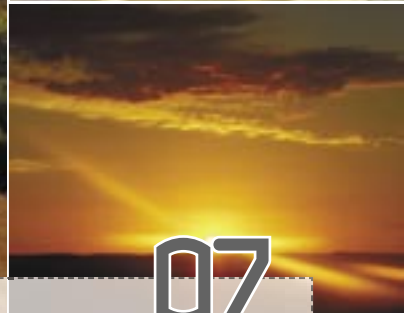


4x4action >



> PRODUCT RELEASES

New accessories for the latest model Pajero, Mazda BT50, LandCruiser 70 Series & more

> GIVEAWAYS

For your chance to win the latest ARB gear, check out our giveaway pages

> LATEST NEWS

All the excitement from the Outback Challenge Morocco, ARB's Outback Experience & more

> FEATURES

A look at the engineering of ARB's newest on-board air compressor and details on the next Drive 4 Life 4WD trip

ARB Outback Experience

In the previous newsletter, we brought you part one of ARB's Outback Experience,

a 14 day adventure that took 12 internationally renowned journalists into the unique and captivating regions of the Australian Outback. This issue, we continue the epic journey through the Simpson Desert and beyond. For the full story see page 4. >>

> HIGHLIGHTS

Mazda BT50 Bull Bar	03
ARB Outback Experience	04
New Accessories for Montero/Pajero	10
Drive 4 Life Tour	11
Ask ARB	12
Hema Map Patrol	14
Jeep JK Bull Bar	17
Air Compressor Article	18
ARB Kids	20
Expedition Australia	22
Outback Challenge Morocco	24
70 Series Accessories	25
OME News	26

Editor: Debbie Kaye

Contributors: Matt Frost, Kelly Teitzel, Fiona Mellis, Chris Hummer, Ian Bellert, Mark Lowry, Daniel Bongard, Steve Baile

Graphic design: Vanzella Graphic Design

Photography: Offroad Images

Pre-press: Hell Colour

Printing: Offset Alpine

ARB Snapshot

Welcome to another issue of ARB 4x4 Action. Over the past few months we have released some great new products aimed at making your off road adventures safer and more enjoyable, which coupled with reports from our editorial team, has allowed us to bring you another bumper edition.

One of this issue's contributors is Chris Hummer, who has participated in numerous off road events in Australia and around the world. Chris recently travelled to compete in the Outback Challenge Morocco, and reports on his experiences there. Morocco is a sensational destination for the 4wheeler, offering a huge amount of variety in off road terrain. There's everything from steep, rocky trails that connect Berber villages in the Atlas Mountains, through to barely recognisable tracks that form the gateway to the Sahara desert.

In between competing at off road events, Chris runs a company called Dynamic 4x4 Accessories. He recently answered the prayers of Discovery 3 owners by introducing a true off road, all terrain style tyre in the standard 255/60 R18 tyre size. Travelling in the Outback on the stock road tyres has proved to be a very expensive exercise for many Discovery owners. I managed to destroy three tyres in the Flinders Ranges last year on a photoshoot for the ARB catalogue. I've since had a set of Chris's General Grabber AT2s fitted, and have found them to be superb.

Good tyres are critical in the Outback, and whilst we've all got different opinions on brands, the general consensus is the newer they are, the better. All of the vehicles that participated in the ARB Outback Experience (featured in this newsletter) were fitted with BF Goodrich All Terrains or Mud Terrains, which performed brilliantly. I reckon the one puncture we did get was staged by ARB's Mark 'Lowmount' Lowry, just so he could demonstrate a Speedy Seal repair to our international visitors.

2007 has been a big year at ARB, but 2008 is shaping up to be even bigger. We will have some major new product launches that are going to appeal to a broad range of 4wheelers, plus several new initiatives planned that will give our customers even better access to information on the vast range of ARB products.

Happy 4wheeling!

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





ARB Deluxe Bull Bar for Mazda BT50


» Owners of the Mazda BT50 can now benefit from exceptional vehicle protection with the release of a deluxe bull bar from ARB. Designed specifically for this vehicle, the bar includes a number of practical and aesthetic features to suit both on and off road driving.

Maximum strength is achieved through its steel construction, which incorporates solid uprights to ensure that the whole outer frame receives maximum support, and a split pan, which also facilitates airflow to the engine. With airflow and undercarriage protection in mind, ARB engineers have also constructed an air deflector pan which mounts beneath the bull bar to channel air up into the engine. This ensures superior cooling while protecting the vulnerable intercooler from impact with rocks and small debris.

The Mazda BT50 bull bar can be fitted with Warn electric winches up to the 9.5XP model, but the bar is also equally suited to applications not requiring a winch. And for additional recovery purposes, it features twin Hi-Lift jacking points, making it possible to use the jack directly on the bar, without the need for mounting brackets.

Coming in a durable satin black powder coat with the ability to colour code, the bar features the standard combination indicators, two reinforced tow points on the bar mounting bracket, as well as durable urethane buffers. Provision for IPF driving lights, CB aerials and the original equipment fog lights (if fitted) make it an even more practical and versatile accessory for this vehicle.

> Part no: 3440130



ARB Outback Experience

Part 2



Into the Desert

Blurry eyed and only hours after going to bed, those who wanted to see dawn break over Big Red climbed out of their bunks around 4am to join Michael Ellem in his quest for the ultimate sunrise photo. Whilst the rest of the group enjoyed a sleep-in and fully cooked breakfast in the Birdsville Hotel dining room, the avid photographers munched on muesli bars and fruit atop Big Red. The morning light revealed a massive wetland to the north west of the dunes with birdlife in abundance which kept our photographers happy for a few hours as the convoy of vehicles slowly loaded up and headed out of Birdsville in their direction.

Arriving at the base of 'Little' Big Red (the southern crossing), the LandCruiser 79 Series tray back was the first vehicle to succumb to a tyre puncture for the trip. As the rest of the group began to deflate their tyres in preparation for the assault on the dunes, Mark, Paul and Fred went about removing the already deflated rear tyre for a closer inspection of the damage. Finding that the leak was due to a sharp rock piercing between the tread blocks, the opportunity was taken to give the journos a demonstration of how quick and easy the ARB Speedy Seal kit can repair a tyre and have you on your way again.

With photographers waiting atop Big Red, our group moved off and climbed the eastern side of the dune, parking at the top and waiting for the photographers to call us through one at a time. For Sandro, the anxiety was all too much, and jumping behind the wheel of the Toyota FJ Cruiser he pointed in the direction of the tallest part of the dune and launched the vehicle off the top. With an audience of 18 cameras and one very nervous ARB Marketing Manager, the FJ seemed to hang in mid air, on an angle that could only result in tears upon landing. But Sandro, better known as Sand-ro, knows the FJ like the back of his hand and it landed perfectly with a large sigh of relief from the crowd.

The next couple of hours were spent being entertained by members of our group as they tried to get their laden vehicles up and over the western side of the dune. The morning sun provided plenty of opportunity for action photography as the sand flew skyward and the vehicles bogged down. It was here that our group began to learn the benefits of lower tyre pressures and how to use the ARB E-Z Deflator.

With a call to keep moving to our morning tea spot at the foot of Big Red further to the north, a few managed to catch a glimpse of Dale Burzacott, and companion



Wendy, making an attempt to reach the top of Big Red in his 1970 built HQ Holden sedan. With tyre pressures lowered and plenty of encouragement, the two wheel drive Holden slowly clawed its way to the crest of the dune. With such a milestone reached for this well travelled vehicle, Dale posed for a few photographs before heading off on his next adventure.

At the foot of the northern crossing of Big Red, the Tri State Safaris' crew began setting up camp. Unfortunately due to the amount of rain the area had experienced, both the Eyre Creek and the Warburton track were flooded and we would not be able to use that route to make our way south. So it was decided that we would spend the day playing in the dunes and heading out to get a glimpse of Eyre Creek before returning to camp. After picking secluded areas beyond earshot of the snorers in the group and laying out our swags, it was back to the vehicles for the run west.

Cresting the soft dunes of the Simpson Desert can be an easy task after rain as the damp surface helps with traction. But with the sun beating down, by mid morning the sand was starting to soften. It wasn't long before we came across a 100 Series LandCruiser towing a trailer bogged just near the top of a large dune. He was travelling with another vehicle, an early model Pajero and between them they had managed to destroy four snatch straps. With a little help from our group, it wasn't long before the 79 Series was hooked up and the stricken 100 Series pulled to freedom.

After a quick lunch break we travelled over the last three dunes and down to Eyre Creek. Cresting the last dune, we were greeted by a sea of greenery and birdlife. The crossing was still flooded and signs warned of a detour 27km to the north. Pulling up to the edge of the creek, the debate started on whether to attempt a crossing for the cameras. Before long the 79 Series plunged into the murky depths, water flowing over the bonnet. It was

shortly followed by the Toyota 100 Series and Ford F250. With the water being so deep it was decided not to try taking any other vehicles through so after crawling out the other side of the creek, the trio turned around and started back. The 79 and 100 Series Toyotas made the journey back unscathed but the weight of the F250 was detrimental to its forward momentum and before long Dean Mellor had it paddling for life as it began to sink. Quick action was needed and both the 79 and 100 were bought back in for a tandem snatch recovery but unfortunately, by the time the F250 was on dry land, the interior and its contents was swimming in six inches of water. The group sat around for a while telling stories of water crossings that had ended in disaster and Dean was shamed for his efforts in sinking the F-truck.

Turning around and heading back east, the journos swapped rides once again to get a feel for the different vehicles in the sandy conditions. Towards camp we kept up the pace hoping to be back on top of Big Red in time for a sunset. By the time we arrived, Tri State was well into the routine of preparing the evening meal. Whilst the photographers shot a few last frames of the trucks on the dune, the ARB fridges were opened and we all sat to enjoy the sunset with a beer in hand.

That night we were treated to a magnificent camp oven cooked meal. It started with Sandro baking Italian flat bread on the coals of the fire, followed by sweet potato and pear soup. Main was a fine fare of chicken mignons served with creamy mushroom sauce, jacket potatoes with sour cream and a mediterranean salad. For dessert we were treated to baked pears with caramel sauce. It's not often you get to camp out under the stars in the Simpson Desert so why not do it in style? The beer, wine and tequila flowed on into a night that will be remembered for many years to come.



ALONG THE BIRDSVILLE TRACK

Morning was a slow start as sore heads emerged from swags and the pack-up began. Breakfast was cooking early so as to beat the onslaught of flies that the morning sun would bring. It was time to head back to Birdsville and on to the Birdsville Track for a dusty trip south to the Flinders Ranges. Once camp was packed we crossed Big Red one last time and stopped to pump up the tyres to road pressure. As the new high output ARB compressors amazed our crew, another amazing sight was the discovery of a fish that had become trapped in the intercooler of the 79 Series, having been sucked in through the bonnet scoop whilst crossing Eyre Creek.

Once again we hit the road for the 30km run back into town. On the outskirts we came across a paddock full of trucks and horse trailers. Closer inspection revealed that the Birdsville Bronco Branding competition was in progress, so we stopped to spectate and our journos once again had the opportunity to capture the Aussie Outback lifestyle. As the riders drafted cows from the herd, Ringers (the Aussie term for a cowboy) waited to rope the cattle to the branding stall where they were tagged with pink paint to simulate branding. Dust flew and the crowd cheered as the teams showed their skills. Our journos surrounded the ring to capture all the action they could, before heading back to vehicles and the road south.

It's hard to explain the hardships of travelling along the Birdsville Track today, as it is now built more like a dirt four lane highway than two wheel tracks in the sand as it was back in the days of Tom Kruse and his mail run in the Chevy Blitz truck. But the perils of the weather are still quite obvious and as we travelled south we came upon large channels of water crossing the track. Fortunately they were not deep enough for the track to be closed and they offered another great opportunity



for some action shots, and the drivers were more than happy to please the ever eager Mike Ellem.

Just before lunch we took a slight detour off the main track to visit the Page family grave. Back in December 1963, this family was unfortunate enough to break down miles from the nearest water. Instead of staying with the vehicle hoping help would come along, they chose to walk off in search of water along a dry creek bed. They perished in the searing December sun and their bodies were found by a light aircraft pilot on New Years Day, 1964. The grave lies nearby the shady trees of the creek bed, and to stand there in the sun you can't help but feel saddened over their plight.

Back on the road the convoy changed drivers yet again and we continued on toward our destination, the Mungerannie Hotel. Stopping for a quick look at the Mitta Mirra bore, Sandro noticed that the endless corrugations had loosened the sway bar retaining bolts on the Toyota Tundra. Only one bracket was still in place and the other lay somewhere in the dust back in the direction of Birdsville. With a full complement of tools on board the 79 Series, we decided to travel the last 30 kilometres to the Hotel and scrounge for parts to do the repair.



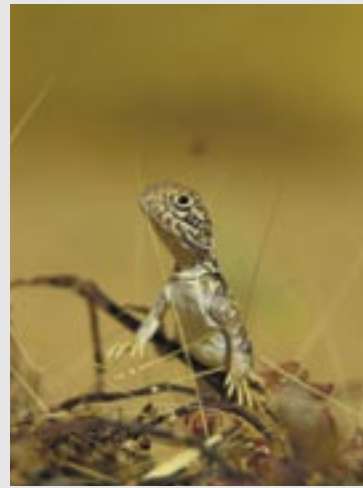
The Mungerannie Hotel sits just south of the Northern Territory/South Australian border. Its claim to fame is that it's the last pub in SA... well, travelling north anyway. Its owner, Phil Gregurke, was more than happy to give us the run of the workshop and showed us the pile of scrap steel to use as parts for our repair. Whilst the rest of the group set up camp and relaxed in the heated pool (fed from hot artesian basin bore water), Mark, Paul and Fred fashioned the new bracket needed to get the Tundra back on the road again. Dinner that night was no less than amazing with a feed of salmon fillets with sweet potato mash, steamed veggies and lemon butter sauce. This was followed by brandy baskets with cointreaued berries and a few drinks at the bar before an early night to bed.

As dawn broke and breakfast was consumed, the satellite phone rang hot from the calls home for Mother's Day. All the vehicles were fuelled up and we continued southward through the dust towards the end of the Birdsville Track and Marree. Originally named Herrgott Springs, Marree was settled back in 1872 and was for some time the rail head of the Old Ghan Railway line, servicing the growing cattle industry. Today, relics of a bygone era are strewn along the railway line through the centre of town. Old

locomotives, their paint fading and peeling, stand silently as a testament to a once bustling community.

From Marree we travelled further south passing old settlers' cottages and the ghost town of Farina that lies along the railway line. With their iron roofs and timberwork long ago succumbing to the weather and white ants, all that remains are the stone walls and a few rusting water tanks. At Lyndhurst we hit the bitumen and settled in for the 70km run down to Parachilna on the western fringe of the Flinders Ranges.

Parachilna's Prairie Hotel is well renowned for its menu of 'Feral Food', a taste of the local animal population. Tri State had arranged for our group to dine in and experience a 'Feral Platter' of cold meats such as roo, camel and emu as well as a selection of native herbs, fruits and vegetables. And that was finished off with the best coffee we'd tasted since leaving Eldee station the previous week.



THROUGH THE RANGE

Leaving Parachilna the convoy headed east through the Flinders Ranges along the track that winds through Parachilna Gorge. It was the first time we'd sighted kangaroos in abundance and the opportunity was taken to snap some pics. Parachilna Gorge is just outside the national park's boundary and offers an alternative route through the range and into Blinman. We stopped in at the 1869 built North Blinman Hotel and enjoyed a late afternoon beverage under the shade of the verandah. A quick look around town revealed numerous old Land Rovers that had Luc, our French journalist, in a frenzy with the camera. One of Luc's publications is LAND, a dedicated Land Rover magazine. If only we had been there a month earlier Luc would have been able to see the Land Rover Jamboree, an event organised every Easter that brings Land Rovers from all over the country to this once bustling copper mining town.

From Blinman we headed east again along a well made dirt road for the 22 kilometre run to Wirrealpa station on the edge of the Flinders Ranges. Home to Wal and Barb Fargher, this property covers approximately 1650km² and carries 10,000 sheep and 1000 head of cattle. Wal's father bought the lease for the property back in the 50s and the family has been there ever since. In fact, farming runs strong in the family with Wal's brother owning Martin's Well station to the south and his cousin, Ian, owning Angorichina station to the east.

Arriving at the old homestead, our accommodation for the next two days was the old shearers quarters built back in the 1860s. Wal and Barb run a 'farm stay' experience for tourists and the quarters are well set up to handle families and mid sized groups. Over another magnificent dinner of roast Salt Bush Mutton with vegies and a dessert of homemade quandong pie, Wal gave us all an introduction to the history of his family and the property. Come morning it was bacon and eggs for breakfast before we headed out for a tour of the property which started with a climb to the highest hill giving 360 degree views of the Bunkers Range and out to Lake Frome. From this vantage point of around 694 metres above sea level, the property spans from one horizon to the next. Everything you see is part of Wirrealpa. Terrain like this was perfect for the journos to experience the capabilities of the OME suspension as we climbed over rocks and through creek crossings. Articulation is a must out here as is good ground clearance if you want to get around the property unscathed.

After lunch we headed south past the homestead and out along the Grindstone Range. Following the river bed, Fred Williams from the USA took the opportunity to show off his rock crawling abilities in the F250 with the Jeep Wrangler and 79 Series following closely behind. Emerging from the riverbed we headed to a valley full of deep red sand. It was almost like being in the desert again but surrounded by towering mountains. As usual,



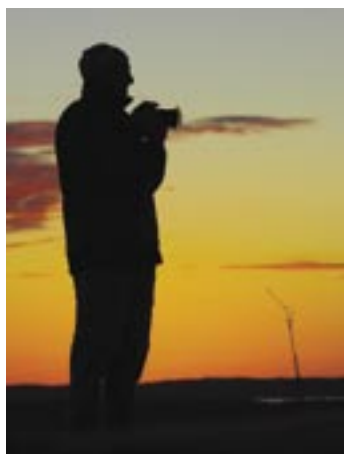
when there is sand there are cameras, and once again Sandro was in his element as he launched the FJ Cruiser up the steepest incline. Again the vehicle looked to have been stuck in a precarious position, but Sandro, with years of experience sand driving in Africa, had the vehicle back on safe grounds as the photographers clicked away happily at the action. As we posed for a group picture, lightning crashed on the nearby hills and it was time to call it quits and head back to the homestead.

That night as the rain eased, our guests were treated to some Australian Outback poetry by renowned poet, Bob Magor. As he rolled around on the ground playing out his act, our guests chortled with laughter as they tried to understand the Australianisms. We enjoyed our last meal together with our hosts and Tri State in the dining room of the old homestead. To top off another great day we dined on Outback style Italian casseroles, lasagne and lamb pizza. Dessert was individual wattle seed panna cottas. We all sat around the campfire telling yarns until there was nothing left but the glow of coals.

Next morning was our final day of the trip. Wal had arranged for his cousin, Ian, to fly a few of the photographers up to Wilpena to shoot our progress from the sky. With experience from years of mustering cattle from the air, Ian's services are called on regularly by film crews wanting to capture the Flinders from an

elevated view. Once the crew were all back on board we hit the bitumen once more, Broken Hill and the Outback Challenge in our sights – the 500km run broken only by our lunch stop at the renowned Craddock Hotel and a few of Mick McCulkin's bad jokes. As we crossed the border into NSW the weather started to turn ominous. By the time we made it to our Hotel, the rain was bucketing down and the streets were beginning to flood. What better way to end an Outback adventure than to arrive in Broken Hill for what would be called the 'Drought Breaker Outback Challenge'.

Mark 'Lowmount' Lowry



New Accessories for Mitsubishi Montero/Pajero

ARB has recently released a number of new accessories for the latest model Mitsubishi Montero/Pajero, including deluxe and commercial bull bars and a dual battery system.



The bull bars utilise ARB's unique five fold upswept and tapered wing design combined with a strong split pan that also assists with facilitating optimum airflow to the engine. Each bull bar is designed and tailored specifically for its particular vehicle to ascertain the best possible fit and look. Because the Montero/Pajero is fitted with air bags, this also had to be taken into account during the engineering process to ensure that air bag functionality was not affected.

For optimum versatility, these bull bars will suit customers who need the additional practicality of an electric winch, along with those who do not require one. For non-winch applications, the roller fairlead opening is covered, which also leaves the option of fitting a winch at a later date. A selection of Warn low mount winches up to and including the 9.5XP can be accommodated.

Commercial bull bars are targeted at customers who need the protection and functionality of an ARB bull bar, but are prepared to sacrifice some of the aesthetic trimmings to help reduce the overall cost. The commercial bars for the Montero/Pajero deliver all the features of the deluxe bars, with the exception of urethane buffers, provision for fog lights and combination type indicators.

IPF driving lights and CB aerials can be mounted on both types of bars, and for the deluxe model only, the original equipment fog lights can be utilised, or an

optional kit is available from ARB. Finished in a durable black powder coat, these bull bars will provide your vehicle with an enormous amount of frontal protection.

If you regularly spend time camping or 4WDing in the great outdoors, an ARB dual battery system is an extremely beneficial accessory. It allows you to run items such as fridges and camp lights, without the risk of flattening the main battery. Other benefits include added power when winching and peace of mind in the event of a main battery failure.

The tray for the Montero/Pajero replaces the original equipment tray and neatly fits the standard 70 size battery with an auxiliary 55 size battery at the rear. The complete kit includes a Sure Power smart solenoid, tray and mounting hardware, full set of factory terminated and insulated leads and comprehensive fitting instructions.

Bull bars:

Deluxe bull bar: > Part no: 3434070

Commercial bull bar: > Part no: 3434080

Dual battery systems:

Tray: > Part no: 4234020

Tray & kit (not inc. battery): > Part no: 4334020

2008 Drive 4 Life 4WD for Wheelchairs Tour

Following the success of the 2006 Drive 4 Life '4WD for Wheelchairs' tour, another trip has been scheduled for 2008, and ARB is very pleased to once again be supporting this worthwhile cause.



Drive 4 Life is a not-for-profit organisation set up by a group of long-time 4WDers, with the aim to raise funds for charitable organisations who do not have a very high profile and therefore have difficulty raising the money they need.

In 2006, Drive 4 Life raised AU\$74,000 for the Northcott Society in a tour of the Victorian High Country, and the plan for next year is to raise AU\$100,000 for them. The Northcott Society was founded in 1929 (under the name of 'NSW Society for Crippled Children') and has been providing support to children with disabilities, and their families, for more than 75 years. They currently offer 43 different services to over 4000 individuals across NSW.

Running from the 20th-25th of April, 2008, the tour aims to have ten groups of ten vehicles, which will travel

on different routes during the day, meeting up with a group for lunch, and others in the evening. Attendance is open to all levels of 4WDers, with each group having two experienced drivers to lead and provide support to beginners. Each participant (including organisers and group leaders) is required to make a donation of AU\$1000 with every cent going to the Northcott Society.

Participants need a 4WD that has high and low range, but apart from that, no significant modifications are necessary. Each person will also be required to provide enough food, water, fuel and camping gear for the trip. For more information, or to sign up, please visit the website at www.drive4life.com.au.

New Long Ranger Fuel Tanks

For a safe and simple way to increase your vehicle's travelling range, new Long Ranger fuel tanks are available for a number of vehicles including Mitsubishi L200/Triton, Ford Ranger, Mazda BT50 and Land Rover Discovery 3.

Replacement fuel tanks for the Mitsubishi and Ford/Mazda will increase your vehicle's fuel capacity to 125 and 126 litres respectively. For the Discovery, an auxiliary tank will provide an additional 115 litres of fuel, enabling these vehicles to travel greater distances between refuelling.

Specifically designed for 4WD vehicles to ensure optimum functionality without compromising important vehicle departure angles, Long Ranger fuel tanks utilise 2mm aluminium coated steel construction for maximum strength and durability. Australian made with a two year warranty, the complete range of Long Ranger fuel tanks is available from ARB stores around the country.



- Triton petrol: > Part no: TR67P
- Triton diesel: > Part no: TR67D
- Ford/Mazda: > Part no: TR53R
- Discovery: > Part no: TA62

WIN!



This issue's recovery kit winners are **John & Liz Mills from Brighton in Victoria**. Everyone else who appears on these pages will be receiving an ARB Speedy Seal puncture repair kit to reward their efforts.

Win An ARB Recovery Kit

We're giving away another ARB recovery kit, so for your chance to win, 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 recovery kit 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.

12

4X4 ACTION >

ASK ARB

WINNER!

Dear ARB,

Our question is: "Are all ARB employees so friendly and helpful to fellow travellers as Andrew Stott was to us when we met in the desert?"

What fun we had with the group from overseas on the 'Outback Experience'. We met them at the base of 'Big Red' during our journey to the Simpson Desert with the Toyota LandCruiser Club of Victoria.

After a couple of attempts to scale this 4x4 challenge in our Prado, Andrew Stott, from ARB, suggested we try dropping our tyre pressures to 15 PSI, even more than we had already done, and bingo, we were up and over. Having watched the rest of our group try the ascent and some (not dropping their pressure enough), fail the climb, we realise how important it is to get the pressure right to achieve getting over large dunes.

We did much the same as your group but the opposite way around and like you, enjoyed this wonderful Outback experience. Another great area to cross off our list.

Keep the travel stories and product news coming, we love ARB 4x4 Action magazine with all the fantastic articles.

John & Liz Mills



Dear John & Liz,

Our sincere thanks for taking the time to write to us with those kind words about Andrew Stott.

Andrew joined ARB a couple of years ago, and sits on our board as an independent director. He was a fairly late addition to the ARB Outback Experience team, but was great to have along, and provided heaps of assistance with running the event. His multilingual talents were particularly useful when communicating with some of our guests whose English was limited.

Andrew's off road experience is vast, and includes competing in 13 Australian Safaris. In 1992 he achieved 2nd position in the event, 1st place going to another ARB director, Andy Brown. With over 650 employees at ARB, I'm not sure I can claim that we are all quite as well versed on remote area travel as Andrew, but we do certainly try and recruit 4WD enthusiasts who have a passion for meeting the demanding requirements of our customers.

In my experience, altering tyre pressures can have an amazing effect on traction in a variety of terrain, so it's worth experimenting with this for yourselves. Cooper Tyres publish a great guide book on tyre pressures (available free of charge), which is well worth a read. We stock a brilliant device that assists with rapid tyre deflation called an E-Z Deflator, so you may want to look at one of these. Naturally, when reducing tyre pressures, it's vital you have a reliable and fast means of re-inflating your tyres. I tend to run the tyres on my Discovery at about 15-18 PSI in soft sand, and get all four back up to highway pressures in less than five minutes using the ARB air compressor featured in this newsletter.

Matt Frost
(Marketing Manager)

Hi guys,

4x4 Action – always a great read with a very diverse topic range.

My questions relate to the use of chains on vehicles. I am aware of the environmental impact the improper use of chains can have. However, my thinking lies along the lines of having a set of chains in the vehicle as an emergency recovery aid. I don't have a winch or lockers, and I don't see the need for them given my circumstances.

However, one never knows when a visit to the snowfields will occur or when a tricky off road situation will be encountered, so the insurance of a set of chains appeals to me. In fact, I once almost came to grief down in the cold country, and a set of chains then would have made me a lot more comfortable. I hope you don't mind answering a few questions.

Firstly, I know snow chains exist but is there such an animal as a pure mud chain and if so what is the difference between a set of chains designed for snow and those designed for mud?

What are the advantages/disadvantages of the ladder style chain as opposed to the diamond pattern?

Based on only wanting to carry one set of chains, under what circumstances would I fit them to the front wheels instead of the rear and vice versa?

Are there any vehicle speed related issues when chains are fitted?

I couldn't locate any chains on your website – do you sell them?

Thanks for your advice.

Regards,

Enzo Santin



Hi Enzo,

Wheel chains have been around for a very long time as a means of ensuring your vehicle won't get stuck in an overnight snow dump or just to keep you on the bitumen when the roads are covered in ice. Unlike the northern hemisphere where snow chains and winter tread tyres are a normal part of life, in Australia we rarely use them.

But it's not uncommon to see vehicles in the bush using chains for traction in the mud. Earth moving and logging trucks, forestry and Parks Department vehicles have all been known to fit and advocate the use of chains as long as they are used correctly. Provided you drive the vehicle sensibly, wheel chains will have better grip and self clean faster than an aggressive tyre, but you should only fit them to get past an obstacle as continued use can do damage to tracks in good condition.

Your typical hire chains that you find at the snowfields are really designed for on road use only. They are of a lightweight design that would be easily broken if used off road on hard terrain. For off road and snowfield use ARB recommend and sell KONIG H/D Rallye diamond pattern chains. Manufactured from high tensile d-sectioned chain, they have the ability to bite deep into snow, ice and mud whilst self cleaning at the same time.

Diamond pattern chains are the preferred design for all road conditions as they always have a section of chain in contact with the road surface. This allows the vehicle to

be able to travel at higher speeds without the 'thumping' associated with ladder pattern chains. For the same reason, diamond pattern chains also provide more lateral or sideways stability, whereas with a ladder pattern, there are gaps between the chain sections where there is no chain contact with the road surface and therefore the possibility of slipping sideways.

Typically chains are always fitted to the drive wheels to obtain maximum traction but in the case of a 4WD they would normally be fitted to the front wheels to help with steering as well. Depending on your vehicle type, whether it is full time or part time 4WD, the manufacturer's handbook will normally suggest the correct mode of fitment. Some will suggest that all four wheels have chains fitted whilst others may not recommend the fitment of chains at all due to traction control systems and insufficient clearance between the tyre and other components such as steering, suspension and brakes.

Wheel chains are available all year round but as they are a seasonal product, are usually only stocked throughout the wetter seasons. Call into your local ARB store to speak to one of our trained sales staff who can demonstrate correct fitment and help you choose the right chains for your vehicle.

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

Hi,

I have a 120 Series turbo diesel Prado and am interested in fitting ARB front and rear diff locks and compressor, as the factory diffs are not much help on steep hills or muddy surfaces. I was wondering if the factory axles will be ok or will they need upgrading as well?

Cheers, Jim

The 120 Series LandCruiser Prado was the first vehicle to receive the front differential and axle size upgrade that Toyota has since used in 2007 HiLux models, as well as several larger American models like Tacoma, Tundra, and FJ Cruiser.

The CVs now used on this IFS model are similar in design and size to the ones used on the much larger LandCruiser 100 Series IFS models, and therefore they should cope with the mass of the smaller Prado even better.

The rear axle shafts in the 120 Prado are the same tried and true 30 spline design that we have seen ever since they were first used in the LandCruiser 40 Series. They followed

on into the 60 Series, the 80 Series, and are still common to the same HiLux and larger American Toyota models mentioned above.

We have heard various reports of differential centre strength problems with the factory rear diff in the Prado, but the Air Locker replacement is a significant strength upgrade that should steer you clear of this issue entirely.

We have outfitted many 120 Series Prados with front and rear lockers in the last few years, around the world and in our own hard driven fleet vehicles in Australia, and so far the reports have been very positive. So in our opinion you can run your new lockers without worry. Save your new axle shaft money and buy a tow strap to help the guy behind you!

Daniel Bongard
(Engineering Supervisor)





HEMA Map Patrol

For more than 20 years, the staff at Hema Maps have been roaming Australia's dusty back roads and tracks to deliver the most comprehensive, up-to-date maps and guides in the world.

Most 4x4 adventurers in Australia know about the Brisbane-based firm or have stumbled upon a number of Hema's maps, which include the Great Desert Tracks Atlas & Guide and ARB's own Road Atlas. And for those living in the Outback, it's entirely possible that you've seen Hema field checkers making their way over a portion of the 50,000km of dirt roads Hema verifies and maps each year. "If we're not mapping tracks, we're verifying whether a track is a private road or too rough to safely travel on," says Rob Boegheim, leader of the Hema team. "It's very physically demanding on the vehicle."

Their current vehicle, a 2006 Nissan Patrol, is fully decked out in ARB gear, from the ARB deluxe bull bar – with IPF lights, UHF aerial, and winch – to the complete Air Locker kit, recovery gear, rear bar, side rails, Long Ranger fuel tank and double wheel carriers... plus Old Man Emu suspension to carry it all during the long, bumpy expeditions.

With the cost of expeditions sometimes reaching 1000s of dollars a day, any sort of breakdown can prove extremely expensive. "It was critical that we had equipment that we could rely on," says Rob. "We saw the sheer range of product ARB has, and we know how good the aftermarket service is, so we ended up completely with ARB equipment."

Rob has even travelled down to ARB's manufacturing headquarters in Melbourne to view first-hand the production of ARB accessories. "The level of effort and quality control ARB goes into is great," Rob says.

Coupled with the ARB gear, the vehicle has a touch screen mounted into the dashboard and a military spec laptop to handle the GPS software – which is so accurate that the maps produced are correct to within one metre of their actual locations.



Hema's most recent expedition involved a two-week 'Map Patrol' journey through the Snowy Mountains as part of a new map to be released later this year. But most exciting is the upcoming Great Dividing Range expedition, which will begin with an eight week stint in Cape York. The Great Dividing Range has approximately 200,000km of dirt roads, spanning from Cape York down to Wilson's Promontory in Victoria, and Hema plans to map every inch of road to be found.

While such an undertaking appears daunting, it is completely within Hema's abilities. In 1999 to 2000, the largest, most extensive mapping project ever undertaken by a private firm in Australia resulted in Hema's world-recognised Great Desert Tracks Atlas & Guide. The details for the atlas are impressive, as it ranges across 20 deserts from Broken Hill to Broome, and offers a comprehensive list of campsites, roadhouses, historical sites, GPS locations, and a guide to the plants and animals found along the way.

The Great Dividing Range expedition is still in its infancy, but the maps are sure to be just as detailed, and one would hope that a similar guide to plants and animals might be included at a later date.

So next time you're travelling through the Outback and see the Hema team on Map Patrol, give them a wave, offer them a cup of coffee, and ask them how best to get to your next destination – they would know.





Nature vs Navara

When Ian Bellert went to check out 4x4 Australia's Navara TD D40 test vehicle (declared the inaugural 4x4 Australia Ute of the Year), he was so impressed that he bought it – then decked it out in ARB gear. What follows is his first adventure with his favourite new 'beast'.

The Navara TD D40 ute is an awesome beast straight off the showroom floor, but to make it a truly capable Outback tourer, it, like all 4WDs, needs some treatment. It was within a nano-second of taking the keys off 4x4 Australia's editor, Dean Mellor, that I was on the phone ordering a make-over of sorts.

I had purchased 4x4 Australia's long term Navara which was good as it had already been fully tested and came relatively standard apart from a factory bar and BFG Muddies. This came as a real blessing, as I could kit it out to the exact standards I wanted, which were pretty high. After being National Advertising Manager for 4x4 Australia for over six years, I knew exactly what I wanted – all round steel bars for protection, Old Man Emu suspension (because it works effortlessly), and a canopy to increase the load carrying capacity. While this little beastie is my daily driver, I wanted to make it suitable for remote area travel. As far as I'm concerned, that is where the experience of real Australia lies.

So it was off to the team at ARB Moorebank to get the Navara kitted out. The thing I really like about ARB gear is that it is backed up by a crew that not only know their stuff about fitment, but are passionate 4WDers as well. The end result was an amazing transformation that simply begged for a test run.

My time was limited, so I headed out of Sydney to the north-west. Just near Mudgee is a great little National Park called Goulburn River. The three and a half hour run follows a valley floor and eventually opens up into beautiful rural country. The Navara was loaded up with swag, fridge, cans, food and chairs – just the usual for a weekend away.

All the way there, I couldn't help but notice how much the ride had improved with the OME suspension kit fitted. It had made it very smooth and a little more predictable, especially on the gravel run in.

I arrived at camp after scooting along some dirt tracks, and the first thing to greet me was the local mob – about

20 roos getting respite from the 40 degree heat under a gum tree. It doesn't get much more Australian than that. After I had established camp (ie. pulled a chair out and cracked a can), I noticed clouds building up to the east. Hmm... better keep an eye on that. The build-up continued unabated, and by the time dinner was ready the first drop hit. All the while, I couldn't see what was happening over the ridge behind me. I soon found out...

Both storm fronts crashed into each other right over my camp. I scrambled into the back of the ute and, with a bottle of red wine, sat out one of mother nature's better shows. Thunder, lightning and driving rain for the next few hours. Under the canopy, I am pleased to say I felt as safe as in a house. No rain came in, and with the back window popped up it allowed for an awesome spectacle. The steel reinforcement of the roof gave me real comfort just in case something untoward happened – like flying branches and such. I found out that the steel reinforcement bars are much tougher than the human head when a bolt of lightning struck the granite ridge only 200 metres away. The bolt hit with such ferocity that the air sizzled, crackled, and oxygen whooshed past. I jumped like a cat on a hot tin roof, consequently slamming my noggin into the roof of the canopy. And I can say the steel bracing is highly effective. Luckily the red wine helped dull the pain.

The storms eventually had enough of entertaining me and proceeded to another equally appreciative audience somewhere over the ridge.

I have had the ute kitted out for over six months now. All the ARB gear looks a treat and works as intended as well. The research and design at ARB certainly isn't wasted on the end result. I have been lucky enough to tour the factory, and the state-of-the-art equipment used to make ARB products leaves nothing to chance.

A remote area trip is on the horizon. I can't wait, knowing my mighty Navara won't let me down.



Deluxe Bull Bar for Jeep JK Wrangler

Following the release of the JK Wrangler, ARB has developed a deluxe bull bar that has been individually styled to suit the latest Jeep model, catering to its sleek contours. This vehicle specific design is applied to the majority of ARB's products, and in this case, ensures that the appearance of the bar both complements the vehicle and maintains optimum fitment and functionality.

Featuring a steel centre tube and ARB's unique five fold upswept and tapered wing design, this bar has been engineered to absorb considerable impact while also ensuring an optimised approach angle for off roading. Designed to accommodate a huge range of Warn winches, the bar is equally suited to applications where a winch is not required, giving owners the option of fitting

one at a later date. And the innovative hinged number plate covers part of the roller fairlead (if fitted with a winch) but does not compromise on functionality.

Featuring durable urethane buffers, dual Hi-Lift jacking points and tow points, ARB's deluxe bull bar for the Jeep also incorporates provision for IPF driving lights and two CB antennas. Neat, press formed apertures to house the factory fog lights complete the design, and the bar is finished in a satin black powder coat with the option to colour code.

> Part no: 3450200

**Please note: additional components are required for some applications. Please check with our sales department regarding your particular model.*

Bucket hats

Keep your head protected all summer long with a new style of hat from ARB. Recently added to our range of apparel, the bucket hats feature a broad rim to help keep the sun off the face and neck, and are made from 100% cotton heavy brushed canvas for maximum protection. Available in two attractive colours of cream and khaki, with contrasting trim, the hats are ideal for all your 4WDing and camping adventures.

Khaki bucket hat: > Part no: 217136

Cream bucket hat: > Part no: 217137



The Making of ARB's New On-Board Air Compressor

With the release of ARB's class leading on-board air compressor, it was time to talk to Air Locker chief engineer, Daniel Bongard, to get a behind the scenes look into what it takes to design and build one of ARB's newest accessories.



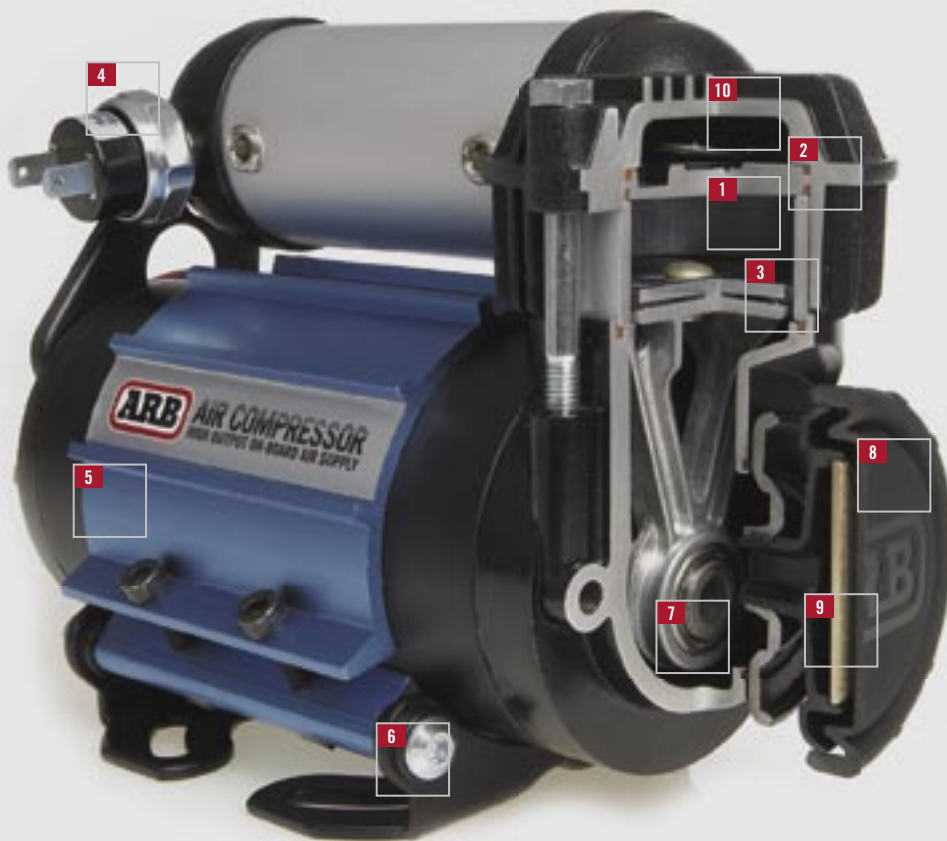
It's not every day that you sit in front of a 160°C oven waiting to see if ARB's new on-board air compressor will melt or catch fire. Naturally, you think of shows like *Mythbusters* and *Top Gear*, where singed eyebrows and exploding engines are the norm. But even after an entire day in the oven, there's nothing – no melted plastic, no warped manifold, not even a singed sticker.

And ARB engineer, Daniel Bongard, can't stop grinning. After two and a half years of design and testing, the on-board air compressor he and fellow engineer Sam Steward have produced not only exceeds expectations, but is a class leader the world over.

Designed to activate the Air Locker locking differential system during off road adventures, the air compressor is also intended for the inflation of tyres and camping gear such as air mattresses and inflatable tents.

"We sat down and came up with a list of parameters that would define the new design," Bongard says. "In comparison to our last compressor, this one had to look better, perform better, fit in the same space in the engine bay, and be around the same price."

What they ended up with was a water, dust, heat and shock resistant compressor with twice the output of ARB's previous model.



- 1 Hard-anodised cylinder bore for reduced friction.
- 2 Fully sealed components for moisture and dust resistance.
- 3 Teflon impregnated carbon fibre piston seal for maximum trouble free life.
- 4 Pressure switch controlled air manifold system specially designed to suit all ARB Air Locker equipped vehicles.
- 5 Anodised mounting bracket dissipates motor heat and allows compressor to be repositioned 180°.
- 6 Anti-vibration and sound deadening grommets are integrated into the mount.
- 7 Compressor piston is equipped with a German-made high shock rated cylindrical roller bearing.
- 8 Relocatable splash resistant air filter assembly allows cleaner, cooler air supply and versatile waterproof air intake positioning.
- 9 High density and high flow washable sintered bronze air filter element.
- 10 All high strength cast aluminium construction.

The engineers even built their own dyno with a computerised test bed in order to graph output and other data. “We started by testing units from our competitors, and they generally ended up melted or on fire,” Bongard says. “Either that, or they burned out the moment water hit them. We had off roading as the primary use in mind, so ours had to survive serious abuse.”

They’ve succeeded. The somewhat cooked compressor still met model specifications when later run on the dyno, while another compressor underwent 55 hours of continuous running before the engine wore out. “Most compressors will burn out after less than an hour of continuous use,” Bongard points out. A further eight units also headed into the Outback, fitted to the vehicles used on the ARB Outback Experience earlier this year, and withstood water immersion and heavy dust.

Meanwhile, the engineers are in the process of setting up a fish tank in the ARB Kilsyth store to showcase the compressor’s resistance to water. One of ARB’s mini air compressors has already spent the last year completely immersed, and is still fully functional.

Bongard and Steward also spent considerable time liaising with stockists around Australia and internationally to track technical and fitment issues occurring in the field. “Even small improvements need to filter through into the design,” Bongard says. “The compressor has to be user-friendly.”

Like ARB’s other compressors, this model is designed and built in Australia, and is intended to last for years and be easy to service and obtain parts Australia-wide. “We don’t want people to have to wait six months for a bearing, or have to get a replacement unit the moment something goes wrong,” Bongard says.

The engineers focussed on simplifying the mechanics, and also fitted the units with sound deadening and anti-vibration components. A detailed manual and full wiring loom is provided so people can install it themselves if they wish. “We can’t wait to get feedback from people,” he says.

Now that all the major designing for the new air compressor is over, Bongard and Steward will fully involve themselves in the continual design and testing of ARB’s acclaimed Air Locker. They’re sure to be busy in the lab, still trying to blow things up.

“It’s a tough job,” Bongard says, grinning.

For detailed information about the new on-board air compressor, check out the Winter edition of ARB 4x4 Action, or visit our website at www.arb.com.au.



ARB KIDS

Hey, kids, Fourby here! Thanks to all of you who have written to me over the past few months. It sounds like you've been having heaps of fun in the great outdoors – and I have too! As well as heading out on a few 4WDing trips, I've also spent quite a bit of time in my local ARB workshop – check out my new winch and diff cover!.

WINNERS!

We were so impressed by the amount of effort and level of creativity the kids put into their letters that we couldn't pick just one winner this time. Well done to **Beatrice Wan** and

Bradley Headland, who have both won themselves a Get-a-Grip t-shirt, a gift voucher from Toys R Us and a Speedy Seal kit.



^ This is a drawing from 6 year old Beatrice of her sitting in the family 4WD ready to go on a picnic and climb the mountain. We were especially impressed by her 3D birds she created, flying in the sky.



^ Nine year old Bradley writes: "I love camping with my dad and not my boring brother, but my favourite thing to do is cook marshmallows over a fire and tell a ghost story."



< Dear Fourby,
This is a picture of us in the Ford Explorer and our friends in a GU Patrol, exploring the dry bed of Eildon Weir where the old bridges and houses used to be. It's fun to do things as a family.
From Carlee (age 9)



< This is the family going 4WDing at night under the stars – drawn by Nicholas (age 8).



< Eight year old Mitchell has sent us a picture of his dad's ute, and how he would like it painted.

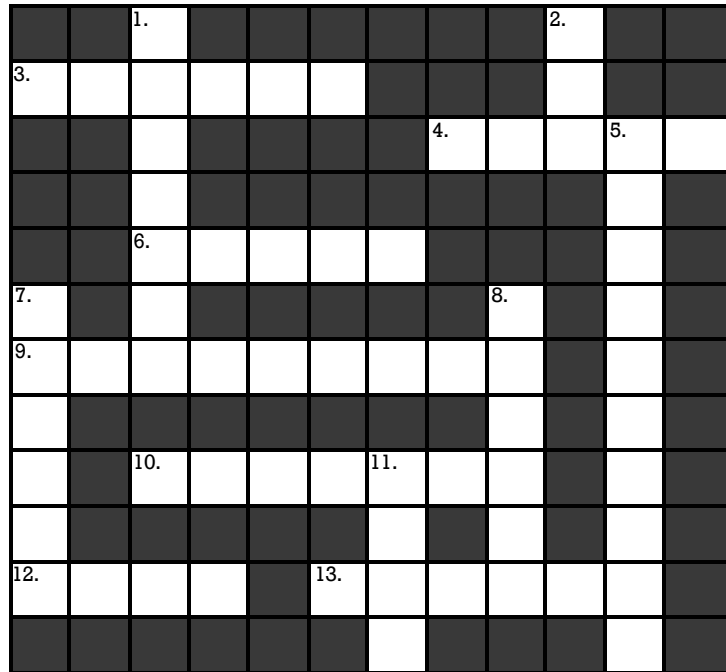
Fourby's Crossword

Across

3. ARB kids' mascot. (6)
4. Australian 4WD Event: Xtreme _____ Challenge. (5)
6. The B in 'ARB' stands for _____. (5)
9. ARB's award winning traction device. (3, 6)
10. Desert located in SA, QLD & NT. (7)
12. You use this to carry gear on the top of your vehicle. Roof _____. (4)
13. Type of vehicle on page 10 of this newsletter. (6)

Down

1. Protection device for the front of your vehicle. (4, 3)
2. ARB's suspension: Old ____ Emu. (3)
5. You need one of these to inflate tyres or activate Air Lockers. (10)
7. Camping food made with flour and water. (6)
8. Colour of ARB's new snatch strap. (6)
11. Something you sleep in when camping. (4)



< Dean (age 11) has drawn us a picture of his family's Rodeo, complete with ARB canopy and bull bar, driving to the Riverland in SA.



< This is a photo of 14 year old Kristin, from Norway, who loves to drive with her Dad in his Land Rover.

Kids' Giveaway

Next issue, our favourite entry will receive a gift voucher from Toys R Us, so you can go out and buy something really cool, and of course we'll still throw in a Speedy Seal puncture repair kit for Dad! All other entries that are printed will be sent an ARB Kids' Pack.

Send your entries including your name, address & age to:

- > **Post:** ARB 4x4 Accessories
Marketing Department
PO Box 105
Kilsyth VIC 3137
- > **Email:** marketing@arb.com.au

If you want your letter or drawing returned, please enclose a stamped, self addressed envelope.





> EXPEDITION AUSTRALIA

story by: **Steve Baile**

photos by: **Baile Family**

The Tip to Tassie - Sept 2007

With the Old Telegraph Track behind us, all that remained was to walk the last few hundred metres across the rocky point to 'The Tip' of Australia. It's a well worn path and makes a fitting finale to a great 4WD trek. The signpost at the very tip reminds you of where you actually are, including map coordinates, and provides an ideal backdrop for the essential 'been there, done that' photo.

There are plenty of things to do and see while at the top of Cape York, including a day trip over to Thursday Island, so basing yourself there for a week or more would be a good move. We only had a couple of days so we explored the area on the eastern side around the Somerset ruins where Cape York pioneers, the Jardine family, established themselves in 1864. This was the Cape's first cattle property. It's easy to be impressed by the grit and tenacity of families like the Jardines, for opening up country in such a harsh and remote environment.

We took advantage of the store at Seisia to restock our supplies and took a quick trip down to see the WWII plane wrecks slowly disintegrating in the scrub around Bamaga airport. One of the better ones was hard to find so here are the GPS coordinates if you want to check it out (S 10°56.184' E 142°27.327'). You'll also find thousands of old rusting 44 gallon fuel drums stockpiled in the bush, obviously hidden from aerial view during WWII.

After looking north for so long, we now turned our attention to the next phase of our expedition, the east coast. We were booked on the ferry to Tasmania out of Melbourne in seven weeks so we needed to keep moving in order to make that deadline.

Packing up our camp at Punsand Bay we started back down the track, stopping the first night at Canal Creek just north of Eliot/Twin Falls, which would have to be one of

the best bush camps we found on the trip. While scouting around for firewood I startled what looked like a large brown snake but fortunately it took off away from me rather than stick around. Unlike the late great Steve Irwin, I felt no overwhelming desire to try and catch it!

Continuing south we had overnight stops at Morton Telegraph Station and Musgrave before turning east and driving through Lakefield NP on our way to Cooktown.

This was my third trip to the Cape and each experience has been very different. There are so many roads and places to explore that you wouldn't see it all if you had a year up your sleeve. I guess I'll just need to find another excuse to get back up there!

Cooktown marked the end of the hardcore adventure phase of our Big Lap which had started way back in Broome many months ago. We had become very accustomed to corrugated roads, dust and bush camping and it suddenly all felt very easy driving into town on smooth bitumen.

The Bloomfield track runs between Cooktown and Cape Tribulation and is a spectacular drive through thick Daintree rainforest. We made a quick stop off at Bloomfield falls where a local Aboriginal lad pointed out the resident saltwater crocodile basking on a rock.

We stopped at Cape Tribulation for a few days and I managed to track down Neil Hewett of Cooper Creek Wilderness who runs walking tours of his own piece of pristine Daintree rainforest. Neil was good enough to take me on a personal tour and then invite me back to see (and film) the forest come alive at night. What an amazing experience! Neil's knowledge of the plants and animals of the Daintree is extraordinary, and he was very adept at finding all sorts of creatures from mating frogs to giant spiders - highly recommended!



> Fan Palms in the Daintree Rainforest



> Cape Tribulation beach



> WWII wreck near Bamaga airport



> Made it to the Tassie ferry just in time



> Looking south towards Tassie from 'The Tip'

Cairns is the major centre of Far North Queensland and we had to stop in there for a few days – after all this hardcore travelling we needed a bit of R&R so we stayed at the Coconut Caravan Resort, which must be one of the most luxurious caravan parks in Oz. I think we're starting to get soft! After catching up with friends, Pascale & Jan who we'd met back at Cape Leveque, we took a trip on the Skyrail cable car up to Kuranda, which is a top little tourist town in the mountains. It's bustling with markets, cafés and interesting shops and is an easy way to get up close with some of the rainforest wildlife. Just for a laugh we had our portraits drawn by a very talented street artist.

Heading down the Queensland coast there are endless numbers of places to go and see but we needed to keep moving to make our Tassie ferry deadline so we opted to make a beeline for Airlie Beach where we could stop for a couple of days and get out and see the Barrier Reef. Having our young daughters with us, we opted for a trip on one of the larger boats (Fantasea) that docks for the day beside a pontoon. This way the girls could play in the Kids club, have a submarine ride and try some snorkelling, while I went Scuba diving and Jen relaxed on the sundeck – not a bad way to spend the day!

While our trip was far from over, as we drove into Brisbane we officially completed our first lap of the continent. We had come up as far as Brisbane on the first part of our trip over 12 months ago.

We stayed with friends at the Gold Coast for a couple of days and took the girls to Movie World, as you do! It was then on to Byron Bay where we visited the eastern most point of the continent at Cape Byron.

We had heard from our friends at Out Of Town 4WD in Newcastle that they were opening a new ARB store, so after a stop off in Coffs Harbour for a few days, we managed to time our arrival in Newcastle for the day before their big launch. Having been there at the start of our trip a year before, we were keen to catch up with the guys and share a beer or two.

The launch was a big success and we were even surprised to have a few people drop in to meet us in person having

followed our trip to this point. Time permitting we would have headed back out to Stockton Beach for another run on the sand dunes but alas we had to keep moving.

One of our goals for this trip has been to reach the extremes of the continent – north, south, east, west, the centre and the highest point, Mt Kosciuszko. At this stage the only one we hadn't reached yet is the closest to home, the south point at Wilsons Promontory.

Like the peak of Mt Kosciuszko, the only way to reach the south point is to walk. So leaving Newcastle and driving straight through Sydney we made it to the 'Prom' in just a few days where we set up camp. On the way down, while stopped at Batemans Bay for the night, Jen confirmed what we had suspected for a week or so now... she was pregnant!

With her new condition confirmed, Jen now needed to take it easy so I opted to tackle the 20km walk to the South Point myself. Leaving Jen with the girls in the caravan park at Yanakie Beach, I set out for the south point from Mt Oberon and after a relatively easy day's walk, I reached the rocky point late in the afternoon. I called Jen on the sat phone and gave her the news before camping the night a few km back up the track and walking back via the beach track to Tidal River the next day.

With all of our mainland goals now completed we packed up camp once again and drove into Melbourne 282 days after we had last been there.

The next day I drove our rig onto the Tassie Ferry leaving Jen and the girls behind. I was off to walk the Overland Track for 8 days while Jen took the girls to Adelaide to start organising our new home where we would be settling down in just a few short weeks.

They would join me in Tassie in a week and a half... but more about that next time.

Read more about our expedition on our website at www.expeditionaustralia.com.au where you can SUBSCRIBE for regular updates.

Ciao for now

Steve Baile



Outback Challenge Morocco

Australian 4WDer, Chris Hummer, recently teamed up with Carole Montilett (France) to compete in the 2007 Outback Challenge Morocco.

Against a strong international field of 27 participants, Chris and Carole, drove a standard GQ SWB Nissan Patrol into 3rd place outright. Sponsored by Outback Import, ARB's French distributor, the only modifications made to their vehicle were an Old Man Emu suspension upgrade, ARB bull bar with a Warn M8000 winch and one ARB Air Locker.

Carole, an Olympic gold medallist downhill skier from France, and an experienced Dakar competitor, handled the GPS cross country navigation and winch recovery stages with great determination. Chris, a veteran of nine Australian Outback Challenges and many overseas 4x4 challenges, drove the Nissan Patrol to its limits throughout the 15 stages, some of which were up to 300kms long.

Outback Challenge Morocco began on 25th April with a prologue in the centre of Marrakesh, before transporting south east, crossing the Atlas mountains and finishing in the western Sahara desert near the border of Algeria on 7th May.

"We worked extremely well as a team and earned lots of respect from the other competitors," says Hummer. "We only had a single battery, so winch recoveries needed lots of care, but it was the navigation stages where we made up ground. With our credible 3rd place this year, we have already been offered a more competitive car for the 2008 event."



New Accessories for 2007 on LandCruiser 70 Series



ARB has continued its product development with the 2007 on LandCruiser 70 Series, and has recently released side rails and steps for the troopy and wagon, and a TowMaster tow bar for the wagon.

ARB's side rails and steps are manufactured from steel formed tube and will provide an enormous amount of protection for the vulnerable side sections of your vehicle. The steps are designed to maintain excellent ground clearance in off road situations, and are chassis mounted at the gearbox cross member and in front of the rear wheel arches for optimum strength. Finished with aluminium chequer top tread plates that improve access to the vehicle, the steps come in a durable black powder coat with the option to colour code.

Another useful vehicle accessory now available for the 76 Series wagon is a TowMaster tow bar. This heavy duty model has been designed to provide maximum ground clearance when off road, and is ideal whether you tow a caravan, trailer or boat. Manufactured to comply with relevant Australian Design Rules & Standards, and coming with a 3500kg towing rating (350kg static ball load), this product will definitely cater for all your towing requirements.

Side rails & steps:

Troopy: > Part no: 4412330

Wagon: > Part no: 4412320

TowMaster tow bar: > Part no: A862

2007 ARB Warn Outback Challenge DVD

Appropriately titled the 'Drought Breaker', the latest Outback Challenge DVD is available now and covers all the action from this year's event.

The 2007 Outback Challenge saw a deluge of rain falling in and around the Broken Hill area, converting some roads and tracks into muddy, impassable routes. The rain was a welcome change for the dry region, and certainly made for some excitement, as competitors, spectators and organisers became stranded due to road closures. With a running time of over three hours, including some rescue footage, and of course all the usual thrills and spills of the Outback Challenge, this DVD will definitely keep you entertained.

> Part no: 217251



25

4X4 ACTION >



OLD MAN EMU NEWS



> LandCruiser 76 Series Wagon

In the previous newsletter, ARB released a number of new suspension systems, including selections for the latest range of 70 Series LandCruisers. Following on from these, the full suspension system for the 76 Series wagon is now available.

Similarly to the 78/79 Series developmental program, OME engineers discovered that the 76 Series' original suspension suffered from some ride and handling shortcomings, especially on uneven road surfaces. These were accentuated when heavily loaded, resulting in a very noticeable loss of ride height and a corresponding loss of handling.

While many of the 76 Series suspension components are common to the 78 & 79 Series, some components like the rear leaf springs are unique to this model.

The result is a range of OME springs and shocks that will provide customers with an outstanding ride and handling enhancement over the original suspension, along with 50mm of ride height lift.

This latest release for the 76 Series wagon completes the OME suspension development program for the 2007 LandCruiser 70 Series V8 diesel engine range, allowing owners of all models to appreciate the benefits of improved suspension performance.



4X4 ACCESSORIES

HEAD OFFICE: ARB CORPORATION LTD

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