

# 4x4action >



## > PRODUCT RELEASES

Newly released accessories for the LandCruiser 200 Series, ARB's bull bar for the Hummer and more

## > GIVEAWAYS

See inside to find out how you can win the latest gear from ARB

## > LATEST NEWS

Details of the 2008 Rainforest Challenge plus news on some local Australian events

## > FEATURES

We bring you the second instalment on Neil Cocks' adventure in Africa as well as some handy hints on travelling with kids

**08**

## Toyota LandCruiser 200 Series Accessories

**This newsletter is packed full of all the latest details on our range of accessories for the LandCruiser 200 Series. Check out our deluxe bull bars, roof racks, fuel tanks and more news on products to be released over the coming months.>>**

**Please turn to page 6 for a full report on the LandCruiser 200 Series deluxe bull bars.>>**



## > HIGHLIGHTS

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### ARB Snapshot

**T**hey say a picture can tell a thousand words, so we thought we'd kick off this issue of 4x4 Action with an uncluttered look at our new LandCruiser 200 Series bull bar. It is probably fair to say that this is the biggest evolution of the ARB bull bar since the company's founder, Tony Brown, invented the Winged Profile Replacement Bumper style of bull bar in the late seventies. The development program for our 200 deluxe bar was headed up by one of ARB's most experienced engineers, and he has introduced a number of design characteristics never before seen in an ARB bull bar. You can read all about this superb addition to our range, later in this newsletter.

It has been noticed both in Australia and overseas that one of the fastest growing groups of 4x4 vehicles is the pick-up (or ute as it is referred to in Australia). It was incredible to see that a pick-up recently became Australia's top selling vehicle. The Toyota HiLux outsold the likes of locally manufactured Commodore and Falcon to officially become the country's number one selling model. This is an outstanding achievement and is testament to the amazing versatility this style of vehicle offers.

But of course, the 4x4 scene is not all about pick-ups, and an impressive newcomer is the H3 Hummer. Mark 'Lowmount' Lowry and I recently had the opportunity of putting a Hummer through its paces in the Flinders Ranges, and were well impressed with its off road characteristics. We also had a JK Wrangler and LandCruiser 200 with us, and with three such capable vehicles, we were able to travel in some really rugged country.

The other 4x4 segment worth watching is the mid-size SUV market. Vehicles like the latest Kia Sorento, equipped with a dual range transfer case, turbo diesel engine and 2800kg towing capability, are becoming very attractive and affordable options for a family touring wagon.

With all these developments taking place, hopefully it will encourage a lot more people to get out and about in their 4WDs.

Happy 4wheeling!

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

# action



## H3 Hummer Deluxe Bull Bar

With the release of this iconic vehicle in Australia, ARB has been hard at work engineering a range of 4x4 accessories for the Hummer to further increase its practicality. The first of these is a deluxe bull bar that has been designed specifically to complement the unique look and styling of this vehicle.

Utilising ARB's renowned five fold upswept and tapered wing design, an incredibly strong engineering aspect that optimises approach angles, the new bar also employs a split pan to further improve strength and facilitate increased airflow to the engine. Both the bull bar and its mounting system have been developed specifically for the Hummer, and subsequently, it not only looks great when fitted, but is incredibly functional, maintaining air bag compatibility.

To further tailor to the large style of the Hummer, the bar is manufactured using 60.3mm steel tubing, providing owners with a huge amount of vehicle protection. And retaining the vehicle's original alloy pan offers the

underside additional protection against stones and other off road debris.

The Hummer pictured has been fitted with a Warn electric winch, but for customers not wishing to take this option, the bar is also equally suited to non-winch applications, with a neat cover panel supplied to fulfil this purpose. Warn lowmount 9000lb and 9500lb winches can be accommodated and the bar also incorporates Hi-Lift jacking points for additional recovery purposes.

The bull bar utilises the original heavy duty tow hooks and can be customised with IPF driving lights and fog lights, CB aerials and colour coding. Stay tuned for more information from ARB over the coming months as there are plenty more products in the pipeline to suit the Hummer including Sahara bars, rear bars, Air Lockers and Old Man Emu suspension.

- > Part no: 3468010 (models with flares)
- > Part no: 3468020 (models without flares)

# ARB Deluxe Bull Bars for Toyota LandCruiser 200 Series



At a glance, the new 200 Series deluxe bull bar may appear to look like any other ARB bar. However, closer inspection reveals quite a different story. This bar has been specifically designed and engineered from the ground up to suit the style and curves of today's modern vehicles.

The latest generation of LandCruiser wagon, the 200 Series, has brought a lot of excitement to the 4WD world. With a rugged exterior that is matched by interior comfort, this vehicle is larger, tougher and more powerful than its predecessors, and an increase in technological features means it is more than capable in all kinds of conditions. Its release also generated a lot of excitement at ARB, as we prepared to develop a full range of accessories that would complement the 200 Series.

ARB purchased two vehicles specifically for R & D purposes to ensure we could produce a complete range of accessories as quickly as possible. Toyota has spent five years developing the 200 Series, and ARB was determined to provide this iconic vehicle with products that matched the immense amount of work that had already gone into it.

Working in with this theory, ARB invested a tremendous amount of resources into the 200 Series from the very moment it was released, and although our accessories for this vehicle may not have been the first on the market, they certainly stand out from others in every aspect. Since the beginning of ARB's history, we have placed huge importance on not just producing products, but engineering and designing them to be the best available. The range of accessories for the 200 Series is a prime example of this, and we are certain that customers won't be disappointed with the results.

Commercial bars for this vehicle were released in the previous newsletter, and the new deluxe bars share many of the same characteristics, along with a number of additional features to complement the unique design of the 200 Series. The frontal chassis characteristics of this vehicle necessitated the development of the most complex and sophisticated mounting system ever developed by ARB. This has resulted in a mounting system that actually strengthens the vehicle's chassis, ensuring the bull bar provides a huge amount of protection, and, in the case of the winch bar, serves as a superb winching platform.

One of the major considerations that ARB engineers focused on during the design process was bull bar placement in relation to the vehicle. In off road situations, approach angles and ground clearance are very important factors, and it was crucial that the ARB bar did not compromise these. Our engineers first established the optimum position for the bull bar, in terms of functionality and appearance, and then designed a mounting system to suit. The end result is a bull bar that maximises vehicle functionality in off road environments by actually improving ground clearance and approach angles over the standard bumper. A great deal of work also went into ensuring that the mounting system, and the bar itself, was fully compatible with the vehicle's air bag system.

Due to the sheer size of the vehicle, engineers faced the prospect of producing a bull bar that was wider than anything they'd done previously. Everything needed to be scaled up. But rather than simply increasing the size, a number of styling changes were also incorporated to perfectly tailor the bar to this vehicle. From the large 60.3mm tube frame and wide 50mm upright cover straps, to the upscaled urethane buffers, everything about this bar caters for the vehicle's exceptional size. The traditional five fold wing design has been adapted to complement the shape and distinctive appearance of the 200 Series without compromising strength or functionality. This design utilises a large, 33mm radius on the leading fold of the pan and wings, which gives it a modern and stylish look.



The restyled five fold wing incorporates a 33mm radius on the leading fold, resulting in a vehicle specific bull bar design that retains its strength related characteristics.



Optimum placement of the bull bar provides vastly improved ground clearance and approach angles, while maintaining the vehicle's air bag compatibility.



The tough, 60.3mm tube frame, 50mm cover straps and large urethane buffers have all been upsized to complement the style of the 200 Series.

Both bull and winch bars for the 200 Series are available, with the winch compatible version suitable for Warn low mount models up to 12,000lb. All bars incorporate Hi-Lift jacking points in the pan for additional recovery capability, and utilise the original equipment tow hooks. As an added feature unique to this bar, the pan underneath the wings helps prevent mud and dust ingress and protects electrical components, as well as giving the bar an overall neater finish.

Other practical elements incorporated into the 200 Series bar include provision for fog lights, IPF driving lights and twin CB aerials. The injection moulded fog/turn signal surrounds add to the bar's overall quality and look, resulting in a finish that will not deteriorate over time. Supplied standard in a durable black powder coat, consumers have the additional option of colour coding these bull bars to suit individual preferences.

To conclude, ARB's bar for the 200 Series, much like the vehicle itself, incorporates modern styling, with sloping lines and curved elements that give it the aesthetic edge over other available products. And although it may be one of ARB's biggest bull bars, its extensive design characteristics that specifically tailor it to this vehicle make it appear deceptively compact.

Along with commercial and deluxe bull bars, a selection of other accessories is available for the 200 Series including roof racks (which you can read about over the page) and Air Lockers, while there are a number of other products currently in the pipeline including Sahara bars, rear bars and Old Man Emu suspension.

Bull bar > Part no: 3215110

Winch bar > Part no: 3415110



## Additional Accessories for the Toyota LandCruiser 200 Series

Along with the new deluxe bull bars on the previous pages, a number of other ARB accessories have now been released for the LandCruiser 200 Series.

A fully engineered roof rack is the ideal solution for carrying excess or bulky equipment on your next trip. And for the 200 Series, ARB has developed specifically designed rails to fit the factory roof mounting points so that a large range of roof rack sizes and styles can be accommodated.

The mounting rails utilise 3mm folded steel, maximising strength and maintaining the load rating, while the roof rack cage is manufactured from round steel tube for a strong, aerodynamic design. Built to withstand the harsh conditions of the Australian Outback, the entire assembly is finished in a millennium grey powder coat for a flawless and long-lasting appearance. With stainless steel and zinc plated hardware, the racks are rated to carry 100kg and are available in two widths of 1120mm and 1250mm. Where applicable, they are supplied with a front wind deflector and can be selected with standard steel cross bars or a fully welded, steel mesh floor. Roof rack models available include deluxe, open-ended trade and touring (to accommodate a rooftop tent) to match individual users' purposes.

While ARB engineers were hard at work on accessories for the 200 Series, so was the Long Ranger design team, who conducted a worldwide poll to establish what owners around the globe wanted to see in a fuel or water tank for the new LandCruiser. As a result, the 200 Series model line up is the most comprehensive to date and includes no less than eight tanks to choose from, starting with the 70L auxiliary that conveniently retains

the spare tyre under the vehicle. This tank can also be a replacement for the smaller Toyota tank fitted to the GXL diesel and V8 petrol models.

For the weight conscious traveller who needs the extra distance and wants to relocate the spare tyre for improved ground clearance, there is the 90L auxiliary. At the top of the range, the 180L auxiliary will satisfy the most adventurous Outback traveller. And if that's not enough, an ingenious fuel and water combination tank has also been developed which provides 55L of water in a stainless steel tank mounted on top of a 122L fuel tank. This design keeps the weight down low and is therefore much safer and more convenient than jerry cans stored in valuable cargo areas.

> Please contact ARB for part numbers and pricing.



# DRIVE 4 LIFE

## Four Wheel Drive for Wheelchairs

## Victorian High Country Tour April 2008

It was difficult to miss his wide smile as Mick Whitehead presented a cheque for \$100,000 to the Northcott Society.

After raising \$74,000 with a similar tour in 2006, it was the aim of Drive 4 Life to reach the magic \$100,000 in 2007. Unfortunately, the massive bushfires in the High Country earlier that year meant cancellation of the event, mainly due to tracks remaining closed and the dangers of falling timber. However, 2008 was a roaring success.

Originally established as the NSW Society for Crippled Children in 1929, the Northcott Society today provides support and services to more than 6000 individuals and families across NSW and the ACT. Their purpose is to build an inclusive society, which they achieve by assisting people with disabilities to develop their skills and achieve their goals. This includes increasing the potential for independence and ability to participate in the community.



Drive 4 Life (as are many ideas) was conceived during a campfire discussion amongst a group of Sydney based 4WDers. Within months the idea germinated, and planning began. Mick Whitehead had always been compassionate to those confined to wheelchairs, so he and his team decided on the Northcott Society (Disability Services) as the beneficiary. The secondary aim of the event was to further promote 4WDing as a responsible and legitimate recreation. The Victorian High Country (principally the Alpine National Park) was chosen as the location because of its ease of access, and the spectacular scenery and history it offers.

Overlander Magazine was involved in promoting the tours, with invitations for 4WD users to donate \$1000 per vehicle to the charity, and be guided around the area for five days by experienced leaders. From the onset,



Drive 4 Life was adamant that the whole donation should go to the charity, and therefore sponsorship was essential. ARB 4x4 Accessories and Cooper Tires came to the table with much appreciated cash to cover running costs. Other help came from Mail Marketing Works who assisted with printing, Hema Maps with High Country touring maps for all participants, and IGA with food for the final evening presentation dinner. The dinner and celebration catered for about 250 people, and the Harrietteville Social Club took on the mammoth task of cooking and serving.

With the sanction of Parks Victoria, groups of ten vehicles each crisscrossed the Alpine National Park, camping in different spots each night and taking in the spectacular scenery while enjoying some relaxing days' 4WDing. The 2008 event also included a camper trailer group who based themselves at Talbotville, taking day trips in their vehicles. Some highlights of this year's tour included Billy Goat Bluff and the Pinnacles, Wonnangatta Valley, Talbotville and Grant historic mining area. The new High Country huts were also a feature this year as some of these were rebuilt following the 2007 summer fires.

As in 2006, the 2008 tour started and ended at Harrietteville, and many participants travelled from interstate to take part. Many people from 2006 fronted again, bringing friends along – a testament to their enjoyment of the previous tour. Buoyed by the success of 2008, the Drive 4 Life team is eager to start planning a similar event for next year, so for all the latest on this, keep your eye on the website: [www.drive4life.com.au](http://www.drive4life.com.au).



**WIN!**



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

## Win an ARB Portable Compressor

This issue, we're giving away another portable air compressor kit, so here's your chance to win one! Simply write to us and ask us anything you'd like to know about ARB and our products. The letter of the month will be published in the next edition of ARB 4x4 Action, along with our reply. The winner will need to pick up the compressor from their nearest ARB store.

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

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

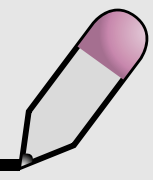
> **Email:** [marketing@arb.com.au](mailto:marketing@arb.com.au)

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

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# ASK ARB



**WINNER!**

Hi ARB,

*I took my standard Prado 120 on a 5500km tag-a-long tour across the Simpson Desert and Flinders Ranges last year and was amazed by its capabilities across such a diverse range of unforgiving terrain. Although the vehicle responded to every challenge, in hindsight, I believe I should have invested in a more robust suspension setup.*

*The requirements of responding to the demands of large sand dunes are in almost total contrast to the continual hammering of corrugated roads. The slow progress over nasty shale tracks on the closed gate skytrek expedition in SA provided different demands again.*

*How do you design an aftermarket suspension system to competently cater for such a wide variety of conditions, and yet be good enough to drive around town?*

*And also, how important is it to increase the height of the vehicle, as this makes entry into city car parks difficult?*

Regards,  
Mark



Dear Mark,

By your comments it is obvious you became very aware that the combination of harsh Outback road conditions and the additional weight you need to carry for a safe and comfortable trip really does test the modern 4WD suspension system, and while your Prado's original suspension did the job, it would have been at its design limits.

The modern 4WD's OE suspension is much more passenger car-like than its predecessors, because statistically the majority of its life will be spent as an everyday family car running around on suburban sealed roads.

Old Man Emu invests in three full time 4x4 suspension engineers and spends months developing and testing a range of springs and shock absorbers. Our development work is done over various road conditions and weights from no load up to the maximum carrying capacity (GVM). This process reveals to us what range of springs we need and also allows us to fine tune our range of shock absorbers to match the spring range.

It is the shock absorber valving work that takes up the majority of our development time and is the most influential factor in determining how the overall suspension system will ride and handle in both city and Outback conditions. The important thing our engineers work on is getting the valving right for the various valving stages that a shock absorber works in.

In the case of your Prado 120 we offer three front and rear coils and two different front and rear shock absorbers. I would recommend a visit to one of our outlets so our sales staff can assist you with selecting the right OME suspension system for your requirements.

In answer to your question on increased ride height, most owners see it as a way to help protect their vehicle from sill damage, improve approach and departure angles and to allow the fitment of taller diameter tyres.

With your Prado we have a recommended front lift of 25mm. This amount of lift allows the front shock absorber to stay within the correct operating areas of its stroke and to permit manufacturer's advised front end alignment figures to be achieved. The suggested rear lift is 40mm which should not give you any concern about entering car parks.

I hope you are planning more trips into our great Outback and this explanation will see you doing them on an OME suspension system.

Syd Groves  
(Old Man Emu Product Manager)

Hi folks,

I have a 2008 GXL Prado with the Toyota option pack fitted. I wanted the option pack for the traction control feature that was on my old VX Prado and not for the side impact air bags that are part of this upgrade.

When discussing my list of accessories it needed with Matt (ARB Coopers Plains), I was surprised to find out that ARB don't have ADR approved side steps for fitment to vehicles with side impact air bags.

Why is this so? Is it just a case of supply and demand?

I, like many other 4WD club members, use my vehicle in real off road situations and as your readers would be well aware, side steps offer the sills the protection they deserve. I have seen the results of off road excursions when the Toyota fitted side steps are put to the test. Not a pretty outcome and man are they expensive to replace!

Looking forward to your response and keep up the good work. This is my third 4x4 that ARB has fitted out for me over the past 18 years.

Kind regards,

Gary Couchman



Thanks for your enquiry Gary,

To manufacture a step that offers the vehicle suitable off road protection, it would need to be far more rigid/stiffer than the vehicle manufacturer's step. Unlike air bag bull bars, where the impact absorber's crush characteristics can be engineered and tested to replicate the characteristics of the vehicle manufacturer's crash can that we replace, side steps are altogether different.

By making the step more rigid than the vehicle manufacturer's step, it would also make the side of the car stiffer in a side impact. Before you say this is

good news, it also unfortunately means that the side air curtain triggering sequence can be affected by the stiffer step. What could happen is that the air curtain triggering system interprets a higher acceleration due to the rigid step and deploys the air curtain when it is either not needed, or earlier than is intended. If the air curtain deploys prematurely it will also deflate prematurely, and this can have serious consequences in the event of an accident.

I hope that answers your question.

Ivan Clencie  
(Engineering Manager)

Dear ARB,

We have recently caught the 4WD bug and are planning a three month trip to the National Parks of Northern Territory in our 100 Series and camper trailer.

We are not the adventurous type looking to make our own tracks, but believe in being prepared and carrying some basic equipment. While we don't have a winch, we do have an ARB snatch strap and were wondering if that could suffice as a tow rope if we get into difficulties.

Yours sincerely,

Prue and Peter Lewis



Prue and Peter,

Ideally, snatch straps are not designed to be used as a tow rope. Sure, when you are recovering a stranded vehicle you are actually towing the vehicle out of a situation, however this is only for a very short distance and with the strap taut. In an application where the vehicle may be towed for a much greater distance, as the lead vehicle slows down, inevitably there will be some delay in the reaction of the driver of the towed vehicle and the strap will slacken and fall to the ground, only to be dragged until tension is taken up again. Depending on the road surface, in a very short span of time the strap can become frayed and damaged causing it to lose strength. The next time the strap is used as a snatch strap and subjected to much greater forces, it is

likely to fail at the point of damage. So in an emergency yes, it could be used for towing but you should consider replacing it before using it as a snatch strap again. It is also worth checking with state authorities as to the legality of towing a vehicle on the highway with a 'tow rope' as it can be inherently dangerous if the towed vehicle has no engine power to assist braking.

Great to see you have caught the bug guys! There would be nothing better than spending three months in the Top End this time of year.

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

# Rainforest Challenge 2008

# RUMBLE IN THE JUNGLE

In the previous newsletter we reported on the 2007 Malaysian Rainforest Challenge, which turned out to be the longest, wettest and toughest in its history. Organisers are now looking toward the 2008 event which will once again take place in the state of Terengganu, from the 5th to the 14th of December. Competitors are already fired up to take on the monsoonal jungle conditions again for the chance to complete 'unfinished business' from last year.

As was demonstrated in 2007, this event is definitely not for the faint-hearted, with all competitors relying not

only on their supreme 4x4 machines, but also on their mental and physical strengths to overcome obstacles. But it is extremely rewarding, allowing all involved to challenge themselves and their vehicles in the toughest conditions possible, while at the same time experiencing the camaraderie of like-minded adventurers from over 30 countries. For more information on the world's most internationally represented off road jungle event, please visit the website at [www.rainforest-challenge.com](http://www.rainforest-challenge.com).



## Fourby's New T-shirt

To meet the growing demands of our young Fourby followers, ARB has recently introduced a new apparel product into the growing range of merchandise for kids.

The Fourby tee incorporates a large image of the 4WD we've all come to know and love, pictured on a blue background with grey contrasting trim on the neckline and sleeves. Made from a durable 100% cotton fabric that is fully machine washable, this t-shirt is perfect for both girls and boys who love to head outside and get themselves dirty. Available in sizes 3 to 12 from ARB stockists around Australia, the Fourby t-shirt is comfortable to wear and is the perfect first accessory for any young, aspiring 4WDer.

> Part no: 217161-68



## Performance Jacket

ARB's Body Accessories apparel range has once again expanded to include a great product that is incredibly functional and stylish. The all new Performance jacket incorporates a modern design that is very comfortable and can be worn by both men and women.

Now that winter has set in, this jacket is the perfect addition to your wardrobe and the bonded tech-fleece lining throughout will keep you warm and cosy in all conditions. The outer is manufactured from a polyester-elastane fabric that is wind proof, but also allows for maximum breathability.

Featuring an internal zippered breast pocket and additional pocket designed specifically for your phone or PDA, the jacket also has two zippered external pockets for storing smaller items, or keeping your hands warm. And like the rest of ARB's apparel range, all zips are genuine YKK brand for optimum quality. A drawstring adjustable hem and Velcro adjustable cuffs complete the jacket design which is available from ARB retailers in sizes XS to 3XL.

> Part no: 217153-217159



# ARB WINS at Condo 750

Held in the heart of NSW, the 2008 Condo 750 was run and won over the Easter long weekend in March. Dubbed as the lead up event to the Australian Safari, this year's cross country rally was hotly contested by a class field that included Safari legends John Hendrics, Bruce Garland, Reg Owen and ARB Director, Andy Brown. The event also saw a host of other ARB employees competing in strong teams – Matty Fenner from ARB Dandenong, Nick Mannell from ARB Penrith and Paul Anderson from ARB Kilsyth. It was also Jess Bailey's (ARB Kilsyth) rookie event, navigating for Sandy Bowman in his Nissan Patrol.

Rough and dusty conditions greeted the field on the Saturday as teams prepared to tackle it out over the long stages. Andy Brown and Matty Fenner finished strongly in the top ten by the day's end, while the other ARB teams all made excellent progress. With Paul experiencing front differential problems on day one, long hours spent by his team that night, along with the loan of parts from another competitor, saw him back on the road the next day. Sunday brought with it rain, and plenty of it. The wet conditions tested both the teams and their vehicles over the 90km plus stages as dust turned to mud.

After two days and 750km of punishing terrain, Andy Brown came away with the outright win in his Holden Frontera. Matty was 5th outright in his flying Pajero and also achieved a class win, Nick placed 12th in his high powered Patrol, and Paul was 13th in his Rodeo ute, also with a class win. And Jess, in her first ever event, navigated fast, finishing in a very commendable 16th outright.



# ARB KIDS



Hey, kids, Fourby here!

A big thanks to everyone who's been sending me pictures, photos and letters of their 4WDing and camping trips. The entries just keep getting better and better so if you're feeling creative, why not send me something! You could win yourself a great prize.



**WINNER!**



Seven year old Jack from Wilberforce in New South Wales sent us a fantastic drawing and photo of his family's Pajero that was taken while camping along the Pinch River. There's a Toys R Us Gift voucher and Speedy Seal kit on its way to you, Jack - enjoy!



< 11 year old Kelly has drawn a picture of her family's Navara, which she loves going off road in and experiencing the more remote parts of the country.



< This is a picture of my Dad's Nissan Patrol. I am driving the car and my sister is in the back having fun. Brittany, age 10.



< This is a picture of my Daddy's Troopie. We take it fishing, and I have drawn a fishing rod on the front. Lucy, age 5.



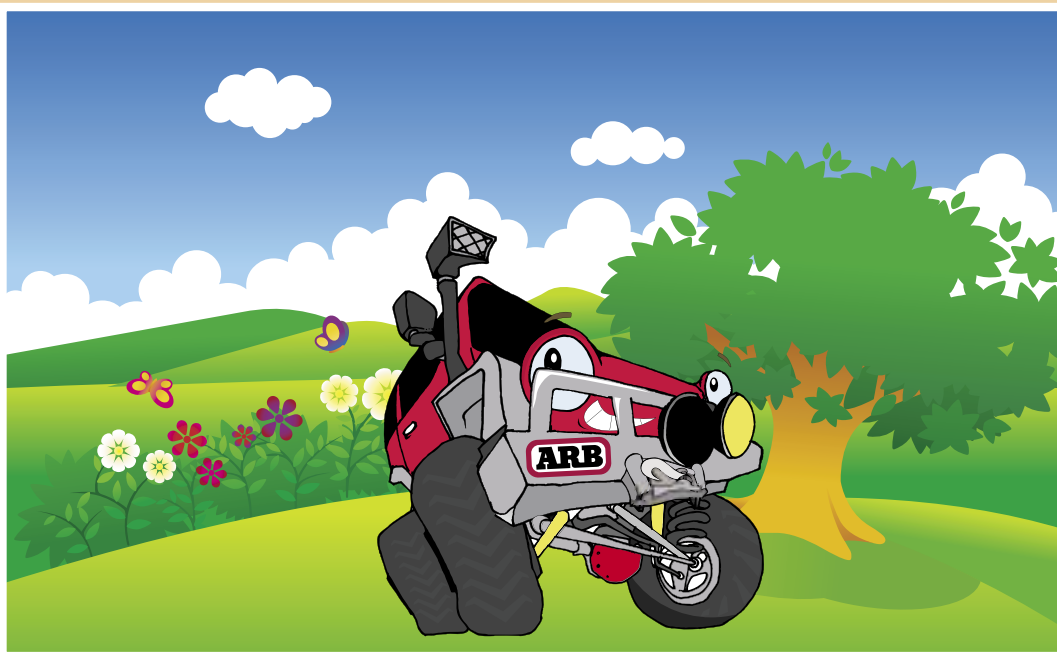
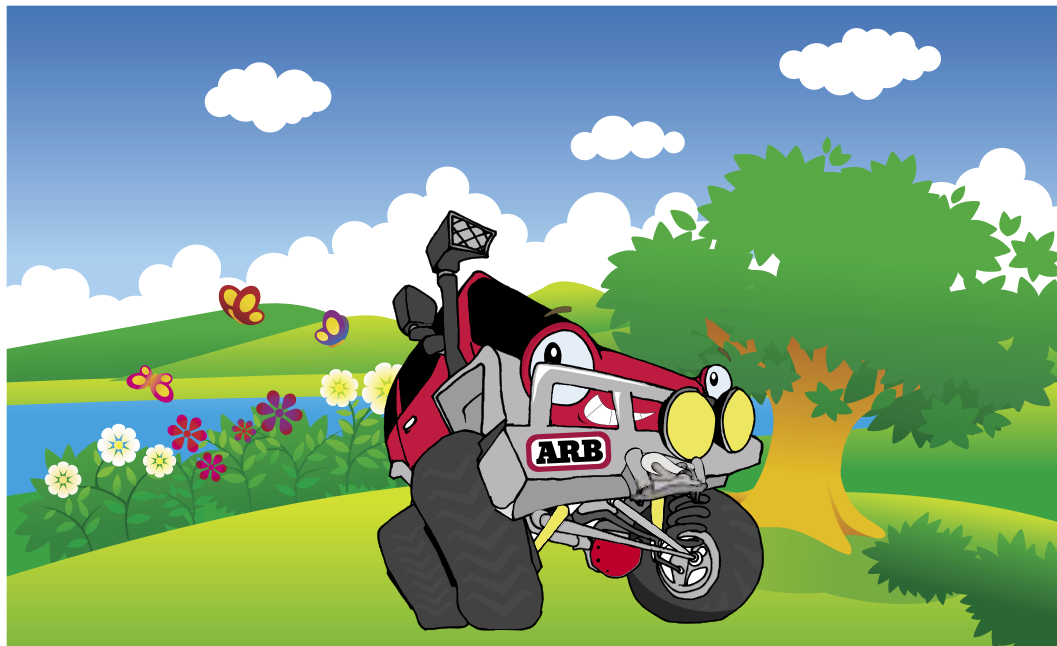
< This really colourful drawing was sent to us by nine year old Lachlan from Tasmania.



< Eight year old Liam from South Australia has drawn us a great picture of his Dad's Ford Maverick complete with ARB roof rack and bull bar.

# Fourby's Spot the Difference

Can you find the six differences between the two pictures of Fourby?



See page 22 for answers.

## Kids' Giveaway

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

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

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

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.*



## > EXPEDITION AUSTRALIA

story by: **Steve Baile**  
photos by: **Baile Family**

> Colour coded kids – easier to spot in a crowd

# Travelling With Kids...

Some people called us crazy when we told them we planned to do a 'Big Lap' of Australia with our young daughters, who were only 18 months and 4 years old when we left. Some even called us irresponsible, but the overwhelming majority could see that this would be a special time for all of us and it was worth any risk or hardship.

And they were right! The reality is that having kids is a challenge no matter what you are doing, but on our 16 month adventure we learned a few things that you may like to take on board.

### Ease the Transition

We started talking to our kids about our 'Big Trip' a year before we left. We put up a map on the wall and marked our proposed route, and when we saw a place on TV we planned to go we'd point it out and talk about it. Basically we built the anticipation so they were looking forward to it and had plenty of time to discuss any fears. We also emulated their bedroom to an extent in our camper trailer – taking quilts, pillows, books and special toys so that they had a tangible connection with their life at home.

### Keep the Routine

While half the fun of a 'Big Lap of Oz' is getting away from routines and clock watching, kids feel secure when they have consistency. To strike a balance we always made sure the bedtime routine was consistent. This usually involved brushing teeth and a couple of stories in bed before sleep.

Kids also need their sleep and fortunately this was easier to achieve on the road. When you are basically sleeping outside and don't have TV, you tend to work your day around the sun, so with 12 hours of night, getting the kids to bed at 7:30 was easier than getting them there at 8:30 at home.

### Play

When you're a kid, Life = Play, so we gave our daughters a toy bag each in which they could bring some of their favourite toys from home. While we were actually travelling they could take a few things in the car and we put pockets over the back of the front seats that they could stash their bits and pieces into.

### Entertainment

One of the best investments you can make before you go is an in-car DVD player. I realise that some people will argue that you don't go on holidays to watch movies, but put it into perspective. You'll spend upwards of 400 hours in the car on a lap around Australia and there are only so many games of I Spy and 20 Questions you can play.

Kids also love playgrounds, and when we checked into a caravan park or stopped at a park for lunch, we always kept an eye out for a good playground. They will play for hours and then be so tired that they'll sleep soundly all night – perfect!

### Driving Days

We soon learned that travelling with kids had an impact on the distance we could realistically cover in a day. We tried to set a limit of 500km and even then found that we'd cover an average of about 50km every hour so it was still a long day. You need to incorporate in more and longer stops to allow the kids to get out and run around, otherwise they'll drive you crazy!

### Friends

Kids make friends very easily, in fact sometimes a bit too easily. In Alice Springs, Sara, who was about 2 1/2 at the time, made friends with another boy near our camp and ended up wandering off with him to his site about 100m away. We found her 15 minutes later but it was a pretty nervous 15 minutes.



> All kids love fishing



> Safety first - life jackets on all the time



> Plenty of picnic opportunities



> Birthday parties on the road – no problems!



> Floaties on = relaxed parents

You can't keep them locked up so you just have to keep your eyes on them all the time. Whenever we spotted other kids camped nearby we'd try and say hello to the parents and we'd always find they were as happy for their kids to have someone to play with as we were. We would also then both be keeping an eye on the kids, which created a larger safety net.

### Safety

Having touched on safety, I'll expand on a few more points.

#### Wildlife

There are inevitably risks associated with snakes, spiders and crocodiles but realistically these are minimal if managed. We trained our daughters not to jump over logs or run blindly into the bush and to be aware that snakes are around – but don't be terrified of them because, given an easy exit path they will happily take it.

Crocodiles are the other real risk in the northern part of the country. We taught the girls that unless we absolutely knew otherwise, we assumed that all water had crocodiles in it. We didn't tell them that crocodiles were bad or monsters, just that they were wild animals that were always looking for food, and if you get into their patch of water they may accidentally mistake you for food. This was all it took.

#### Cars

I actually think that the biggest danger kids face while travelling is from speeding cars in caravan parks. Too many people ignore the 'drive at walking pace' rules in caravan parks and they speed around at anything up to 60km/h. Kids can so easily walk out from behind a car or caravan and not see or hear a car coming at them. If you see someone speeding in a caravan park, do everyone a favour and point out the dangers to them, and if that doesn't work, report them.

#### Getting Lost

Given your environment changes so frequently it may be hard for your three year old to explain where their camp is. It's worth writing your mobile phone number on a card and putting it in your kids' pockets so that in the event they do get lost, someone who finds them can give you a call.

### Schooling

I can't speak with authority about schooling your kids on the road because both of ours were pre-school age. However we did meet plenty of parents with school age kids along the way. Here's some of the tips we gleaned from them:

- The education department will give you far too many books and materials to take with you
- The workload set down is hard to keep up with and most parents seem content to let their kids learn as much as possible from the trip itself and catch up with the academic stuff later
- It is easier to do the schooling in concentrated bursts than bits every day

Obviously the older your kids are, the greater the pressure will be to keep the schooling up so they don't fall behind. One observation we made was that high school age teenagers were probably the least enthusiastic about the whole experience because they missed their friends and life back home and didn't want to fall behind at school. Having said that, keep it in perspective. Not many kids get to travel around Australia at all and the lessons your kids will learn about Australia, life and other people should not be undervalued.

### New Experiences

Sharing new and often unplanned experiences with your kids is a great adventure. Kids are highly durable and adaptable so don't smother them in cotton wool. Have your default routines to keep them in balance but also be prepared to adapt your trip to suit theirs and your needs. With clear boundaries and lots of love they'll have the adventure of a lifetime with you.

And one more thing – buy them a digital camera each before you go. In years to come being able to look back at the photos from your trip will far outweigh the relatively small cost of a couple of cameras now.

#### Ciao for now

#### Steve Baile

I'd love to hear your thoughts on travelling with kids – feel free to email me at [steve@expeditionaustralia.com.au](mailto:steve@expeditionaustralia.com.au), or find out more about our Big Lap at [www.thebiglap.tv](http://www.thebiglap.tv).



# ARB's Oxfam Trailwalker Challenge



> The challengers: (pictured L-R) Dennis Horton, Grant Jarvis, Allan O'Neil, Albert Thomas, Jeff Duckworth, Jason Martin, Brent Key, Michael Digweed

This year's Oxfam Trailwalker fundraising endurance event was a great success and saw more than 650 teams of four participating, including two from ARB's Kilsyth manufacturing facility.

The Trailwalker is a fundraising event in which teams undertake a tough 100km walk within 48 hours to raise money for Oxfam, a renowned international aid organisation who sponsors community based programs worldwide. The origins of the walk can be traced back to 1981 as a military exercise for the elite Queen's Gurkha Signals Regiment in Hong Kong. It has now grown into one of the world's leading sporting challenges and takes place globally in a number of countries including New Zealand, the United Kingdom, Hong Kong, Japan and Belgium. Since its inception, the event has raised more than \$60 million internationally with thousands of people competing each year.

The event kicked off at Jells Park in Melbourne's south-east on Friday 11th April at 8:30am. The trail heads past Lysterfield Lake, through Belgrave, up over the top of Mt Dandenong, back down to Mt Evelyn and along the rail trail to Mill Grove, finishing with a trek over Mt Little Joe (which isn't so little) and down into Wesburn. This year's event saw a team of locals breaking the Australian record in a time of 11 hours and 26 minutes, and overall, total funds raised were more than \$1.5 million.

The ARB teams clocked up thousands of accumulated kilometres in the months leading up to the event, most up and over Mt Dandenong. Adequate training is an



essential part of this challenge – a 100km walk is not as easy as some might imagine.

Team 587 (ARB On Track) completed the walk in 21 hours and 21 minutes, while team 588 (ARB Off Road) finished in a time of 25 hours and 58 minutes. Despite a couple of the guys not making it all the way due to fatigue and some wicked blisters, everyone involved put in a phenomenal amount of effort to achieve what they did. On average, 20% of people who start the walk don't actually finish, usually for similar reasons.

"Crossing that finish line was an awesome and emotional experience after 20 hours plus of walking," reported ARB's Manufacturing Manager, Dennis Horton. "In fact it was such a memorable event that some of the guys have already started training for next year, with some impressive time targets in mind.

"This gruelling 100km event is as hard on the mind and soul as it is on the body. The two teams walked through Friday night without any sleep, stopping only at checkpoints to deal with injuries, refill water bladders, change clothes and grab a quick bite to eat. You learn things about yourself and those you are walking with when you undertake this type of endurance event as a team."

The guys couldn't have completed the walk without their support crews, consisting of family members and ARB employees, who worked tirelessly Friday and throughout the night, meeting them at checkpoints to provide them with clothing, food, drink and first aid supplies to keep them going.

ARB would like to congratulate all those involved for the momentous achievement in completing this event and raising close to \$5500 for Oxfam in the process.

# 2008 Pajero Challenge

The 2008 Pajero Challenge has been won by a member of ARB Kilsyth's sales team, Alison Grant, who's team took out the top place against a field of 36 competitors.

Running from February 23rd to 24th this year, the event was based at the Big River Camp in the state forest beyond Marysville, Victoria. This annual challenge, organised by the Pajero 4WD Club of Victoria, is a 24 hour 4WD navigation competition that is split into four sections, each of around 3-4 hours in length. With a focus on teamwork, observation and navigation, rather than speed or hardcore 4WDing, a broad array of entrants of different experience levels get involved.

Following scrutineering of all vehicles prior to the start, official competition began at 9:30am on Saturday. Vehicles generally have between two and four people, all using laptops or GPS to navigate the various way points involved in each stage. Alison manned one GPS, along with teammates Shayne Barkley (driver) and Alan Cuthill (also on GPS). Because the challenge is navigation based, skill and teamwork are very important aspects, as is preparation of both team members and vehicles, and Alison usually studies for a week prior to ensure she is fully prepared.

The event is broken up with mini challenges both in between and during the four sections to provide a bit of fun and variety for competitors. Quizzes on first aid, recovery, navigation and other related subjects rely

on general knowledge and common sense, while more practical events such as blind fold cart races keep everyone amused. Alison's team pulled into the finish at around 8am on the Sunday morning, exhausted, but having enjoyed themselves immensely.

This is the second year running that this team has won the Pajero Challenge, an accomplishment that has only been achieved by one other team in the event's 15 year history. You can be assured that they'll be back next year to try for three in a row, and we wish them all the best of luck.



# Aussies In Africa - Part 2

Ruacana Falls

**Following the first part of Neil Cocks' epic trip that featured in the previous newsletter, we now bring you part two of the journey...**

We arrived at the famous Addo Elephant Park a couple of days before we were to reunite with Ron, Viv and Fred, only to find that the place was booked out due to Easter and school holidays. In the end we found a B&B/campground near the small rural town of Addo (about 12kms away), and Ron and Viv arrived two days later looking forward to a well earned rest after their hectic tag-a-long trip.

It was now time to head for the southern-most point of the African Continent – Cape Agulhas. On the way there we passed some amazing scenery along the 'Garden Route', one of the greatest coastal drives in the world. We stopped at a farm in Barrydale run by friends of Ron and Viv's who made us feel very welcome as we spent a most enjoyable night and day with them. Now well into autumn, the weather was near perfect, very similar to a good Victorian autumn. We were lucky, upon reaching Cape Agulhas, to find hardly a breeze ruffling the waters of the Indian and Atlantic Oceans. Making our way down to the southern-most point of the African Continent, we filmed Viv half filling a container with Indian Ocean water and the other half with water from the Atlantic Ocean. The idea is to empty that into the Arctic Ocean at North Cape – the most northerly point of Europe.

During 2006 I had been corresponding with two South African blokes from Cape Town, Terrence and Cris. Cris has an ARB franchise in Cape Town, and they have both been over to Oz competing in the ARB Outback Challenge. We were due to arrive in Cape Town on Good Friday and were a little worried about finding somewhere to camp, but Terrence wouldn't hear of it and insisted we stay at their farm. Terrence and his Dad, Terry, were very hospitable and we had a wonderful Easter, including a big BBQ with a lot of people from Cape Town's 4x4 industry.

During Easter, Helen and I took a drive down to the Cape of Good Hope and Cape Point. While at the Cape of Good Hope, half a dozen tour coaches came in, three

of them full of Aussies off the QE2, and upon seeing the flag on the side of our vehicle, inundated us with questions about our trip. We all went into Cape Town for the day, and also caught the cable car to the top of Table Mountain.

April 10th, the day we were leaving Cape Town, saw Ron and Viv make a dash into the city so Viv could have a broken tooth fixed at the dentist. They were back about 11am, and it was time to say goodbye to our hosts. Terry became quite emotional, which was really touching and Terrence quipped, "You want to see him saying goodbye at the airport!"

We headed north along the west side of South Africa toward Namibia. In the last minute scramble for colonies in the latter part of the 19th century, Germany annexed Namibia and held it until July 1915 (WW1) when German forces surrendered to the South Africans. Namibia is an arid country about two thirds the size of South Africa, but with a population of only around two million, it has one of the lowest population densities of any country in Africa. Namibia is rich in natural resources, and mining accounts for 25% of GDP, while more than half the



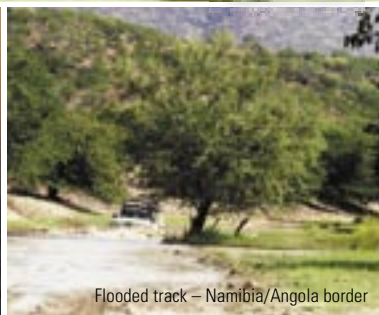
population is involved in agriculture. The country we were travelling through reminded me a lot of the country around the Gawler Ranges in South Australia, very dry, and completely different to the east side of South Africa. The mountain ranges as we approached the SA/Namibia border were fantastic. The Orange River is, for some distance, the border between South Africa and Namibia, so we decided to turn off the main drag and follow the dirt road along the river. What a great drive! Towering



Elephants, Etosha NP



Skeleton Coast



Flooded track – Namibia/Angola border



Epupa Falls – Namibia/Angola border

mountains both sides of the river made for some excellent photo opportunities. We pulled up that night for our first bush camp in the wilds of Africa.

All the roads in Namibia, dirt and tar, were excellent as we made our way to the town of Luderitz, famous for its diamonds. The sand dunes in this area are massive, but nowhere near as big as those of the Namib Desert, some which reach a height of nearly 1400ft. Apart from



Luderitz

the German name of Luderitz, a lot of the buildings in the town have a distinct Bavarian look about them, which is strange in the desert landscape.

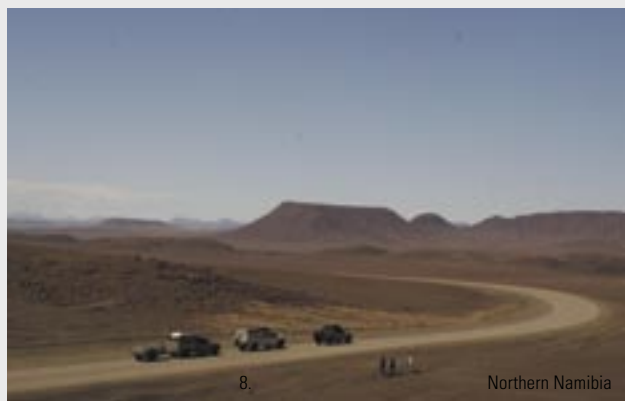
On the way out from Luderitz we stopped at the ghost town of Kolmanskop. Once a substantial diamond-mining town boasting a casino, skittle alley and theatre, it started to decline with the slump in diamond prices after WW1. By 1956 it was totally deserted. A lot of the houses are grand two-storey affairs, and from a distance look in good nick. One of the houses looked just like the one out of the film 'Psycho' – we didn't go into that one!

Ron and Viv had to head for the capital of Namibia, Windhoek, for a couple of reasons. Firstly to pick up Gaye (their next-door neighbour) who would be travelling with us for the next three weeks, and also to have the injectors in the Nissan looked at. Fred, Helen and myself made our way to the famous Sossusvlei which is part of one of the oldest and driest ecosystems on earth. I loved this red sand dune area, it really reminded me of home. Fred had two punctures we had to fix during the heat of the day, and the following day we blew a tyre to pieces. Along with this, we also helped a 'San' family with their ailing vehicle (twice) before they could continue their journey, and two South African blokes, whose HiLux had snapped

the overflow pipe off and lost all the water from the radiator. After our arrival in Swakopund that night, we found a resort with campsites, including lawns and our own toilet and bathroom facilities – luxury.

After meeting up with Ron, Viv and Gaye, we made our way north along the Skeleton Coast through some of the most desolate country I have ever seen. We were trying to reach a campsite in the mountains where there was supposed to be a beautiful spring-fed waterhole, but a thunderstorm hit us hard and suddenly there was water everywhere. As we were going through a village which had been flooded by the storm, Fred became bogged, and a lot of the villagers came to watch our efforts in extracting him from the quagmire. We finally reached our campsite in the dark and pouring rain, however the next day, when we located the spring, we decided that it had been worth it.

The villages and people we have seen are living as they have done for countless generations. The Herero and Himba women in particular dress in their traditional garb. Mind you, the Himba women don't exactly wear a lot – they cover their bodies in a mixture of butter and red ochre, wear an animal skin



8.

Northern Namibia

loincloth and some beads, and their hair is braided. On the other hand, Herero women wear long dresses from head to toe with petticoats, an influence from the Victorian colonial era. We drove north across the mountains toward the Kunene River, which is the border between Namibia and Angola. Once again thunderstorms slowed us down, but we finally arrived at Epupa Falls, on the Kunene, and a wonderful little campground just 200m upstream from the falls. It was so nice we decided to have two days there, and relax a bit, as we prepared for the next part of our journey.

## > INSIDE ARB

New South Wales  
AUSTRALIA



# ARB Port Macquarie

This issue, we focus on one of ARB's newest stores, located in Port Macquarie, NSW. ARB Port Macquarie introduces the ARB name to 4WDers who have previously been required to travel to Tamworth or Newcastle to visit an ARB store.

The store is managed and part-owned by Emmanuel 'Mani' Kafantaris, winner of the 2007 ARB Xtreme Winch Challenge and long-time competitor in the Outback Challenge. Having worked in the 4WD industry for the past 23 years, Mani was an ARB stockist in Brisbane before he and his family headed south to set up the Port Macquarie store.

Located in a prime position, the store focuses primarily on recreational 4WDing and touring, with Mani's experience using ARB gear in competitions sure to prove invaluable for both weekend adventurers and veteran 4WDers. He heads a dedicated and experienced team, including fellow part-owner and Outback Challenge and Xtreme Winch Challenge competitor, Phil Swindale.

ARB Port Macquarie opened its doors earlier this year, enjoying a great start to trading. The store looks sensational with an extensive range of products on show in an inviting and friendly atmosphere. The new workshop comes equipped with four work bays, ensuring a good turnaround time for customers, and the new purpose designed lounge gives you the chance to relax with a hot drink or view the latest 4WDing DVD while you wait.

The sales team will be more than happy to assist in determining the right gear for you, be it a weekend away or that trip of a lifetime. So whether you need a complete vehicle fit out, a pre-trip vehicle inspection or just a few travel tips for your next getaway, head into ARB Port Macquarie for a chat.





**4X4 ACCESSORIES**

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