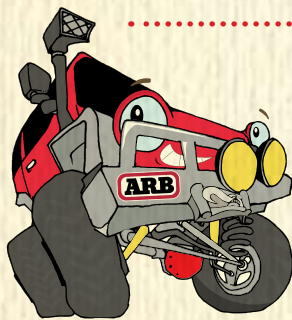
Jake age 6, Biggera Waters QLD



Michael age 8, Glenroy VIC



Owen age 10, Ingham QLD

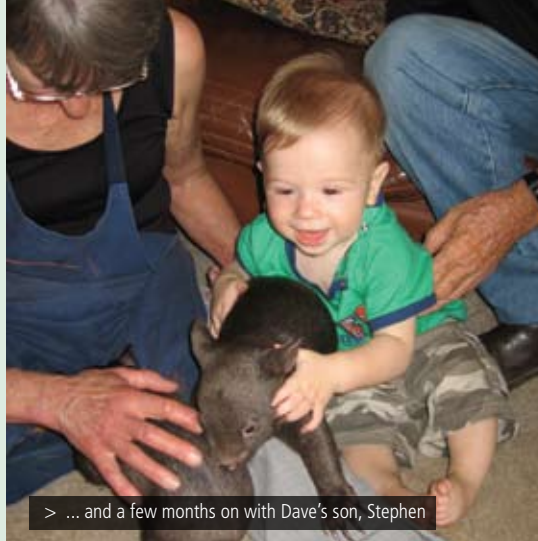


It was so difficult picking just one winner for the competition, because we got so many awesome entries. We've awarded a number of main prizes plus we've included a selection of others that we really liked. Everyone who has their entry printed will receive a cuddly ARB teddy bear!





> Following the progress of Sui the wombat... here she is with the Melbourne Cup...



> ... and a few months on with Dave's son, Stephen



> Crikey Dave, dressed up in his best Steve Irwin attire, with Magda Szubanski

Crikey Dave

What's he been up to?

One of the biggest days on the calendar for any Aussie wildlife warrior is Steve Irwin Day. The 15th of November each year marks the day on which the extraordinary life of Steve Irwin is celebrated, and being his biggest fan, it was an event that Crikey Dave just couldn't miss. Heading up to Australia Zoo in Beerwah, Queensland, and dressed in his favorite khakis as everyone is encouraged to do, Dave took the opportunity to introduce his young bloke, Stephen, to many of the staff he has worked with whilst volunteering. Stephen has some big boots to fill (being named after Steve Irwin) and with Dad Dave already taking him out on wildlife rescues, he's well on his way to being a wildlife warrior himself.

The celebrations on Steve Irwin Day raise money towards Australia Zoo Wildlife Warriors, continuing Steve's conservation work and the preservation of wildlife and wild places. With activities, concerts and celebrity guests, there is a lot to keep the family entertained. Dave took little Steve to see the croc show, run by Terri Irwin and Wez, and gave him the opportunity to hold many animals he wouldn't see back home in Victoria, including a baby croc. Meanwhile, Dave got his picture snapped holding a wild Magda Szubanski.

Back home in Victoria, the ongoing wet and humid weather has continued to bring Australian native long neck turtles out of dams and creeks and inevitably onto roads, where some are run over by cars. Dave's been busy picking up these little fellas off the roadside and if uninjured, helping them on their way. However, most of them tend to be injured and require urgent medical attention. Their strong shells are designed to protect them from natural predators, but unfortunately the weight of a vehicle is just too much. If not treated quickly, the turtles can suffer from a bad infection and die.

Luckily, a turtle's shell heals in much the same way as our bones do, though it can take up to a couple of years. Dave takes his injured turtles to a local vet where they are treated with antibiotics and their shells repaired



> Crikey Dave, wife Shelly and son get their pic taken at Australia Zoo's Wildlife Warriors hospital



> Crikey Dave with son, Stephen, on Steve Irwin Day at Australia Zoo

with a medical grade epoxy and fibreglass. The turtles are then nurtured back to good health at local wildlife shelters such as Jane & Doug's shelter in Yarrambat.

Back in our Summer edition you would have seen Sui, the joey wombat that Dave saved. She's been at the Yarrambat Wildlife Shelter for eight months now and is weighing in at around 1.5kg. Back in November she had her picture taken with the prestigious Melbourne Cup, but was more recently snapped being wrangled by little Steve.

As part of ARB Christmas Charity donations, ARB has again helped Dave to purchase some much needed netting equipment so that he can continue his valuable work in helping rescue injured wildlife.



> Crikey Dave has been flat out rescuing turtles from the roadside



> Idyllic water holes can be found in many places... just ignore the screaming, crying, whinging kids. I find putting my head under water blocks the noise!

Words & photography by Mark Allen

Camping with Kids

Should you do it, is it easy... or should you just stay at home?

Having had the privilege of travelling around Australia for 12 months at age five, I figured it was my turn to take our little kids on a one-month trial run in the camper trailer. Yep, I swore (out of ear-shot of the kids of course) when things didn't go to plan, and yes, I occasionally wished we were back in the comforts of home when it was bedtime for out-of-sync, sleep-deprived children... ahhh... what was I thinking!

You soon learn that the long road distances of the younger, single, solo, adventure-driver are totally out of the question when travelling with babies and small kids. Figure on halving the drive time each day, then halve it again and allow for further disruptions to your travelling agenda depending on nappy changes, feed requirements and headache provoking tantrums.

On returning home and dusting ourselves off, we are without doubt glad we took them away on a big camping holiday. The sights they saw, the things they learnt and the new words they can now say would never have been achieved back home or from weekly playgroup. How many little kids can spot and say emu, kangaroo, lizard, bird, fish, or wake in the morning and know the sounds of crashing waves and exclaim "beach, beach, beach" until bleary-eyed parents step out the front door of the camper to show the ever-excitabile kids the beach they just camped on?

So, my advice to any family wondering whether or not to hit the road with kids – go for it. It'll make your kids better people in the long run.

Next piece of advice is, pull your head out of the sand and don't believe for one second that it'll all be easy cruising – it ain't. You (the poor parents) will have to work at ensuring the whole family is enjoying the



> Camel rides will get them smiling... camel spit gets them bawling

experience, otherwise the trip can so easily become a 'worst nightmare' scenario and will be remembered for all the wrong reasons.

MAKE IT COMFY

There are many small ways to make life a little easier for the whole family when you have small kids out on the road.

Sleep, sleep, sleep – while most parents are savvy to keeping their babies in a regular sleep-feed-play routine at home, it's very difficult to achieve this while on the road – at least when you are intent on seeing vast areas of the countryside. It would, however, be much easier if you set up your camp in one spot for the few weeks you're on holidays. That would be our biggest change for the next trip – pick one spot to see instead of twenty!

At feeding time, try to have plenty of plastic covers near baby, just to keep most of the camper clean – no different to home.

Teach them water safety as much as possible. One of our kid's first experience with the waves at the beach was quite funny (from our point of view), but was one of

horror, when he saw the water moving and chasing him up the beach – at full crawling pace! Soon, we couldn't keep him out of it – he cried when we told him it was time to leave!

What kids' life is complete without learning how to throw stones and make them skip on the water's surface?

Allow kids to experience the joys of sitting around a campfire, but do keep an eye on them at all times. Our kids are fully aware that fireflies are born in the fire... that's what the sparks are that fly up into the night sky... dad's do love to spin a yarn to their sons!

Teach them to slip, slop, slap. The last thing you want is a sunburnt baby, so teach them to wear a hat, sunnies, long sleeves, trousers and even a body suit to cover tender young skin when swimming.

Be sure to have plenty of ground covers to sit and play on outside – tarp, blanket or shade cloth... but ensure creepy crawlies don't get to the kids.

Provide your baby with a comfortable, well-known sleeping environment. We purchased a pop-up sleeping tent before we left home and had the kids used to sleeping in it. While on the road, we could pop the sleeping tents up in the camper or in the shade outside and they were happy to crawl in for a sleep. A well slept baby is a happy one – or even better... a well slept baby makes for happy parents.

If you're planning on doing a lot of walking or hiking, be sure to take a baby carrier/backpack – kids soon become tired on long hikes. Take the kids' favourite toys – they become useful in many different circumstances – bribing them to eat their food, stop bloody screaming and good ol' play time.

Try to leave computer games and most 'brain-numbing' stuff at home – they'll get enough of that throughout life. Make the most of nature and the different surrounds while you have it at your doorstep.

CHORES

To the parents, setting up camp and going about the daily routine of keeping a campsite clean and set up may be a chore, but to the kids it can be a heap of fun. Remember if the kids are having fun, that generally means they are (kind of) behaving themselves and learning. Even if the kids can't do the suggested chores properly, let 'em think they are – help hammer pegs in for the tent (at least place the pegs ready for dad to do the hammering), help take all the bedding from the 4WD to the tent, help with the food preparation or even put the Australian flag up.

Any menial task, even if it doesn't really need to be done, can be a great way to keep young minds occupied. We got our three year old to dig a hole, move the dirt from one side of camp to the other, then put it all back again... that kept him amused for over an hour... bliss, while we sat and watched without having to chase him.

If the kids think they are important and useful then they'll thrive on wanting to help, so encourage it as much as possible.

HIGH TECH

Just because you're away from mains power and the mod-cons of home, doesn't mean the kids can't keep up with modern technology. DVD players and small laptops are cheap and a great option for watching a little TV – don't overdo it though. Geocaching or just plain old



> Be sure to protect the kids from sunburn



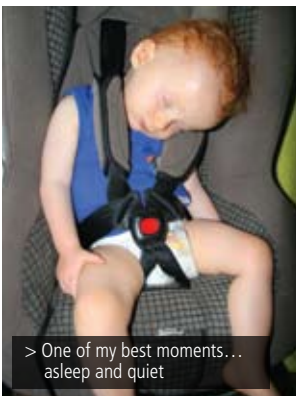
> The beach is a massive learning centre – crabs, shells, sand, water, fish, birds – they will learn a heap



> Our kids learnt to swim in Kakadu – not many can say that



> Backpacks are an ideal replacement for prams when the going gets rough



> One of my best moments... asleep and quiet



> Be prepared to be packhorse and carry the kids on long hikes



playing with a GPS is a great way to teach them about the science of mapping and to find those pre-planted surprises in a safe place. Treasure hunts are a great way to spend a few hours.

Burn a CD of all the kids' favourite songs; sorry but you'll have to suffer with the Wiggles, Play School or whatever else keeps 'em happy singing. There's simply no room for your classics, regardless if it's AC/DC, Beethoven or anything in between.

BOREDOM

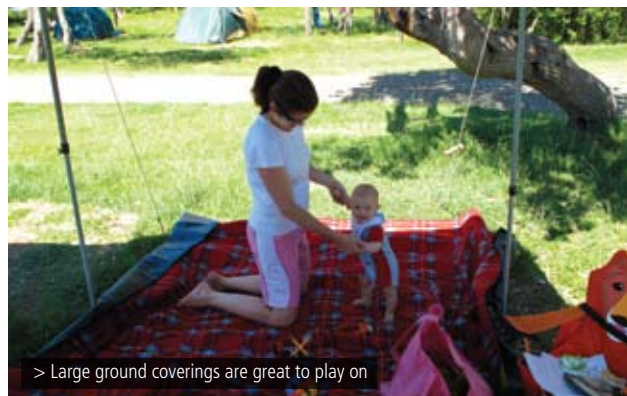
Don't let them get bored; that's when little kids become destructive, augmentative and will cause no end of hassles. It'll be up to you as a parent to think of small, easy ways to keep young minds ticking over with constructive play instead of allowing destructive mayhem. Collecting feathers, shells, bark, flowers or anything else that can be taken home for show and tell will provide interest not just while at camp, but later on. Even marking on a paper map where each 'treasure' was found will add to the story telling.

Make use of roadside playgrounds while travelling long distances. Allow yourself to stop for half an hour for the kids to have a swing, slide and use up as much energy as possible. The goal here is to induce sleep to allow you to keep driving!

SAFETY

Always keep safety your number one priority. Remember, kids will want to stick their fingers almost anywhere, so tell them about spiders, snakes and other little nasties, but all without scaring them. Watch them around water, be extra cautious around wild animals, especially dingoes on Fraser Island; there are so many warning signs and reports of kids being bitten, but to the kids, they're just a 'nice puppy', so really teach them the dangers of certain animals.

Don't let them wander off into the bush too far and definitely keep an eye out while on beaches that are trafficable to 4WDs. Hearing a vehicle engine over the roar of breaking waves is nigh on impossible and kids have a tendency to suddenly decide they're going to



run wherever they feel like... regardless of who else may be driving past.

Gazing and playing with fire is a never ending source of filling in time – even for adults. Kids will love to poke sticks into the fire and burn them down to nothing, but do keep an eye on them as skin burns are forever! Teach them the art of collecting and positioning the kindling, sticks and logs to make a good fire and make a rule that when the collection of timber is burnt and gone, there is no more until the next day. Don't let kids walk around with, throw or flick burning sticks for fear of injury and starting wild fires. Explain how many animals will lose their homes if they burn too much of our bush!



> Where's my cold drink? There was kicking and punching just seconds after this photo was taken



> Camper trailer or caravan based camping makes life a little easier than a tent



> We bought a couple of these pop-up tent beds for our kids to sleep in the camper trailer – they love them

FAMILIARITY

Just because you're out camping, it doesn't mean you have to always do 'camping' related stuff; let your kids do familiar 'home' games too. Playing cards, drawing (or scribbling), throwing or kicking a ball are all the more fun while away from home, so just remember to take a few toys with you.

4WDING

Heading off road through the lumps and bumps of rough tracks is all well and good, but do be mindful of smaller kids' necks. The lack of neck muscles may allow their heads to flop around and cause muscle damage. Also keep in mind that although you've got a steering wheel to hold onto and brace against, as with your feet bracing

on the floor, small kids don't have that advantage, so you do need to try plotting as smooth a course as you can. There are plenty of times where this is not always possible; we spent many an hour tackling the seemingly endless bumpy inland tracks of Fraser Island. It took much longer than planned because of track conditions and trying to provide all passengers (two kids under three years of age) with a comfortable and safe ride.

TEACHING

Long-term travellers with school aged kids should seek out the relevant kits for schooling on the road – don't miss out on this, but do take advantage of the real-life skills they'll be in contact with every day.

There will be plenty of things that go wrong while out camping and travelling with kids, but try to allow plenty of extra time for everything. Look at it as quality time with the kids rather than thinking of it as a pain that they're taking so long to do everything – easier said than done I know!

On your return home, ask your kids (if they are of that age) what they most liked about the camping holiday – then be sure to capitalise on these points on the next trip.

Oh, and one last tip – let 'em get dirty – my dear mum always figured the dirtier we got when we were kids, the more fun we had, so let the mud fly!



> Cut down table legs, their own camp chairs... make them feel special and give them jobs to do around the campsite

Words by Mark Lowry, images taken on iPhone by Michael Ellem

Be Prepared, Not Just iPrepared

No matter where you go in your 4WD, it always pays to travel safe and be prepared for the unexpected. Carrying the right equipment and spares in case of breakdown, having the right recovery equipment for that unexpected bog hole, and being able to transport enough fuel, food and water for long distance trips... it sometimes seems like you can't carry all you need.

But as you gain more experience, the list of gear you carry tends to shorten, and often the 'she'll be right' attitude sets in. And that's usually when you get caught out.

On a recent photoshoot in the Victorian High Country, ARB's photographer, Mike Ellem, and I found ourselves in a situation where complacency led to us being stranded in circumstances 4WDers with our experience should never find themselves in... and it happened far too easily.

Only two hours from home for a weeklong photoshoot, we decided to use the town of Mansfield as our base. The surrounding countryside offers everything from steep mountain tracks and deep river crossings to picturesque lakes and 360 degree vistas. We were in need of some vehicle winching and recovery shots for the next ARB catalogue and were sure to find the perfect location with so much at Mansfield's doorstep.

Being so close to home and in two new ARB vehicles, though fully equipped and carrying recovery gear, there were a few items missing from our usual kit. Although getting vehicles in precarious situations is what we aim to do, after years of experience, we've got it down to an art where we can make a vehicle looked bogged or stranded, or perched on the steepest rocky outcrop, without there being any real danger of damaging a vehicle, or for that matter, really being stuck.

We were carrying plenty of water to keep hydrated, along with a box full of snack foods and the makings for a decent lunch. Communications were also not a problem with both vehicles fitted with UHF radios plus a few handheld units and between us no less than four iPhones... a bit over the top you may think.

However, we had no wet weather gear. It was heading into summer and the days were warm. As we were staying in a motel, we weren't too worried about getting a little wet. We weren't carrying a chainsaw or axe, something that should be standard equipment heading into High Country tracks at any time of year. We also weren't carrying matches or any means of lighting a campfire.

The first day of the shoot, we headed out around the shores of Lake Eildon shooting the new Isuzu ute (one of these pics appears on the front cover). But late in the afternoon the clouds started to gather and threaten rain. Day two we awoke to thunderstorms, but we weren't going to let that dampen our enthusiasm and decided to use the opportunity to check out some crossings along the Howqua River. Mike checked the weather forecast on his iPhone... 8mm expected across the area, nothing



> The waterfall before the storm



> What was once a gently flowing waterfall



> Mike's comfy bed where he spent the night in Bluff Hut



> The debris that blocked our path



> Slightly embarrassing, but really not a bad way to be rescued



> The Park Rangers closing the road behind us



> Humping our gear out over the landslip

major to worry about. As we came into Sheepridge Flats on the Howqua River, we made a last minute decision to head up to Bluff Hut, as it wasn't too far away.

Back in 2007, the hut was destroyed by bushfires that raged through the Alpine National Park, and when donations were called for to help Parks Victoria and volunteers (including Graeme Stoney who as a boy helped his father build the original hut in 1957) rebuild the hut, ARB chipped in along with many other Victorian businesses. We figured that a quick photo of one of the ARB vehicles in front of the finished hut would be great for the 4x4 Action newsletter...

On the way to the hut, Mike couldn't help but stop to take a few pics of the small waterfalls along the track. Although we'd climbed out of the low cloud and drizzle, there were still some dark clouds above and there had obviously been some recent heavy rains as the waterfalls that were usually dry creeks along this section of track were now flowing crystal clear water a few feet wide. Out with his iPhone, Mike happily snapped away, capturing many small and interesting features along with a few panoramics to upload to his Facebook page. "Gotta love

the iPhone," is one of his favourite sayings and one he uses to sign off every iPhone photo he uploads.

As it started to rain, we jumped back into the vehicles and headed the last few kilometres up to the hut. Bluff Hut sits in a protected saddle surrounded by snow gums, but as we arrived the heavens opened up and down came the rain. We jumped from the vehicles and ran for cover, hoping the rain would stop after a few minutes. After ten minutes, I said to Mike, "I don't like the look of this mate. It looks like it's set in. I think we should head back down the mountain 'cause if a tree falls, we may get stuck up here."

By this time we'd made a couple of mistakes. We hadn't notified anyone of where we were going. Although the track was open, we were travelling without sufficient equipment to clear it in the event of a tree falling and blocking our path. We were also sitting in the middle of a torrential downpour without wet weather clothing. As we headed down the hill, the track started to look more like a river, and as the windscreen wipers struggled to aid forward vision it slowly dawned that we may be in a little trouble. Rounding a bend we came across the last waterfall we'd stopped at... which was now a raging



> Rangers helping to clear the track the following day



> Finally getting our vehicles out

brown torrent of mud, slush and debris. With the rain pelting down we jumped out of the vehicles to take in the awesome forces of nature before us. Mike again snapped away happily, iPhone in hand. The thundering roar of water drowned out any conversation we attempted but as the ground trembled below our feet we both decided that getting out of there before the situation got worse was a good idea. Unfortunately, as we rounded the next bend in the track it was obvious we were too late.

Before us, what was 30 minutes before another gently flowing waterfall, was now a river of massive gum trees torn from their roots and dragged down the gully by the raging force of water, and hundreds of tonnes of rock and rubble, all of which now blocked our route.

Sitting there with the wipers flailing, a lot of things ran through my mind. All the other tracks off the mountain were cut by rivers that would now be in flood, or by landslides from the heavy rains two months before. Did we have enough food and water? Could we make it back to the hut safely to wait out the storm? How long would we be stuck here? Who was I going to call to help get us out? In the end I thought, well, I better ring home and tell them where I am. As my Dad lives just out of Mansfield, he got the first call. I won't tell you what he called me, but he certainly had a laugh. He then put a call through to the SES.

When you're stuck, no matter what the situation, being able to communicate with the outside world is paramount and with today's mobile phone technology, it wasn't long before Mike was hooked into the internet telling the world of our dire situation via Facebook. Within ten minutes of that first call, I'd received calls from the SES, the Mansfield police and Parks Victoria, all confirming we were ok and that we should prepare for an uncomfortable night at Bluff Hut. Parks Victoria would send vehicles out the next morning to try and get through to us.

We returned safely to Bluff Hut and found enough dry firewood but no paper and only three damp matches to try and start the fire. We gathered every bit of cardboard

from our boxes of snacks and after the first two matches failed to light, it was third time lucky. When the fire roared we sat down to dry out and eat our dinner of cheese, biscuits and Don stras. An early night was the best way for me to pass the time and I snuggled up in the front seat of the car with a blanket I'd luckily brought as padding for the camera gear. Mike slept by the fire on a makeshift bed of cardboard and foam cell padding.

At 8am the next morning I woke to my phone ringing. Mike was already wandering around in the fog taking photos. The rain had stopped and Parks Victoria had sent out three vehicles to get through to us. However, debris and rivers were blocking all access routes. With the decision made to leave the vehicles until the rivers dropped, two members from Parks Victoria were going to hike in to us and we were going to hump as much of our camera gear out as we could. At midday, as we unpacked our camera gear, we heard voices coming up the track. As the Park Rangers rounded the corner Mike and I looked at each other and smiled... how could we tell everyone we'd just been rescued by two 'chicks'?

After a 2km walk out through the landslips and an hour and a half drive back to town we were glad to get back to our motel and a decent meal. Conversation on the ride back started with: "So... didn't you guys check the weather report?" Of course we had, on our iPhones, but we hadn't checked the Bureau of Meteorology website, which had shown severe storms and heavy rain – a much more accurate forecast. In the 24 hours we'd been stuck, the area had received over 100mm of rain, flooding all the rivers and parts of the town. We relearnt a valuable lesson – always prepare for the unexpected, and before heading into an isolated area, get reliable weather information!

Many thanks go to the grateful assistance of the Parks Victoria office in Mansfield who also helped us return to the vehicles the following day and clear a track out through the debris of the landslip. Also thanks to the Mansfield Police and the State Emergency Service for responding to our calls and helping to organise assistance.

Word Search Answers





Vehicle Profile

Vehicle owner: Wayne Jackson, Jacksons 4X4 Murray Bridge, ARB stockist

Vehicle make: Toyota

Vehicle model: LandCruiser 100 Series Kakadu

Vehicle year: 2005

Engine: 1HD-FTE turbo intercooled diesel

Accessories fitted: ARB deluxe winch bar, IPF driving lights, Warn XD9000, GME UHF & antenna, twin ARB Air Lockers, ARB compressor, ARB rear bar/tyre carrier, alloy roof rack, Motion Computing PC tablet with OziExplorer, ARB side steps, Outback drawer system & cargo barrier/divider, Safari snorkel, Beaudesert exhaust, DP chip, Optima dual batteries, OME springs & torsion bars, Bilstein 46mm shocks, diff drop, Procomp Xtreme Mud Terrain tyres, ARB awning, Long Ranger fuel/water combo tank, Redarc inverter, ARB 47L Fridge Freezer, MSA storage gear, Twine heat exchange shower unit, Tyredog TPMS, SPOT Satellite GPS Messenger (PLB), Bushranger mats plus all the essential ARB recovery gear.

Favourite ARB accessory: ARB Air Lockers – lockers need to be switchable on or off as needed. They really do make an IFS vehicle into a far more capable 4WD.

Favourite 4WD spot: The Kimberley with its breathtaking gorges and spectacular water holes! Yet I am lured back to the Vic High Country every year, so I guess I have two.



Why I love 4WDing: Isolation and achievement! When you arrive at a spectacular gorge, waterhole or creek with no one else in sight... you feel like you are the first white man to set foot in the place.

Memorable 4WDing moment: Hmm! There are so many! But if I have to choose it would be travelling up the Old Telegraph Track to the most northern tip of Australia and competing in the Outback Challenge.

Advice for 4WDers: Be prepared! Get to know your vehicle, carry quality recovery gear and the basic spares specific to your vehicle. Expect the unexpected and plan your trip including fuel and water stops carefully. As a minimum, have a UHF two-way radio installed for vehicle to vehicle communication, and for more remote trips a satellite phone or HF radio and a PLB are a must, as is a good first aid kit.

Reader Vehicle Profile



Reader vehicle owner: Scott Heiman, ACT

Vehicle make: Toyota

Vehicle model: HiLux dual cab

Vehicle year: 2008

Engine: 3L turbo diesel

Accessories fitted: ARB canopy, Foxwing awning, Rhino roof rack system, ARB & Bushranger recovery equipment, ARB rear step tow bar, Toyota super winch bar, Toyota steel breaker bull bar, Toyota side rails & steps, Mickey Thompson ATZ

Favourite ARB accessory: Foxwing awning from ARB. The unique design, ease of use and great coverage make it the envy of every fellow camper whenever we unleash it.

Favourite 4WD spot: In addition to a LOT of travel up around northwest NSW and central-west Queensland from a young age, work has seen me doing some 4WDing in the Pacific Islands and I love the rugged terrain (jungle covered volcanoes anyone?), exceptional scenery and unique characters (even the machete-wielding six year olds!). I now just need to work out a way of getting my trusty LUX over there and let loose!

Why I love 4WDing: The ability to escape the rat race – ‘to boldly go where no man’s gone before’. It’s that ‘back to nature’ feeling that is really difficult to find unless I’m hoofing it by foot with a backpack through the scrub – and I’m getting a bit old and broken for too much of that!

Memorable 4WDing moment: Sitting in the work LandCruiser on top of a crest in Malaysia watching a tiger walk into view for a mere ten seconds. It wasn’t the drive itself but the magnificent things I got to see that most people don’t.

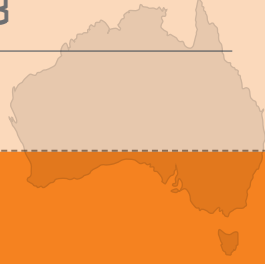
Advice for 4WDers: Choose the right vehicle the first time. Research now will save heartache (and \$) later. And think about what your recovery gear is really for. Is it to give you the mental attitude to get into trouble or is it to get you out of trouble when you inevitably find it? We all like to know what our vehicles are capable of – and our own abilities – but there’s the flip-side of ensuring that we don’t go looking for trouble at the expense of our vehicle, or the lives of mates, family and self.

Readers, send us in your own vehicle profiles and you could be featured in an upcoming newsletter.

Email: marketing@arb.com.au

> INSIDE ARB

Victoria
AUSTRALIA



ARB Victoria

This issue's Inside ARB introduces ARB's newly appointed Victorian State Manager, Peter Lea-Smith. A friendly bloke with a good sense of humour, Pete's the kind of guy you'd be happy to bump into out on the tracks and share a couple of tinnies around the campfire.

Prior to commencing work with ARB, Pete (like many of our staff members) was initially a customer. Back then, Matt Frost (ARB's current Marketing Manager) was the manager of ARB Richmond, and Pete would drop in quite regularly, be it to purchase more gear for his fourby or to have a chat about the latest 4WDing news. Through one of his other passions, motorbike riding, Pete was also a close friend of Mat Fenner, who was the then-owner of ARB Dandenong, one of ARB's franchise stores. Having been a keen 4WDer from a young age, and having an appreciation for quality ARB products, when there was a job opening at ARB Dandenong, Pete jumped at it. Though he was initially planning to stay there only one year, he enjoyed it so much he ended up staying for five.

In 2007, Pete finished up at Dandenong and moved across the Victorian border to manage ARB's Albury store. He was there for three years, living by the Murray River and enjoying the reduced pace of regional living. However, keen to be back amongst family and friends, in late 2010, when the position of Victorian State Manager became available, he stepped up to the role.

Pete has owned a range of 4WDs over the years and currently spends much of his time driving around in a LandCruiser 200 Series. However he does reserve a lot of love for one of his other 4WDs – his competition Nissan Patrol GQ ute. As a seasoned off roader, he has participated in a lot of 4WD competitions over the years, and along with a range of winch challenges and smaller club events, has completed the tough Outback Challenge five times.

Pete has always had an enthusiastic interest in camping, 4WDing and the outdoors. One of his more memorable experiences back in his younger days was a five day trip across the Simpson Desert on motorbike, from Birdsville to Dare and back. Nowadays, with his wife and young son in tow, he prefers long weekends and trips away to some of his favourite destinations including Tom Groggin and Geehi in the Kosciuszko National Park, Robe in SA and the Victorian High Country.

With his wealth of 4WDing and travelling experience, Pete is sure to be a great addition to the sales team in Victoria, so if you're in the area, drop in for some great advice and quality products.



4X4 ACCESSORIES

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