


4x4action >

OUTBACKSOLUTIONS 
Modular Roller Drawer Systems by ARB



> PRODUCT RELEASES

New ARB drawer systems, the new Track Shelter, Bushranger winches and more

> GIVEAWAYS

Your chance to win some great prizes from ARB

> LATEST NEWS

Pat Callinan's 4x4 Adventures, a look at some of the recent ARB open days and more

> FEATURES

A number of travel articles to get you inspired for your next off road adventure

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Outback Solutions Modular Roller Drawer Systems

In this newsletter, ARB introduces the new Outback Solutions Modular Roller Drawer Systems. Sold exclusively by ARB, this new product gives vehicle owners a versatile and convenient storage solution that can be tailored to suit their individual needs and requirements. For all the details on this exciting addition to ARB's range, check out pages 4 & 5. >>

4x4

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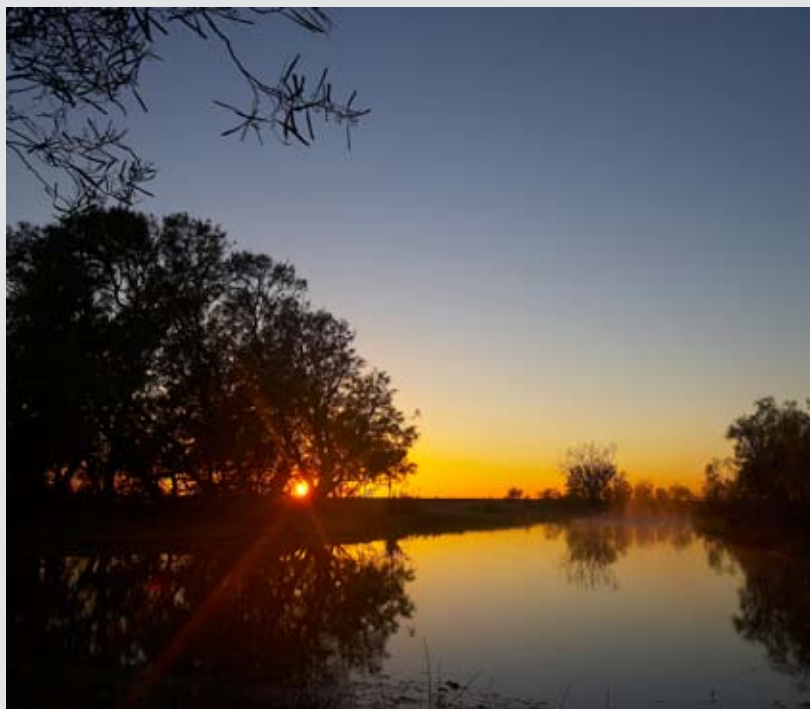
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ARB Snapshot



Having worked at ARB for 17 years, I have been very fortunate to meet thousands of fellow 4WD enthusiasts both here and overseas. With that comes a plethora of different views on a range of issues such as vehicle set ups, driving techniques, tyre selection etc. But there are also a handful of things that 4wheelers all over the world have in common. Simple things like cracking open a cold drink at the end of a day's off roading and having a yarn around the campfire are things we all enjoy irrespective of where we are from.

Also in this issue of ARB 4x4 Action, we are delighted to announce our involvement in an all new off road event which kicks off in Broken Hill next year. The ARB Australian Outback 4X4 Extreme is a brand new activity which is a joint initiative of the Broken Hill divisions of charity organisations, Rotary and Legacy Australia. This event will be a great opportunity to have some serious fun in your 4x4, and support worthy charities at the same time.

There are some great new products and excellent travel articles in this issue of 4x4 Action. The next issue (summer) will be even bigger though, with some major new product launches, marketing initiatives and Christmas gift ideas.

Happy 4wheeling!

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

action



ARB Australian Outback 4X4 Extreme

ARB is very excited to be involved as the official naming sponsor of a new, annual 4x4 competition based in and around Broken Hill, NSW. The ARB Australian Outback 4X4 Extreme will be run for the very first time in May 2011, over the course of a week.

This new event has been organised in conjunction with two local Broken Hill charities, Legacy and Rotary, who are working together to create an exciting sporting competition that will showcase the unique Outback location and raise much needed funds. Both Legacy and Rotary are very well known organisations who work in a local and national sense, and all money raised in the ARB Australian Outback 4X4 Extreme will go straight back into the community through various projects.

While ARB has supported many off road events in the past, we are particularly proud to be associated with this venture, given its primary objective of raising funds for charity. Another such initiative that ARB is currently involved with is Drive 4 Life, which organises tours into various parts of Australia and helps many people encounter places and experiences they may not have otherwise been able to. To date, Drive 4 Life has raised over a quarter of a million dollars for the Northcott Society.

The ARB Australian Outback 4X4 Extreme committee includes a large cross section of professional and

experienced individuals to ensure this new event will be run to extremely high standards, with many volunteers also contributing. With the full backing of the local council, tourist association, property owners, 4x4 enthusiasts and businesses, it is also a Cross Country Drivers Association (CCDA) sanctioned event, and is sure to be very well received by all.

The Broken Hill area is unique in terms of what it is able to offer off road motorsport. The combination of superb locations, challenging terrain and local hospitality makes this event very appealing. Competitors will challenge each other over 20 gruelling stages, in a diverse range of terrain, vying for a massive \$37,500 pool in cash prize money. Entry will be open to both challenge and production class vehicles, and it is expected that this competition will attract not just local and national competitors but also overseas entrants.

Competitors will spend many of their evenings at a central base camp, located close to Broken Hill, with spectators having the choice of also camping on site or making the quick trip into town for the night. With showers, toilets, some powered campsites and catering, it is envisaged that most spectators will opt for basing themselves out near the action, and a number of camping/catering options are available for all involved to tailor to individual needs.

For more information on this exciting event, visit the website www.aus4x4extreme.com.au

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4X4 ACTION >

OUTBACK SOLUTIONS

Modular Roller Drawer Systems by ARB



Outback Solutions Modular Roller Drawer Systems

ARB is very excited to introduce a new range of roller drawer systems, providing consumers with an extremely versatile selection of products to suit a wide variety of uses. Sold exclusively by ARB, the Outback Solutions Modular Roller Drawer System is a unique product that can be used in conjunction with a range of vehicles and buildings including wagons, utes, buses, trailers, sheds and more.

As a complete modular system, these units can be individually selected, stacked and totally customised to your needs. Designed to utilise maximum vehicle space while reducing redundant areas and providing increased storage, each system is tailored specifically to suit the vehicle. With a simple, bolt-together assembly, the units can be installed as singles, doubles (side by side) and even stacked on top of each other. Whether you want drawers next to a fridge roller floor or a fridge roller floor on top of drawers, there are a multitude of options. In fact, there are over 200 possible combinations!



Two widths are available with a variety of lengths and heights to tailor to each vehicle and the vehicle owner's specific needs. And because the modular units are all designed to work with each other, if your needs change down the track and you want either more storage space or to remove and replace anything, your individual system is quick and easy to alter.

There are three unique module types available including a drawer, a drawer with a roller floor, and a roller floor.

However the entire range comprises of eleven modules in total, including a selection of different widths and lengths. The units incorporating roller floors are perfect for mounting an ARB Fridge Freezer, allowing users to easily pull out and access the contents of their fridge. The top section of these rollers is completely flat and sturdy, allowing other items to be easily stowed on top if a fridge is not being carried. The unique roller floor is a brand new design that sits only 140mm off the floor, allowing a fridge to be mounted down low for easy access. This particular product also maximises space by incorporating a small tray underneath which can be used to store small items.

One of the premiere features of this new range is the self-locking anti-roll-back system which is utilised on all three module types. Once rolled out to its full extension the unit will lock in place, ensuring it cannot close unintentionally. This is an automatic process that is simple to disengage, unlike other systems on the market that utilise locking pins that can be fiddly and hard to operate. And all units incorporate key lockable push-pull slam shut handles for ease of use and maximum security.

This premium product utilises purpose-folded stainless steel drawer runners to ensure the smoothest operation possible, and the design of the cross-folded floor in each unit ensures maximum support for the gear placed inside. With a hardwearing and attractive trim, the roller drawer systems are finished with neat aluminium edging and long lasting, UV stable commercial carpet to complement modern vehicle interiors. Each system comes with a two year warranty and will provide vehicle owners with increased storage space, a more convenient and organised rear vehicle area and easy access to belongings.

For more information please speak to our sales staff. They will be able to recommend a modular system for your particular vehicle, and if you're after a fully customised system tailored to your requirements, our staff will be happy to go through the full range of options available.



Depending on the vehicle model, a number of drawers can be fitted to organise your gear so it's easy to access and find.



The convenient roller floor allows you to place your fridge down low for easier access, while still enabling small items to be stored underneath.



Fitting a drawer with a roller floor means you can position the fridge on top for easy access and allow for maximum storage space beneath.



Roller floors, drawers and fridges can be positioned on the left or right hand side for optimum versatility.



Fitting a couple of drawers still means there is plenty of room to store other, larger items in the rear of your vehicle.



There are over 200 different configurations available to suit individual storage requirements.

> Description:	> Part no:	> Measurements (outside diameter):
Drawer	RD1355	W505 x H310 x D1355mm
Drawer	RD945	W505 x H280 x D945mm
Drawer	RD745	W505 x H280 x D745mm
Drawer	RD1045	W535 x H280 x D1045mm
Drawer	RD845	W535 x H280 x D845mm
Drawer with roller floor	RDRF1355	W505 x H310 x D1355mm
Drawer with roller floor	RDRF945	W505 x H280 x D945mm
Drawer with roller floor	RDRF1045	W535 x H280 x D1045mm
Roller floor	RF1355	W505 x H140 x D1355mm
Roller floor	RF945	W505 x H140 x D945mm
Roller floor	RF1045	W535 x H140 x D1045mm



> The tiny pinkie

Crikey!

It's been a busy year for rescuing wildlife.

Earlier this year in the Summer 2010 edition of ARB 4x4 Action we introduced you to Dave 'Crikey' Tucker, a wildlife rescuer based in the north eastern suburbs of Melbourne. Dave's tireless work in saving injured wildlife after the 2009 Black Saturday fires was acknowledged, and as a recipient of ARB's annual Christmas charity donations, Dave was able to purchase a much needed tranquilizer gun to help capture stressed and injured wildlife.

You may have noticed that Crikey Dave now features as a character in our kids' cartoon, *The Adventures of Fourby and Friends*, so we thought it was time for an update on Dave's real life wildlife rescues.

Tranquilizer guns aid in the capture of injured wildlife by allowing the rescuers to dart and sedate an injured animal from a safe distance. This also helps to reduce further stress and injury risk to the animal or one of the rescuers. Unfortunately they can't always be used in built up areas and earlier this year Dave found himself rescuing a 6ft kangaroo (roo) that was trapped inside a partially finished home in a new outer suburb housing estate. When not using the tranquilizer gun, Dave uses a jab pole – an 8ft long pole with a tranquilizer syringe attached to the end. To use this, he must get close enough to the injured animal, and if you've ever encountered a stressed and injured kangaroo you'd know that they're not always easy to approach.

Dave found the roo lying by a property fence and approached it carefully. But when he was about six metres away the roo reared up and with nowhere to go decided to have a go at Dave. Dave stepped back and slipped as the boxing kangaroo took a left jab at him, tearing his ear. Picking himself up Dave ran for the



> Checking the roadside is an everyday occurrence for Dave

safety of a builder's porta-loo and was chased around it a few times before the injured roo bounded back into the bush. The roo was later found with the help of other wildlife rescuers but unfortunately had to be euthanised due to the nature of its injuries.

The dangers of approaching injured animals are not always apparent until too late and should never be undertaken by someone without appropriate experience. In this case Dave was lucky not to be seriously injured. As a result, when not in built up areas Dave always uses the tranquilizer gun to subdue large injured roos. In fact, as one of only a handful of people licensed to use a tranquilizer gun in Victoria, his help is frequently called upon by other wildlife rescuers and vets.

Unfortunately, many calls for wildlife rescue end with the animal dying from its injuries or having to be euthanised as a result, and with macropods such as kangaroos and wallabies (where the most common injury is a broken leg) this is sadly often the case. Vehicle/animal strikes account for the majority of Dave's callouts and although many can't be saved (or in some cases die long before they have been found), Dave checks every animal he finds to ensure they have no young nearby or still in the pouch.

Recently Dave came across two road kills where the animals had died some days before being found. One was a female wombat and the other a female kangaroo. Upon checking the pouch of the wombat he found a small baby. Known as 'pinkies' before growing hair and weighing in at only 185 grams, she was malnourished due to being in the mother's pouch for days without feeding. Dave rescued the little pinky and placed her in one of his incubators where after a week of feeding she gained almost 40 grams and is on the way to growing into a healthy wombat who will eventually be released back into the wild.

The female kangaroo also had a baby in its pouch, and weighing in at 2.4kg, this little joey was also malnourished and unable to stand on its own. After a week of feeding and nurturing it is again healthy and looking towards future release. It's interesting to note that all marsupial young, be it koalas, kangaroos, wombats or possums are referred to as 'pinkies' until they start to grow hair, and as 'joeys' as they grow older.

Calls for helping injured wildlife have kept Dave on his toes over the year and include:

- Capturing a wombat that had burnt ears and a case of mange parasite – it was sent off for specialist treatment in Hepburn
- Rescuing a tiger snake that was hit by a car – it was transported to Healesville Sanctuary for treatment
- Picking up a turtle from the roadside in Cottles Bridge that had a cracked shell from being run over – its treatment was antibiotics at the Hurstbridge Vet Clinic before a safe release

Dave's also been busy releasing other recovered wildlife back into the bush. A wombat called Womballs (first thought to be female but later recognised to be male – hence the name) was rescued from Kinglake West after the fires. His mother was killed by a car and Womballs suffered head injuries. After months of care and recovery in Dave's wildlife shelter, Womballs has now been released.

Wally the wallaby who was seen in the last article has also moved on from the original carers at Yarrambat Wildlife Shelter to a soft-release shelter in Strathewan where he spent two weeks in a large fenced paddock before the gates were opened. He was last seen happily hopping off into the bush.

Not all wildlife rescues have a happy ending, but with people like Crikey Dave and the network of carers out there doing their best to save our injured wildlife, those that are found in time have a very good chance of survival.

And as if Dave hasn't been busy enough, he and his wife, Shelly, welcomed their first baby back in March. A beautiful baby boy named Stephen Brock Tucker, named in honour of Dave's heroes, the late Steve Irwin and Peter Brock.



> The joey that was rescued from its mother's pouch



> A joey recuperating at the Yarrambat Wildlife Shelter



> Dave with Wally



> Intensive care for wildlife



> Proud parents Dave and Shelly with son, Stephen

WIN!



Congratulations to **Adrian Pin**, 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

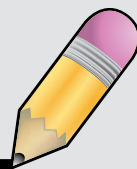
This issue, we're giving away another portable air compressor kit, so here's your chance to win one! Simply write to us and ask us anything you'd like to know about ARB and our products. The letter of the month will be published in the next edition of ARB 4x4 Action, along with our reply. The winner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

Dear ARB,

I am looking to add some IPF driving lights to my new Mitsubishi Triton 4WD which I am setting up for touring. I've read many different opinions about the benefits of High Intensity Discharge (HID) lighting compared to traditional halogen lighting. On one hand, HID lights offer superior light output, yet on the other hand they are a lot more expensive and even considered to be illegal by some. As we cannot believe everything we read on the internet, I'd appreciate some guidance from ARB on the pros and cons of HID lighting so I can make an informed decision.

Thanks,

Adrian Pin

Hi Adrian,

I'll put my IPF Product Manager's hat on to answer this one. Thanks for the opportunity.

I really love HID lighting – it's certainly the most efficient in terms of low current draw, long life and high output. However, in this quality form it comes at a higher price and if you can afford it, and most importantly if you have OEM HID headlights, it is the logical way to go.

On the other hand, if you have traditional incandescent headlights, even with IPF upgraded bulbs and looms, HID would be overkill on the auxiliary lights. This is an important consideration for drivers at night as the two light types are quite different in how they illuminate and how our eyes adjust to that illumination. The contrast between the mixed types is somewhat extreme and you would find that coming from high beam and HID driving lights back down to halogen headlamps on low beam would not be comfortable, and conversely when going back to high beam, the glare from roadside signs and objects would be distracting. Matching low and high beam light output has always been important. The difference between the two should only ever be the shape of the beam and pattern of light distribution.

We currently do not supply the IPF HID headlamp conversions that are available overseas due to their price/value equation, and we do not recommend the many aftermarket low price HID conversion kits that are currently on offer in a number of automotive stores as their suitability/legality and reliability is questionable.

Consequently in your case I would recommend a headlight upgrade with 'Fat Boy' IPF H4 bulbs and ARB modular loom, and either the halogen 900 or 800 series full size lights or their XS versions which are higher specification but similar performance. In either case, may I suggest a combination of one long range spot lens on the driver's side to give you good distance vision, and a driving pattern on the passenger side to offer spread coverage around corners and to the sides of roads where hazards and animals often appear. This is, by the way, the highest selling combination in the range.

We hope this helps with your decision, but feel free to talk to your local ARB outlet or myself for further information.

Greg Milton
(National Product & Services Manager)



Hi ARB,

My recent decision to fit front and rear ARB Air Lockers into our KJ Jeep Cherokee has brought with it much excitement and anticipation of the increased capability of the vehicle.

Being my first experience with lockers, I was wondering if you could give me and others that may be considering Air Lockers a rundown of when and how they are best used. Examples of when one should engage rear only, front and rear together, or even when not to use them at all would be fantastic. Other supposedly simple insights like how quickly they take to engage and disengage would also be appreciated.

Thanks ARB for keeping me and my vehicle off road for longer!

Carl Malouf

Hi Carl,

Well done on your decision to fit Air Lockers. We are always happy to hear about people wanting to take their vehicles further off road. You've made a good choice with the Air Locker as it's the strongest locking differential on the market, and is also the fastest to engage and disengage, taking approximately 1/10th of a second to lock.

Your question isn't as straightforward to answer as it seems. Every driver will engage their Air Lockers at different times, depending on vehicle, tyres, driver skill, approach angle, etc. What works for me may not work for you. But I can give you a few general rules that you can adapt to your own situations.

You have probably already noticed that your Air Lockers have been wired so that you must turn the rear on before you can turn the front on. This is a safety precaution which has been done so that people don't accidentally switch their front locker on when it's not required. A locked front diff will change the way a vehicle steers compared to having it unlocked, which would be quite a shock if you didn't expect it.

People often think that an Air Locker is only for 4WDing, but they can be handy when on the bitumen too. The most common use I have found is when driving an empty ute

Hi guys,

I have recently purchased an MK Triton after parting with my trusty old NJ Pajero which I had for years covered in ARB gear! The Triton is now also covered in ARB except for Old Man Emu suspension which I'm yet to get around to purchasing. This slipped my mind until I was airborne in the Triton after hitting a spoon drain a little too hard. It was while I was waiting to hit the ground again that I thought to myself, 'I wish I had bought that OME from ARB Albury like I had in the Pajero!' I landed and got away without damage to the Triton this time (other than a sore back for me), but it got me thinking as to whether OME is happy to take the force of an airborne vehicle landing on it? Does ARB actually simulate airborne vehicles during the load rate testing of OME suspension in the factory?

Matt Curry

on wet bitumen. There is nothing worse than trying to gently drive away from traffic lights up a hill, and finding that one wheel spins. This can be quickly remedied by the flick of an Air Locker switch.

Once you head off the bitumen and start having some fun, Air Lockers really do come into their own. You'll find that for dirt road driving and easy 4WD tracks the lockers aren't required. Cruise along in high or low range 4WD and you'll be fine.

When you're on harder tracks, try to read the terrain before you drive it. If you're unsure whether you'll get up a hill or through a bog hole then engage the rear diff lock first. It's a nice security blanket to have. If you are still struggling, back your foot off the accelerator for a second and engage the front Air Locker as well. Do not engage either Air Locker when you are hard on the accelerator and with wheels spinning. This is what we term as 'crash locking' and will ultimately cause damage to the Air Locker or other parts of your drivetrain. It's the equivalent of trying to change gears without the clutch.

Another often forgotten situation for use of a rear Air Locker is going downhill. Steep, rocky, slippery, rutted downhills can be horrible things. The vehicle often has a mind of its own as individual wheels lose grip. Lock the rear Air Locker in at the top of the hill and you'll be amazed at how well the car descends. When the two back wheels are forced to rotate at the same speed, the vehicle will be held much straighter.

These are just a few examples of when and how to use Air Lockers. The best thing you can do, though, is head bush and learn for yourself. Discover some new areas of the country and teach yourself some new techniques. That's really the best advice I can give you – go bush and have fun!

Cheers,

Stuart Schoof
(Air Locker Design Engineer)



Hi Matt,

The straight answer is no, we don't jump the company and borrowed vehicles we use in suspension development because of the possible damage this form of testing could cause, but we expect the manufacturers would have done this type of extreme testing to confirm the chassis and suspension design are up to the job.

As our suspension is normally at least 20% up on spring rate (from standard), this combined with the increased damping from our vehicle specific shock valving means that OME should be able to handle this type of punishment better than the original. Therefore, the outcome from an inadvertent jump in a vehicle fitted with Old Man Emu suspension should mean less chance of damage to the vehicle and the driver's back, than a vehicle without.

This is why so many competitors in off road competition use OME.

Syd Groves
(Old Man Emu Product Manager)

G'day ARB,

I just received your Autumn 2010 edition of ARB 4x4 Action. What a great read! I was particularly interested in the new products for the Prado 150. Being a Prado 120 owner, it's always nice to dream about upgrading one day!

I was wondering, when it comes to developing ideas for new products, where do these ideas come from? I imagine you have a team which comes up with some, but do you also do consumer surveys or actively seek feedback from customers, check online forums, or ask 4WD clubs and groups? I'm sure there must be some members of the general public that come up with some corker ideas for you. Would it be out of the ordinary for you to then invite the person who came up with the idea to workshop it with your team?

Personally I think all the ARB gear is of top quality and if I can afford it, I definitely look into it first and foremost as my brand of choice for the products I purchase.

Thanks for the great read and the great gear!

Cheers,
Jarrod

Hello Jarrod,

It's one of the great pleasures of my job that I sometimes get an opportunity to respond to questions like yours. Thank you very much.

Whilst it is a challenge to keep coming up with new product ideas, it's something we do approach in a number of ways.

- Our Directors are highly skilled and provide a spectrum of guidance from engineering expertise in harsh environments to business acumen, people skills and legal and statutory requirements.
- As you might imagine, when we advertise for staff, we usually get a fair percentage of 4x4 enthusiasts applying, and we do encourage that. That's not to say we don't employ non 4x4 owners, as often some fresh ideas are good too, but it does help if a lot of our staff generally understand our customers' passions and needs.
- We try to keep our staff for as long as possible and encourage their growth within the business and career path objectives. Our first employee, John Van, still works for us, and there are dozens of staff members who are beyond the fifteen year mark like myself.
- We like to talk to our customers and listen to what they are doing and what issues they are having. This is one reason why we maintain our own retail outlets and have a shop attached to each of our distribution centres around Australia. Senior Management also stay in touch by attending shows and field days, and in my case I am still the first contact who sees 'contact us' emails from our website. This gives me a great insight into what people are asking for and feedback from the field.
- ARB has also now established an excellent reputation in our local and international distribution network



and we receive requests from a huge variety of suppliers and inventors every year who want us to include their products in our range. Managing and sifting through these approaches is a very important aspect of my role here, and we do reject far more opportunities than we accept. Not to say that they are bad ideas or products, but we have some very definite criteria we are looking for to maintain our points of difference from other businesses.

- Above all we are looking for quality and value for money for our customers. Not necessarily the cheapest and especially not the most expensive, but the best value and functionality for price. We concentrate on products and modifications to vehicles that really get used in harsh conditions, whether in a 4x4 club, a competition environment or a mine in Indonesia.
- We have open minds on new product ideas and will often spend months or longer with potential new concepts working through viability and bringing our engineering team into the process. However in other cases we dismiss the concepts fairly readily.

On the subject of forums, I will get on my soapbox and say that we have come to understand that they are a potential negative diversion with little value. I refer to their existence as the global campfire in 4x4 terms. I'm sure many of you, like me, have sat around a campfire with a few inebriated mates who had some wild and wonderful perspectives on suppliers, products, vehicles and accessories. Internet forums have now allowed us to tune in to these conversations around the world and frankly, whilst there is some useful information out there, it's hard to identify and dissect it from the misinformation, commercial self interest and downright rudeness. It's a particular hobby horse of mine, as you might be able to tell. I'd rather talk to customers on the phone or in person and that's really our policy on forums officially as well.

I hope this has addressed your questions and thanks again for the opportunity to answer them.

Greg Milton
(National Product & Services Manager)

ARB Canopies for Great Wall V240



ARB has recently released canopies for the new Great Wall V240 dual cab ute to provide these vehicle owners with increased carrying capacity and storage for gear. Both a standard and high roof canopy are available, with the standard roof able to be optioned in a textured or smooth finish, and the high roof model featuring ARB's textured exterior.

These strong and durable canopies have been specifically designed to suit the Great Wall with a new internal rear frame for maximum support. This, in conjunction with ARB's unique mount rails, ensures that the canopy is not only an optimum fit but also that it complements the vehicle perfectly. For additional

aesthetics, all canopies can be colour coded, with the textured models also available in a natural white finish.

All ARB canopies incorporate quality materials and are built to last in our harsh regional and Outback conditions. Manufactured from strong, recyclable ABS shell material, the heavy duty smooth option is great for consumers who want a slick finish and additional durability.

ARB canopies for the Great Wall come with a full range of features including tinted side windows and doors for increased security and reduced heat in warmer climates, an integrated rear LED brake light and an interior light positioned for convenient switching (operated by the vehicle's battery). Each canopy model is available with the full range of side window variants and also the optional lift up front window. Mesh is available for sliding side windows and the lift up side windoors are fully lockable and keyed alike to the rear door.

Coming complete with a two year warranty, the new Great Wall canopies will provide essential protection and security for your belongings, with the peace of mind of a national support network. Additional related accessories for this vehicle include an optional slimline canopy vent to help reduce dust ingress into the canopy, and also a ute liner to help protect the ute tub. Contact your nearest ARB store for the latest options available for your Great Wall.

ARB Fridge Freezer Canvas Transit Bag

Incorporating an improved, form-fitting design, a new canvas transit bag has recently been released to suit the 47 litre ARB Fridge Freezer. It is manufactured from a tough and durable canvas material and incorporates specially designed stainless steel clips for optimum fitment in the handle area. A full, front opening panel makes the transit bag easy to install, and this panel attaches securely to the sides to keep them nice and taut.

The transit bag includes openings for the fridge feet and drain plug, while also incorporating a mesh area to allow for the required airflow and ventilation. The mesh panels won't interfere with access to the power cord and are compatible with the fridge's in-built cord retention clips to help prevent accidental disconnection. Another great feature is the lid cover which utilises special corner



tabs and a short drawstring to keep it firmly attached with minimal use of adhesive backed hook tabs, although some tabs are required and supplied.

A handy large side pocket allows storage for items like the internal basket divider, electrical cords and operation manual in a place where they're easy to locate. This product is available to suit the 47 litre ARB Fridge Freezer now and comes with complete installation instructions for quick and easy fitment.

> Part no: TBAG47C

ARB Track Shelter



To add to ARB's range of Touring tents, awnings and other handy camping accessories, the new Track Shelter is a versatile product that can be used for a number of outdoor applications. Whether you need protection from the sun, wind or rain, or just require an enclosed area away from annoying bugs and mosquitos, the Track Shelter will come in handy if you're on an Outback travelling trip, overnight camp or just a day in the park.

Coming as a standalone shelter, the Track Shelter also has the option of being fitted with mesh or solid side walls (available separately), allowing it to be specifically tailored to individual needs. So whether you want to use it as a simple sun/rain shelter, a food/eating tent or an airy, cool place away from the bugs to put your swag under, you've got numerous options to choose from.

This strong and durable product has been designed with Australia's harsh, Outback conditions in mind and incorporates a steel alloy powder coated frame for maximum strength with minimum weight. For optimum water resistance and sun protection, the roof material is made from 300 denier coated polyester, and a spring-

loaded centre tensioner is incorporated into the design to tighten the roof and assist with water run-off.

The shelter incorporates a roll out veranda that can be attached to the vehicle roof rack for protection from the elements when loading or unloading the vehicle. This means that in unfavourable conditions you can have complete access to all your belongings without leaving the comfort of your portable shelter. The roll out veranda stows easily into a zip-up pocket in the roof of the shelter when not in use.

The top of the shelter features release flaps/vents to allow wind to escape freely from within the shelter, assisting in windy conditions. And anchor points in the leg feet and at each roof corner will allow fixing pegs and guy ropes to be utilised, adding further stability. This shelter can be set at three different height settings depending on your needs, although only one setting is suitable for use with the side panels.

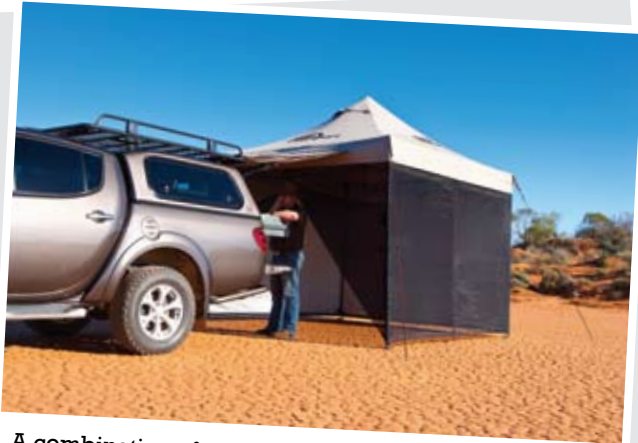
Quick and easy to erect, a peg hammer is the only tool required for instant shade and protection on your next adventure away. Small and large securing pegs, four guy ropes and full assembly instructions are included when



Four guy ropes are supplied for extra support in windy conditions.



Anchor points in the leg feet to allow pegs to be utilised.



A combination of mesh and solid walls can be optioned, or no walls at all.



Convenient access to the gear in the rear of your vehicle, protected from the elements.



The roll out veranda is conveniently stowed away when not in use.



Instant protection, anywhere, anytime.

you purchase the Track Shelter. It also comes packed in a durable carry bag complete with three carry handles and wheels for easy transportation.

MESH & SOLID WALLS

As already mentioned, the Track Shelter can be used in conjunction with optional side walls to make it a more versatile product. Each wall comes packed in its own carry case and customers can choose from a solid or mesh netting depending on their individual

requirements. The solid walls are made from the same 300 denier coated polyester as the roof for maximum protection, while the mesh walls will effectively keep out bugs and mosquitos and still allow air to flow through. All walls come with zip-together sides and will interlink with each other so you can choose any number of side panels and any combination of the two types available.

Shelter > Part no: ARB4126

Mozzie panel > Part no: ARB4141

Side panel > Part no: ARB4142



BUSHRANGER
4X4 GEAR

New Bushranger Electric Winches

With low amp draw, high quality construction and a thermal overload sensor, the new Bushranger electric winches combine value for money with superior performance in any terrain.

From power tanks and side steps to recovery gear and auxiliary lights, Bushranger offers a huge selection of clever and practical products designed to increase the capabilities of your SUV or 4WD. An integral part of Australia's 4WDing industry for over 13 years, Bushranger's focus on delivering quality vehicle accessories has now led them to announce the release of an exciting, tough new range of 4x4 winches.

Built to uncompromising standards, the winch range incorporates a 9000lb, 9500lb and 12,000lb model, each engineered to suit specific vehicle recovery requirements.

Considerable investment was put into ensuring these winches could withstand the unique climate and terrain of the Australian Outback. "We looked closely at every aspect of the design to make sure we produced winches that meet Bushranger's high standards of delivering superior performance, durability, reliability and safety," says Bushranger CEO Evan Black.

Low amp draw is critical for successful vehicle recovery, and so all Bushranger winches feature amp draw up to 23% lower than industry-leading winches. This ensures that even during the toughest vehicle recovery, current draw from the vehicle is reduced in comparison to other winches.

Designed to perform flawlessly in the harshest recovery conditions, all Bushranger winch models incorporate an impact resistant extruded control box and tough aluminium alloy die cast housing for structural durability that is superior to other winch models on the market. The heavy duty sealed contactor switching eliminates solenoids, delivers increased water resistance and assists with lowering amp draw.

The patented, gearbox mounted automatic cone brake holds the full rated load, allows easy access and maintenance and also ensures minimal heat build-up in the cable drum, permitting safe use of synthetic rope.



DV-9TH



Specifications:

Line Pull	4082kg/9000lb
Motor 12V	3430W/4.6hp
Gear Train	3 stage planetary
Gear Ratio	156:1
Free-spool	rotating ring gear
Brake	automatic, full cone brake
Wire Rope Size	8.3mm x 30.5m (0.3" x 100')
Wire Rope Type	galvanised aircraft A7 x 19
Drum Size	63.5mm x 229mm (2.5" x 9")
Mounting Bolts Pattern	254mm x 114mm (10" x 4.5")
Winch Weight	33kg/72.6lb
Gross Weight	47kg/103.4lb

DV-9.5TH



Specifications:

Line Pull	4309kg/9500lb
Motor 12V	3730W/5hp
Gear Train	3 stage planetary
Gear Ratio	159:1
Free-spool	rotating ring gear
Brake	automatic, full load cone brake
Wire Rope Size	8.7mm x 30.5m (0.3" x 100')
Wire Rope Type	galvanised aircraft A7 x 19
Drum Size	63.5mm x 228mm (2.5" x 9")
Mounting Bolts Pattern	254mm x 114mm x 114mm (10" x 4.5" x 4.5")
Winch Weight	34.5kg/76lb
Gross Weight	48.5kg/107lb

DV-12TH



Specifications:

Line Pull	5443kg/12,000lb
Motor 12V	4180W/5.6hp
Gear Train	3 stage planetary
Gear Ratio	261:1
Free-spool	rotating ring gear
Brake	automatic, full load cone brake
Wire Rope Size	9.5mm x 38.1m (0.4" x 125')
Wire Rope Type	galvanised aircraft A7 x 19
Drum Size	89mm x 206mm (3.5" x 8.1")
Mounting Bolts Pattern	254mm x 114mm x 165mm (10" x 4.5" x 6.5")
Winch Weight	40kg/88.1lb
Gross Weight	67kg/147.7lb

All winches incorporate a motor mounted thermal sensor, which warns the winch operator of thermal overload via an LED light on the handheld remote. The heavy duty series wound motor delivers superior torque output and fast line speed, while the 3 stage planetary gearbox ensures tough and reliable performance in the harshest conditions.

Each winch is engineered to offer unbeatable performance tailored to specific vehicle recovery requirements. The 9000lb winch is purposely designed to deliver optimum performance for entry level winch users, the 9500lb model is an ultra tough, superior winch with a 3730W/5hp motor for serious off roaders,

while the 12,000lb delivers brute force recovery for larger 4WDs.

The arrival of these winches marks an exciting new venture for Bushranger, targeting not only occasional off roaders and SUV owners but also serious 4WDers. "Adding winches to Bushranger's portfolio of off road equipment has broadened our product base and gives Australian off roaders a winch they can trust and rely upon, particularly when they are in a sticky situation deep in the Australian bush," says Evan Black.

For more details on these great new winches, visit the Bushranger website: www.bushranger.com.au

ARB KIDS



Hey, kids, Fourby here!

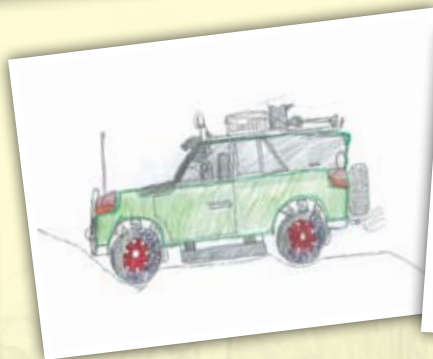
My mailbox has been stuffed full over the last few months with letters, photos and drawings from all you young 4WDers out there! It's fantastic to see everyone getting out and about in the great outdoors. Check out all the fun things on these pages and don't forget to keep sending me stuff!

WINNER!



6 year old Nick drew this great picture on a recent trip to Lucky Bay in Western Australia. Apparently he had plenty of time to think about it while the family dug their very bogged caravan out from the beach. Great work, Nick! A Toys R Us voucher, Fourby t-shirt and Speedy Seal are all on their way to you.

* My name is Stephen and I am 6 and I like to 4WD with my Dad. The car has a V8 engine, two aerials and a winch.



* Shannon (age 12) & Kenny (age 10) from Camira in Queensland are obviously Toyota HiLux fans and have sent us in a drawing each. Thanks guys!



* I never get bored driving in the car with my family. I am travelling around Australia on a four month holiday in our F250 4WD ute. Whenever we get a chance we go off road. We have been across rivers and deep sand and our effy does it all easy!

Emily (age 9)

You could WIN an awesome ARB Kids' Pack

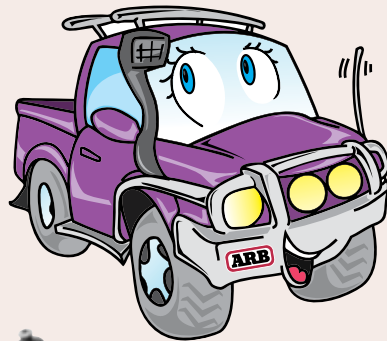
Send your letters, drawings and photos, including name, age, address, telephone number and t-shirt size to:

- > **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.



* **Jonte** (age 5 1/2) has drawn a 4x4 ute (Toyota). It has a flag on the front to go over the sand and a dog in the back.



* This cute pic was drawn by 10 year old **William** from Narromine.



* This is a picture of a 4WD I drew at the sand dunes at Cape Elizabeth. **Jacob** (age 11)

* 8 year old **Campbell** has sent in two pictures, one of a Toyota Prado and another of a Toyota bus he invented that can go on and off road!



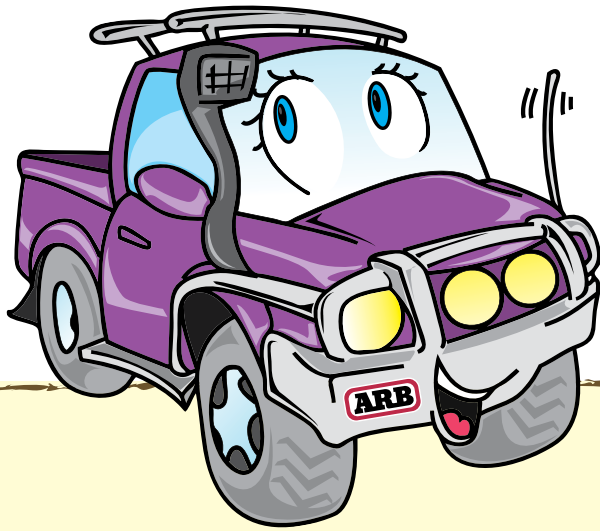
* My name is **Joseph**, I am 11 years old. This is a picture I drew of my Dad's 1995 80 Series LandCruiser. Dad takes all of our family to Cape Elizabeth and we also like to go camping at the Flinders Ranges.



* My family and I love to go 4WDing at Jeffrey's Track. From **Jaiden** (age 12)



* Our family camping trip with a lizard on the road! **Alec** (age 9)



Hey, kids, Ariel here!

Fourby and I couldn't decide on only one winner this issue, so we picked one each! I really loved Cody's story of his recent 4x4 adventure!

WINNER!

* Hello my name is **Cody Rae**... I am only 3 1/2 years old and can't really draw but I do have a photo story to tell.

My Daddy has just got his very first 4WD and was keen to try out some tracks and gain some experience. Unlike me, as I have had my blue beast since Christmas so even though I am only 3 1/2, for my age I have plenty of experience, LOL.

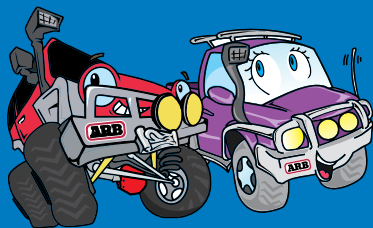
Daddy, Mummy, Poppy and myself decided to go to the Mitchell Weir to look for some tracks. My little blue beast got up the big weir wall without any probs (pop was freaking out running behind me, I told him it's fine, I practise this in the backyard all the time).

We were on the way home when I was leading up this sandy hill and Daddy called me on the two-way to tell me he was stuck. So I went back and gave him a tow to the top of the hill - my little blue beast saved the day again! I just don't know how many more times I am going to have to save my Daddy!



WALLABY COMPETITION RESULTS

WINNER!



A big thanks to all the kids out there who sent in their suggestions of what to name the wallaby we rescued! It was very difficult choosing just one out of all the creative ideas, but eventually we decided we liked 3 year old Jack's name: **Winstone**

Congratulations Jack! You've won yourself a Toys R Us gift voucher and Fourby t-shirt! Check out the cartoon on the next page which tells what we got up to when we released Winstone back into his natural habitat.

Our top names list

- * Cody
- * Willy
- * Dozer
- * Lofthless
- * Winchy
- * bbles
- * er
- * Ro
- * Jaffa
- * Percy
- * Springer
- * Winstone
- * Ziggy
- * Snockle
- * Wobbly
- * Wally
- * Scooter

Fourby's Cartoon

THE ADVENTURES OF FOURBY AND FRIENDS

A FEW WEEKS AFTER THEIR EXCITING ADVENTURE WHEN THEY FOUND WINSTONE THE WALLABY INJURED ON THE SIDE OF THE ROAD, FOURBY AND ARIEL HEAD BACK TO CRIKEY DAVE'S TO SEE HOW WINSTONE'S DOING.



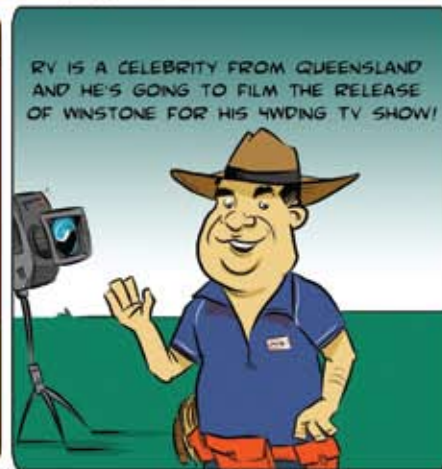
CRIKEY HAS DONE A FANTASTIC JOB OF LOOKING AFTER WINSTONE AND HE'S READY TO GO HOME.



THEY DECIDE TO PLAN AN ADVENTURE TO RELEASE WINSTONE BACK INTO THE WILD, AND COMING ALONG ON THIS ADVENTURE IS A GOOD FRIEND OF CRIKEY DAVE'S, RY.



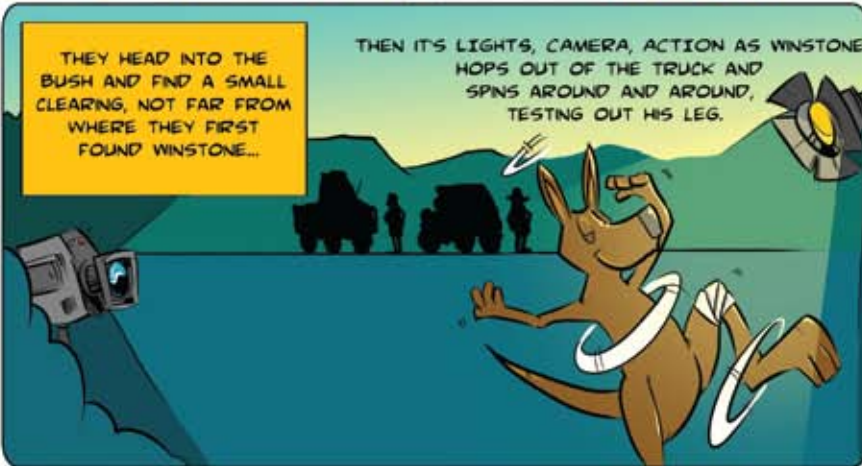
RY IS A CELEBRITY FROM QUEENSLAND AND HE'S GOING TO FILM THE RELEASE OF WINSTONE FOR HIS 4WDING TV SHOW!



FOURBY AND ARIEL ARE VERY EXCITED, NOT ONLY BECAUSE WINSTONE'S RETURNING TO HIS FAMILY AND FRIENDS, BUT ALSO BECAUSE THEY'RE GOING TO BE ON TV WITH RY.



THEY HEAD INTO THE BUSH AND FIND A SMALL CLEARING, NOT FAR FROM WHERE THEY FIRST FOUND WINSTONE...

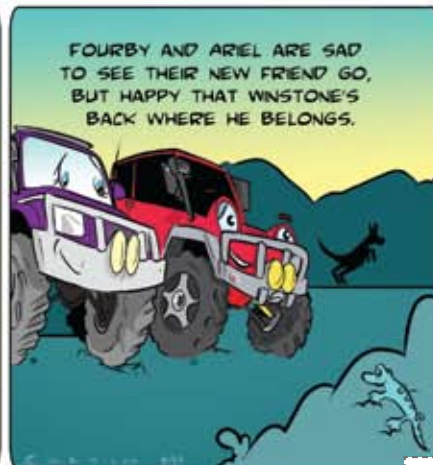


THEN IT'S LIGHTS, CAMERA, ACTION AS WINSTONE HOPS OUT OF THE TRUCK AND SPINS AROUND AND AROUND, TESTING OUT HIS LEG.

WINSTONE THANKS FOURBY, ARIEL, CRIKEY AND RY FOR HELPING HIM AND THEN HE HOPS OFF INTO THE BUSH.



FOURBY AND ARIEL ARE SAD TO SEE THEIR NEW FRIEND GO, BUT HAPPY THAT WINSTONE'S BACK WHERE HE BELONGS.



> Seal Rocks

Words & Images by Andrew Hemming

King Island, Tasmania

Take a week out and a century back in time to the green rolling hills and ocean-side pastures of King Island, washed down with good wine, some amazing cheese and a great steak!

King Island is a forgotten Narnia in the midst of Bass Strait. It is located some 80km directly south of Cape Otway (along Victoria's Great Ocean Road). At a length of 58km and only 21km wide, there is plenty to see and do on this concentrated yet uncomplicated oasis of land. Named by a Captain Black in 1801, it has been home to a large number of industries over the years. Although originally inhabited by sealers in the early 1800s, the industry was short lived and so permanent settlement was non-existent until the mid 1800s.

Sitting in one of the roughest water passages in the world, King Island was infamous for the many shipwrecks that frequently occurred, with the most notable being the wrecking of the *Cataraqui*, which with 400 deaths still stands as Australia's worst civil disaster. Cape Wickham lighthouse was built from local stone and began operation in 1861 to curb the large number of ships that the island claimed. In years gone by, this light was often mistaken for the light from Cape Otway in Victoria and it was not until a second lighthouse was built at Currie that

wreck numbers began to drop. Standing at 52m tall, it is still Australia's tallest lighthouse.

Development was slow due to the isolation of the island, the cost of transporting materials and the difficulties with landing boats. But today, you will find a booming dairy, sheep and beef industry, along with a fledgling kelping industry.

Once you're on the island and you've finished a coffee and curried scallop pie (in the township of Currie of course), there is a lot to see and do. Exploring the township of Currie on foot is highly recommended before setting off into the wild beyond, to brace the seemingly relentless roaring 40s (trade winds).

As you drive around the island where the one fingered wave is obligatory, you will cross the 40° latitude line many times, but often on different roads. You can expect to be surprised at every moment on King Island – the birdlife is amazing and you will find yourself marvelling at breeds that you didn't even know existed



> Inland waterways

from turkeys that make odd sounds, to pheasants and California quail.

Everything seems relaxed on King Island. It doesn't matter whether you are driving across the island, walking on a track or waiting as a family of geese crosses the road. I like to call it 'Tassie Time'.

Travelling north from Currie, you get a real feel for the island. It is green, wet, fertile, rich and lush. No one seems to speed and everyone is courteous. Porky Beach is near to one of the most famous cheese factories in the world – the King Island Dairy. It is open for tours throughout the week (call to check opening times) and is definitely worth a visit. Once you have finished the informative DVD in the foyer, you are let loose in the cheese tasting room (gratis of course) to delve into the many different and varying cheeses on offer. A tip here would be to skip breakfast and come with a reasonably empty bag. Prices of their dairy products are considerably cheaper than on the mainland.

To walk off the enormous amount of cheese you have just devoured, a stroll down to Yellow Rock Beach provides a good opportunity for beachcombing and more fresh ocean air inhalation. Quarantine Bay further north is a spectacular little spot for sunsets, and a surfboard wouldn't go astray either.

Head north again but take the 'Old Wickham' road up to Cape Wickham lighthouse. The road is a fun and



> Oceanside dining



> Exploring Red Hut Point



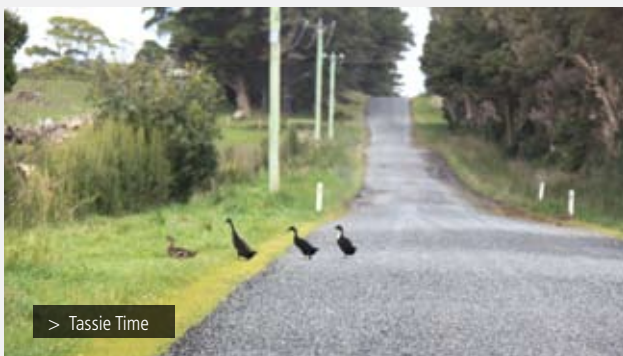
> Sunset, west coast



> Cape Wickham lighthouse



> Take empty bags to the King Island Dairy



> Tassie Time



> Travelling south through rolling pastures to Stokes Point

challenging drive, and much more exciting than North Road that is covered in bitumen.

Access from here to Disappointment Bay and the Three Sisters is possible across private property along a rough and challenging track. Property owners do not mind you accessing these attractions across their property, as long as you show respect for their land.

Some of the most beautiful, spectacular and remote areas of the island are based on the southern end. As you travel around, it will occur to you that many of the places you stumble upon in your explorations will be

associated with cheeses you have eaten. Names like 'Cape Wickham Double Brie', 'Stokes Point Smoked Cheddar', 'Phoques Cove Camembert', 'Roaring Forties Blue' and 'Discovery Ash Brie' come to mind...

The best drive of the island would have to be to the most southern point – Stokes Point. It's surreal as you drive between lazy cows... their view as they munch on rich, lush green grass is of Bass Strait and they could very easily go and dip their hooves in the sea if they wanted to!

FACT FILE

WHERE:

King Island is located approximately 80km directly south of Cape Otway (Victoria) and can be reached by either plane from Melbourne or Tasmania, or by car ferry from Melbourne.

CAMPING:

Bass Caravan Park and Cabins – 03 6462 1168

SUPPLIES & FACILITIES:

There are two major centres on King Island (Currie and Grassy) where groceries, fuel, spare parts and even good coffee can be sought.

TRIP STANDARD:

The standard of the trips on King Island range from grade E (dirt roads a 2WD could negotiate) to grade C/D (generally most trips would be D, but when it's been raining, more aggressive tyres would be beneficial).

MAPS & GUIDES:

Map of King Island – prepared and published by Barry Collins under the guidance of the Lands Department, Hobart

Australia, Lonely Planet

CONTACTS & INFORMATION:

King Island Visitor Information –

<http://www.kingisland.org.au/> 1800 645 014

King Island Dairy – 03 6462 1360

Searoad Shipping – 03 6461 1225

(transport for cars, etc to King Island)

FUEL:

Diesel 183c/l, Unleaded 179c/l

BUDGET ATTRACTIONS:

The town of Currie is a gem to walk around, with interesting things around every corner, climbs and lookouts, and of course a good bakery. The King Island cheese factory is a must visit! The rest of the island has walks where you'll find breathtaking cliffs at the edge of the ocean, petrified forests, secluded beaches and bays, penguin rookeries, mountain climbs, diving, surfing, fishing... the list is endless.

As you make your way to Stokes Point, you will pass some beautiful areas. Seal Rocks and the Petrified Forest are unusual places. Seal Rocks is an area that is best visited in spring when the coastal heath abounds with colours and scents. The calcified forest is thought to be the remains of an ancient forest that was buried and has since been exposed due to wind erosion. Other areas worth visiting are Sealers Wall and the awe-inspiring Surprise Bay.

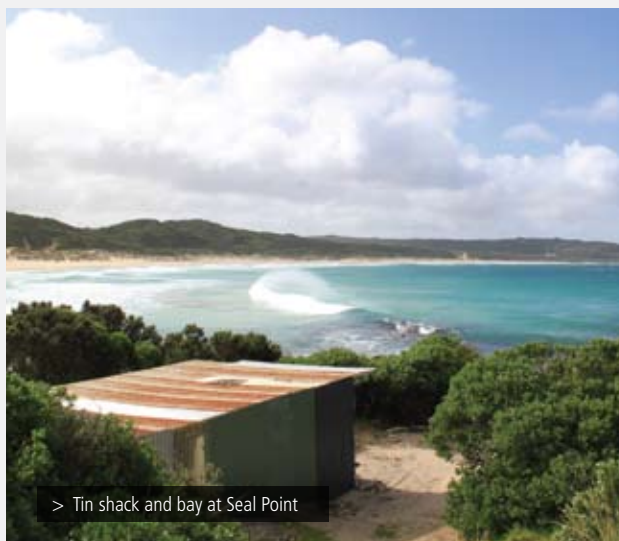
The track to Stokes Point is slow and rocky and passes through several paddocks, meaning a passenger (read: gate opener) is always welcome. You will also pass many of the areas where surfers take to the waves or kelp fishermen haul their catches onto the back of their trucks and trailers. No surfing, swimming or fishing was being done during my visit due to the ferocity of the roaring 40s that were blowing the island to a new geographical setting on the map!

Exploring the Red Hut Road just south of Mount Stanley and 'Gentle Annie' (a mountain) was definitely my favourite part. The effort of exploration was rewarded with an expansive virgin beach, rolling waves and perfect weather. It would be possible to camp down here in the makeshift shelter... and what a beautiful view.

King Island has many amazing places to see, but some of the island's hidden gems have no signage directing you to them. It's just up to you to explore the island and discover your own magical place!



> Stokes Point, the most southern point on King Island



> Tin shack and bay at Seal Point

Redarc – the Power Conversion Specialists

ARB has recently expanded its battery management range with the introduction of a number of new Redarc products to assist with finding the right solution for your auxiliary battery requirements. Redarc is an Australian manufacturer based in South Australia who is dedicated to developing industry leading products to fulfil the individual requirements of consumers.

When installing dual battery systems, including batteries and solenoids, it is

essential that you consider the intended usage. Whether or not it will be used just on weekends, or for extended remote area travel is an important consideration when choosing products. Your ARB staff member will be able to assist with picking the correct models and accessories to suit your particular needs. Below, we have highlighted a number of the items currently available from ARB, all of which come complete with a two year warranty for extra peace of mind.



SMARTSTART SBI SERIES

The Redarc SmartStart SBI series will help to ensure that your main battery won't go flat while you're powering additional accessories. Only when the starting battery's voltage reaches 13.2V will the auxiliary battery start charging, and if the system drops below 12.7V, the auxiliary battery disconnects, maintaining the main battery's charge so you don't need to worry about your vehicle not starting the next morning. With two models available, a 100 amp and a 200 amp, both have surge and spike protection, can be used with modern ECU controlled alternators, and are suitable if the two batteries are not the same (eg. cranking and deep cycle). The SBI can be set up with a pushbutton switch allowing manual activation of the solenoid in the event of a low charge in the start battery. Featuring an illumination light to show when the solenoid is activated, this system will also allow an LED light to be wired up to the dash for additional indication. For maximum durability, the SBI series has been designed to operate in a vehicle's engine bay next to the start battery, with a silicone encased microprocessor for protection and terminal protectors to help prevent accidental short circuit.

- > Part no: SBI12
- > Part no: SBI212



SMARTSTART BCDC1220



This product is the ideal solution for managing a dual battery where there is either voltage drop due to long battery cables, or two different battery chemistries in use. It utilises a sophisticated battery charging technology, as well as an isolation switch feature to manage your auxiliary battery. Advanced electronics ensure that your auxiliary battery always receives the optimum voltage and current for maximum battery life and performance.

Designed to be mounted close to the auxiliary battery, this product has a three stage charging program of boost, absorption and float and can be user-configured for optimum charging of lead acid, calcium or GEL/AGM auxiliary batteries. Handy LED indicators show both the charging progress and the type of battery being managed. With internal components fully encased in silicone and proven in harsh environments, this product is perfect for applications where the auxiliary battery is located in the back of a wagon, pick-up tray or trailer.

- > Part no: BCDC1220

SMARTSTART BATTERY MANAGEMENT SYSTEM



This product is a complete battery management and maintenance system built to direct the vehicle's charging system, 240V and solar inputs. It features an interactive face panel that allows users to set, record and review battery management. An indicator shows the remaining time until charge completion, and the unit will also display how much solar heat the sun has generated each day, which is especially important when relying on solar power alone.

This management system will work with dissimilar batteries and dissimilar battery chemistries, with user selectable options including lead acid, AGM and calcium auxiliary. It has a battery storage mode that performs battery maintenance to ensure your auxiliary battery is healthy and ready to go when you are, and a battery temperature sensor to compensate for battery temperatures when charging.

As with the other Redarc products already mentioned, the SmartStart battery management system also ensures that the auxiliary battery is separated from the main whenever necessary, to protect it from depletion by auxiliary load.

> Part no: BMS1215

ELECTRIC TRAILER BRAKE CONTROLLERS

Electric trailer brake controllers provide brake activation to trailers fitted with electric brake actuators. The controller is fitted to the cab of the vehicle and allows the operator to adjust braking intensity and activate a brake override button where necessary.

Two Redarc models are available from ARB to suit individual user's needs, which can be fitted to trailers with up to three axles. Both are easy to install and feature a dial to adjust braking force and an LED light to indicate when the brakes are on.

> Part no: EB

> Part no: EBRH



LOW COOLANT ALARM



While regular vehicle temperature senders measure coolant temperature accurately, they are ineffective if the coolant level drops below the sender. If your vehicle loses coolant suddenly you may miss the temperature spike, resulting in catastrophic engine damage. The Redarc low coolant alarm will both sound an alarm and flash an LED light if the coolant level falls below its sensor.

Providing excellent protection against potential engine damage as a result of coolant loss, this product is great for fleet or mine vehicles with multiple drivers, and provides peace of mind for remote area travellers. Suitable for plastic or metal radiator tanks, the kit comes complete with a probe, alarm unit and instructions.

> Part no: LCA1224

PURE SINE WAVE INVERTERS

While most inverters on the market produce a modified sine wave, a pure sine wave output (like the wall plug in a house) is more desirable as it reduces the likelihood of things like screen flicker, crashing computers and failed start ups in electronic products. This makes a pure sine wave converter perfect for delicate electronics, hand held GPS's, computers and more. With a pure sine wave converter, you can take all your luxuries away with you including stereo, coffee maker, iron, microwave and power tools! Redarc has a wide range available to suit a variety of applications, and the particular model you purchase will depend on your intended uses, so speak to sales staff in relation to the best product for your needs.



> Part no: R-12-350S

> Part no: R-12-1000S

> Part no: R-12-1500S

> Part no: R-12-2000S



> Patrol about to hit the road, Alice Springs



> Charlotte, aka Outback Barbie



> Wild tomato flower, NT



> Molly Clark's old abandoned homestead was left as it was the day she left

Be sure to catch up and watch Series 3 of Pat Callinan's 4X4 Adventures, airing twice a week on ONE-HD from October. The DVDs of the new series will be available from December just in time for those Chrissy stockings. Series 1 & 2 DVDs can be purchased now from your local ARB retailer.

Want to keep more up to date on how filming is going?

Visit www.mr4x4.com.au or check out Pat's Facebook and Twitter pages.



> Tvan camper loves it out here

“ The Simpson Desert only attracts 150mm of rain on average per year, so when it dumped buckets on us as we climbed the sand dunes, I guess we should have been feeling lucky? Actually, we probably were. With wild flowers decorating the top of every dune and firm sand to boot, it was awesome (once the weather cleared up a bit, anyway). There were diversions and water aplenty, making those 1100 sand dunes a spectacular sight indeed. And the birdlife over the other side of Big Red (the Simpson’s biggest sand dune) was a sight to behold.

Of course, the Patrol ate up the Simpson and spat it out (again). We towed a 1.2 tonne camper trailer the whole way and didn’t get bogged once. But then, considering the Patrol was the first vehicle back in ‘61 to cross the Simpson, perhaps we had an unfair advantage...

”



> Acacia Peuce - the tree with the world’s hardest wood



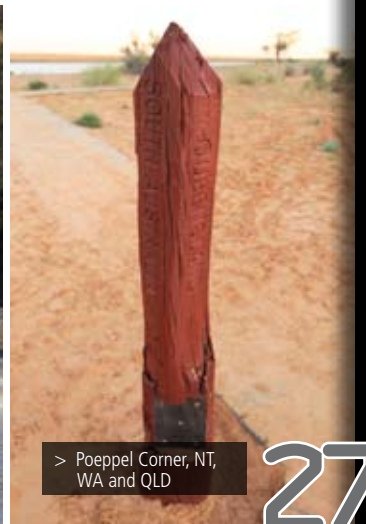
> Dune Buggy, Simpson Desert style...



> Boys having a laugh as Bill steals Gus’s hat



> Eyre Creek, Simpson Desert. We had to undertake a 40km diversion because of the high waters



> Poeppel Corner, NT, WA and QLD

ARB Open Days



Over the last few months, a number of ARB distributors have held very successful open days, inviting customers to drop in and check out their stores, grab some bargains and enjoy a day of fun.

ARB St Peters in NSW opened their doors on the 26th of June from 9am till 3pm to welcome a record turn-out of people. The store had also invited representatives from other well known 4x4 brands such as Bushranger, Rhino-Rack, MSA and Cooper Tires to showcase their products throughout the day, so there was plenty to see. With over 20 different 4WDs on display, the Traction and Travel Bed was also in action demonstrating the benefits of ARB Air Lockers and Old Man Emu suspension. All who attended enjoyed the free BBQ, with the older crowd hovering around the coffee machine while the kids were kept entertained as they zipped around in mini 4x4s on the 4x4 racing track. A number of lucky attendees went home with door

prizes, and everyone enjoyed the great bargains and an opportunity to purchase some new toys and gear.

The ARB Coopers Plains Car Park Sale saw 21 enthusiastic sales and workshop team members arriving at 6am on the 5th of June to begin set up for the official 7:30am starting time. The emphasis of this day was not only to showcase various products, 4WDs and demonstrations, but also to help raise vital funds for the Mater Children's Hospital in Brisbane.

With support from suppliers such as Rhino-Rack, Cooper Tires, Hema and Couplertec, there was plenty of great products on display with lucky door prizes given away every hour. Ramp demonstrations on the hydraulic Trip Trak showed the advantages of OME suspension and ARB Air Lockers and kept spectators entertained. A sausage sizzle hosted by JBD Meats helped to feed all the hungry 4x4 enthusiasts, with all proceeds from this going straight to the Mater Children's Hospital. The highlight of the day, however,



had to be Nick the Nitrocharger who dropped in to hand out lolly bags to all the kids.

The ARB Penrith open day was held on the 24th of July with plenty of visitors dropping in throughout the day to take advantage of bargains, giveaways, food and entertainment. Along with all the latest ARB gear, people could also check out the vehicles on display from companies including Thule, Rhino, Bushranger, GME, Great Divide Tours (including Vic Widman himself), Hema, Max Alloys, Getabout Tours and All Air Suspension. The team from 4wdTV was also there creating plenty of excitement, but not nearly as much as the jumping castle! The sausage sizzle manned by members of the Blue Mountains 4WD Club raised the club some much needed funds and the raffle saw one lucky attendee take home an ARB 47L Fridge Freezer.

Check out the Calendar of Events in this newsletter or on ARB's website for all the latest on upcoming open days.

Pat Callinan's \$10,000 ARB Giveaway

During Series 2 of Pat Callinan's 4X4 Adventures, a competition was run, in conjunction with ARB, to give away \$10,000 worth of ARB accessories, plus over 100 additional prizes from other renowned 4x4 gear and outdoor brands.

With almost 20,000 entries to sort through, after much deliberation the major prize was awarded to Fiona Wallace of Shepparton, whose entry impressed Pat with its creativity, humour and down-to-earth fun.

"Three kids in tow, not much dough! We need some gear, our trip is near! C'mon Pat with us, river crossings and red dust. Cape York we'll go, you tough, gung-ho! We don't know much, camp oven... is that Dutch? All over he's been, Pat's the Outback Queen!"

Fiona and husband Mark, along with their three kids, were planning a trip to the Cape next year so were ecstatic to hear they were the grand prize winners. They've already been into ARB to pick up a trailer-load of gear ready for their upcoming adventure and will no doubt be back for more!

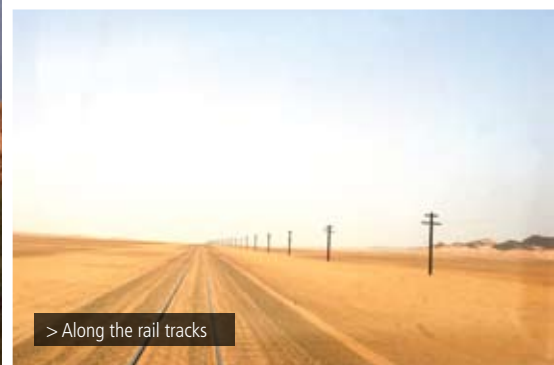




> Our camp on the Aswan dam – it was extremely hot here and the water didn't provide much relief!



> The sun going down at the end of another long, hot day



> Along the rail tracks

Aussies in Africa – Part 11

In the previous newsletter, our journey took us to Sudan, visiting the spectacular Meroe Pyramids and along the Nile River. Here, we continue on towards Egypt.

The following day we hit the track (railway track that is) and headed for Wadi Halfa, which is the most northern town in Sudan (pop. 19,000), situated on the southern end of the Aswan Dam (the world's largest dam at the moment, though I think the Chinese are building a bigger one). Back in Addis Ababa we had contacted Mazar Mahir (a Nubian Sudanese) in Wadi Halfa. He was recommended to us by a couple of people and we had arranged to meet him at 10:00am Tuesday. We were right on time (I'm one of those people who thinks that if I'm five minutes early I'm late).

When we caught up with Mazar he was the bearer of bad tidings. The passenger ferry had been seconded by the Government to transport 460 illegal Egyptian immigrants back to their own country. They had paid a lot of money to some shifty operator on the promise of visas and work in Sudan, only to have him skip with their money. Because so many people were inconvenienced by this, the ferry company decided to bring the passenger ferry back on Saturday. The only problem for us was that the vehicle ferry wasn't coming back for another week! Mazar to the rescue – he managed to find a barge captain that was leaving on the Thursday and willing to transport our vehicles to Aswan.

We spent the next couple of (hot) nights camped on the shores of the Aswan Dam. I had been having trouble with one of my cranking batteries and it finally died while we were out at the dam. Ron and I changed the auxiliary over hoping we'd be able to get another one in Aswan.

On Thursday morning we were up at daybreak, packed and at Mazar's place at 8:00am. We were going to stay at a hotel for a couple of nights (they were nothing more than tin sheds) but Mazar's mum asked if we would like to

stay with them. We didn't need to be asked twice! Their family compound is quite large and used to house six sons and three daughters, and all the sons except Mazar are now in Khartoum. All the houses have high mud walls around them to keep out the ever invading sand. Inside the compound was in stark contrast to the desert outside, with a small garden courtyard featuring lemon, orange, guava, grapefruit and mango trees that afforded some shade. During the heat of the day, even in the coolest part of the house it was over 40°C and in the evening we would all carry our beds into the courtyard to sleep out under the stars in the relative cool of the night.

We drove down to the port, and after the custom bloke checked our paperwork we proceeded along the jetty which was a hive of activity. Mazar pulled us up opposite two big barges tied side by side to the jetty. I was looking for a barge where the front drops down and we drive on... wrong! We had to get on, but not on the barge nearest the jetty, the farther one! Ron and I nearly had a seizure when we saw that the nearest barge was a couple of feet lower than the jetty and the one we had to get on was higher. I had to turn my vehicle across the



> Mazar with Viv and Helen



> A camel train



> Water storage containers

jetty first, no mean feat as the big Ford was only a couple of metres less lengthways than the width of the jetty. I drove off the jetty on two makeshift ramps, across the deck of the first barge, then shifted the ramps and clawed my way onto the deck of our barge, with much cheering and applause from all the wharflies. As Ron drove off the jetty his passenger side front wheel broke through the ramp, but he managed to keep it rolling and landed safely on the deck. Once the ramp was patched up, in no time the Nissan was sitting beside me.

As we walked back along the jetty we stopped to look to see the barge already on its way with our beloved vehicles perched on top. Neither of us wanted to think about what was going to happen at the other end. There was nothing left to do but survive the heat until Saturday. Rick and Gareth, two young British blokes we had travelled with back in Mozambique, had sent a text message advising us to book first class cabins on the ferry. We thought it was a bit over the top but did it anyway, or should I say, Mazar did, as he did everything else. He certainly was the 'Prince of Fixit'.

Mazar left early on Saturday to get our paperwork for the ferry completed and returned at midday. We said a fond farewell to Mazar's mum, a lovely lady who did not want anything for looking after us, though we insisted. We ordered a taxi to take us to the port – it was an old Peugeot 504 (there are thousands of them in Sudan) and it broke down about six times on the way, which is only five kilometres. Once at the port we, and about 600 others, had to wade through all the red tape (thank heavens for Mazar), and with the temperature around 50°C it was an uncomfortable six hours before we were finally aboard. It was a pretty scungy ferry, but at least the air conditioning was working in our cabins. I took a curious look at second class, which didn't look a lot better than what I imagined the hold of a slave ship would have been. Thank you, thank you Rick and Gareth!

It was 8:00pm when we sailed, and as we slept the sleep of the exhausted, we crossed into Egypt and over the Tropic of Cancer.

Words & Images by Neil Cocks



> Mazar's niece



> Ron doing the washing – it was dry in about 20 seconds!

ARB Expedition Shirt



The latest addition to ARB's range of high quality apparel is the grey Expedition Shirt. This stylish, yet functional item of clothing is the perfect addition to your wardrobe and can be worn whether you're 4WDing, fishing, camping, or simply out for a bite to eat.

The shirt incorporates a mesh vent opening on the back and under the sleeves for maximum breathability, as well as a box pleat down the spine to improve ease of movement. Roll up sleeves with a button fixture make this garment extremely versatile and user friendly, and chest pockets with Velcro tabs allow small essential items to be safely stored. You also won't have to deal with time-consuming buttons, as this shirt features handy studs instead.

So if you're looking for something new to wear, head into your local ARB store and check out ARB's range of shirts along with our selection of other apparel items for kids and adults, as well as smaller promotional items.

> Part no: 217219-217226

ARB Fridge Freezer Magnetic Stubby Holder

Sick of rummaging around in the back of your vehicle looking for a stubby holder at the end of a long day on the road? Well, ARB has come up with the perfect solution to this problem with the release of the ARB Fridge Freezer Magnetic Stubby Holder.

Incorporating a full colour design, this stubby holder is made from durable neoprene and features a strong built-in magnet that will easily connect to the side of the ARB Fridge Freezer or any other metal surface. Between drinks, you can simply reattach it to your vehicle or fridge and you'll know exactly where to find it when you're ready to go back for another can.

Available from ARB stores around the country now, this item is the perfect accessory for your ARB Fridge Freezer and a great gift idea.

> Part no: 217329



Cape York - an Adventurer's Guide



Experienced 4WDers, Ron and Viv Moon, have been hard at work to bring you the 12th edition of Cape York – an Adventurer's Guide. This all new book is the ultimate guide to the Cape whether you're a beginner to the four wheel drive world or a seasoned professional.

With over 30 trips between them, Ron and Viv are in a pretty good position to provide advice about this area.

This 224 page, full colour publication provides a host of information on the Cape including detailed maps with places of interest to visit, as well as remote camping areas, fishing spots and boat launching details. With the latest track information for remote area travel, it also incorporates an exhaustive list of travel operators, guides and station accommodation, along with important phone numbers and contact details.

Presented in a spiral bound cover, Cape York – an Adventurer's Guide is the perfect travel accessory for a trip to the Cape, and also includes history on the region that you can read before you head off, or while you're out camping in the great beyond.

> Part no: 215940

New Bull Bars for Pathfinder R51 & Navara D40

With the full details of these products set to be released in the next newsletter (due out December), both deluxe bull bars and Sahara bars for the latest update Spanish-built R51 Pathfinder and D40 Navara (May 2010 on) are now available from ARB. Due to changes in the vehicles' chassis and bumper, it was necessary for ARB to redesign these frontal protection accessories.

Incorporating a host of features including electric winch provision, IPF driving light provision, Hi-Lift jacking points, CB aerial mounts and much more, these new bull bars will provide a huge amount of protection in a functional and vehicle-specific design. Check out the next issue of the newsletter or contact your local distributor for more information.

Deluxe winch bar > Part no: 3438340

Sahara bar > Part no: 3938160



BUSHRANGER
4X4 GEAR

LED Strip Lights



A handy and versatile new product has recently been released from Bushranger which is fantastic for a whole range of situations including camping and leisure, as well as use with vehicles, motorcycles and boats.

The new LED Strip Lights incorporate a rugged design that can be applied to all kinds of 12V DC use. They are dust proof and water-jet resistant, making them suitable for outdoor use. The flexible strips emit a bright, cool white colour and incorporate 60 LEDs per metre, which provides 4.8W of light. With a 120 degree viewing angle and

a low, power efficient consumption rate, the LED Strip Lights are great for a variety of applications.

Three different sizes are available to suit individual needs and each one can be trimmed or lengthened as necessary. At 10mm wide by 3mm thick, the new Bushranger LED Strip Lights are very easy to apply with a peel and stick backing to secure them to whatever you need lit up.

50cm > Part no: LS-CW-50CM

1m > Part no: LS-CW-1M

5m > Part no: LS-CW-5M-REEL

33

4X4 ACTION >



Vehicle Profile

Staff vehicle owner: Owner/Director of ARB Bendigo, Greg Scanlon

Vehicle make: Toyota

Vehicle model: LandCruiser 200 Series

Vehicle year: 2009

Engine: Twin turbo, intercooled V8 diesel

Accessories fitted:

ARB deluxe winch bar, IPF HID lights, HID upgraded high & low beam, Warn XP9.5 winch, plasma rope, GME UHF & aerial, GME phone aerial and kit, Hema Navigator, Garmin 3010C Chartplotter GPS, Safari snorkel, ARB alloy roof rack, shovel and Hi-Lift holder, ARB side rails, twin ARB Air Lockers, ARB compressor with front and rear outlets, ARB auxiliary battery kit, custom fourth battery kit in rear drawer system, cargo barrier, drawer system, inverter, OME suspension, ARB 47L Fridge Freezer, ARB rear bar with wheel carrier, BFG KM2 tyres, Taipan exhaust, Steinbauer chip and dyno tune by ARB Bendigo, MSA seatcovers, Sandgrabber mats.

Favourite ARB accessory: ARB deluxe winch bar.

My favourite 4WD spot:

For touring it's Arnhem Land, but for playing, Toolangi, VIC.

Why I love 4WDing:

The feeling of freedom and spending time in the bush with family and friends.



Memorable 4WDing moment: Winning the Outback Challenge.

Advice for 4WDers:

Have fun. Plan your trips carefully, remembering that this can be an enjoyable part of the process too. Vehicle preparation is everything – not only does going over everything before that big trip improve reliability, it also makes you more familiar with your vehicle in the event of some unforeseen trackside repairs.

Reader Vehicle Profile



Reader vehicle owner: Robert Ooms

Vehicle make: Jeep

Vehicle model: Wrangler TJ

Vehicle year: 1998

Engine: 4.0L straight six

Accessories fitted:

ARB winch bar, rock sliders, twin ARB Air Lockers, twin ARB Diff Covers, IPF driving lights, Safari snorkel, OME LTRs for the 4" Teraflex suspension kit, rear bumper and

swingaway tyre carrier, stainless steel fuel tank, Warn 800i winch with plasma rope, Cobra racing seats and 3-point harness, overhead console and plenty more!

Favourite ARB accessory: It's difficult to choose, but if anything it would be the bumper and rock sliders – the protection they offer to my inability to keep clear of obstructions is outstanding.

My favourite 4WD spot: Seven Sisters in Wales (UK) – this is an old open top mine with a variety of terrain, from mud pits to waterfalls and rock climbing!

Why I love 4WDing: For me it's the whole thing of designing, modifying and then driving that vehicle in areas that are not accessible to normal cars. On top of that is the camaraderie of fellow off roaders and Jeepers in particular that makes it one of the 'funnest' things I think you can do.

Memorable 4WDing moment: After the major modifications done to my Jeep, I approached a particular steep hill with a double section in it. Another off roader (ok, it was a Land Rover) had been struggling to get up it for a while when he invited me to try. The Jeep drove straight up it (both axles fully locked) without hesitating... made my toes curl!

Advice for 4WDers: Join a club in your area! Listen to the advice of those that have been at it for a while, and you will learn. Don't bounce the vehicle – that usually means too much power and is very bad for the driveline. And lastly, keep the muddy side down!

> INSIDE ARB

Victoria
AUSTRALIA



ARB Keilor Park

This issue's Inside ARB introduces you to one of Victoria's newest stores – Keilor Park, located in Melbourne's western suburbs.

Owned by long-time ARB affiliate, Andy Miller, who also owns ARB Thomastown, the store operates under the capable direction of Kerry Ling who is the General Manager of both Keilor Park and Thomastown.

ARB Thomastown (currently managed by Ray Latimer) commenced operation in 2002 following the purchase of the existing Northern 4WD business. This store was one of the early conversions of a general-purpose 4x4 shop into a dedicated ARB store, and since then numerous other businesses have joined the network.

After a number of years and with customer demands increasing, a new opportunity was identified to expand the Thomastown business and provide a higher quality service to the western regions of Melbourne with the addition of another genuine ARB outlet. As such, the Keilor Park store was completely custom-built from the ground up, designed to be a premier ARB store specifically to fulfil the needs of local 4x4 enthusiasts.

ARB Keilor Park officially commenced operation in November 2009. With an undercover car park and expansive workshop and warehousing facilities out the back, the massive showroom sits over the top affording browsing customers a great view. The showroom was designed to be customer-focused and functional with a fully fitted lounge area including kitchen and leading edge audiovisual gear. The



workshop, as well as being able to fit and service the complete range of ARB accessories, also offers mechanical repairs, servicing and performance upgrades. And along with the extensive range of ARB products on show in store, Keilor Park also stocks a wide range of wheels and tyres. With 11 staff members on hand who are all passionate 4WDers and regularly use the equipment they are fitting and selling, the store is well equipped to manage the needs of customers, from product enquiries to 4WD and travel advice.

Strategically located off the Western Ring Road, Melbourne's busiest freeway, the store is easy to find and convenient to access. And being only five minutes from Tullamarine Airport, it gives the option for regular travellers to drop their vehicles off for servicing/fitting if they are heading interstate for the day. Another advantage is the fully equipped and supervised children's play centre which is situated next door to ARB Keilor Park, giving another option to parents who are waiting for their vehicles. So whether you're after products for off road touring, trade requirements or a weekend foray, drop in and take a look at the extensive options available.





4X4 ACCESSORIES

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