

4x4action >



> PRODUCT RELEASES

Vehicle accessories for the latest model Toyota Prado and Mitsubishi Challenger/Montero Sport, as well as plenty of handy new off road products

> GIVEAWAYS

All the usual giveaways plus a fun competition for all the kids out there

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News from Drive 4 Life, a report on Condo 750 and more

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A selection of interesting feature articles with stories from within Australia and various places around the world

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New Accessories for Mitsubishi Challenger/Montero Sport

Following the release of the latest model Mitsubishi Challenger/Montero Sport, ARB has developed a number of functional accessories to complement, protect and increase the versatility of this vehicle. You can read about deluxe bull bars, Sahara bars, roof racks and Old Man Emu suspension in this newsletter, and for more information please contact your nearest ARB store for the latest news. >>

4x4

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ARB Snapshot

If you have been considering a trip to the Outback this winter, there really has never been a better time to see it. Presently an area roughly the size of western Europe is flooded, which is said to be a 'one in a hundred year' event. Of course much of this land is completely inaccessible at the moment except by air, but there are numerous other locations you can head to in your 4WD which have benefitted from the rains and are still fully accessible.

We've just got back from a trip to the Flinders Ranges, which is looking absolutely magnificent. The area received good rains in April, with nearly 70mm recorded in a single day. The tracks had pretty much dried out when we were there, but the whole area is exploding with colour as a consequence of all the vegetation that has sprung up.

It's a similar story in the Corner Country, which has just had its best rain for ten years. We'd planned a trip up there in February with the team from 4wdTV, but had to postpone it as the station we'd intended to film at was cut off for several days. We're now heading up there in a few days, and I can't wait to see the effect the rains have had on the area.

With so much water and food around, the wildlife is absolutely thriving, and in particular I don't think I have ever seen so many emus and kangaroos. Of course, this has implications on drivers so it's important that you have your wits about you, and avoid driving at night. If you do need to travel after dark, then a good set of driving lights is essential. And it goes without saying that a decent bull bar is absolutely critical. Modern vehicles are equipped with a plethora of sensitive componentry on their front ends that won't handle an impact with a big roo too well. These aren't the types of repairs that can be undertaken by bush mechanics either, so an animal strike on a modern 4x4 that is not equipped with a bull bar will virtually mean the end of your holiday.

With the changing conditions, it's more important than ever that you do a bit of research on the area you are headed into, paying particular attention to any road closures that may be in place. Even areas that have dried out and are accessible again may still have some road closures. This is typically due to track damage that occurred during flooding that is yet to be repaired.

Finally a word of warning... desert rains can make people do funny things and you never know what you may come across. This is clearly illustrated by photos presently circulating on the internet of one of Australia's best known and most respected 4x4 journalists skinny dipping in the Strzelecki Creek, which is flowing properly for the first time since 1975.

Happy 4wheeling!

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



action



New Air Locker Models

Over the last few months ARB's team of Air Locker engineers has been hard at work developing new products to further expand the already large range available.

An ARB Air Locker is a driver controlled replacement locking differential that essentially 'locks' the two front or two rear wheels so they don't turn independently. When a standard vehicle experiences a loss of traction, power is automatically sent to the path of least resistance (usually the wheel with little or no traction), resulting in no forward movement. However when an Air Locker is activated, power is sent equally to both wheels, so they turn together and the vehicle can often simply drive out of trouble. Additional benefits include a more controlled driving approach and less reliance on momentum, resulting in reduced damage to both your vehicle's components and the environment.

A new rear Air Locker is now available to suit the LandCruiser Prado 150 Series, Toyota 4 Runner (2009 on) and the Lexus GX, giving vehicle owners the chance to fit both front and rear Air Lockers for the ultimate in traction. Featuring ARB's patented 'timed' locking mechanism that offers high strength and ultra fast unlocking, this Air Locker will give your vehicle instant traction in steep or unpredictable conditions.


Built from high quality materials and designed and made right here in Australia, the Air Locker is trusted in over 100 countries and is used in competition and performance applications throughout the globe.

ARB has also been expanding its performance model range of Air Lockers and has recently released a Dana 60 model to suit heavy duty 40 spline aftermarket axle shafts, and ring and pinion sets with a ratio of 4.10:1 or numerically lower.

The performance model range has been designed for specialist applications such as competition rock crawling and heavy duty machinery operations where aftermarket axle shafts are fitted that have larger than standard diameter splines. These Air Lockers need to be both larger and tougher than standard models to accommodate the massive amounts of torque they endure. Customers should note that ARB's performance range does not fit on a vehicle's original equipment axle shafts, only non-standard, aftermarket types.

For more information on ARB's performance model range and the complete line up of Air Lockers for other vehicles, please contact your local ARB store.





Protection Equipment and Roof Racks for Mitsubishi Challenger/Montero Sport Vehicles



Following the release of the latest model Mitsubishi Challenger, both a deluxe and a Sahara style bull bar are now available from ARB to provide this vehicle with an immense amount of frontal protection.

For Challenger owners who regularly spend time off road or in rural areas, a bull bar is an essential investment for protecting both the vehicle and its occupants in the event of an animal strike. The deluxe combination bar features ARB's traditional bull bar design, while the stylish Sahara model is available with or without the polished centre tube. Manufactured from durable steel, the bars also incorporate a number of other strength-related features including a split pan

Drive 4 Life 4WD Tour 2010

ARB has been a proud supporter of Drive 4 Life since the organisation was founded. Formed by a group of long-time 4WDers who wanted to combine their common interest of 4x4ing with an opportunity to raise money for charity, the first trip was held in the spectacular Victorian High Country in April, 2006.

Since that first tour, a number of expeditions have been successfully completed both in and around the Victorian High Country, and further afield in the Simpson Desert. The tours are aimed at 4WDers of all levels who want to head out into the great unknown with other like-

minded travellers, have a great time, meet new people, and maybe even learn a thing or two along the way. Participants are required to donate \$1000 per vehicle to the Northcott Society, and all this money goes directly to the charity to assist with providing services to disabled people and their carers across NSW and ACT. To date, the Drive 4 Life expeditions have raised over \$250,000 for the Northcott Society, and this is set to grow with the upcoming tour planned for 2010.

The 2010 Drive 4 Life trip starts and finishes in Broken Hill and will visit the Flinders Ranges and the NSW, SA and QLD Corner Country. This tour kicks off on



design and ARB's multi fold, upswept wings, the latter of which helps to optimise approach angles.

Specifically engineered to suit the Challenger, these bars are fully compatible with the vehicle's air bag system and have also been designed to withstand the extreme strains placed on the bar during vehicle recovery. Both will accommodate Warn electric winches up to 9500lb, and customers have the option of fitting the winch at the same time as the bar or at a later date. These bars are also equally suited to non-winch applications, giving owners maximum versatility.

Along with the strength and design related aspects already mentioned, these bars also incorporate a number of other handy features to ensure that customers can get the most out of their vehicle. Stylish injection moulded, recessed housings are located in either wing to accommodate indicators and optional fog lights, while a range of IPF driving lights can be selected for improved visibility at night. With twin Hi-Lift jacking points and access to the original equipment tow points, both bars have provision for two CB aerials and are finished in a durable powder coat, which provides the perfect base for colour coding if required.

Please note that these bars do not currently suit XLS vehicle models that feature pop out headlamp washers, however ARB is hoping to alter the design over time to accommodate all Challenger variants.

As well as protection equipment for the Challenger, ARB's range for this vehicle continues to grow with the introduction of a number of roof rack models to increase load carrying capabilities. It is important that customers speak to ARB sales staff before selecting one, to ensure they get the optimum product for their needs. The fitting kit for these roof racks replaces the factory roof rails, and incorporates 3mm laser cut steel mounting brackets and quality stainless steel hardware. Securely mounted with an aerodynamic design, ARB's roof racks will provide additional storage space and are specifically engineered to withstand harsh, off road environments.

Deluxe combination bar > Part no: 3435100

Sahara bar > Part no: 3935100

Roof racks > Contact ARB for part numbers

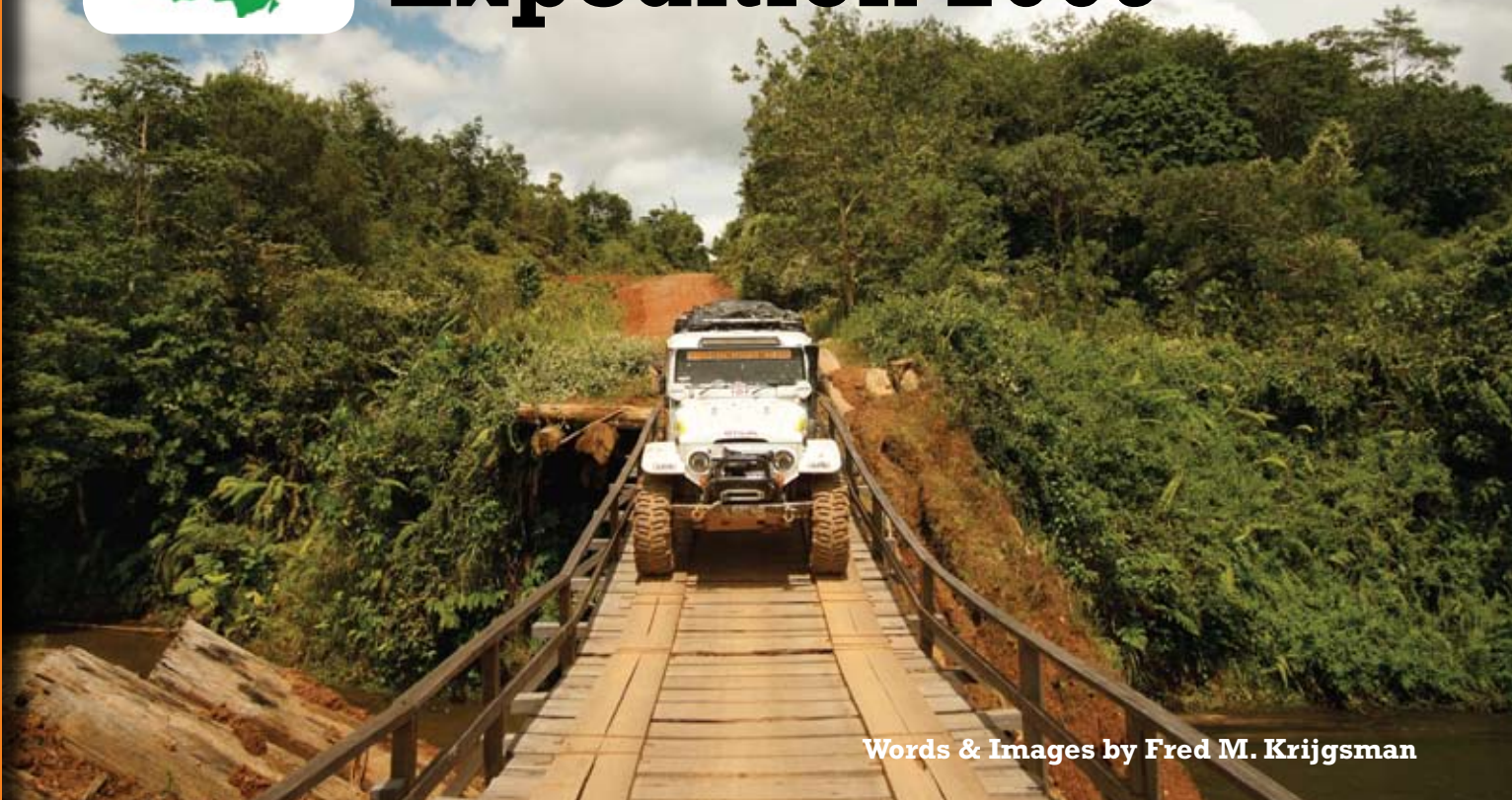
Tuesday 19th of October and finishes on the 26th, with participants set to see some great parts of Outback Australia, and challenge themselves on various 4x4 tracks along the way. All vehicles must be self sufficient and carry their own food, water and fuel, and although the tour does not tackle extremely tough terrain, there are still certain requirements for participating vehicles. For more information on this, you can visit the website at www.drive4life.com.au, where information packs and booking forms can be easily downloaded.

Places are still currently available for the 2010 Drive 4 Life tour, so check out the website if you're interested in joining the team for this year's event.





The Borneo Equator Expedition 2009



Words & Images by Fred M. Krijgsman

This story tells of one of the most extreme jungle travels ever undertaken besides the past Camel Trophy races of many years ago, and on the same mysterious island of Borneo. The initial journey started two years ago with the idea and preparation to cross along the equator line from one side to the other. The expedition organiser was the Cheetah Off Road Club and members of the Indonesian Off Road Federation (IOF). The founders, Justinus Sjahlim, Syamsir Alam, Yuma Wiranatakusumah and Hendrik Badu, thought up the idea together with Fred M. Krijgsman of Xtreme Adventure to create a 'once in a lifetime adventure' expedition.

This ninth Adventure Off Road event, named the Borneo Equator Expedition 2009, was held from December 6th till December 20th, 2009, and started from Pontianak, west Borneo, travelling through central Borneo and finishing in Balikpapan, east Borneo, covering about 2030km. Participants from Asia, Europe, America and Australia were all involved with the mission not only to enjoy the once in a lifetime adventure, but also to experience the scenic drive through mountainous areas and rivers, to promote tourist spots, and learn more about the diverse Indonesian culture. The event route was planned as close as possible along the equator, or at least no more than one degree either side.

As already mentioned, the whole idea came together two years ago while we were travelling in the jungles of Sumbawa, Lombok and Bali. A select group of people were to be involved, all with off road experience in extreme jungle conditions and with the skills to help bring the whole convoy of 25 vehicles across the equator line.

In simple language, the equator is an imaginary line on the earth's surface, equidistant from the North Pole and South Pole, that divides the earth into a Northern Hemisphere and a Southern Hemisphere. The length of the earth's equator is about 40,075km, and it runs through a number of countries including

Indonesia, Ecuador, northern Brazil, the Democratic Republic of Congo and Kenya.

During our trip, we had temperatures way above 35°C, which all of the expedition team members had to contend with. The main rule was to bring along enough water for the entire expedition, and also to make sure we drank that water. During our 14 days of travelling in jungle conditions I personally consumed a total of 96 1.5L bottles of water.

The culture and history of the Indonesian province of Kalimantan (where we began) goes way back. Borneo, the world's third largest island, is a land

of darkness and light – a place of stark contrasts. Politically, Borneo is divided into Sabah and Sarawak, which are states of Malaysia; Brunei, an independent sultanate; and Kalimantan, part of Indonesia. The area is about 743,325km². It is also the home of the original inhabitants of Kalimantan. The tribes are collectively called Dayak, although this name is not embraced by many tribespeople themselves, who prefer to be known by separate tribal names such as Iban, Punan and Banuaq.

Local tribes traditionally live in communal long houses called Lamin or Umaq Daru. They are built on wooden piles, sometimes three metres high, for protection against wild animals and flooding. The Punan people are nomadic hunter-gatherers, and only use the long houses at the height of the rainy season. Steeped in tradition, the interior of a long house is typically divided into separate family quarters with communal areas connecting each. It is in these communal areas that village meetings are held and ceremonies performed, thereby reinforcing the strong tribal bonds in the face of rapidly advancing 20th century technology.

It is estimated that there are more than 200 Dayak tribes on Borneo, the most important being the Iban and Bidayuh in Sarawak, and the Kadazan in Sabah. Other small groups include the Kenyah, Kayan and Penan, whose way of life and habitat are rapidly disappearing. The main indigenous tribe of Sarawak is the Iban, who number 395,000. They are largely long house dwellers and live along the Rejang and Baram Rivers. For the Dayak of southern and western Borneo, tattoos and death are inextricably bound. When the soul (beruwa) leaves its human host, it journeys through the murky depths of the afterlife in search of heaven – the land of ancestors. Dayak souls encounter many obstacles on their supernatural flight: The River of Death is the most formidable. According to tradition, only the souls of tattooed women who provided generously for their families, and head-hunters who possess hand tattoos (a token of their success) are able to cross the log bridge that span these dangerous waters. Maligang, the malevolent guardian of the bridge, often refuses such passage forcing souls to descend into the river's depths to be eaten by Patan, the giant fish. However, if the soul is properly tattooed, it is free to pass into the darkness that awaits on the other side. Although this dim world is at first silent and discomfoting, the soul's tattoos begin to burn brightly, and in turn, guide the incorporeal spirit to its final resting place among the ancestors.

THE EXPEDITION

So it's D-day (departure day) for the entire convoy and we are heading to a small and quick flag-off ceremony in Pontianak and then to our official starting point at the equator monument. Here, the real adventure will begin as we head into the first jungle section of our trip.





The first off road sections are easy going so that everyone can get used to convoy driving and check that everything is working, including correct tyre pressures, having everything packed properly, and ensuring we have enough water and other essentials. It seems that everybody has prepared themselves well and the first few kilometres of our expedition are clicking away nicely. Today's goal is to reach base camp one at Rimba, located in one of the many palm plantations. Small logging bridges have to be crossed, and we receive a joyous welcome from villagers in the townships we pass through. They seem to be impressed that the vehicles are heading deeper and deeper into the jungle of Borneo.

At base camp one we have our first jungle night, but Mother Nature is not at her kindest, and heavy rain is falling while we are setting up our campsite. Tarps are fixed between two vehicles to create a dry spot for our beds and cooking gear. Slowly, the remaining vehicles are arriving towards nightfall. During the night the rain keeps falling and at sunrise we are pretty sure that the tracks ahead will be muddy, slippery and tough to drive. A quick briefing is done by one of the convoy leaders, and soon after, breaking up this campsite, we are heading deeper and deeper into the jungle. The tracks are indeed muddy and slippery, and on a few occasions small landslides have made deep potholes and broken small bridges. The entire convoy is approaching every obstacle with caution. Small logs are used to rebuild the broken bridges, and on some occasions we need to winch the vehicles around.

So far everything is going well; Mother Nature eventually stops dropping the rain and welcomes everybody with a hot, humid sunny day, the temperature rising to above 36°C. Countless bottles of water are consumed by all team members while driving along the jungle roads and, though it seems fairly easy going at the moment, how long can it last?

After reaching base camp two and three with only some minor obstacles, we are preparing ourselves for the days ahead. At the township, Nanga Pinoh, we get less than one hour to do some final shopping. We need to fill up all vehicles with fuel (and take an extra 40 litres of diesel) as well as food and drinking water, along with performing some minor repairs on the vehicles. After this township we have to be self sufficient for the next four or five days.

It seems it is getting hotter and hotter every day as we head deeper into the jungle. Although Mother Nature is kind at first, later on she again shows her nasty side by showering us with heavy rain, and the tracks are getting stickier with the mud, and very slippery. Due to landslides we have to create several time consuming diversions to get around the obstacles. Then a major one looms upon us. Slowly we have to winch the vehicles down steep slopes, sometimes more than 80m. Each vehicle is lowered down by the vehicle behind, and on and on it goes. After this, it's a drive along a small river and then the attempt to get up the other side.

That was the plan, anyway, but it turns out that Mother Nature had other things in store for us. She opened all the clouds and drenched us for hours and hours. The



result... vehicles stuck at the bottom of the hill in the riverbed, vehicles waiting in line above us, and vehicles stuck at the exit of the section. This resulted in teams working around the clock to get the convoy moving. Just to move seven vehicles took almost ten hours of non-stop winching, digging, pulling and pushing to get them back on the main track. Co-drivers worked relentlessly, pulling winch cables forward and back, hooking them up again, single line, double line and even triple line winching was required! Slowly, these vehicles ended up back on the main track... though this took well into the dark of night.

And it is not over because that was only the first seven vehicles! The next morning these seven helped the next ones in line. I must say it was like a machine, with all team members working together with one goal. Further down the track we again had similar obstacles to overcome... it was man and machine against nature. Every time we hit a barrier, engines worked non-stop, tyres dug their way through the deep and sticky mud, team members rebuilt bridges... literally rebuilding the track!

By this point, food and drinking water is becoming scarce, and at night many team members don't have the strength to bother with campsites – they simply sleep in their vehicles until daylight again signals the beginning of another day of action. A few members have been attacked by leeches, but our main animal attack has been bees! It seems that this year the jungle is a veritable plague of bees. I can say that everybody has been stung by at least one bee... with one of the co-drivers being stung more than ten times!

Finally, with Mother Nature still not showing her best side, it has taken us five days to overcome 36km of hard core jungle track, though we are victorious and happy. This track has not been used since the 80s, so we have actually completely rebuilt it, rebuilding bridges, tackling water crossings, and all with only what the jungle had on offer. A previous Camel Trophy was also held on this track, but they had to evacuate when they found it impossible to cross, and were airlifted out. In contrast we have successfully crossed this section, even though it took so many days, so many hours of hard work and winching, and so many sweat drops.

Further down the track we are faced with the prospect of crossing numerous big rivers, though here we employ the local ferries to help get our convoy across. At times it is possible to get three or four vehicles on a ferry, and at other times we have to build (with some small local boats) a 'look-alike ferry' to get vehicles across one by one. The village people were giving us strange looks: "Where did you come from?" And, "Did you cross that jungle section... that's impossible!" They were amazed when we told them that indeed we had.

After crossing the Mahop and Bakanon River we are heading towards Muara Teweh. Here in this relatively big town it was possible for us to refuel, do some shopping to get food, water and fresh fruit, and also to freshen up. A few vehicles required maintenance, like fixing tyres, welding and repairing winches and cables. Here in Muara Teweh we also regrouped the convoy, as some vehicles were out of the jungle early in the day, while for others it was late afternoon. Soon we are again on our way to continue our Borneo



Equator Expedition 2009. We have calculated that we are roughly 1.5 to 2 days behind the original schedule... so we have some catching up to do.

From Muara Teweh we head towards the Mahakan River to Melak City. To make up some lost ground, we decide to make the travelling days longer and look into a slightly different route to maintain our original arrival time in Bontang.

But again Mother Nature was not kind, and again we had to struggle against landslides, broken bridges and deep, sticky, muddy tracks. At this point it seems we are either not going to reach our goal on time, or will have to abandon the entire expedition just a couple of hundred kilometres before the finishing point. The team members gathered together to formulate a new plan... we decide to organise a large ferry boat at the end of our jungle trails which will ship us 1.5 hours downstream. We also decide to skip the short visit to Bontang and head directly towards Samarinda, which is the official end of the 2009 expedition.

Following a relatively incident-free final leg, we reach the hotel in Samarinda at long last, though not at our scheduled 3pm in the afternoon, but at 10pm at night. Although behind schedule, we have made it, covering over 2030km of tracks and jungle terrain, to travel across an island on the equator line. We started in Pontianak and 14 days later we are in Samarinda. At the end the camaraderie is still the same as when we started... new friends were made... and new plans are being talked about for 2010!

From Samarinda the next day we drove to Balikpapan, to ship the vehicles back to Jakarta and the team members back by plane, saying goodbye to many old and new friends, and planning to meet again in 2010.

This was an achievement for all the team members. We did get across the equator line within 14 days, as was our goal, from one side of Borneo to the other. A total of 2030km hard core jungle tracks, working together as a team, respecting the environment, mutual cooperation and sportsmanship... this was the Borneo Equator Expedition 2009, one to be remembered.

For 2010 we have another exciting expedition trek in mind, the Borneo Equator Expedition II. The idea is to travel from east to west (again on the island of Borneo), but this time along the borderline between Sabah, Sarawak (Malaysian part of the island) and Brunei. It will definitely be longer than 14 days. I must say, it is still just an idea, but the Indonesian team and I are working on it, so stay tuned for more news (www.xtreme-adventure.com).



Aluminium Canopy Roof Racks

Following the release of ARB's range of deluxe alloy roof racks, canopy owners can now enjoy the same benefits with the addition of new alloy canopy roof racks. These new racks are available in two sizes to fit all standard roof ARB canopies (with the exception of the Ford FG ute), and are rated to carry an evenly distributed load of 100kg.

This product is great for the touring customer who needs maximum storage space while keeping within gross vehicle mass limits. Manufactured with high strength alloy construction, the canopy racks employ a trade design with open ends, allowing long items such as ladders and lengths of timber to be easily carried. The full mesh floor provides added mechanical strength, exceptional support for small cargo, and additional tie down points, though when carrying heavy cargo, ARB recommends using the cross rails as tie down points.

As the alloy racks are lighter than their steel counterparts, they are a more convenient solution for vehicle owners who may need to remove and refit their rack between trips. Retaining the strong, aerodynamic design that ARB steel racks are renowned for, the aluminium models are engineered from a high quality alloy, perfectly suited to the structural design and load carrying requirements of off roading.

So if you're a canopy owner that needs additional storage space, drop into your local ARB store to find out more on our new range of alloy canopy roof racks. ARB also has a broad selection of roof load carrying solutions for other vehicles, from steel roof racks to Thule and Rhino roof bars.

1850mm x 1250mm > Part no: 4900140M

1850mm x 1120mm > Part no: 4900130M

Fourby's New Pencil Case



Adding to the great range of kids' promotional merchandise that is available from ARB, a new pencil case has just been released. Featuring ARB's loveable kids' mascot on one side, it incorporates a bright design that is sure to appeal to children of all ages. Made from neoprene for long lasting durability and finished with a YKK zipper for quality you can count on, the pencil case is available from ARB stores around the country now.

> Part no: 216087

WIN!



Congratulations to **Alan Pollard**, 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

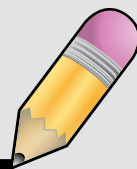
This issue, we're giving away another portable air compressor kit, so here's your chance to win one! Simply write to us and ask us anything you'd like to know about ARB and our products. The letter of the month will be published in the next edition of ARB 4x4 Action, along with our reply. The winner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

ASK ARB



WINNER!

I have a 2009 model Series 200 VX LandCruiser, which is fitted with an array of traction control devices. I am curious as to comparisons you would make between ARB diff lockers and the traction control devices.

It seems to me that the traction control devices use brakes to achieve a very similar function to the diff lockers. But at the same time I am curious as to why you would then bring out a range of diff lockers for 200 Series Cruisers.

Love your mag and your products.

Alan Pollard

Hi Alan,

You are correct that a lot of modern 4x4 vehicles are now fitted with an array of 'aids' and there is no doubt that these systems can improve off road performance in a variety of situations and are superior to vehicles with just standard open or even LSD differentials. Most of these new electronic systems seek to limit speed and/or wheel spin by applying braking force to the wheels with low traction, which does have the effect of transferring some engine power to the wheels with traction, however this is no substitute for a mechanically locked differential.

The great thing is that when you add the ARB locking differentials to these vehicles, the off road ability of the vehicle is further improved. This is because a vehicle with lockers engaged does not have wheel spin unless all four wheels are spinning, and that is rare. Most of the time, in off road situations, it's one or two wheels that lack traction. Likewise in hill descent situations, the vehicle with a rear locker engaged will be easier to control as the back wheels will be turning at the same speed and will not require as much braking to be employed.

The reality is that whilst the 'aids' do work, they will not get you as far through an obstacle as a vehicle with front and rear Air Lockers. There is a lot of wasted energy with traction control, and braking wheels when forward motion is required is not an ideal solution.

Owners of modern 4WDs fitted with off road aids around the world are finding that a vehicle fitted additionally with ARB Air Lockers will be extremely capable in all conditions. That's why we are continuing to develop new applications for the Air Locker and provide a range of products that allow owners to have the best of both worlds.

For a visual display of how ARB Air Lockers work in comparison to other traction devices, you can check out the Air Locker vs LSD vs Traction Control video, which is in two parts on our YouTube site: www.youtube.com/arb4wd

Greg Milton
(National Product & Services Manager)



Hi,

I am intending to drive the Outback Way later in the year.

The Outback Way website makes this recommendation about tyre pressures:

“Along rough, rocky or corrugated sections of the Outback Way, try to maintain tyres at or near highway pressure so as to keep the tyre walls firm-hard and less susceptible to puncturing by rocks, sticks and sharp objects.”

But the ExplorOz website says the opposite:

“To ease the comfort of the ride and to aid in traction on particularly bad corrugations such as the Gibb River Road or the Development Track to Cape York, it is best to reduce tyre pressures about 4 to 6 PSI lower than what you run on the bitumen. Very rough and stony country such as the Birdsville Track can handle even softer tyre pressures. This may not seem to make sense at first, but if you consider that your tyre is just like a balloon being bounced over sharp objects, then you can see how the higher pressure would make it more prone to ‘popping.’”

One would think that the authors of both sites know what they are talking about, but they can't both be right. Although the ExplorOz advice seems to be the conventional wisdom on the subject, that doesn't necessarily make it correct, and the Outback Way advice intuitively sounds better to me. Has anyone done any proper testing of this?

*William McCartney
Auckland*

Hi William,

Tyre pressures are always a hotly debated campfire subject. Get a dozen 4WDers together and they will all have a different opinion on what works best for what situation. What you will find is that there is no 'correct' answer. Why is this? Well, it's because every vehicle is different in the weight it carries and the tyres fitted. Add to this the varying terrain and driving styles, and what works for one 4WD is not necessarily right for another.

Tyre manufacturers want you to do things by the book for all the right legal reasons, and that usually means that if you are carrying a full load then you run higher tyre pressures. This information tends to be based on sealed road conditions where low pressures and high speeds can cause poor vehicle handling and possible tyre failure. So the information you read on the Outback Way is probably based on that kind of thinking. It's not wrong information, just not necessarily the best based on experience.

Many 4WD publications, websites, driver trainers and industry experts will give you information based on their vast experiences. When it comes to driving Outback roads, running 'highway pressures' has distinct disadvantages. Although higher pressures will help the softer sidewall of your tyres stand straighter, it leaves your tread area more susceptible to impact fractures and cuts from sharp rocks. Reducing pressures even slightly helps the tyre to 'give' and roll over sharp objects without the resultant damage. On loose gravel surfaces, high tyre pressures mean a small footprint on the road surface which can result in your vehicle sliding across



the surface of the road, especially into corners, whereas lower pressures spread the tyre footprint, giving more traction and stability as well as increased comfort.

Lower tyre pressures and the resultant larger tyre footprint are used by 4WDers to reduce the chance of punctures and to gain traction on loose surfaces. But in order to do this safely, your speed must be reduced to prevent the tyres overheating. On softer surfaces like mud, snow and sand you will most likely be driving much slower than highway speed, so overheating is not such a problem. On Outback gravel roads you have a choice, to drive at highway speeds on high pressures and risk the chance of impact fractures, harsh ride and instability, or to run lower pressures in more comfort and at slower speeds with more control over the vehicle and less chance of a puncture. Stop at any service centre along an Outback route and you can bet the advice from the tyre repairer is to slow down and run lower pressures. Mind you, they make a living out of people doing the opposite.

So if we ask the majority of tyre manufacturers, they'll tell you only to run their recommended pressure for the load you are carrying... which will no doubt be high as your 4WD will be loaded to the hilt for your big adventure. Legally, it's the best advice they can give. Many tests have been performed by the likes of off road magazines and industry experts which back up the lower pressures argument, but every vehicle/tyre/load/driving style varies, which means trial and experience with your own vehicle is the only way you will know what is right for you. In essence, however, both websites you quoted are correct.

One tyre distributor that has acknowledged the lower pressures argument is Cooper Tires. Check out www.coopertires.com.au for a free copy of their 4WD Drivers Guide in which they explain the best tyre pressures for off road terrain.

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

G'day,

As a newbie, I would like to know more about ARB's winch rated bull bars.

I'm looking to install an ARB bar on my Prado and would like to know how your bar complies with the air bag requirements of modern 4WDs. I have noticed that on late model Prados, bull bars, both yours and other makes, seem to move about a lot. I assume it has something to do with the mounting requirements for air bags or crumple-zones? Also, if this is the case, and they're not as securely mounted as on non-air bag 4WDs, would there not be an issue using a Hi-Lift jack on it? I'm sure other readers would like to know the differences between current design bars and those of pre-air bag days. Thank you.

Regards,
Barry



Dear Barry,

Thanks very much for your excellent question.

This is a concern expressed often by owners of the Prado and other model vehicles which exhibit similar tendencies.

The phenomenon you are observing is actually not related to the air bag compatibility requirements at all.

Air bag compatibility testing and development requires that we carefully examine the structural elements attached to the front of the chassis of these vehicles. The air bag triggering system is designed to work in harmony with the frontal crush characteristics of a vehicle. These frontal crush characteristics include the design of the bumper assembly, its mounting system, and other components of the vehicle.

On 4x4 vehicles with independent ladder chassis, the manufacturers often also add 'sacrificial crush sections' to the front of the chassis members to ensure that minor impacts (such as hitting a kangaroo) are not read by air bag sensors as major impacts, prematurely deploying the air bag(s).

Such premature triggering of the air bag is potentially quite dangerous, and may in fact cause a more severe accident or an injury that would otherwise have not occurred.

Likewise, an air bag deploying later than intended by the manufacturer could also be dangerous.

It is with these dangers in mind, that ARB's engineers approach the subject of fitting bull bars to such vehicles, with the concern being that fitting a rigid structure, not behaving the same as the original frontal characteristics of the vehicle, may change the deployment timing of the air bag.

From early on, ARB took a very careful approach to the subject and initiated some in-depth research on several fronts to ensure that any product that our company produced for these vehicles was not only up to the

expectations of our customers in terms of the traditional protection ARB bar owners have come to expect, but also that such bars would be truly legal and appropriate for the vehicle.

Monash University's Department of Engineering was contracted by ARB on this project for some years, and their expertise and testing facilities have been used to evaluate, test and approve ARB bars for air bag vehicles.

The essential design criteria ARB uses to ensure compatibility, is to evaluate the standard vehicle's frontal crush characteristics, and where necessary to duplicate these characteristics as part of the design of the bar and its mounting system. This results in a design which when correctly installed, ensures that there is no change made to the way the vehicle behaves in a collision, and hence there is no change made to the way the air bags deploy.

That is not to say that ARB has developed useless bars that do not offer the vehicle any protection. ARB air bag compatible bull bars do provide significant protection for the vehicle whilst also offering functional winching capability on winch mount versions.

Several different engineered methods of mounting the bar and providing the required collision performance characteristics are available to our designers. This results in products which are unique according to the vehicle model and often feature quite different structural features to fulfil their air bag compatibility requirement.

The engineers analyse many factors at the initial design stage including the vehicle's structural elements in relation to crash performance, the overall requirements for protection of the vehicle, consideration of pedestrian safety, the need for vehicle recovery points including winch mounting systems, and the overall aesthetic appeal of the product. Naturally we are also looking for a cost effective, value for money solution as well.

This involves the development and testing of several prototypes before the design is approved. This is time consuming, but the patience of our customers is rewarded with a product that is the very best of its type.

For your peace of mind, each of our bull bars and nudge bars for SRS air bag equipped vehicles is fitted with a sticker which reads in part as follows:

"This product and its mounting system has been designed, tested and manufactured by ARB to ensure its fitment to a vehicle fitted with SRS air bags does not affect the vehicle's compliance to ADR69."

Now, getting back to your original question. All late model Toyota independent style front end equipped 4x4 wagons that utilise separate chassis' employ very large and supple body-to-chassis mounts. In operation, their sophisticated chassis' flex a lot to provide the smooth, quiet ride with low vibration and harshness. When we bolt our bar to this chassis we simply are allowing the hitherto unseen movement to be seen as the bar moves with the chassis. This flex is nothing to be alarmed about, as, like the flex in an aircraft wing, it is normal and safe.

You will note that a correctly installed ARB bar on the vehicle will have a clearance space between the bumper section and the vehicle's original bodywork. This is essential space to allow the bar to move without impacting other components.

Most modern ARB bars are also equipped with Hi-Lift jack points and you may rest assured that these are fully engineered and tested for yours and your vehicle's safety.

Greg Milton
(National Product & Services Manager)



ARB Team Success at 2010 Condo 750

The 2010 Condo 750 Rally was held on the 11th and 12th of April this year, with a strong field of 29 cars and 84 bikes competing from all over Australia. This cross country rally race is held annually in the Australian Outback near the town of Condobolin in NSW, and attracts many notable off road racers, usually including a number of ARB staff members.

This year, ARB's Victorian Sales Manager, Paul Anderson, and Victorian Stockist Rep, Jess Bailey, teamed up to take out the top spot in Production Class and finished 9th outright in their team Old Man Emu Pajero. This was their second year competing together, and they proved to be a formidable combination, as they overcome minor problems and in-field vehicle repairs to earn their win. Supported by an experienced service crew and 2009 Outback Challenge winners (Greg Scanlon and Liam Nunns from ARB Bendigo) who did a brilliant job, they all survived the dust and the locusts to finish the event.

Though Production Class is designed for vehicles with only minor modifications, some suspension upgrades are permitted, and Paul and Jess had the advantages of Old Man Emu Nitrocharger Sport shock absorbers. "Even I was surprised at just how well the Nitrocharger Sport shocks travelled over the course of the weekend," Jess said. "We gave them a pretty tough workout over really punishing terrain, and they didn't let us down."

For the event, competitors arrive in town on the Friday afternoon for scrutineering, and the rally finishes on Sunday afternoon with a Sunday night presentation at the showgrounds to announce the winners and celebrate the event. The race route follows a distance close to 850km that competitors have to navigate over the course of the weekend. They need to drive fast through open farm tracks, slow through mallee scrub, over rocky hills, down channels and into swamp country. Due to unprecedented amounts of rain that fell in the weeks leading up to Condo, event organisers were forced to alter the east and west routes for the two days, and did a fantastic job throughout the event.

Along with Paul and Jess, experienced Outback racer and owner of ARB Penrith, Nick Mannell, also competed, however he was unfortunately forced to retire early due to vehicle issues. The overall winner of the 2010 Condo 750 in the Auto Class was Jason Pearce and Sarah Twaddle, while the Bike Class was taken out by Rod Faggotter. A big congratulations goes to everyone who participated in the event for another successful year.



4WD Boffin Meets Oenophile

Words by Mark Allen
Images by Frances Andrijich

What on earth can these two supposed know-it-alls possibly teach each other?



It was a strange request that was sent to me, to test not just a 4WD Freestyle Mazda BT-50 ute in the southern parts of Western Australia, but also to give an opinion on a few drops of both red and white wine in the Porongurup wine region about four hours south of Perth. Initially, I couldn't see the correlation between 4WDs and a bit of grog, but hey, I was up for learning a thing or two – did I need to supply my own schooner glass?

I had to laugh about the wine tasting – my descriptive palette is devoid of anything more than either screwing up my face in disgust, or providing a nodding-smile that whatever it was that went down my gullet tasted pretty good... much to the disgust of most cooks, chefs and suppliers of anything worth drinking or eating.

It all started to fit into place when we met up with oenophile, Kristy Schmidt, our wine aficionado from the west. Seems we were part of a James May vs Oz Clarke experiment – the 4WD bloke (that's me) had to teach the wino (that's Kristy, although she hated being

called a wino for some reason) a thing or two about 4WDing, while she had to try her best to get a little class and sophistication into me – fat chance eh!

I nearly cracked my neck when Kristy mentioned she didn't get time to fill the Mazda BT-50 up with petrol before picking us up at the airport. My know-it-all wine connoisseur and companion for the next 1500km, had no idea that we were in a diesel engined ute!

"Is it really a diesel?" she nonchalantly responds to my explanation that these days, diesels can be extremely smooth, quiet and have plenty of punch with the high injection pressures of common rail fuel injection systems.

"Oh, is merlot different to shiraz?" I snapped back with a mocking grin... couldn't resist stirring her up a bit. Little did she know I wasn't kidding; I was out of my league with wines, but was fully prepared to fake it for the next few days. Surely I could learn the lingo and not make a fool of myself!

Turbo, intercooler, electronic direct fuel injection, 115kW of power and 380Nm of torque, 1200kg carrying capacity, 3000kg towing capacity, high and low range gearing to climb just about anything... she had no idea and didn't seem to give a damn about the capabilities of our set of wheels! Young Kristy was in for a lesson or two – whether she liked it or not! Once we'd cruised a few hundred kilometres of sealed roads at 110km/h with the revs just ticking over (not that she would have noticed), we hit the dirt roads. Never have I seen a grown lady transform so quickly from a cool clever-clogs to a white-knuckled scream machine as I got the Mazda drifting slightly sideways and powered



> I smiled in agreement as Kristy and the wine maker contemplated grapes grown on a western facing slope – who really cares?



> A tailgate on a 4WD – what better place to park yourself for a fine drop.



MAZDA BT-50

The Mazda freestyle is a great option for two-up travelling or as a working truck. The reverse-opening (or suicide style doors) allows a heap of extra gear to be carried in the cabin and easily accessed. Tray size is partway between a single cab and a dual cab four door ute and can handle plenty of wine barrels... more than enough for any camping trip!

on. I loved it and didn't back off the right boot as we tackled the loose gravel roads, wash-aways and mud. Kristy probably didn't even notice that I'd switched the centre-console-mounted dial to 4WD mode to ensure we got maximum traction. No point wasting my breath explaining it to her either!

My fun ended the moment we entered the winery gates; talk about instant boredom! Hours of swilling, spitting and vague, fluffy descriptions of rieslings compared to chardonnays, and this drop compliments that food... honestly, who can tell the difference and how on earth could you tell that a bunch of grapes had been grown on a western facing hill, or had been handpicked instead of machine shaken from its vines? A lot of head-nodding in bamboozled agreement with the wine maker and Kristy to keep the peace is how I treated my excessive wine tasting session. Anything to expedite getting back onto the 4WD tracks.

I must admit though, having been offered a keg ('barrel' as Kristy insisted on calling it) of wine to take home had me smiling and nodding in harmony that the contents had a sweet, breezy, Australian summertime taste and exhibited a hint of deep southern blend of cedar and blah, blah, blah... who cares – it was free and it easily fitted into the ute of the Mazda! Besides, once the contents were downed with my mates, the keg... err barrel... would make a great BBQ table in my backyard!

They say you can't teach an old dog new tricks, and I say you can't teach an artist (that's pretty much what an oenophile really is – one who gives an airy-fairy illustration of what you're about to swallow... or spit out) any aspect of an exact science like the mechanicals of a brilliantly manufactured machine, or the best way to tackle a muddy mountain.

Who cares, I'm happy; not only did we (or I) have a great time behind the wheel of the BT-50, but we got to swallow (why on earth they spit out a good drop is beyond me) some great wines. My preference was for the reds, but don't tell Kristy, she thinks I'm an uncouth, uncivilised Neanderthal that can't see past the bubbles of a simple cold beer.

I think I'm on the money with my taste perceptions (I simply like it or hate it) and my choice of 4WDs. She, on the other hand, has no idea but is happy living in her fairyland of arty metaphors!

Just as well she didn't put petrol in the diesel tank! Seriously, how could you not know the difference?

Drinking alcohol and driving a motor vehicle doesn't mix... so don't do it.

For more information and a short video clip that was made on the day see www.mazda.com.au.



THE AUSSIE OENOPHILE

If you really must know more about wines, you'll not find a better taster and critic than Kristy Schmidt; she swirls, smells, sips and spits better than any I've ever met. Check out www.theaussieoenophile.com. Try asking her about what wine goes best while camping on the beach, or in the rainforests, or when covered in mud after 4WDing... just don't tell her I got stuck on purpose! It was great watching her on the shovel while I kicked back and relaxed.

McLaski Wildland Combination Tool



ARB now distributes the McLaski Wildland Combination Tool, a great new item that is handy for any 4WDer, farmer or camper. With its design based on rakes used by firefighting services, it can be used for a wide range of purposes including clearing and raking fire lines, rubbing and trenching, chopping small brush, creating and maintaining trails and tracks, overhaul operations and the safe lighting of backfires.

Integrating a myriad of features into a handy rake-style design including a hoe, axe and scraper, the tool also incorporates a fusee holder which enables the safe lighting of fires with fusee type windproof matches, and is also good for holding flares. Another great feature is the spanner wrench that is suitable for tightening Storz type hose fittings as found on firefighting equipment. Coming complete with a 48 inch composite material handle and weighing less than 3kg, the McLaski Wildland Combination Tool is a practical and versatile product.

> Part no: MCL-48C

New Hi-Lift JackMate®

The world-renowned Hi-Lift jack has long been known as an extremely versatile item of 4WD gear because it can be used in a range of situations to lift, winch, clamp, pull and push. There are already a number of accessories available to complement the Hi-Lift jack, and recently a new one has been released, enabling users to get even more out of their jacks.

The JackMate® is designed as a manual extrication and rescue tool. It effectively replaces the standard jack's limited capacity top clamp with a multipurpose attachment that is rated to the full capacity of the jack as a clamp, winch, spreader or base.

Sliding over either end of the jack bar and attaching with a quick-release pin, the JackMate® can be used in a number of ways. As a top clamp, it dramatically increases the jack's winching, clamping and crushing capabilities. And as a replacement for the jack base, the JackMate® is engineered to 'bite' into boards or logs to help prevent the jack from sinking in unstable ground such as mud, ice and snow.

The JackMate® is manufactured to the same high quality as all Hi-Lift products, so you can be assured that you're getting a durable accessory that will stand up to extreme off roading.

> Part no: JM-R42-R





New Suspension Systems



Following the release of a number of new vehicles, ARB's specialised Old Man Emu engineers have been hard at work designing and testing components to create complete suspension systems to suit.

A suspension upgrade will provide noticeable improvements to a vehicle's performance, including comfort, load carrying capability and control characteristics. Old Man Emu is renowned for designing integrated suspension systems that are specifically tailored to suit both the vehicle and the travelling conditions that the vehicle will encounter. So whether you're a seasoned tourer heading off road in your fully loaded truck, or you just enjoy the odd weekend away, Old Man Emu suspension will ensure optimum ride and handling over all road surfaces.

New suspension systems are now available for a number of vehicles including Hummer H3, Jeep Cherokee KK, Mitsubishi Challenger/Montero Sport and Toyota Prado 150 Series. Always contact your nearest OME licensed fitter for the latest updates, as new products are continually being developed.

Along with new suspension for the above vehicles, OME's selection of innovative Nitrocharger Sport shock absorbers has also continued to expand, now covering a larger range of vehicle models. With precision tuning, Nitrocharger Sport combines outstanding structural integrity, superior components and advanced valving techniques to produce the most finely tuned shock absorber on the market. Enquire with us to find out if your vehicle's performance can be improved with the advantages of Nitrocharger Sport.

Nitrocharger Sport Competition Series

Also available now is the introduction of a new range of shock absorbers – the Nitrocharger Sport Competition series. 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.

For those 4WDers who regularly use their vehicles in extreme terrain and for competition purposes, the increased height and wheel travel afforded by the new Nitrocharger Sport Competition shocks will provide more clearance, and improved traction and control under all conditions. Speak to your nearest Old Man Emu distributor to find out the best integrated suspension solution for your requirements.



> GEO4WD's sales team.

Assembling Canopies Venezuelan Style

Earlier this year, ARB Canopy Product Manager, Rob Puts, travelled over the Pacific Ocean to Venezuela and visited GEO4WD, one of ARB's distributors. With showroom, warehousing facilities and vehicle fitting bay, GEO4WD is well equipped to meet the 4WD needs of customers in the area. Rob was there on a mission to expand the assembly capabilities of canopies into South America and to oversee the building of the first canopy. Here, he tells of his journey into the country and the days he spent working together with the team to complete this task.

After a long haul flight from Melbourne to Miami (Florida) in the USA, I rested up prior to my next day's departure, flying over the Caribbean into exotic Venezuela. Being treated to a superb sunset at 35,000 feet lifted my energy levels for this inaugural visit to 'Global Expedition Outfitters' aka GEO4WD – one of the ARB distributors in Venezuela, South America. My feelings of anticipation were being countered by the apprehension of not speaking a word of the native tongue, Spanish.

Once I had picked up my luggage, exchanged some Aussie dollars for the local currency (bolivar) and had my toolbox cleared, it was time to exit the terminal in search of our waiting customers at GEO4WD and a trusty 4WD transport vehicle. In spite of there being many people at the terminal, the



> A GEO4WD branded vehicle.

ARB branded cap was easy to spot in a crowd where fortunately for me there were not multiple people wearing ARB merchandise!

Finally we were on our way on the two hour drive from Caracas to Valencia. Leaving Caracas I realised how mountainous this region is, though being night it was difficult to assess the outline of the terrain. Within a few minutes of leaving the airport, the spectacular sight I termed the 'Caracas light show' appeared. A major highway surrounded by populated mountains dotted with lights was a signal that the urban sprawl was not confined to the low lying district. Onwards to Valencia and our fast paced journey came to a near sudden halt with a forward vision of brake lights as far as the eye could see. As we could all attest,



> A beautiful sunset 35,000 feet in the air.



> GEO4WD's canopy technicians.



> Assembling the first canopy.

an accident on a major road anywhere in the world brings about a lengthy delay. As my South American colleague did not speak any English and I no Spanish, our combined Spanglish passed the time away before we finally made it to Valencia.

The dawn of a new day brought me to the prime location of GEO4WD to initiate the trip objectives – expand the assembly capabilities of ARB canopies into South America. The unique design of the ARB canopy is a blessing for international markets as we maximise the number of canopies that fit into a container with our complete knockdown kit version. This is a distinct benefit for our distributors as it enables them to purchase a quality product, with the flexibility of inventory at the best landed cost.

Along with this advantage, we have found that our overseas markets hold ARB canopies in high regard due to both the numerous design features incorporated, and the selection of recyclable materials they are made from. The special, co-extruded ABS canopy shell is vacuum formed to exacting dimensions and being fully recyclable it will reduce future landfill. With a special external layer to prevent damage from the harsh effects of UV light, the ABS plastic is strong and durable and will withstand the rugged terrain of the South American jungle. To assist with reducing water ingress that is more prevalent in tropical climates, ARB-manufactured canopy windows have large drain systems. Making our own windows allows vehicle owners to have more flexibility, as they can choose any combination of sliding and lift up side windows, the lift up windows enabling ease of access to the sides of the canopy interior. And whilst no canopy is dust proof, the optional ARB slim line canopy vent helps to pressurise the canopy area and reduce dust ingress during the drier months of the year.

Getting back to the trip at hand, the earlier arrival of all necessary components including the special ARB build fixture and a 'how to build' canopy DVD meant that we were ready to begin the first Venezuelan built ARB canopy. The team of workshop fitters, led by Joe, was extremely keen to enhance their skills – with our Spanglish working a treat alongside hand signals and a nod or shake of the head, we began our journey of education. Displaying good mechanical aptitude, the fitting staff were well on their multi-skilling way as canopy build technicians. At the end of several days' education and perspiration, the canopy team showed me that they could confidently build an ARB canopy, uphold our mantra for quality products and install the canopy onto a vehicle to achieve customer satisfaction. With a solid technical understanding of ARB canopies, I was ready to hand over the reins of ARB canopy assembly to the team at GEO4WD. In recognition of their achievements, each technician was presented with an ARB canopy build certificate.

A big thank you is extended to Jesus (pronounced Ha-soos) and Fernando for their hospitality and translation during my visit. For now, it is back down under to support the strong local 4WD utility market.

Words & Images by Rob Puts



New Accessories for Toyota LandCruiser Prado 150 Series



Following the release in the previous newsletter of a range of accessories for the latest model Prado 150 Series, ARB has now expanded the product line up for this vehicle to include Sahara bars and side rails for deluxe bars.

Depending on your specific vehicle model and its additional extras such as winch provision, optional centre-grill-located camera, HID lights and anti collision radar, a number of protection options are available including two Sahara bar models. Due to variations in the vehicles, customers need to ensure they discuss their requirements with ARB sales staff in regards to the most suitable bar for their Prado.

ARB's Sahara bars have the option of being configured either with or without the 76mm polished centre tube, and feature ARB's renowned multi fold and upswept tapered wing design, making them exceptionally strong for the ultimate in vehicle protection. The vehicle-specific design utilises a mounting system that has been fully redesigned from the ground up and extensively tested to ensure it suits the vehicle's crush curve. Mount brackets are independent and adjustable, while a bracing system for the winch mount bracket has been incorporated for full bar stability when winching.

As with all of ARB's Sahara designs, these bars are compatible with or without an electric winch and will accommodate a range of Warn models up to 9500lb. Both bars incorporate twin Hi-Lift jacking points in the centre pan for additional recovery capability, plus CB aerial brackets, IPF and optional fog light provision, and access to factory tow points. With specific wing panels and a stone tray to assist in protecting the undercarriage from rocks and road debris, the bars are finished in a hard-wearing powder coat and also come with the option of colour coding for increased aesthetics.

While a bull bar or Sahara bar will provide very effective protection for the front of the vehicle, the addition of side rails can further reduce possible panel damage. ARB's side rails for the Prado have been specifically designed to work in conjunction with all deluxe bull bar models



KAYMAR REPLACEMENT REAR STEP BAR/TOW BAR

Following months of development and more than 5000km of trip-testing, Kaymar has released an innovative rear bar for the latest model Toyota Prado 150 Series. This product fulfils a number of requirements including towing capability, vehicle protection and accessory fitment.

Designed to complement the vehicle for an optimum fit and look, the rear bar will provide protection for lower rear quarter panels, while retaining optimised clearance angles critical to off road use. It comes standard with a towing capacity of 2500kg, and retains the use of Toyota factory supplied items such as the rear view camera, mudflaps and reversing sensors. For additional practicality, the bar can also be optioned with two carrier arms and accessory brackets, making it capable of transporting a combination of spare wheels, jerry cans, work light, HF antenna and Hi-Lift jack.

currently released. This means they are compatible with the vehicle's original equipment side steps so they won't affect air bag functionality, and will also not hinder the fitment of a Safari snorkel. Manufactured from 47.6mm diameter tube and solidly mounted to the chassis, these rails are engineered to protect a vehicle's vulnerable side panels in harsh off road environments. Finished in a black satin powder coat, owners can also choose to have them colour coded to suit the vehicle or the bull bar.

Along with these accessories, ARB Air Lockers and Old Man Emu suspension systems are also available to suit the Toyota Prado 150 Series, and you can read about these products in this newsletter.

Sahara Bars

Models without front parking sensors > Part no: 3921450

Models with front parking sensors > Part no: 3921460

Side rails > Part no: 4421010

New Seatsuit Models

Expanding the range of ARB's popular Seatsuits, seat covers are now available for a range of vehicles including LandCruiser 79 Series, Nissan Navara D40, Holden RA Rodeo, Holden Colorado and Isuzu D-Max.

Coming in packs of two, these covers provide stylish and comfortable protection for front seats, with each model being specifically tailored to suit its respective vehicle to ensure a perfect fit. Manufactured from high-stretch, quality CS neoprene to mould to the shape of the seat, the water resistant material helps protect from stains, sun and general wear and tear, while also keeping the seat cooler in the sun.

Designed to suit the original trim of the vehicle, the Seatsuit's one piece design is quick and simple to fit and remove for both permanent and semi-permanent use, and can be easily washed down with water. Supplied in a convenient storage bag, and currently available for the vehicles mentioned above plus the latest Toyota HiLux, more Seatsuit models are due for release later this year.

LandCruiser 79 Series bucket/bench combo

> Part no: 12012020



Nissan Navara D40 STX (08 on) & RX

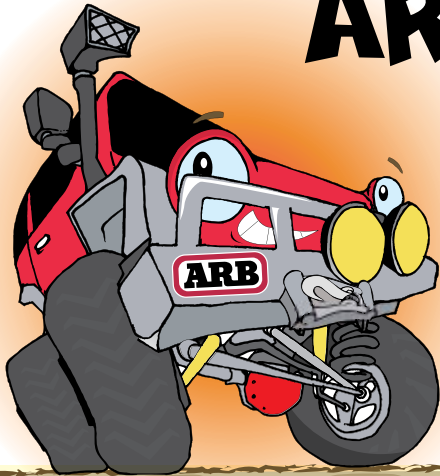
> Part no: 12038010

Holden RA Rodeo (06 on), Colorado & Isuzu D-Max

> Part no: 12048010

Note: this product is not suitable for vehicles fitted with seat mounted air bags.

ARB KIDS



Hey, kids, Fourby here!

A big thanks to everyone who's sent me their drawings, photos and letters over the last few months. Keep sending them in and you too could win yourself some awesome prizes from ARB. Check out the cartoon of my latest 4x4 adventure over the next page, and there's also another exciting competition to enter.

WINNER!



My name is Patrick and I am 8 years old. This is a picture of a 4WD on a dirt track near the mountains. In June we are going on a two month holiday with our caravan and 4WD.



* Here's a cool pic drawn by 11 year old **Daymon** from Bundaberg in Queensland.



* My name is **Matt** and I am 7 years old. This is a drawing of a Toyota Kluger and a HiLux.



* My name is **Annette**. I am 3 1/2 years old. This is a picture of Uncle Simon's 4WD HiLux ute. Auntie Gen, Bec, Nathaniel, Dad and I are riding in the back of it on the way to Pa's shack.

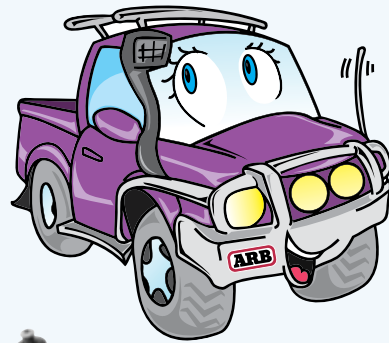


* Here is a cute photo of **Ryan** (age 3) and **Levi** (age 15 months) practicing their 4WD recovery techniques after watching their Poppy and Dad on a recent outing.

* Hi Fourby, I've attached (with some help from Mum) a couple of pictures, one of me with my Mum, Dad and sister Jess standing in front of our Big Rig Nissan Patrol, and another of me doing a wheelie on my quad bike on a 4WDing trip to the beach. I love to go 4WDing all the time in our Big Rig. From your mate **Mitch**



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.



* Hi, my name is **Eloise** and I am 9. I like going four wheel driving with my Dad. Hope you like my picture!



* **Sophie** (age 5) and **Jessica** (age 2 ½) from NSW sent in these great photos of them on a recent trip away.



* Hi, my name is **Saul** (age 6). This is my Dad driving my Mum's HiLux with me in the back. We are up at Ningaloo Station camping at Lefroy Bay. Dad is smiling even though he caught no fish.



* Thanks to 8 year old **Zac** from Boronia in Victoria who sent in this picture of a 4WD.

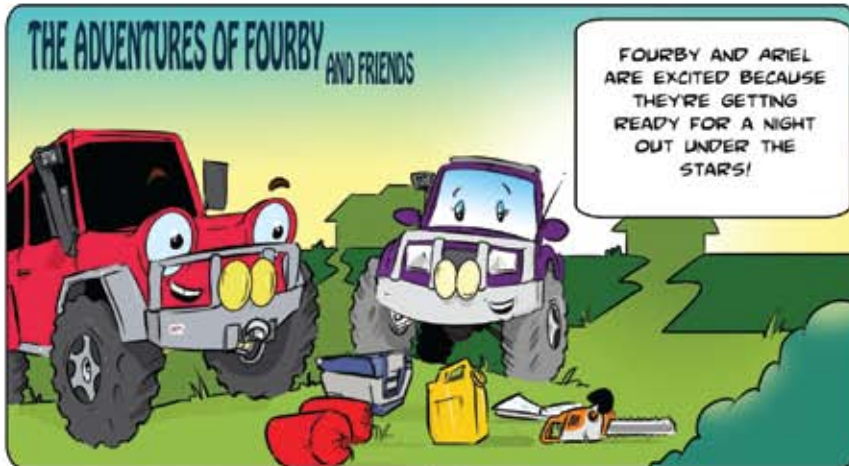


* My name is **Nathaniel**. I am 6 years old. I love reading your magazine especially the kids' page. This is a picture of my Grandpa's new 4WD Pajero. I am riding in the back. We are listening to music. It is fun to ride in.



* Here is a great picture drawn by 10 year old **Caleb** from WA – it is a Nissan Navara just like his uncle's!

Fourby's Cartoon



FOURBY AND ARIEL ARE EXCITED BECAUSE THEY'RE GETTING READY FOR A NIGHT OUT UNDER THE STARS!



WHEN THEY'RE ALL PACKED THEY HEAD OFF TOGETHER DOWN THE WINDY ROAD...



HOWEVER, JUST BEFORE THE FINAL TURN OFF, THEY SPOT SOMETHING ON THE SIDE OF THE ROAD...



THEY PULL OVER AND DISCOVER IT'S AN INJURED WALLABY... IT HAS A SORE BACK LEG AND CAN'T HOP PROPERLY!

ARIEL QUICKLY CALLS THE PHONE NUMBER ON THE WILDLIFE RESCUE SIGN...



BEFORE LONG, CRIKEY DAVE THE WILDLIFE RESCUER COMES DRIVING UP IN HIS 4WD.



HE MANAGES TO CATCH THE WALLABY IN A SPECIAL POUCH SO IT CAN'T HURT ITSELF ANYMORE!

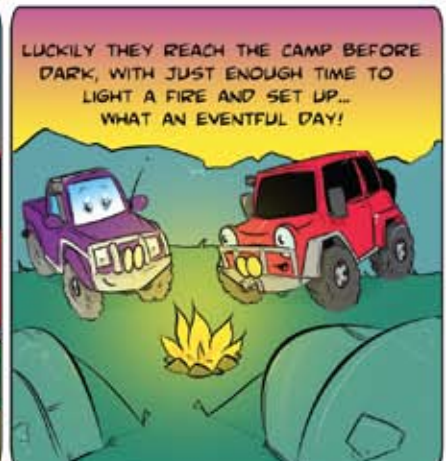
THE WALLABY IS VERY LUCKY THAT FOURBY AND ARIEL CALLED CRIKEY, BECAUSE MANY ANIMALS DON'T SURVIVE IN THE WILD ONCE THEY'RE INJURED.



"I'LL LOOK AFTER THE WALLABY UNTIL ITS PAW IS BETTER, AND THEN I'LL RELEASE IT BACK INTO THE WILD."



FOURBY AND ARIEL ARE REALLY HAPPY THAT THE WALLABY IS SAFE AND SOUND AND THEY CONTINUE ON TO THEIR CAMPSITE.



LUCKILY THEY REACH THE CAMP BEFORE DARK, WITH JUST ENOUGH TIME TO LIGHT A FIRE AND SET UP... WHAT AN EVENTFUL DAY!

Kids' Competition

NAME THE WALLABY Kids' Competition

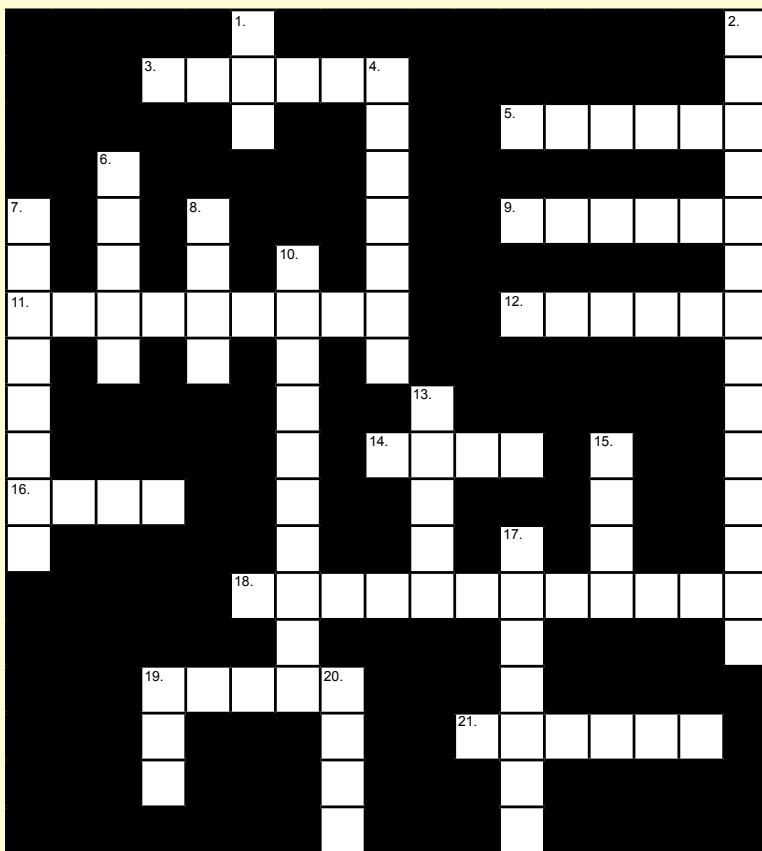
Now that the wallaby that Fourby and Ariel rescued is safely being looked after by Crikey Dave, there is just one more thing left to do! The wallaby doesn't have a name, and Fourby and Ariel would like your help in choosing one. So, all you kids out there, send in your ideas of a name for the wallaby for the chance to win a Toys R Us gift voucher. Stay tuned in the next newsletter to find out the wallaby's new name, and what Fourby and Ariel get up to on their next adventure.

Send or email your ideas to:

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

Email: fourby@arb.com.au

Crossword



Across

3. You fit these onto your tyres before driving in the snow. (6)
5. Name of ARB's newsletter: ARB 4x4 _____. (6)
9. What keeps your food and drinks really cool? The ARB _____ Freezer. (6)
11. The capital city where ARB's head office is located. (9)
12. The white, fluffy things that are in the sky. (6)
14. What you build from dead logs and sticks to keep warm when camping. (4)
16. Something you put on the top of the vehicle to sleep in: rooftop _____. (4)
18. You toast these over 14 across. (12)
19. Fourby's best friend. (5)
21. You can fit one of these onto your ute to increase your vehicle's storage space. (6)

Down

1. You read this to find your way. (3)
2. A common slang term for a meal consisting of sausages and potato. (7,3,4)
4. Don't go through a river crossing without one of these. (7)
6. A furry Australian marsupial that eats gum leaves. (5)
7. You wear these on your feet when it's wet and muddy. (8)
8. This small, cute animal is pictured on page 31. (4)
10. Who Fourby and Ariel meet in this issue's cartoon. (6,4)
13. You can fit an electric one of these to your bull bar to help with recovery. (5)
15. A name for what you fill your car up with at the petrol station. (4)
17. The type of animal that Fourby & Ariel rescued in this issue's cartoon. (7)
19. What a compressor pumps into your tyres to inflate them. (3)
20. What side of the road you should drive on (in Australia). (4)

For answers see page 35



> After hours at the Birdsville Hotel.

Earth Trek 09

Back in 2008, renowned artist and photographer, Richard McKenna, headed off on an Earth Trek expedition to visit some of the most scenic parts of Australia, and document the unique reptiles that inhabit them. We followed his journey as he explored and discovered many remarkable things along the way. The follow-up to his trip, Earth Trek 09, took a slightly different route but still had the same overall aim, to visit some of the incredible locations this country has on offer, and learn about its history and natural biodiversity.

Words & Images by Richard McKenna

Earth Trek 09 was an adventure into the heart of northern Queensland to discover the natural history wonders of this unique land. We were to travel back to the Australian Age of Dinosaurs and discover a piece of natural history that dates back 98 million years, adventure to the edge of the great Simpson Desert to visit Big Red, and finish in the wet tropics of the far north with an insight into the plight of the Southern Cassowary.

Filming began near the Outback town of Birdsville, with the main aim to document on HD video the edge of the Simpson Desert and the large dune they call Big Red. I documented Big Red on still film back in 2002 during the Year of the Outback. Today, with digital technology, I was hoping to capture a different side to Big Red and the dune system that runs along the edge of the Simpson. The nights were perfect and the scenery was well-earned after the long drive from the coast. The Sony Z1P captured the vast red undulations and peaks as they swept through the



> Heading towards Birdsville.



> Main dinosaur dig area.

setting sun. Spending a lot of my time in the big smoke, these are the moments I yearn for. Solitude, however, was not on the cards during this visit, as great convoys of 4WD vehicles traversed the dunes on their west-east migration to Birdsville for the annual racing event. Well, at least there was no chance of getting stranded.

The trek from Birdsville to Winton was nothing but dry, dusty tracks. Travelling off road in these areas is a concern if you are running standard tyres. The tracks are covered with iron-ore pebbles called Gibbers, that hammer the tyres and the underside of the vehicle. I was fortunate on this trip to be running the new Duratrac tyres by Goodyear. The silicon compound of this rubber held up to the harshest conditions and displayed no chipping.

On this trek we were towing the new Pod Trailer by Stockman Products. This trailer had its fair share of graded roads and Outback trails, but came out with flying colours and no repairs to report. The lightweight trailer really helped in freeing up much needed space for extra gear on the trek. There were many times that I had to remind myself in the rear vision mirror that I was actually towing a trailer. Its light weight and versatility really impressed!

On the 26th of August I entered Winton to visit the Australian Age of Dinosaurs. This has been a lifelong dream, to explore a dinosaur dig in the middle of nowhere and discover a piece of bone dated over 98 million years old. Inland Queensland was once a thriving wetland of large conifer trees and gigantic beasts. Life was abundant and featured a landscape much different from today's flat open pastures. It's hard to imagine the dusty outskirts of Winton being a dinosaur haven, but that's exactly what took place 98 million years ago during the Cretaceous period. David Elliot, the founder of AAOD, was the first



> Green Tree Frog found in the rear of the HiLux.

to take a closer look at these exposed fragments in our landscape, fragments that appear to the untrained eye to be dark rocks protruding through top soil. I had a long chat with David about the history of the dinosaur dig. They've been digging up bones here since 1999 with the discovery of large plant eating sauropods. This has led to further digs and the discovery of Banjo, a 5m long, 1.5m high allosauroid theropod. This discovery has been a highlight for the AAOD team as they continue to dig its remains.



> Travelling along the Winton Jundah Road.



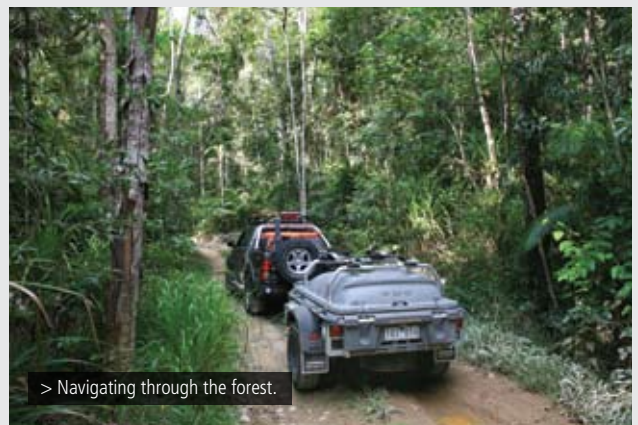
> Clear nights and peaceful camping.

I spent a day at the dig fossicking around. It's a lot different to what one would expect. I mean, bones are meant to be rock hard, right? Wrong. The theropod remains are dark in colour and very fragile, and in some cases fragments of bone look very similar to prehistoric twigs and plant matter. What distinguishes the bone from plant matter is the concretion formation around the bone. This solid material is like a resin that builds up around the bone over millions of years. To the untrained eye this would be what is mistakenly recognised as bone, not the dark brown, fibrous material that is suspended inside. The bone material is very fragile and is wood grain in texture. I was fortunate enough to discover fragments of Banjo and added my name to the list of many volunteers who venture hundreds of kilometres each year to discover a piece of our natural history.

Landing in the tropics after a long stint in the desert is real relief. First and foremost it's a chance to wash all that bulldust off the vehicle and out of the camping gear. My first stop was Elis Beach along the scenic drive to Port Douglas. The water was simply stunning and the wind a calm 5-10 knots. Perfect conditions for a reef visit. I contacted the Ocean Free vessel and took sail to Green Island for a long swim. The next day I took a charter to explore some outer reef sites. The Great Barrier Reef consists of 2500 individual reefs, and stretches over 2000 kilometres across the northeast coast of Queensland. It harbours over 400 species of coral, 1500 species of fish and 4000 species of molluscs, with a rich biodiversity of crustaceans, marine worms, sponges, anemones and other unique species. As outlined in the Australian Government's marine park report, climate change is having a detrimental effect on the reef and is impacting on its biodiversity in a number of ways. These include increased water temperature, increased water level, increased severity of storms and cyclones, ocean acidification, changed rainfall and runoff and change to the El Nino Southern Oscillation. To find out more on these effects, log on to the website www.gbrmpa.gov.au



> Inspecting fossilised impressions in local sedimentary rock.



> Navigating through the forest.



> Placing protective plaster around fragile dinosaur bone.



> Traversing trails through the wet tropics.



> Spiny Leaf Insect (stick insect): extatosoma tiaratum.



> The trailer handled well over the rough tracks.



> The Southern Cassowary (casuarius casuarius).

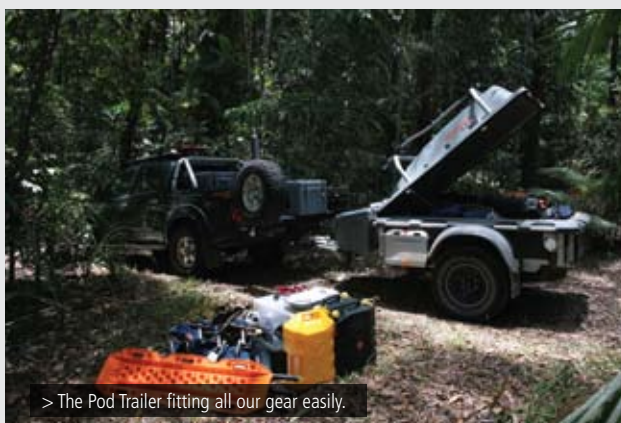
From one world heritage area to the next and only 20km apart, the wet tropics world heritage area of far north Queensland offers a rich biodiversity of life, and one of its endangered life-forms is the large cassowary.

The Southern Cassowary (casuarius casuarius) is a large, flightless bird and the third largest next to the ostrich and emu. They average 1.5 to 1.8m tall and weigh up to 58.5kg. They eat small fruits, fungi, some plants, invertebrates and small vertebrates. I found it difficult locating these birds in the wet tropics at first but then discovered their distribution patterns. It was no surprise to find out that their rainforest habitat has been

fragmented via human infrastructure. Roads and housing developments have imposed greatly, and significantly impacted their population numbers.

The main concern is the roads that cross through the deep rainforest zones. These areas are open to fast-flowing traffic, especially trail bikes on weekends. A suggestion to place speed humps has been rejected and the use of cassowary signs implemented instead. The fact remains that this measure has not reduced the amount of birds being hit by fast moving vehicles, and other more effective measures need to be considered if we are to protect this valuable part of our natural ecosystem.

From the deep heartland of Queensland's interior to the lush green fringes of its tropics, there is no doubt that touring this vast land will reveal some of the amazing wonders of our natural history. I have taken the Toyota HiLux to some incredible locations during the series of Earth Treks and have documented images through a sense of wonder and curiosity. There are so many visual secrets this land holds beyond its vast horizons, and I look forward to the next journey to capture these on film and experience once again the odyssey of Outback touring.



> The Pod Trailer fitting all our gear easily.



> Rainforest trail in the wet tropics.



> Pyramids of Meroe, Sudan.



> Sunset on the Aswan.



> Old carvings were etched on the pyramids.

Aussies in Africa – Part 10

After leaving Gonder we drove through the last of the Ethiopian mountains. The scenery was spectacular with lots of rivers and waterfalls, and everything was so green! We dropped around 2000m as we descended toward the Sudan border. The temperature rises about 7°C for every 1000m you drop in altitude, so it went from mid 20s to about 40°C by the time we reached the border. We were not looking forward to the border crossing as we were expecting to be there for quite a while. However to our surprise, it took but an hour to be processed, and we were on our way, on a good tar road, and with noticeably less people compared to Ethiopia. Though we were in the desert, it was still all green, and there was water lying about everywhere, which was a problem because we wanted to bush camp, and it was impossible to get off the road!

We had no choice but to head for the town of Al-Gedarif, 155km from the border, where we stayed in a hotel. As it turned out this was a good move, for it rained heavily most of the night. I looked out the window at one point and there was half a metre of water flowing down the main street!

The next day (23rd August) it was decided we'd head to Khartoum (capital of Sudan, pop. 4 mil.), a drive of just over 400km, and we reached the capital about 2:00pm. Sudan generally is buzzing, with an amazing amount of building projects going on, especially in Khartoum. We were told that the Blue Nile Sailing Club allowed camping so we made our way there. The sailing club, naturally enough, is situated on the Blue Nile and as we were shown where we could set up our camp a big thunderstorm broke, so we had to wait in the vehicles until it passed. The rain, which they don't usually get that much of, made it uncomfortably humid.

The following day was Friday, the Muslim day off, so everything in the city was fairly quiet. Having a good look around Khartoum we searched for a bank that would give us some money – no luck. However we did

manage to exchange some US dollars for Sudanese pounds at the Hilton Hotel, and later found a Lebanese bank that would take Visa. Back at camp we had to organise a letter, to be signed by the manager of the sailing club, for our Alien Registration.

Early the next morning we went straight to the Alien Registration Office, which opened at 8:00am. It was 10:00am before we escaped from there and found our way out of the city, heading 210km northeast to the Meroe Pyramids.

By the time we reached Meroe, the temperature had risen to over 50°C and with Ron and Viv's air conditioning not operating, they were feeling the heat. We made camp literally a stone's throw from the pyramids, and best of all we were the only ones there! After a while, three kids from a nearby village shyly sidled up to us, and Helen and Viv gave them some goodies. In the distance we could see a bloke on a donkey coming towards us. It took 15 minutes before he arrived at our camp to speak to the kids, who went scuttling back to the village. Apparently they don't like to bother travellers here – so different to Ethiopia!



> Sudanese children in front of the Pyramids of Meroe.



> Ron lends a hand to a local truck driver.



> Parked in front of the pyramids – lucky for us we were the only ones there!



> One of the abandoned train stations along the way.



> Relaxing at camp.

After a very hot night we were up at daybreak to try and beat the heat while having a walk around the pyramids. It was great being the only ones there, and a lot of video and photos were taken of this ancient place. These pyramids are part of the royal cemetery of the Meroitic pharaohs and date back 3000 years. Unfortunately, in 1834, an Italian doctor-come-treasure-hunter by the name of Guiseppe Ferlini knocked the top off a number of the pyramids in his search for treasure.

Going through one of the many villages along the Nile we became lost and had to cross some floodwater before eventually finding our way out to the bitumen. Further along we pulled up to help a Sudanese truck driver and while Ron was finding some spanners for him, I made my way over sand dunes to the banks of the Nile and found a good campsite in a date palm plantation. The temperature was once again around 50°C and everything we handled was red hot. It was a very hot and uncomfortable night and I don't think any of us slept all that well.

At the town of Abu Hamad, the Nile turns southwest for about 300km before returning to a northerly direction. We had decided to take a short cut across the Nubian Desert following a railway built by General Kitchener in 1897 between Wadi Halfa and Abu Hamad. Our passports and alien visas were checked at this town, however the official was a little concerned about us cutting across the desert. According to him it was the most dangerous desert in the world and he went to great pains explaining the dangers before he let us leave. We left Abu Hamad with the temperature now hovering around 55°C. At first the track wasn't too bad, but it soon dissolved into wheel tracks running in all directions through soft sand. I suggested to Viv that she drive my vehicle and I would go with Ron, as their aircon was still out of action, but she stoically stayed in their vehicle which would have been hellishly hot.

The railway is still used for freight each day and one passenger service each week. I decided to check out what it was like to drive on the railway, and to my joy found that the sand had almost covered the sleepers and



> Calling in for water along the Nile.

we could drive comfortably in 2WD at about 60-65km/h. You could see for a long way, so we reckoned a train couldn't catch us by surprise. By 4:00pm that afternoon we came to a little railway ghost town (we had passed several along the way) and decided to pull up for the day and shelter in one of the buildings – though even with shade it was stinking hot.

At 6:00pm with the sun setting, Ron and I ventured out to have a look around. We found an underground concrete water tank with about 2000L of clear, cool water. I went straight back to camp and put up the shower. And boy were they great showers (we had a few, the last one just before we went to bed). I do believe the main reason we slept so well that night was the showers. We had purchased three big watermelons at Abu Hamad (all the towns and villages have watermelons for sale and they are very cheap) and each day I cut one in half and put it in the fridge so that each night for supper we could enjoy beautiful, cold watermelon.

Following the refreshing watermelon and showers, we were reenergised and ready to tackle the next part of the trip. In the next issue of 4x4 Action, follow the story as we make our way towards the border of Egypt.

Words & Images by Neil Cocks



> Ready to go - ARB On Track team members (L-R) Michael Tsagaris, Allan O'Neil, Robert Stephenson & Louis Smith.

ARB takes on Oxfam Trailwalker Challenge 2010

More than 700 teams of four took part in the 2010 Oxfam Trailwalker Challenge in Melbourne on the weekend of the 16-18th of April. In the past, ARB staff have taken part in this gruelling event, and this year, two ARB teams joined the hundreds of others ready to take on the Oxfam Trailwalker Challenge.

The Melbourne event begins in Jells Park, southeast of the city, and winds its way up and over hills including the majestic Dandenong Ranges to finish, 100km later at Wesburn Park in the Yarra Valley. This particular route has actually been deemed one of the toughest in the world, with varying terrain and steep ascents and descents making it even more difficult for participants. As with any charity event, the Oxfam Challenge requires a huge amount of organisation with more than 950 volunteers working tirelessly over the course of the weekend to make it possible. From checkpoint coordinators, trail marshals, parking coordinators, drivers, podiatrists and physiotherapists, each person plays a pivotal role in the success of the event.

The Oxfam Trailwalker Challenge is regarded as one of the world's greatest team challenges... the aim is to get your team of four across the finish line after walking a demanding 100km in less than 48 hours. Teams also have the common goal of raising at least \$1000 for Oxfam to help overcome poverty and suffering around the world. Oxfam is an international aid organisation that sponsors community based programs worldwide.



They are renowned for the huge amount of projects they have worked on over the years, from natural disasters, to disease control, to providing basic necessities for small communities and much more.

The Oxfam Trailwalker originated in Hong Kong in 1981 as a military training exercise for the Queen's Gurkha Signals Regiment, and many years later is now a massive fundraising event for Oxfam with walks all over the world including Hong Kong, the UK, New Zealand, Australia, Japan and Belgium. In Australia alone, this event now raises over \$6 million annually.

Two ARB teams, aptly named ARB On Track and ARB Off Road, both dedicated hours and hours to training and preparing themselves for this massive undertaking. With a few team members participating for the first time, everyone involved spent a lot of time walking the trails of the nearby Dandenong Ranges and Lysterfield to ensure they were as ready as they could be.

Leading up to the start of the event, ARB On Track team member and veteran Trailwalker Challenger



Vehicle Profile

Staff Vehicle Owner: ARB Darwin employee, Steve Li

Vehicle make: Toyota

Vehicle model: Prado 120 Series

Vehicle year: 2008

Engine: 3.0L turbo diesel D4D

Accessories fitted:

ARB deluxe winch bar, IPF 900XS spotties up front, IPF 840s & 816s up top, Safari snorkel, ARB dual battery system, ARB on-board air compressor, ARB roof rack, TowMaster tow bar, Old Man Emu suspension system, Mickey Thompson 265/70/17 MTZ's, BD underguard, Beaudesert 2.75 exhaust, GME TX3100 & AE4703G, Kenwood audio and visual, Scan Gauge II, Kaymar rear wheel spacer, custom diff and g/box breathers.

Favourite ARB accessory:

ARB deluxe winch bar and the IPF lights.

My favourite 4WD spot:

Anywhere there's mud.

Why I love 4WDing:

4WDing lets us get away from the busy and crowded streets of the city, where we can escape and explore this wonderful land we live in and enjoy the beauty it has to offer. Being able to explore its natural beauty by 4WD makes it a unique lifestyle for all, and of course, made possible by ARB.



Trip to Adelaide River, NT.

Memorable 4WDing moment:

Being bogged for six hours in my first 4WD (1992 Toyota 4Runner) at age 14 with my best mate.

Advice for 4WDers:

Don't be scared to give it a go. You should always ask if you're not sure. The only stupid question is the one you don't ask, because we've all had to start somewhere. And most importantly, have fun!

Reader Vehicle Profile



Reader Vehicle Owner: Deb Nicholson

Vehicle make: Jeep Unlimited

Vehicle model: JK Rubicon

Vehicle year: 2008

Engine: 3.8L petrol

Accessories fitted:

ARB bull bar (awesome for the rod holder when we go fishing), ARB rear bar, Uniden UHF & aerial, Ultimate Grab

handles front & rear, ARB air compressor, ARB recovery kit, portable fridge, Bestop Trek Top, yellow fog lights on front bar, Husky Floor liners front & rear.

Favourite ARB accessory:

Front and rear bars – practical, good looking and quality.

My favourite 4WD spot:

Definitely Fraser Island closely followed by Glasshouse State Forest.

Why I love 4WDing:

I love the excitement of exploring new places, the adrenalin rush of achievement, the friendship of great likeminded people, and the camping and fishing that go along with it.

Memorable 4WDing moment:

Completing 3 competencies in Certificate III in Outdoor Recreation over 2 weekends of study and practical. This was an awesome course run by 4WD QLD held at Levuka 4WD Park.

Advice for 4WDers:

Join a club and you will meet lots of great people, some more experienced who can offer advice and guidance when needed. Always be prepared for any trip even if it's only a daytrip. Everyone should always carry the recommended recovery equipment, some form of communication, water, torch, and first aid.

> INSIDE ARB

Queensland
AUSTRALIA



UV 4x4 Accessories Ipswich Grand Opening

This issue's Inside ARB takes a look at the new UV 4x4 Accessories store in Ipswich, QLD, and its very successful open day which was held on the 27th of March.

The introduction of UV 4x4 Accessories in Ipswich (located in Bundamba) adds a third store to this business that services customers in the greater Ipswich area. The two other outlets are located in Enoggera and Brendale, and all supply a wide range of 4x4 accessories, with a number of renowned brands available. UV 4x4 Accessories has been specialising in accessory supply and fitting for utes, vans and 4WDs (hence the name) for over ten years. All staff at the three stores are 4x4 enthusiasts, who regularly use the products they sell. This means that not only will you get quality 4WD accessories, you'll also get great first-hand advice on where, when and how to use them.

Located approximately 40km southwest of Brisbane and managed by Murray Fox, the Ipswich store officially opened on the 1st of March and features a large, well-stocked showroom with brands including ARB, Bushranger, Kaymar, Milford and many more. A fully equipped workshop ensures that accessories will be fitted to your vehicle by trained professionals, and staff are always on hand to discuss your specific requirements.

The Ipswich open day was an outstanding success with visitors coming from all over to check out the new store

and grab some bargains. The mayor of Ipswich, Paul Pisasale, officially opened the store, and as well as great specials on products, there were also plenty of other things going on during the day to entice locals to attend. Prizes were given away throughout, with one lucky attendee walking away with the major prize of over \$6000 worth of 4WD accessories. For kids there was a jumping castle to play on and for the hungry hordes, the local Ipswich 4WD Club held a sausage sizzle.

The team members at UV 4x4 Accessories also work with local car dealers, so that instead of taking your new vehicle to the store after purchase, you can organise fitment of your ARB bull bar, rear bar or any other aftermarket accessory, directly through the dealer. This means that your new vehicle will be fully equipped and ready to head off road on the day you pick it up!

So if you're in the local area, or just passing through, drop in and have a chat to the staff at UV 4x4 Accessories. For more information on any of the three stores, visit the website at: www.uv4x4.com.au



4X4 ACCESSORIES

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