

# 4x4action >



## > PRODUCT RELEASES

The unique new Sprint canopy, Land Rover Defender protection options and more

## > GIVEAWAYS

All the usual giveaways plus a colouring competition for kids

## > LATEST NEWS

An update on the Outback 4X4 Extreme, trip reports from ARB employees and more

## > FEATURES

We've included a huge 8-page Christmas gift section to help you out with some last minute ideas

# 11

## ARB Fridge Freezer Range Expands

Since the release of ARB's 47L Fridge Freezer, we've been hard at work adding to the line-up and have just released an additional three sizes, all incorporating the same great features you've come to expect. Now you can choose an ARB Fridge Freezer for every travelling adventure, whether you need a smaller size for day trips and weekends away, or the maximum capacity for an extended Outback tour. For all the details, turn to page 14. >>

## > HIGHLIGHTS

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**Graphic design:** Vanzella Graphic Design

**Major photography:** Offroad Images

**Pre-press:** Splitting Image

**Printing:** Offset Alpine



### ARB Snapshot

When ARB's marketing team first started this newsletter a few years ago, we used to scratch our heads trying to work out how we would fill 8 pages, never envisaging that one day we would be up to 56. The growth in ARB's newsletter is really a reflection of the growth in the 4WD and associated leisure industries, with more people than ever choosing to spend their spare time exploring the magnificent Australian landscape and other places throughout the world.

This goes for ARB staff as well, with John Blakeney (Operations Manager) having just returned from the Corner Country, Rob Puts (Product Manager) just back from a month in the Kimberley, and Mark DiStefano (ARB St Peters Manager) recently returned from Cape York. Both Mark and Rob have given us run downs on their trips, and we also welcome new contributors (and ARB customers) Mike and Anita Pavey, who have provided us with an excellent insight into the Coffin Bay area in South Australia.

We're delighted to launch three new models of the ARB Fridge Freezer in this newsletter, which means we can now offer a fridge to suit practically any off road touring situation. When doing the photography for the new fridges, we took along an off road camper trailer, as the 78L model fridge is brilliantly suited to this application. Adventure Campers in South Australia kindly lent us one of their new Arkaroola models, and the ARB crew on the shoot were quite simply blown away with the functionality of this unit. In this newsletter, you'll find a write-up from Mark Lowry on the photoshoot and the camper in particular, highlighting many of its innovative and unique features.

We've put together a handy gift guide in this latest issue, packed full of ideas on what to buy the 4WD tragic this Christmas. Of course this is just a small selection of ideas, and we highly recommend a visit to one of our stores to see the full ARB range.

Several years ago, ARB made a decision to cease buying Christmas gifts and use these funds to support various causes instead. Previous beneficiaries have included Very Special Kids, the Australian Childhood Foundation, The Alannah and Madeline Foundation, and the Free Wheelchair Mission to name but a few.

This year we are very proud to throw our support behind The Royal Flying Doctor Service, Ban Jing Jai Orphanage (Thailand) and Crikey Wildlife Rescue.

From all of us at ARB, we would like to thank our customers for their ongoing support in 2010 and sincerely look forward to seeing you out on the tracks in 2011.

Happy 4wheeling!

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

# action



## ARB's 2011 Website Upgrade

**ARB is extremely excited to announce the launch of our 2011 website. Incorporating even more information and features than the preceding site, it is now an even better resource on all the latest from ARB.**

Featuring a new design, improved functionality and additional information, the new ARB site is the culmination of months of hard work. Because it is laid out in a similar style to previously, users will still be able to easily access everything that has always been available, but will also benefit from the new features included.

One of these extremely practical new elements is the updated and improved Products For Your Vehicle section. Popping up initially when users enter the ARB site, it has been designed for user-friendliness and allows you to easily and quickly select your vehicle make, model and year, and generate a list of products available from ARB for that specific vehicle. With part numbers and images

available, along with additional details on specific products, you will be able to get even more information than ever before, without leaving the comfort of your home or office.

Users can still navigate through our complete range of products and there is plenty of extra information on the site, from the Store Locator and Calendar of Events, to the Frequently Asked Questions and Kids' Section. The website is also an effective way to check out the latest releases, order a catalogue, subscribe to the mailing list, view the most recent newsletter and much more.

The website is constantly being updated and improved, and the continual expansion and introduction of new features will make it even more informative and appealing over the coming months. It's a fantastic way for customers to keep up to date on the latest information and releases from ARB. So if you haven't already come across the new site, make sure you check it out at [www.arb.com.au](http://www.arb.com.au)



# Protection Options for Land Rover Defender

To suit the latest model Land Rover Defender, ARB has now released two different frontal protection options which will protect it from obstacles encountered off road. Incorporating a vehicle specific design and numerous features, these bull bars are extremely functional and will complement the shape and size of the Defender.

The new designs from ARB incorporate features like recessed Hi-Lift jacking points and integrated tow

points to increase functionality, along with upswept, stepped wings to ensure they really suit the style of the vehicle. And although these new bars have been designed primarily for 2009 on models, they will actually fit all Defenders from 1985.

The development process involved extensive work from our engineering team to ensure that the bars had a modern style and were specifically suited to the vehicle. A close fitting design and upswept wings were

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## ARB Australian Outback



With less than six months to go before the first ARB Australian Outback 4x4 Extreme, organisers have been working flat out behind the scenes to ensure the event runs

smoothly and is an outstanding success.

If you haven't already heard about it, this event is a 4x4 competition based in and around Broken Hill that will be run for the first time in May, 2011. Organised in conjunction with Legacy and Rotary, the event will not only showcase this unique Outback location and provide a premiere 4x4 competition, it will also raise money for these well known organisations.

With support from the local businesses and community, as well as 4x4 enthusiasts and others around Australia, the event is destined to be a success. Along with ARB as the official naming sponsor, there are many other company sponsors and individuals involved, including a number of other ARB stores and some of the local Broken Hill businesses. The crew from 4wdTV are also 100% behind it as a sponsor and will provide full coverage of the event.

A great deal of organisation goes into an event such as this one, all of which is currently in progress. Properties have to be selected and assessed, marshalls need to be organised for assistance during the course of the event, and other logistics such as food, water, first aid and communications need to be prepared.



incorporated to maintain optimum approach angles for driving off road, and the split pan further increases the strength of the bars while also allowing more airflow into the engine.

Two different styles of bars are available, a deluxe winch bar and a winch bumper, to give vehicle owners the option to tailor their vehicle to individual requirements. The deluxe winch bar features a 60.3mm diameter top tube and heavy duty 47.6mm diameter light mount tube, both of which are larger than standard to suit the unique shape and style of the Land Rover Defender. In comparison, the winch bumper is similar in appearance to a traditional ARB Sahara bar, but does not include the option of fog lights or the alloy centre tube.

Both bar types will provide Defender owners with an enormous amount of frontal protection and additional peace of mind in off road situations. They also incorporate a range of features to ensure they are functional and will enhance any off road experience.

Both bars will accommodate a range of Warn electric winches up to 9500lb and for additional recovery purposes, Hi-Lift jacking points (as already mentioned) in the centre pan will allow a Hi-Lift jack to be used without the addition of mounting brackets.

Featuring recessed indicators to protect these components from off road rocks and debris that could potentially damage them, the bars also have provision for IPF driving lights and twin aerials. For additional aesthetics, vehicle owners can choose to colour code the bars to suit their vehicles.

Along with protection options for the latest model Defender, ARB also has a number of other accessories available to increase the versatility of this vehicle including roof racks, OME suspension and Air Lockers. Head into your local ARB store to find out more.

Deluxe winch bar > Part no: 3432300

Winch bumper > Part no: 3932400

## 4X4 Extreme Update

Running from the 7th to the 13th of May, the ARB Australian Outback 4X4 Extreme kicks off first thing on the Saturday morning with a Show & Shine, run in conjunction with some of the Broken Hill car and motorbike clubs. Over the course of the next week, competitors will challenge each other over 20 gruelling stages, vying for a huge \$37,500 in cash prize money.

The number of 4x4 enthusiasts who have entered in this new event is steadily growing, so if you want to be involved, make sure you register your interest ASAP. And even if you're not a 4WDer but are interested in going to watch, there'll be plenty of exciting things going on for spectators, as well as all the exhilarating 4x4 competition.



For more information on this exciting event, check out the website at: [www.aus4x4extreme.com.au](http://www.aus4x4extreme.com.au)



> Views across the Almonta Beach dunes

Words & Images by Mike & Anita Pavey

# Coffin Bay National Park

**With world class seafood, remote beach campsites and massive sand dunes, Coffin Bay National Park throws down the gauntlet as Australia's best four wheel drive summer holiday destination.**

The Coffin Bay National Park is one of those rare gems, a remote wilderness peninsula surrounded by water, with sheltered bays to the north and a windswept rugged coastline facing the Southern Ocean. Continuing the theme from the Limestone coast, succulent seafood, including the Coffin Bay Pacific Oyster, tempts the tastebuds, while varied four wheeling through massive sand dunes and deep, soft sand draws you in from a completely different level.

Like many remote locations, the national park is isolated, demanding a top up of supplies before you enter the park, and Coffin Bay or Port Lincoln has everything the traveller needs. Having meandered down from the Gawler Ranges, we propped the Tvan at the pretty bushland setting of the Coffin Bay Caravan Park for a much needed wash and rest. Watching the sunset and the roos grazing on the lawns while dining on barbecued King George Whiting fillets and Coffin Bay Oysters, all washed down with a bottle of vino was a perfect start to our beachside wilderness adventure.



> Dolphins frolic in the sheltered bay at Black Springs camp



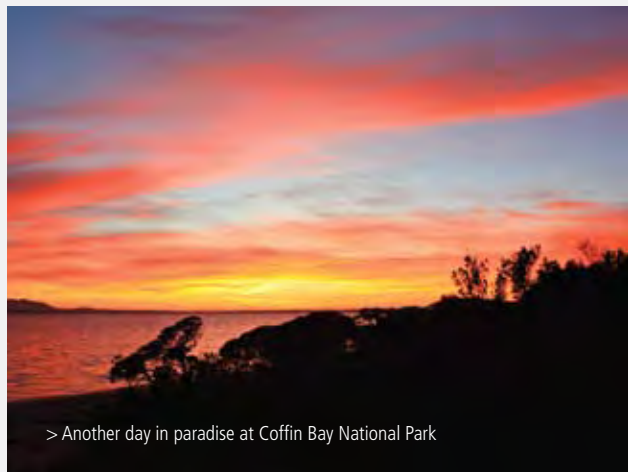
> The rugged limestone headlands facing the Southern Ocean

The township of Coffin Bay is located on the southern tip of the Eyre Peninsula on the shores of Port Douglas Bay. Popular with families and fishermen, the area marks an ideal family holiday destination with extensive waterways, protected parks and beautiful sandy beaches. The main beach is a great place to start an on-foot exploration, with the famed oyster racks, fishing boats, local jetty and main wharf all nearby. The Oyster Walk extends 12km from Kellidie Conservation Park along the foreshore to Long Beach. Signs can be found along the way, describing historical and general points of interest, with some great views of the surrounding estuaries. Having performed a perimeter search of the rock pools along Goog's Track for that elusive bounty of quandong fruit trees, it was a surprise to see them dotted along the foreshore at Coffin Bay. In season, a quandong crumble with lashings of double cream is just the ticket to remind you that a camping experience has no boundaries!

The national park is only a few kilometres down the road, the self registration station located conveniently at the entrance to collect fees and disburse visitor information. The visitor guides can be downloaded from the parks website before you travel to assist with planning. Fires are only permitted in designated fire pits or below the high water line. Those who flout these regulations, and there was evidence of some that do, risk

much more than the welfare of this delicate environment, with big fines and future access restrictions.

Beyond the registration station, the access road is a narrow, windy, bitumen affair, with speed restricted accordingly to 40km/h. An abundance of roos and emus add to the mix. A stop at the Templetonia Lookout provides 360 degree views – the Almonta Beach dunes and islands to the south and Yangie Bay and Mount Dutton to the north. Access to Gunyah Beach is 4WD only – at least once you get to the dunes. If you remembered your dune sled or piece of cardboard, the family will burn off plenty of energy playing around on



> Another day in paradise at Coffin Bay National Park



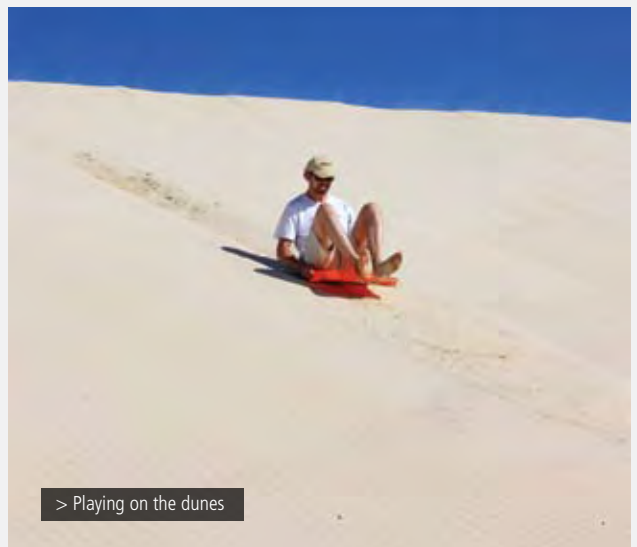
> Our camp at Black Springs



> Fresh King George Whiting fillets



> Coffin Bay Pacific Oysters



> Playing on the dunes

the tall, soft dunes. Track markers guide you through the massive expanse of drifting sand to the popular surf fishing beach.

Back on the main access road, two wheel drive access continues to Point Avoid and Yangie Bay, the latter hosting the main campground of the park. Campers, tents and swags vie for the prime pozzies on the sheltered bay, with motor homes and vans relegated to real estate on the far side of the track.

Beyond the camp and over the hill, the track quickly deteriorates to four wheel drive only – with deep, soft sand providing the entertainment. With our jaws dropped to ground level, blown away by the incredible scenery, we cruised straight past the four wheel drive only sign recommending reduced tyre pressures without so much as a blink. The soft sand quickly sapped our speed, sucking on all six wheels like an industrial Hoover, resulting in a rather abrupt halt in the middle of the track. A quick adjustment using our ARB tyre deflator and we were back in motion, the tyres singing to the tune of 18PSI while enjoying the flotation and softer ride.

The deep, soft sand in the next section of track is an entertaining drive with the single file passage delivering two way access. The track, which runs perilously close to the water's edge at times, is subject to tidal fluctuations, so keep an eye on the tide charts.

The track eventually heads inland, spearing through a canopy of trees, weaving left and right, reducing the visibility of oncoming traffic. With the right tyre pressures, a camper trailer can run along behind without issue.

Onward to Black Springs camp, and the soft sand gives way to lumpy limestone terrain, demanding the question: are we there yet? A big sigh of relief as we finally roll into Black Springs camp. Such a magical spot, the sheltered sandy beach, crystal clear water and campsites dotted between the trees, many with ideal beach vistas. To the disappointment of many fishos, there is no vehicle beach access to drop in a tinnie, although there are a number of onshore fishing vantage points.

A walking track from camp follows the coastline around the headland in search of the Black Springs Well, providing views of the neighbouring seascapes. The low level cliffs plunge into the blue water, with fish swimming in clear view, so bring a rod or two to savour the experience. For those with excess energy to burn, a 12km return walk across the peninsula past Lake Damascus provides views of the Black Rocks off the southern shoreline.

Additional campsites are located further afield at Morgans Landing, The Pool (near Point Sir Isaac) and Sensation Beach. Each option will require traversing



## FAST FACTS

### GETTING THERE:

The Coffin Bay National Park is located on the southern tip of the Eyre Peninsula, about 700km south west of Adelaide.

An optional ferry service between Wallaroo on the Yorke Peninsula and Lucky Bay near Cowell, (midway down the southern leg of the Eyre Peninsula), was recently suspended, but should be back in play before the end of the year (2010). The journey takes under two hours and trims 270km off the trip, while adding a sea adventure. Sea SA sold its original ferry on the contracted delivery of its replacement, but due to production delays, the company has been without a ferry for 12 months. Check with Sea SA before you travel: [www.seasa.com.au](http://www.seasa.com.au)

### FUEL/SUPPLIES:

Coffin Bay and Port Lincoln can supply most services including fuel, gas, ice, bait, groceries, takeaway, internet access and ATMs.

### ATTRACTIONS:

Remote beach wilderness, Coffin Bay Oysters, fishing, beach driving, dune surfing (BYO cardboard sled), water activities, Whidbey Wilderness Area, massive sand dunes, walks, wildlife appreciation, photography, scenic touring.

### CAMPING:

**2WD access:** Yangie Bay

**4WD access:** Big Yangie, Black Springs, Morgans Landing, The Pool and Sensation Beach. Big Yangie and Sensation Beach are the only campsites without toilets.

Park entry is \$8.50 (once only) and \$6 per vehicle, per night. Bring your own drinking water and plan to be self sufficient.

Fires are allowed in dedicated fireplaces or below the high water line only. Bring your own firewood. Small generators can be used between 9am and 9pm.

The best time to visit is between February and April.

### RESOURCES:

**Department of Environment & Heritage,**  
Port Lincoln Office: 08 8688 3111

**Coffin Bay National Park Visitor Guide & Map**

- [www.environment.sa.gov.au/parks/pdfs/brochure\\_coffin\\_bay\\_np.pdf](http://www.environment.sa.gov.au/parks/pdfs/brochure_coffin_bay_np.pdf)
- [www.environment.sa.gov.au/parks/sanpr/coffinbay/visit.html](http://www.environment.sa.gov.au/parks/sanpr/coffinbay/visit.html)

**Coffin Bay Oyster Walk Brochure**

- [www.coffinbay.net/pdf/Oyster-Walk-brochure.pdf](http://www.coffinbay.net/pdf/Oyster-Walk-brochure.pdf)

**Eyre Peninsula Tide Times**

- [tides.willyweather.com.au/sa/eyre-peninsula.html](http://tides.willyweather.com.au/sa/eyre-peninsula.html)

Seven Mile Beach, bordered by tall dunes, making access only possible at low tide. Migratory sea birds nest on the beach above the high tide mark, so choose your line carefully.

Morgans Landing camp provides access to the beach, with the campsites well protected with tree cover. Facilities are limited to a few picnic tables and a long drop toilet. The Pool is the northern most campsite located near Point Sir Isaac, named by Matthew Flinders after Sir Isaac Coffin.

The Whidbey Wilderness Area is accessible on foot only, with a number of long walks passing through coastal vegetation to an unspoilt wilderness coastline. Alternatively, take the drive out to Reef Point Lookout for more impressive views of the rugged limestone headlands. Further east, the crumbling cliffs give way to a magnificent fishing beach known as Sensation Beach, named after a tuna boat that drifted ashore. A steep soft dune borders the beach.

Other four wheel drive touring options nearby include Port Lincoln National Park to the east, the Gawler Ranges and Lake Gairdner National Parks to the north, and Goog's Track to the north west. All in all, an incredible place to explore for a few weeks or more, and to make the best of a sun, sand and sea adventure. Enjoy!



> The beaches of the Southern Ocean



> Climbing the dune before Sensation Beach

**WIN!**



Congratulations to **Ian Green**, 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

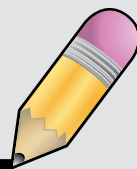
> **Email:** [marketing@arb.com.au](mailto:marketing@arb.com.au)

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

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4X4 ACTION >

# ASK ARB



**WINNER!**

Dear ARB,

I purchased a 2002 GU Nissan Patrol about 9 months ago. As this 4x4 is so nice to drive, I wish to slowly add as many ARB products as possible. This will make travelling in the bush and along the coast much easier and safer. I am an avid viewer of Pat Callinan's 4X4 Adventures which has inspired me to use my vehicle more for what it's made for.

My question to you is, if I mount a CKMA12 air compressor in my engine bay, should I then think about adding another battery? The reason I ask is because on one of Pat's shows he said you should run accessories from a second battery. Does the CKMA12 use much power or is a second battery overkill?

Regards,

Ian Green

Hi Ian,

A dual battery conversion is an upgrade that can significantly enhance the operation and performance of many electrical off road accessories, but is a dual battery kit a highly recommended option for someone considering installing a CKMA12 on-board air compressor kit?



Some accessories, such as recovery winches, draw quite excessive current whilst they are running (often over 400 amps) and this current ramps up higher and higher depending on how much load you are attempting to pull with the winch. This current draw is higher than that which is being generated by your vehicle's alternator, and therefore the winch must depend primarily on the power level and remaining charge supplied to it from your vehicle's battery. Because of this, the longer you run your winch, the lower the remaining charge in your battery will be, even with the vehicle running. For this reason, a dual battery conversion will not only grant you extra pulling power, but also extend the pulling time before your vehicle's batteries become depleted.

Other accessories, like a 12V fridge, are used over long periods of time and often while the vehicle's motor is turned off, so during this time the battery is not being recharged by the alternator. Although the current draw of ARB's fridges is extremely low, any power draw over excessively long periods of time will result in the eventual drain of your battery charge. So in these cases of low current but long running time, a dual battery conversion will significantly prolong your fridge's run time before the batteries become depleted.

Your CKMA12 on-board air compressor kit was designed to be a convenient high output air source that will easily integrate into any 12V vehicle without additional power requirements. A CKMA12 air compressor uses significantly less current than a winch at a maximum of only 35 amps, and the duration of use tends to be very short compared with a fridge, as its flow rate permits the full inflation of the vehicle's tyres in only a few minutes (for each). For this reason, it is not necessary to install a dual battery conversion kit in order to supply power to ARB's CKMA12 on-board air compressor kits for general off road use or any vehicle application not requiring significantly extended run times.

Daniel Bongard  
(Engineering Supervisor)

G'day ARB,

Back in June I took the family on a trip to Cape York in our 120 Series Prado, with camper trailer in tow.

Whilst exiting one of the many river crossings along the iconic Telegraph Track, the car slipped sideways into a tree root, damaging the factory alloy side steps. My wife wasn't too impressed at the sight of damage, but I saw it as an opportunity to upgrade to some good quality steel side rails that offer much greater protection in both the bush and supermarket car park.

Knowing that ARB does more than its due diligence when it comes to research and development, the ARB catalogue was my first point of call when we returned. However, I was surprised to see that ARB does not manufacture steel side rails for the 120 Series Prado. In fact, none of the reputable aftermarket manufacturers do.

Are you able to tell me why some vehicles don't have these standard aftermarket products, such as side rails, manufactured for them?

Cheers,  
Anthony McGrath

Dear Anthony,

Thanks very much for the question. It's an interesting one because quite frankly, I did not have a ready answer. There are some applications where technical issues with the vehicle or some sort of compliance issues prevent the product from being developed.

Products such as side rails are often thought to be quite simple to design and make. In fact, the development

Dear Sir,

I want to have ARB Air Lockers and a deluxe bar fitted to my new 150 Series Prado.

My concern is the matter of warranty in the unlikely event that something goes wrong. ARB has a strong reputation in 4WD circles, but I do not want one sales manager (ARB) pointing the finger at another sales manager (Toyota) and vice versa with me in the middle.

Could you clarify please?

Regards,  
Daryl Peace

Hi Daryl,

Another excellent question that's relevant to all our customers. Thanks very much for putting it forward.

Warranty rights and obligations are widely misunderstood in our country, and nowhere are they more widely misquoted and misused as in the automotive areas.



and testing cycle for them is not much different to a modern bull bar and requires a similar amount of CAD modelling, prototyping, field testing, production engineering and documentation.

In this case, however, we simply do not get asked for rails to suit the Prado in sufficient numbers that indicate there would be enough volume production to cover the investment in that development. Nonetheless, we take note of contacts such as yours and keep the door open for future development opportunities. It's not unusual for us to develop new products for older vehicles as they sometimes find their way into the hands of more serious off roaders as they age.

I would not be surprised if this letter were to get me a sufficient flood of enquiry to warrant the development now. Let's see!

Kind regards,

Greg Milton  
(National Product & Services Manager)

The law is actually quite clear on what happens in the case of aftermarket product warranty. If fitment of our product causes a failure of another component, then it's our responsibility to rectify that component. We have no problem fulfilling that requirement and in reality, it's very rare to need to.

We have heard of some statements being made at a small number of dealerships over the years that if you fit this or that to your car you will void the warranty. It's against the law for any organisation to take away your warranty rights. Very often it's just a sales tactic, so don't be alarmed. Talk, as they say, is cheap. Ask for them to put their statement in writing and you will find it quickly dissolves their stance. If it is put in writing it will simply be a version of the paragraph above, not a waiver of your warranty rights.

When it comes down to it, whenever there has been an issue of failure of a related OEM part, provided we get the opportunity to be involved in the matter, the vehicle manufacturers are normally very good at backing their own product and will work with us to get the customer back on the road.

Proceed with confidence, Sir!

Kind regards,

Greg Milton  
(National Product & Services Manager)



Hi,

With the push from all sides of the spectrum to drive smaller and more economical vehicles, I was wondering if ARB has plans to include some major accessories for the smaller fourbies.

These would include at least the Rav4, Territory, X-Trail, Grand Vitara, etc. I feel that with some extra accessories, these types of smaller vehicles would be nearly as good, if not as good as, some of the hardcore fourbies. This would also mean that we wouldn't have to spend a fortune to start with and would be able to enjoy the great outdoors with the peace of mind that the vehicle and equipment will do the job at hand.

Keep the 4x4 Action coming, as it is a great read.

Cheers,  
Barry

G'day Barry and Cameron, thanks for the excellent questions.

The popularity of these great vehicles has not escaped us and we do have plans for several different great products. We've recently expanded the office space in our development engineering area here at head office and there are plans for even further expansion as we recruit several more engineers. Specifically on the Grand Vitara suspension question, we are partway through that development process. The springs are spec'd but there is some complex tooling required for the strut replacements that will mean availability will not be until sometime next year. I'm sorry I can't be more specific at the moment, but we are listening and responding, it just takes time.

I know what it's like when you have a desire for improving your vehicle and the good gear isn't available. What I have been known to say to customers in this situation is this: Let's say you are on a trip and roll into a new town for the night. The locals tell you the place to eat is 'such and such' in the middle of



*I am writing to say an extremely big thank you to ARB for the fantastic service and truly amazing ARB Air Lockers you guys fitted to my 40 Series LandCruiser in September. I went out*

*a couple of days after into the Big River area with some friends to see how much of a difference it had made and was completely blown away. Obstacles that in the past were undoable had become more than achievable... and this at a very safe speed without doing damage to my old girl. I am really glad I decided to spend the dollars for the top of the line Air Lockers, and didn't cut any corners on cheaper products. To be able to turn them on or off when I want makes them my favourite upgrade so far... but you already know how good they are... but now so do I!*

Thanks again all at ARB.  
Eric

Hi guys 'n gals,

I've been an avid ARB fan and customer since 1991 and have had numerous 4WDs fitted with the reliable and well made ARB equipment.

I am wondering (more like hoping) that more ARB products may be developed for 2005 onwards Suzuki Grand Vitaras. There are only a few products available and most importantly, there's no OME suspension for the +2008 Zuk GV. Could you advise me if there is anything in the pipeline please? I have sworn by OME suspension for years and my GV just doesn't feel right without it!

Keep up the fantastic service, advice and product development!

Kind Regards,  
Cameron



town because the food is so good. Off you go only to find a long queue waiting for a seat at that place. There is another restaurant nearby that has plenty of empty seats. For me it's simple. I love my food and will wait for the good stuff. Can you see where I'm going here?

Kind regards,

Greg Milton  
(National Product & Services Manager)

Thanks for writing to us, Eric, and relaying your satisfaction about your new ARB Air Lockers. We get quite a lot of customers responding the same way, as they experience the advantages of Air Lockers firsthand for the first time. The traction benefits of Air Lockers, their ease of operation and the fact that they allow vehicle owners to traverse extreme terrain in a slower and more controlled manner, makes them a favourite accessory for many people.

However, like many things out there these days, there always seems to be cheaper alternatives available. We've certainly discovered this in other aftermarket locking differentials, some of which although they may appear the same, are in fact inferior copies that lack the renowned high quality of ARB Air Lockers.

It's good to hear that you're experiencing the full benefits of your new Air Lockers, and I hope you continue exploring new terrain in your LandCruiser.

Debbie Kaye  
(Editor)

Dear ARB,

I have a Land Rover Defender which we use in Tasmania pretty much every weekend to get into the bush. It has Electronic Traction Control (ETC) and I find it very good. We do a considerable amount of solid off road work and camping in the bush.

I have often wondered whether putting lockers on the rear would provide any upside (or downside) whilst the traction control is functioning. There is no option for turning ETC off and I can't get my head around whether it would improve the capability or not. Any ideas?

We have an ARB store in Hobart and I'm a big fan and buy all my gear there.

Regards,  
Peter Alexis



Hi Peter,

Traction control is becoming more and more common as a standard accessory in today's market, but can an Air Locker be installed into a traction control equipped vehicle, and if so, what effect does it have on the system?

Today's factory equipped traction control systems come in two common forms:

#### 1. Throttle Aperture Control

This type of traction control typically uses your ABS brake sensors at each wheel to determine when a wheel has lost traction and has 'spun up' faster than the other wheels. It then attempts to get the wheel to slow down enough to regain its traction and roll with the road at the same speed as the car. To do this, it simply interacts with the Engine Control Unit (ECU) to instantly reduce your maximum throttle input level (ie. to simulate a decrease in the full travel of your throttle pedal, and therefore reduce the motor torque that has broken the wheel free of its traction). This can be effective on level road surfaces, but this type of traction control can work against you if you need the extra throttle to get you up a hill or through some deep sand or mud. For this reason you will most often find this type of traction control in road cars.

#### 2. Brake Bias Control

This type of traction control also typically uses your ABS sensors to detect loss of traction, but instead of limiting your motor output, it uses a high pressure pump integrated with your ABS brake system to override your braking system and apply some additional braking force regardless of the position of your brake pedal. By applying braking force to only the over-spinning wheel it attempts to slow it down enough to regain its traction and prevent the driving force of the other wheels from all being exhausted through the one over-spinning wheel. This system can be effective on road and in mild off road situations, and this is exactly the same system that enables vehicles to offer systems like 'hill descent control'.

The downside of brake bias control is that it only activates after traction loss is detected (ie. after you have already lost traction) and therefore you have already lost some degree of control of the vehicle before it is able to help you.

Another downside of these systems is that they tend to get confused by the traction loss situation that exists in loose sand, mud or snow. As the wheelspin changes randomly from wheel to wheel, the traction control system follows with a corresponding braking pattern and the overall effect tends to be a general slowing down of the vehicle.

The other major downside of brake bias control is that it depends entirely on your brakes for its function, and so use in heavier off road situations can easily result in overheating and premature wear or damage of your precious brakes. For this reason, these systems are all equipped with temperature sensors to alert the driver of when they have been automatically deactivated in order to minimise damage to the brakes.

Because these traction control systems do not involve the vehicle's differential(s) in any way, an ARB Air Locker Air Operated Locking Differential can be easily and harmoniously installed into them without the need for any alterations to the vehicle's existing systems.

An Air Locker traction control system uses a simple, yet highly durable mechanical lock from wheel to wheel of the same axle to prevent single wheel spin-up altogether. When installed into a traction control equipped vehicle and switched on ("locked"), no wheelspin can be detected by the vehicle's ABS sensors (because there actually is no wheelspin) and so therefore the vehicle's factory equipped traction control is effectively 'switched off' on the Air Locker locked axle, thus preventing any losses in engine torque or unnecessary braking whilst still maintaining maximum control over the vehicle's traction.

In many ways this combination of systems offers the best of both worlds because just as your factory optioned traction control was not really intended for heavy off road use where an ARB Air Locker was, an Air Locker is not intended for high traction on road use, and so simply switching them off allows your factory traction control to instantly take over for the milder driving conditions around town.

Kind regards,

Daniel Bongard  
(Engineering Supervisor)



# New ARB Fridge Freezer Models

**In 2009, we introduced 4WDers to ARB's 47L Fridge Freezer. Packed with a host of features specifically designed for off road use, the Fridge Freezer quickly received acclaim in the 4WDing industry by being awarded the best portable fridge by 4WD Action magazine. A year later, the same magazine gave its seal of approval to the long term durability and functionality of the Fridge Freezer after it performed flawlessly on their many off road jaunts – for full details, flip the page to read 4WD Action's latest review.**

Since the release of the 47L model, the engineers at ARB have been hard at work adding to the Fridge Freezer line-up, and we are now pleased to announce the release of three new portable fridges to round out the range. Available in 35L, 60L and 78L capacities, these new Fridge Freezers are sure to suit a myriad of 4WDers, from day trippers and weekend campers to serious off road tourers.

Incorporating all of the features that have made the 47L so popular and versatile, the new models are the result of careful research into what 4WDers most want in a portable fridge.

Externally, all ARB Fridge Freezers feature powder coated, robust zinc steel cabinet sides proven to withstand the extreme conditions typical of off roading. The tough, injection moulded lid and base were chosen specifically to address the issue of scratches, dents and corrosion commonly found in these areas as a result of everyday use off road.

The complete fridge range utilises a unique stainless steel detent hinge that allows the lid to be easily and securely slid into position. The hinge also enables the lid to be opened past 90°, so users don't need to hold up the lid while removing food and drinks from the fridge.

The large, simple to use latch is located on a dedicated front together with the forward carry handle and control panel, and provides a positive seal between the lid and cabinet for optimum cooling efficiency. The use of a dedicated front is also an important element of the overall off road design, as it ensures that the lid, temperature control panel and handle are all together within easy reach when the fridge is stored in the rear of a 4WD.

Incorporating a weather resistant touch pad and easy to read digital display, the control panel features both current and target temperature readings, and is recessed to protect it from damage and accidental

Continued on page 17

## 35L



<b>CAPACITY:</b>	35L (50 x 375ml cans) (37 quarts)
<b>COOLING CAPACITY:</b>	+10°C to -18°C (50°F to 0°F)
<b>WEIGHT:</b>	20.7kg (45.6lb)
<b>EXTERNAL DIMENSIONS:</b>	H428mm x W380mm x D705mm (H16.9" x W15" x D27.8")
<b>INTERNAL DIMENSIONS:</b>	
Dairy/Fruit compartment:	H126mm x W285mm x D151mm (H5" x W11.2" x D6")
Main compartment:	H321mm x W285mm x D337mm (H12.6" x W11.2" x D13.3")
<b>POWER:</b>	Built-in 12/24V DC and 100-240V AC power Integrated battery protection system

## 47L



<b>CAPACITY:</b>	47L (72 x 375ml cans) (50 quarts)
<b>COOLING CAPACITY:</b>	+10°C to -18°C (50°F to 0°F)
<b>WEIGHT:</b>	22.5kg (49.6lb)
<b>EXTERNAL DIMENSIONS:</b>	H508mm x W380mm x D705mm (H20" x W15" x D27.8")
<b>INTERNAL DIMENSIONS:</b>	
Dairy/Fruit compartment:	H206mm x W285mm x D151mm (H8.1" x W11.2" x D6")
Main compartment:	H401mm x W285mm x D337mm (H15.8" x W11.2" x D13.3")
<b>POWER:</b>	Built-in 12/24V DC and 100-240V AC power Integrated battery protection system

## 60L



<b>CAPACITY:</b>	60L (90 x 375ml cans) (63 quarts)
<b>COOLING CAPACITY:</b>	+10°C to -18°C (50°F to 0°F)
<b>WEIGHT:</b>	24.5kg (54lb)
<b>EXTERNAL DIMENSIONS:</b>	H428mm x W450mm x D845mm (H16.9" x W17.7" x D33.3")
<b>INTERNAL DIMENSIONS:</b>	
Dairy/Fruit compartment:	H126mm x W355mm x D151mm (H5" x W14" x D6")
Main compartment:	H321mm x W355mm x D477mm (H12.6" x W14" x D18.8")
<b>POWER:</b>	Built-in 12/24V DC and 100-240V AC power Integrated battery protection system

## 78L



<b>CAPACITY:</b>	78L (120 x 375ml cans) (82 quarts)
<b>COOLING CAPACITY:</b>	+10°C to -18°C (50°F to 0°F)
<b>WEIGHT:</b>	27.1kg (59.7lb)
<b>EXTERNAL DIMENSIONS:</b>	H508mm x W450mm x D845mm (H20" x W17.7" x D33.3")
<b>INTERNAL DIMENSIONS:</b>	
Dairy/Fruit compartment:	H206mm x W355mm x D151mm (H8.1" x W14" x D6")
Main compartment:	H401mm x W355mm x D477mm (H15.8" x W14" x D18.8")
<b>POWER:</b>	Built-in 12/24V DC and 100-240V AC power Integrated battery protection system



# KEEPING IT COOL

After a year of punishment, we check in with the ARB fridge/freezer to see how it's holding up

WORDS BY AARON RANKIN PHOTOGRAPHY BY MATT FEHLBERG →

**S**o, here we are 12 months down the track and over that time the ARB fridge/freezer has had a very, real-world test. It has barely been out of the back of our photographers' 4WDs for most of that time, and it has been everywhere from beach tracks through to the freezing icy-cold conditions of the Victorian High Country.

Over that past year, one thing that has become very clear about the ARB fridge is how much punishment it can handle. Having been over countless kilometres of corrugations and thrown around in the back of the camera car, it doesn't have too many battle scars to show for it. The outer casing has copped a few dents here and there, but it has done its job in keeping it protected. We like the idea of the drainage plug,

which has made cleaning at the end of a trip very easy.

One handy feature that we like about the fridge is the ability to pick a set temperature via the LCD screen and buttons – it beats the old cooler/freezer dial that easily gets bumped and changed. What we also found very handy was the adjustable voltage cut-off, which has turned out to be very handy as photographers are usually too busy thinking about their next shot and not if their batteries are running flat. It has to be foolproof!

The light on the inside of the fridge has also turned out to be great, especially when you're sneaking into their fridge in the middle of the night to raid the lemonade or a midnight snack.

Something that can be a little bit of a problem is the latch to hold the lid closed. It can be

fiddly at first, but after a bit of practice you get used to the idea. It does, though, provide an excellent lock, and even after being taken over plenty of corrugated roads and a lot of bouncing around, we are yet to have the lid open and throw food throughout the 4WD.

Overall, this is one tough fridge. ARB states that it is built for off-road use, and after a year of real-world testing, we can confidently back up that claim and say ARB is on the right track.



This page was reprinted with the kind permission of 4WD Action magazine.





bumps. The panel is also run directly from the fridge power supply rather than its own independent battery, eliminating the need to replace the panel battery at a later date.

All ARB Fridge Freezers incorporate the world renowned Danfoss compressor and a smart electronic control system which ensures maximum cooling efficiency down to minus 18°C and a controlled amp draw.

The use of the Danfoss compressor has the added benefit of requiring only a small amount of space for mechanical components, which allows greater storage capacity in the fridge interior. Together with an evaporator integrated directly into the cabinet walls, this extra space translates to a usable capacity that outshines many competitors – the 35L fridge can fit 50 x 375ml cans, the 60L will carry 90, while the 78L model will comfortably keep a huge 120 cans of drink nice and cool no matter where you travel.

The interior cabinet also features a separate fruit and dairy compartment, and a reversible basket with divider. An internal LED light makes finding food and drinks at night an easy task, while a drain plug integrated into the base of the fridge makes cleaning quick and effortless.

Able to be operated on 12/24DC and 100~240V AC power, each ARB Fridge Freezer includes an integrated battery protection system that allows users to select the minimum operating voltage for the fridge to prevent excessive discharge of the vehicle battery.

All ARB Fridge Freezers come with a comprehensive three year warranty. A range of accessories currently available for the 47L model, such as transit bags, tie down systems and fridge slides, are under development to complement the complete range of Fridge Freezers. For further information, contact your local ARB store.



- 35L > Part no: 10800351
- 47L > Part no: 10800471
- 60L > Part no: 10800601
- 78L > Part no: 10800781

*Note: The above part numbers are for Australian electrical leads. For International part numbers that relate specifically to your region, please contact your local ARB store.*



> Rob with fellow traveller, Heinz, the man responsible for getting Rob into 4WDing more than 20 years ago

**Rob Puts, ARB's Canopy & Fridge Product Manager, recently took off on a month-long trip into the Outback with his family. Over the next few issues of 4x4 Action, he takes us through the journey, starting from trip planning and going all the way through to their return to Melbourne.**

# North by Northwest

For some avid readers the title may rekindle memories of the 1959 Alfred Hitchcock classic, however for this family adventure it is the primary direction of our travels as we leave suburban Melbourne and head for the northwest corner of Australia – the mighty Kimberley region.

## Planning

Melbourne to the Kimberley covers many kilometres and considering we have not previously ventured past Alice Springs, a whole new adventure awaits. We turn our attention to generating a roadmap to and fro, encompassing all the challenges of local 4WD tracks and other top end destinations – including Karren's long term wish of Mataranka Springs. These plans have incubated for 18 months with the final roadmap including the Gibb River Road, Tanami Track, Darwin, Litchfield, Rainbow Valley, Bungle Bungles and east Kimberley region.

Creating an itinerary involves incorporating a healthy balance of travel and rest days constrained only by the amount of time available for your holiday period. With full time jobs and our two kids in secondary college, we applied for the full annual leave entitlement of four weeks, straddling the gazetted school holidays to minimise time away from school. The small loss of any academic education would be substituted with history and geography lessons throughout our journey. We found that by involving the year level coordinator at an early stage, the school embraced the idea of time away, prepared some homework across key subjects and allocated the task to each child to create their own travel journal.

The big question now is when to travel. We have chosen to travel near the end of the dry season over the September



> Rob's careful packing to ensure everything was secure and accessible

school holidays. By all reports this is still peak time, albeit with less travellers on the road as temperatures rise. Our planning has resulted in a cumulative 11,000km round trip in 29 days. Creating a budget from this information is quite easy as we multiply the kilometres x fuel economy x price of fuel ([www.fuelwatch.com.au](http://www.fuelwatch.com.au)) for the Kimberley region. The internet is a great source for assessing accommodation for forward bookings if you travel in peak periods. Most places we rang in advance stated that we just needed to turn up, so with the excitement building as to the destinations on offer, our attention soon turned to vehicle preparation.

## Preparation

Now comes the fun part of making sure the vehicle is duly prepared for the planned trip. Travelling the more remote Gibb River Road and the Tanami (the longest and

potentially driest route) requires careful consideration of fuel capacity. I decide to upgrade the Patrol with a Long Ranger fuel tank which increases capacity by 60 litres and keeps the centre of gravity low in the vehicle without sacrificing any storage space. With the Long Ranger tank and sub tank, the combined range should be in the vicinity of 1000km – now I can sleep at night.

A pre-trip inspection from a 4WD stockist will ensure your vehicle is mechanically sound and in readiness for the terrain to be encountered. It also enables you to discuss accessories and specific spare parts for your vehicle. For my 3.0L Patrol wagon, the pre-trip identified the need to change the renowned tensioner pulley, serpentine belt and, to be on the safe side, the clutch. I also had Atoc motors change the diff and gearbox oils leaving me to change the oil and filters closer to our trip date.

With any remote travel, having a level of self sufficiency provides some comfort. We were prepared with spare radiator hoses, belts, wheel bearings, two spare wheels and a full set of Old Man Emu shock absorbers accompanied by the necessary tools, electrical spares, rope and fencing wire to handle any possible misfortunes. Additional to my toolbox is a solid hardwood jacking plate for those sandy/muddy surfaces, a ground tarp, gaffa tape, disposable funnels, engine bay fluids and service parts to perform an oil change along the way. But where do I place the second spare wheel? Up on the roof is the only way and what better place to store it than on the new ARB aluminium roof rack. Utilising the same design as the traditional steel roof rack but with a mesh floor, the 30% weight reduction of the aluminium is noticeable when you lift it onto the roof.

So, with a mechanically sound vehicle we begin to arrange maps, storage for food and sleeping equipment. Having previously performed long term travel with four people and a large tent, we learnt that we struggled for storage space and did not enjoy the constant setting up and pulling down of the tent. In fact, six years ago whilst at Chambers Pillar we arrived alongside a Tvan and proceeded to set up. I was confident we had mastered an extremely quick set up time only to witness our neighbours cracking a beer and eating cheese and biscuits while our bedding was still being added to the tent. This time the decision was easy. Meeting our needs of a hard floor and hard roof, external kitchen and no canvas to wet the bedding, the Tvan was the obvious choice. With a relatively low ball weight, compact size, external kitchen and fast set up, all we had to do was ensure there was sufficient space for four people to sleep under cover.

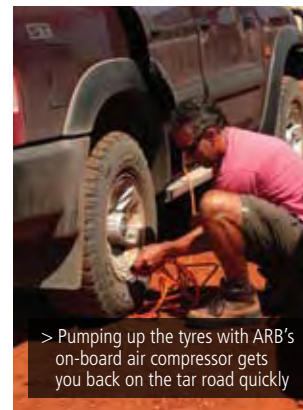
The ARB Kilsyth team added the necessary anderson plug for power to the camper and fitted a Redarc electronic brake controller with remote switch. We were fortunate enough to have a 'try before you buy' weekend with the camper and to my surprise, as complete novices we had that thing set up in under ten minutes. The most obvious thing though is the suspension – you hardly feel it articulate behind the vehicle. Returning home from our test weekend into a strong headwind, we noticed the steering was feather-light – a closer look at the vehicle set up saw us decide to fit a new set of heavy duty Old



> The new model 60L ARB Fridge Freezer, along with Rob's innovative chopping board slider!



> The kids, Bradley and Tegan, sleeping peacefully with plenty of room



> Pumping up the tyres with ARB's on-board air compressor gets you back on the tar road quickly



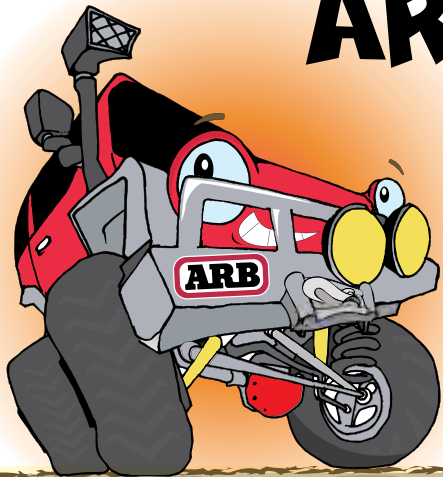
> An off road camper is the ultimate accessory

Man Emu rear springs to cope with the loaded weight – problem solved.

With clothes stored in the camper and a re-jig of the rear storage system to accommodate food, the new ARB 60L fridge with class leading capacity and squat height is a perfect partner for the rear of the GU Patrol. Separating the rear cargo from the vehicle occupants is a full height cargo barrier to which a fire extinguisher has been attached. A quality first aid kit is located under the passenger's seat and utilising the available space under the driver's seat is an ARB on-board compressor to pump up the tyres when we reach the blacktop. The final purchase was a pump up extension hose to reach the camper trailer wheels. And how about these for Fathers Day presents: an ARB E-Z deflator and tyre repair kit – how lucky am I?

Well, it's time to start packing and warm up the diesel for our month-long adventure away from the hustle and bustle of urban life and into the serenity of Outback Australia.

# ARB KIDS



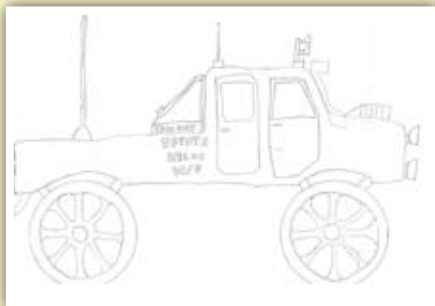
Hey, kids, Fourby here!

Christmas is coming and Ariel and I are very excited! We'd love to hear about what you're getting up to so don't forget to keep sending your letters, drawings and photos. On the next page there's also a colouring competition to help keep you busy over the holidays! So get out your pens and pencils and send in an entry!

**WINNER!**



We were very impressed with 9 year old Erik's entry which he created using textas and cutting out coloured paper. He enjoys going on family holidays and made this picture when he was out camping. Keep a look out in the mail, Erik, for your prizes!



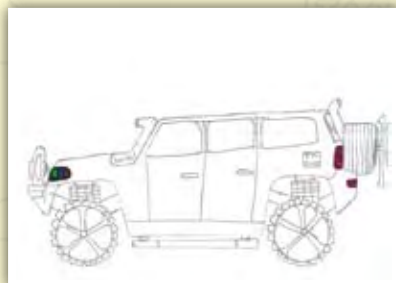
\* Hi, my name is **Patrick** and I am 10 years old. This is my Pop's Toyota HiLux and we have a lot of fun in it.



\* Hello! My name is **Mika** from Germany. I'm 12 years old. Here is a picture of me driving the Kettcar, and another with my Daddy's car. I love off road and mud...



\* Hi, my name is **Matthew**, I am 9 years old. This is my Dad's HiLux on our last holiday in the Wollem NP, NSW. Dad has an ARB bull bar, rear step, side steps, IPF lights, canopy, dual battery system and Old Man Emu suspension. When Mum lets him he's going to buy a snorkel.



\* Hi Fourby, My name is **William**. I am 11 years old and I especially love drawing cars and reading your books. In this drawing I drew my Dad's Toyota Prado. He also likes cars and we also have a Toyota HiLux SR-5 turbo diesel which has been lifted to twice the normal height. We have been 4WDing in lots of places and one time we were bogged really badly at the Blue Mountains.



\* Dear Fourby, This is a picture of my Dad's Toyota Prado GX on a trip in the Grampians. We got a flat tyre and I had to jack it up while Dad talked on the UHF radio. We have just got a lot of ARB equipment and are very pleased with it. **Zachary** (age 10)

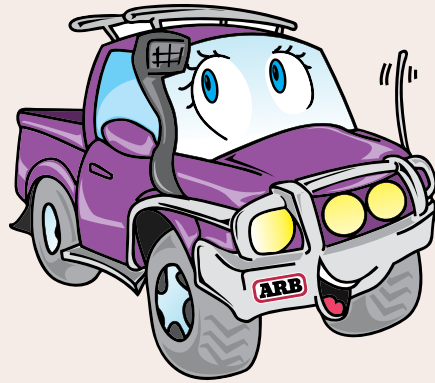
# You could WIN an awesome ARB Kids' Pack

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

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

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

Please include your details on the back, or attached to your drawing or letter, as sometimes the envelopes go missing! If you want your letter or drawing returned, please enclose a stamped, self addressed envelope.



\* Hi, my name is **Dylan** and I am 3 months old. I love to read 4x4 Action magazine with my Dad. I can't wait until we go 4WDing in Dad's big white Nissan.



\* 11 year old **Troy** from Alexandra Hills has sent in a great drawing of a Land Rover.



\* We really liked 6 year old **Isiah's** very brightly coloured drawing of a Jeep.



\* I am 2 1/2 and this was me in our Ford Ranger at the end of our camping trip to Lime Bay, Tasmania.  
From **Brooke**



\* 8 year old **Joel** has sent us two drawings, one of him and his Dad camping at Wonnangatta and one of him and his Dad with their pet dog, Molly. Joel's favourite spot to go 4WDing is Butcher Country Track.



\* Dear Fourby,  
Here is a picture of me sitting on my Dad's GU on a weekend camping trip. I love 4WDing, camping and driving in the muddy tracks with my Dad.  
From **Riley**



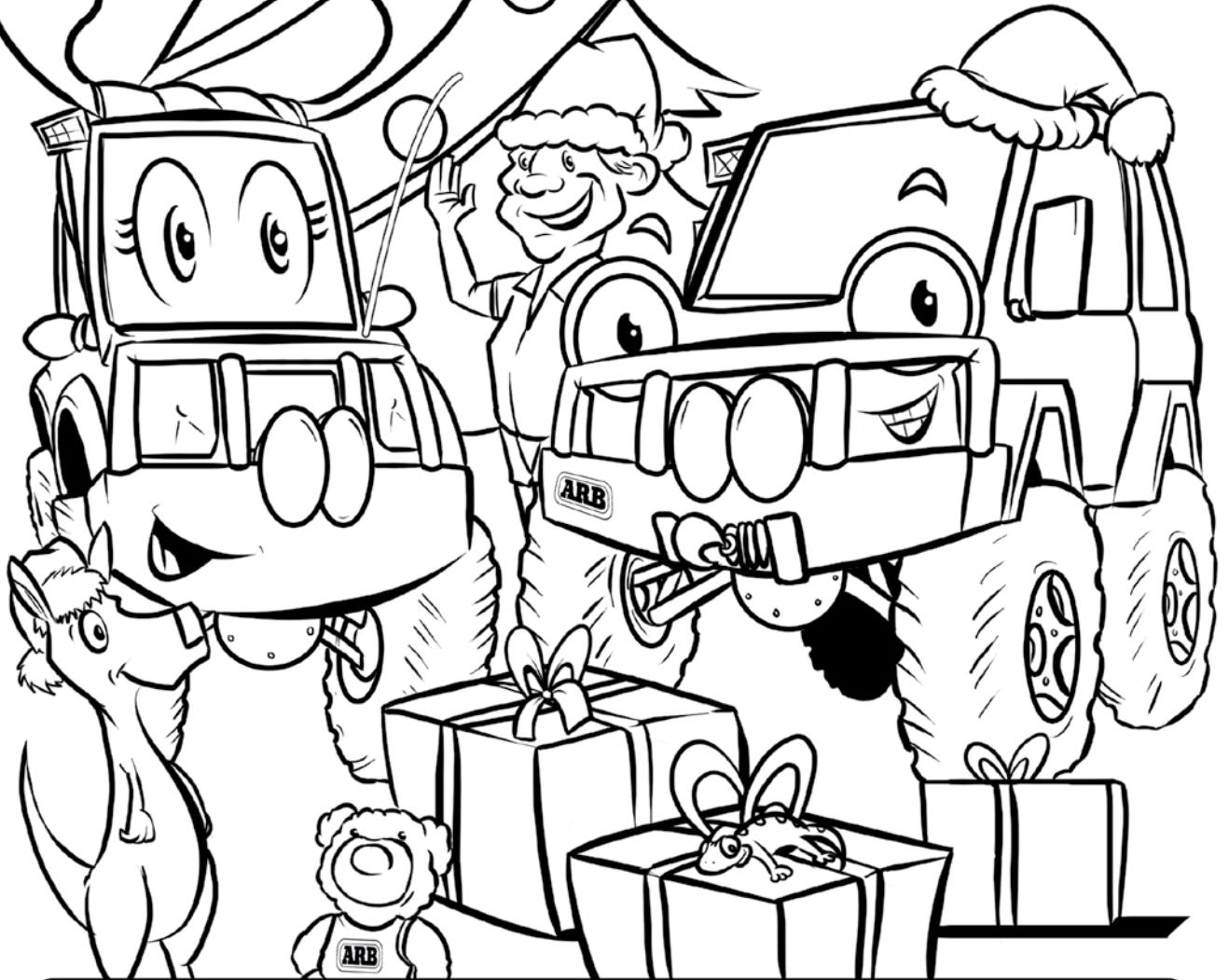
\* Hi, my name is **Samantha**. I am 7 1/2 years old. This is a drawing of us bogged at Innamineka, SA, in July 2010.



\* My name is **Phoebe** - I'm 4 1/2. I like going for a drive in my car.

# KIDS' COLOURING COMPETITION

THIS ISSUE WE'RE  
RUNNING A COLOURING  
COMPETITION AND  
THERE'S SOME  
AWESOME PRIZES  
UP FOR GRABS  
INCLUDING CUDDLY  
ARB TEDDY BEARS!



**ENTRY DETAILS:**

NAME:.....AGE:.....

ADDRESS:.....

Send your entry to the address on the previous page and you could win yourself a Toys R Us gift voucher or ARB teddy bear. The winners will be announced in the next issue. Competition ends 31st January, 2011.

Note: Some pens and pencils won't work on this type of paper. So if you have any problems you can photocopy this page or download additional copies from the website ([www.arb.com.au](http://www.arb.com.au)).

# Fourby's Cartoon

THE ADVENTURES OF FOURBY AND FRIENDS

THEY GET UP VERY EARLY AND DRIVE ALL DAY BEFORE ARRIVING AT THEIR DESTINATION...

FOURBY AND ARIEL ARE VERY EXCITED BECAUSE SCHOOL IS FINISHED FOR THE YEAR AND THEY ARE OFF ON A CHRISTMAS HOLIDAY TOGETHER!



...AN OUTBACK STATION PROPERTY.



AFTER A GOOD NIGHT'S SLEEP, OUTBACK MATT TAKES THEM OUT IN HIS LAND ROVER AND SHOWS THEM THE SIGHTS.



ON THE WAY BACK TO THE HOMESTEAD, THEY MEET SOXY, THE HEAD SHEEP OF THE PROPERTY, AND THEY INVITE HIM TO JOIN THEM FOR THE EVENING.



FOURBY AND ARIEL ARE IN HIGH SPIRITS BECAUSE IT'S CHRISTMAS EVE AND THEY'RE CAMPING OUT UNDER THE STARS.



AFTER A HEARTY CAMP DINNER AND MARSHMALLOWS ON STICKS, THEY SETTLE AROUND THE FIRE AND START TO FEEL SLEEPY...



WHILE THEY ARE FAST ASLEEP, A MYSTERIOUS GUEST DROPS BY...



THE NEXT MORNING THEY AWAKE TO AN EXCITED BLEAT FROM SOXY. SANTA CLAUS HAS LEFT THEM ALL PRESENTS!



WHAT A FANTASTIC CHRISTMAS!



# ARB's Christmas Gift Ideas



If you're still trying to work out what to buy that special someone for Christmas, maybe what they'd really like is a gift from ARB. Over the next few pages, we've put together a whole selection of products to help give you some ideas.

So whether it's 4WDing, touring, camping or fishing, there's something for everyone at ARB this Christmas.



ARB Touring Rooftop Tent

## ARB Touring Combo



ARB Touring Rooftop Tent Annexe

ARB Touring Awning (2m or 2.5m)

Purchase a Touring rooftop tent, annexe & awning this Christmas and enjoy your next trip away in comfort and style.



## IPF Xtreme Sport Driving Light Kit

900XSDDCS // 900XSSCS  
// 900XSDSCS

These extreme performance lights will provide vastly improved vision in dark and unfavourable conditions, and incorporate water and dust resistant components for maximum life. With the option of spot lights, driving lights or a combination of both, the 900XS complete kit includes two lights, wiring/hardware and protective covers.





## **ARB Recovery Damper** ARB220

Manufactured from heavy duty vinyl, ARB's recovery damper is an essential recovery item. Featuring reflective strips and handy pockets, it has been specially designed to exceed minimum competition weight requirements.

## **ARB Snatch Block 7000**

ARB209

ARB's 7000kg snatch block is suitable for a variety of 4WDing uses and incorporates a grease nipple to ensure smooth pulley operation.



## **ARB Snatch Block 9000**

10100020

Manufactured from high strength, low density materials, the Snatch Block 9000 is perfect for all 4WDing recovery applications including competition use.

## **Hi-Lift Jack 48"**

ARB203

A Hi-Lift jack is one of the most versatile accessories you can carry, used by 4WDers all around the world for a variety of purposes. As sole Australian distributor of the original Hi-Lift brand, you can rely on the quality of a product purchased at ARB. A range of models are available, with the 48" model commonly used in 4WD applications.





# ARB's Christmas Gift Ideas



## ARB Premium Recovery Kit

**RK9**

ARB's premium recovery kit comes in our large winch pack and includes a snatch strap, winch extension strap, tree trunk protector, snatch block, recovery damper, bow shackles and gloves.

## ARB Winch Pack Recovery Bag

**ARB501**

ARB's large style recovery bag will fit a complete recovery kit in it, which you can tailor to your specific requirements.



## ARB Compact Recovery Bag

**ARB503**

This recovery bag is designed to fit a single strap with shackles and can be easily stored.



## ARB Snatch Pack Recovery Bag

**ARB502**

The snatch pack is perfect for storing a few of the recovery essentials you need access to out on the tracks.



## ARB Micro Recovery Bag

**ARB504**

ARB's micro bag is perfect for those smaller items such as a drag chain, snatch block or shackles.



## **ARB Snatch Strap 8000kg**

**ARB705**

ARB's popular 8000kg model snatch strap is designed to stretch under load for maximum performance and is an ideal accessory to carry in your vehicle for any unexpected recovery situations.



## **ARB Winch Extension Strap 4500kg**

**ARB720**

ARB's 4500kg winch extension strap is perfect for extending the length of your winch's cable when you find a suitable anchor point is out of reach.



## **ARB Tree Trunk Protector 3m**

**ARB730**

The 3m model of ARB's tree trunk protector helps eliminate damage to both the tree and your winch's cable during a vehicle recovery.



## **Recovery Accessories**

ARB stocks many other useful recovery items including drag chains, rated shackles, gloves and much more.



**Drag Chain**  
**ARB220**



**Gloves**  
**GLOVES**



### **Rated Shackles**

<b>ARB206C</b>	<b>1T</b>
<b>ARB207B</b>	<b>3.25T</b>
<b>ARB207D</b>	<b>4.75T</b>
<b>ARB207E</b>	<b>8.5T</b>

## ARB's Christmas Gift Ideas

### ARB E-Z Tyre Deflator **ARB505**



The unique, patented design of the E-Z Deflator allows for removal of the valve core for rapid tyre deflation, while also providing accurate pressure reading via the simple movement of a sliding valve.

### ARB Speedy Seal Tyre Repair Kit **1000010**



Take the hassle out of tyre repairs with the Speedy Seal tyre repair kit! It includes all the components necessary to repair tubeless radial or cross ply tyres, without the hassle of removing the tyre from the vehicle or rim.



### ARB Air Pressure Gauge **ARB506**

An ARB air pressure gauge is the ideal way to accurately measure your tyres' PSI when you're making adjustments for off road conditions.



### ARB LED Adventure Light **1050010**

The 12V LED Adventure Light provides a huge amount of light output with less than one amp of current draw. Operating from a 12V socket, portable battery pack, or straight off the battery, it comes with a five metre power lead and canvas bag.



### ARB Sport Camping Chair **10500100**

For comfort and style, the robust Sport camping chair features a drink holder, a mesh magazine pocket, and comes complete in a carry bag for convenient storage.

## Portable *ARB* *Air Compressor* CKMP12

ARB's high flow portable air compressor is perfect for inflating tyres out on the tracks, and is also handy for when you need to blow up other camping or leisure gear such as mattresses, boats and toys. Mounted in a durable case for easy carrying and storage, the portable compressor comes with a six metre air hose, battery clips and fittings.



**ARB has a range of accessories available to work in conjunction with our compressors to add even greater versatility.**



**ARB *Inflator*  
*with Gauge***  
ARB605

Provides a quick and accurate measure of how much air is in your tyres during inflation.



**ARB *Push-on*  
*Air Chuck***  
ARB606

Perfect for applications where you need long reach.



**ARB *Air Chuck*  
*with Clip***  
ARB607

Ideal for when an angled chuck is required.



## ARB *Fridge* *Freezers*

Following the release of ARB's original 47L Fridge Freezer, the range has now been expanded to incorporate three additional models: 35, 60 & 78L. Now you have the flexibility to choose the appropriate sized fridge for your travelling adventures, be it a night away or a lengthy off road expedition.



## ARB's Christmas Gift Ideas



**Cambuckle Tie Down Straps** - 25mm x 3m CT02-3

**Cambuckle Tie Down Straps** - 25mm x 1.8m CT02

Coming in packs of two, our cambuckle tie down straps will provide a quick and simple way to secure your load to racks, trailers and cargo areas.

**Ratchet Tie Down Straps** - 50mm x 5m RT06

**Ratchet Tie Down Straps** - 35mm x 4m RT08

**Ratchet Tie Down Straps** - 25mm x 3m RT11



ARB's range of ratchet straps are ideal for securing heavier items and come in several sizes and ratings.



These storm proof bags can be loaded onto a roof rack or in the back of a ute, without the worry of your belongings getting wet.

**Cargo Gear Bag**  
- *Large* 10100350



**Cargo Gear Backpack**

10100360

**Cargo Gear Bag**  
- *Small* 10100300





**Trek Polo**  
217240-5

Made from 100% cotton, this stylish, comfortable polo top is a high quality garment that would make a great gift for any 4x4 enthusiast.



**Unstoppable Traction Tee**  
217233-8

For warmer summer days, this tee is available in two colours and is a comfortable, casual item of clothing.



**Expedition Shirt**  
217219, 217221-6

The Expedition shirt incorporates mesh vent openings for maximum breathability and features durable stud buttons to make it easy to do up and undo.



**ARB Adventure Jacket** 217345-58

Keep warm and dry on your next 4x4 adventure with the new jacket from ARB. Available in two colours (blue or olive), it incorporates an outer shell and zip-in vest for warmth.



**Fourby Cap**  
217172

For all the little (and big) kids out there, this cap is perfect for summer and features ARB's loveable kids' mascot, Fourby.



**Outback Cooking**  
by Andrew Dwyer  
215939

With over 100 recipes and mouthwatering photography, this cookbook will inspire the Outback Masterchef within. It includes plenty of tips on food, camp ovens, firewood and more.





> Buley Rockholes are a great way to cool off up here

Images by Jake Hanrahan & Christopher Clarke

# 4WD – THE ONLY WAY TO GO

## Pat Callinan tells us what he’s learned on his latest four-month filming expedition.

By the end of filming the third season of Network TEN’s Pat Callinan’s 4X4 Adventures, I was sure – sure and certain; 4WDing is the only way to see Australia. With the population ever rising, and some silly politicians wanting 30 million people in little old Oz, something has to give. And give it does. At the gorgeous cascading Buley Rockholes in the Northern Territory, you go looking for serenity. What you find, are teenagers with ghetto blasters cranked to the max. Likewise, beautiful Florence Falls. And that’s what bitumen does, it turns otherwise spectacular places into an outdoor version of Pitt Street. Thankfully, Australia is big enough for the black curse (blacktop) not to have spread so far as to ruin the whole shebang. And Litchfield National Park is a perfect case study. The northern end is accessible to tour buses and the like, but head south down the Reynolds

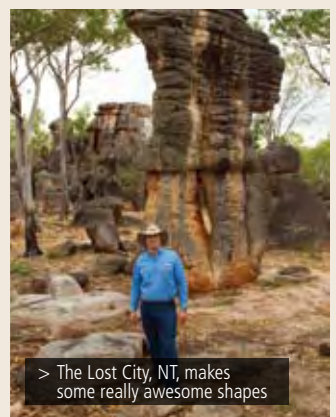
River 4WD track and the fun really kicks in. Here, you’ll snake your way through strangely shaped water crossings and visit places like Blyth Homestead, where back in the early 1900s a young boy had a freshwater croc as a pet. Go further south, and the crowds thin even more, until you arrive at a waterhole that I believe is probably the best in Australia – Surprise Creek Falls. It’s a stunning waterhole that mankind would find impossible to replicate, but scamper up the rocks and you’ll find two more, with perfect jumping platforms. A word of warning though – don’t head for a swim here at sunset. Our crew trekked in at around 6.30pm and came across no less than six black snakes in less than 100 metres. With most of the guys wearing board shorts, we turned around and trekked in the next morning instead.



> Florence Falls is spectacular



> Some of the crossings are real zig-zag affairs

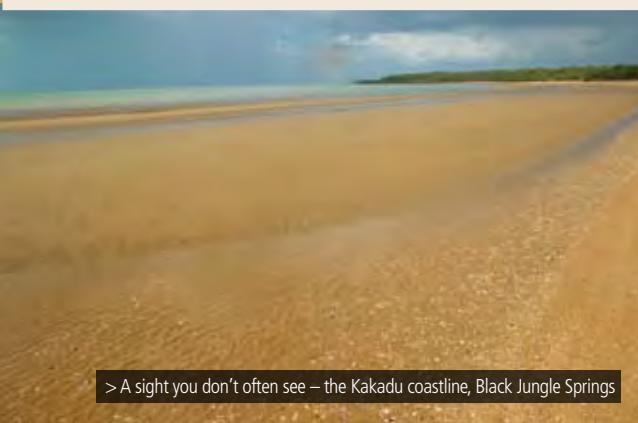


> The Lost City, NT, makes some really awesome shapes





> Koolpin Gorge is open to everyone, but access is restricted so book early



> A sight you don't often see – the Kakadu coastline, Black Jungle Springs



> Koolpin Gorge – our first stop in Kakadu, and what a cracker!

### Southward Bound

From Litchfield, we headed somewhere I'd only ever driven past, the Gregory National Park. We poked into Limestone Gorge and then took off down the Humbert River 4WD track. I love it up here because Territorians genuinely like 4WDers. And they prove it by providing specific rated 4WD tracks and having attractions like the immaculately restored Bullita Homestead. Unfortunately though, not all 4WDers behave all of the time. I spoke to a Parks' Ranger up here and he told me how the 4WD track past Limestone Gorge was closed due to severe flood erosion. That didn't stop one southerner having a crack though, and in doing so he got his 4WD horribly stuck on some massive boulders. The only way out was to be skulldragged by the ranger's vehicle. I know that I often get frustrated by locked gates and 'track closed' signs, which are all too prevalent down south. But up here, they don't just close tracks to keep you out, they do it because the tracks are genuinely unserviceable and undriveable.

### Old Peoples Roam

After Litchfield we headed across to Kakadu National Park. Now, Kakadu doesn't exactly scream '4WD'. And that's definitely the case if you go to places like Ubirr, Nourlangie and Yellow Waters (presumably named after old Sigmund on the tour bus and his leaky colostomy bag). But for the 4WDer, Kakadu has a few secret spots that will have you locking your hubs in sheer delight. Stop one – Koolpin Gorge. Now this place requires prior booking as the campsite is limited to around 30 people. You grab a key from Mary River, pay your deposit and head on in. Most of the other campers were 'in-the-know' Darwin locals out to play for the weekend. The track is good fun, bumpy and single lane all the way. There's a river crossing and some low range required, but in an ARB-kitted Patrol, well it wasn't exactly a challenge. Once you arrive, the lower waterholes are pretty enough

## This is how Pat Rolls



This season, Pat hits the tracks in a brand new 2010 Nissan Patrol Ti. It's a 3.0L auto and it's often seen towing all manner of off road trailers from CUBs, to TVANs to GCICs. The magical ARB wand was waved over the Nissan in the form of a colour coded steel winch bar, Warn 9.5XP winch and the great looking steel rear bar. This year, for something different, Pat also sampled the Thule roof box and Hullavator, a roof rack mechanism which allows you to load and unload kayaks and canoes at waist height. Underneath the Patrol is a Long Ranger replacement fuel tank which boosts diesel capacity by 50 litres. To cope with big loads and towing duties, Pat opted for Old Man Emu heavy duty coil springs, with Nitrocharger Sport shock absorbers. In Pat's words: "Wow, what a difference! She's a weapon now!"

The interior has been outfitted with an ICOM UHF CB radio, while the kids keep entertained thanks to a TwinView DVD system (each headrest TV can play its own movie!). Under the bonnet you'll find a second Optima battery on an ARB battery cradle, controlled by a new Redarc dual battery system. The vehicle was fully outfitted by the experts at ARB Wentworthville in NSW.



> Sturt's Desert Pea was in full bloom. How could you ever get sick of this!



> The spectacular Flinders Ranges



> Yellow Waters – home to big lizards

to swim in and that's what the saltwater crocs reckon too. So your task is to trek upstream on the walking track, occasionally clambering over rocks, and make it to the gorge proper. Up here, you'll find two beautiful waterholes. The first one is at a lower level while the main one required some more rock clambering to make it up. Both are swimmable and beautiful.

Another great drive in Kakadu is the trek out to Pocock Beach. After splashing through a few water crossings and some open forests, the trees all-of-a-sudden disappear onto the spectacular Manassie Plain. In the middle of the plains is cracked earth, which makes for a photographer's paradise (particularly with a Canon fisheye lens!). Out here, turtles bury themselves under the dried mud, keeping moist and dormant until the rains of the wet season. The road continues to the Kakadu coastline – a place you're never far from, but rarely actually see. Few people venture this far and when the Patrol bogged down in the dry, hot sand near Black Jungle Springs, I was glad to have MAXTRAX and a support vehicle on hand. This really is frontier country and while there was once a fish factory on this peninsula, the bush has all but reclaimed its patch of paradise. As far as facilities go, there's a very basic amenities block complete with a shower, but I was content to use the Glind shower unit under the bonnet.

### Croc-alicious

Throughout the Territory, saltwater crocs are a constant threat. But at places like Wangi Falls (back in Litchfield), you could be forgiven for thinking that the signs they put up are all part of NT Parks being feared of being sued. After all, you've been able to swim in these falls for as long as I can remember. But with crocodile preservation comes increased numbers. And in the wet season when the waters are up, those natural barriers of waterfalls and rocks go under water, leaving the salties free to explore new territory upstream. A Parks' Ranger I met told me that at Wangi Falls, a four metre croc had been found and trapped in the swimming hole at the start of the 2010 season, and they had a permanent trap set up in the creek to nab any roaming salties. Slightly disconcerting for a swimmer staring into the deep, dark waters!

Likewise, at Kakadu's Twin Falls – a beautiful natural swimming hole, you can't swim there either now due to croc sightings earlier in the season. And there's big croc traps there baited with porky pig bits to prove it. And as much as you want a swim in the humid Top End, it's comforting to know that nature is getting back in sync.

### Outback Exposure

While I've been busy rabbiting-on about the Top End, I've almost forgotten some of the other great places we've been. We were fortunate this season to cross the Simpson Desert in one of the wettest periods on record. With wildflowers adorning the crest of every dune, we were indeed blessed with a very special season. Our crew of two Patrols and a Navara were also forced into a 40km deviation to take the alternate Eyre Creek crossing, but even that was a brilliant drive. I'm quite



> South Australia's Prairie Hotel is the definition of cool. They serve a 'Feral Feast' which includes emu, kangaroo, camel and wallaby



> Cameron's Corner - the junction of SA, QLD and NSW. A beer from each state seems rather appropriate!



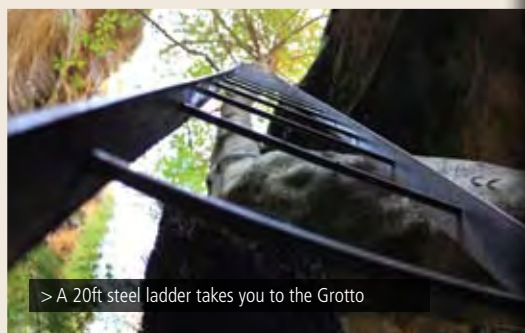
> The cracked claypan of Manassie Plains near the Kakadu Coast



> Wombats aplenty around the Blue Mountains – kid heaven!



> Mt Airly – need I say more?



> A 20ft steel ladder takes you to the Grotto

certain that anyone planning a desert adventure around the middle of 2011 will be in for a treat. With the roads dried out and the land flushed with new growth, you can look forward to a desert adventure to remember.

Some of our best episodes in my opinion will be the Corner Country, Outback QLD and the Flinders Ranges. The characters we met and the terrain tackled was mind-blowing – and like all of our treks, they're routes that you can follow.

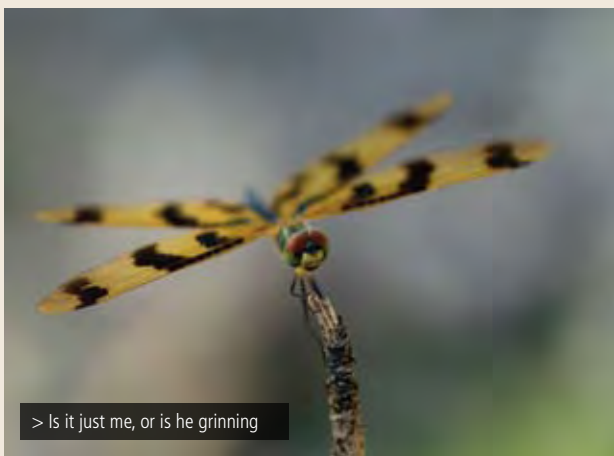
### Mountain Blue

And finally, the Blue Mountains in NSW. This is cool-climate cruising at its best, and despite being on the doorstep of the biggest population base on the continent, it feels like you're anything but. The topography is probably to blame. Places that are just 5km away as the crow flies, necessitate a two hour drive. Parallel valleys here are flanked by impassable sandstone cliffs, which feed brilliantly filtered clear water into the streams below. Newnes is a top place to camp with a captivating shale mining history and loads of relics. Wombats are also pretty active around these parts so the kids will have a blast. Then there's the glow worm tunnel. Tiny organisms weave webs that glow in the dark, resembling glow worms. The webs are designed to attract mosquitos which are promptly devoured. A great walk – just remember your torch.

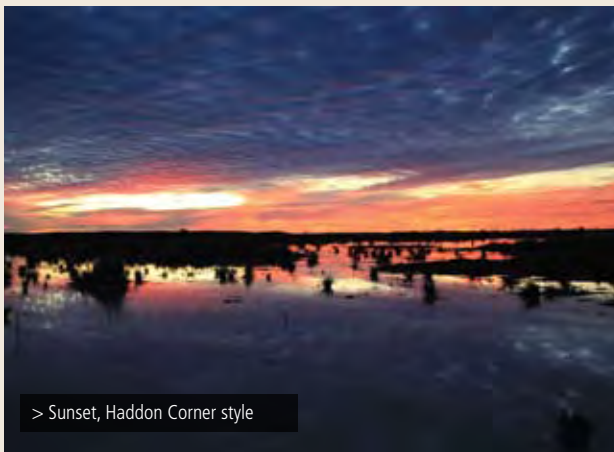
But the highlight for me was Mt Airly, a private property 8km east of Capertee. Run by 'Old Col', he welcomes 4WDers and entertains with his non-PC yarns. Bike riders, try not to be offended as he pays out on your 'plastic pants and Darth Vader hats!' The sign out front says no camping but that only refers to the lowlands. Up on the escarpment you're fine to pitch your tent. You just need to keep the place tidy, respect the environment and pay Old Col a fiver. This is really a superb property and only remains open because 4WDers have treated the place with the respect it deserves. Hoons need not apply. There's some challenging tracks here too which need to be driven carefully and slowly, and as for lookouts and places of interest, there are plenty. Check out 'The Grotto' via a 20ft steel ladder – you won't be disappointed.



> My film crew like to keep their DX Patrol workhorse spotless...



> Is it just me, or is he grinning



> Sunset, Haddon Corner style



> The Teddy Bear Parade is a popular event

# Warn's Employee Community Impact Project

During the mid 90s, Randy Norris, who many ARB folks know from his long tenure representing Warn around Australia, noticed an unfulfilled need within Warn Industries – a need to be a more active participant in the community in which Warn employees lived.

The most obvious thing to do was to provide charitable support to an organisation, and the easiest path to go down would have been to support one of the larger ones. In America, there is a national charitable organisation called the 'United Way', but Warnites were sceptical of supporting it because it was so large and they weren't sure exactly where their hard earned contributions would go. Randy and two other volunteers surveyed the employees to identify what kinds of areas Warn people felt were important enough to support.

**The findings focused on three points:**

- The selected organisations had to be focused on women's and children's issues.
- They had to be based in the same areas where Warn employees lived and worked.
- They had to be recognised as a well respected and well run organisation.

**Based on these three points, Warn chose to support the following organisations:**

- A community service centre, which offers food, shelter, clothing, counselling and other assistance to needy people within the county.
- A children's centre, which is an advocacy facility for abused children where police, counsellors and medical personnel can interview and evaluate children in a safe environment.
- A transitional housing program, which caters to families who need help getting restarted in a family environment.



> Keeping the kids amused at the Teddy Bear Parade

Thus began the 'Warn Employee Community Impact Project' (WECIP). WECIP was made up of a taskforce



> Warn employee volunteers preparing and serving food at the annual plant sale

of six Warn employee volunteers ranging from the company president to members from the manufacturing and warehouse team. The taskforce's responsibility was to steward employee contributions to do the most good for the organisations supported.

For some employees, although they wanted to participate, their personal budgets did not allow for financial contributions. However they had great skills in trades such as carpentry, electrical and general construction, which was the reasoning behind WECIP's 'Days of Caring and Sharing' program. This involved creating volunteer work parties to go out on a weekend and paint, do maintenance, and in some cases rebuild facilities to support the organisations.

Throughout the year, company-wide food drives are supported and each holiday season, needy and deserving families are provided with gifts, household goods, food and other essentials they would not normally receive. During one Christmas period, employees supplied 11 tonnes of food and toys for needy Clackamas County families!

Other annual events include:

- **Teddy Bear Parade** – this parade was created in the neighbouring town of Oregon City, where a great number of Warn employees live. It was designed to bring awareness to child abuse. When a child is taken into protective custody, police and medical professionals give the upset child a stuffed teddy bear from Warn to help comfort the child through this ordeal.
- **Back to School** – each year one of the traumas that face needy children is not having new back to school gear. WECIP created a program where NIKE



> Warn employees assembling backpacks full of school supplies in the Back to School Program

(also from Portland) donated 175 surplus backpacks and WECIP filled each with necessary school supplies plus a gift certificate to buy new clothing. These are given to those kids within the sponsored organisations who will benefit most.

- **Annual Plant Sale Fundraiser** – Warnites get local nurseries to donate plants which are then resold on a sale site. Employees man the 'barbies', cooking hot dogs and other treats and ensuring that the day is a success.

Over the 13 years of its existence, WECIP has been recognised by the county, state and national representatives for its contributions toward the improvement of the community. But more importantly, it has been a tremendous conduit for people at all levels of the Warn family to work side by side for common goals. As a result, it has made Warn a stronger place to work.

WECIP is a total employee funded program, however Warn supplies administrative support for the program, along with the fully outfitted trucks which are so important for delivering donations!



## New ARB Sprint Canopy Available for Toyota Hilux/Vigo

After three years of extensive design and engineering, ARB is pleased to announce the arrival of an exciting new canopy range for pick-up owners – the ARB Sprint. Designed initially for the popular Toyota HiLux dual cab SR5, with more models to be released in coming months, the ARB Sprint canopy is the ideal solution for owners looking to transform their ordinary pick-up into a sleek and stylish vehicle with great storage capacity.

The European-inspired canopy was engineered from a blank canvas, utilising the latest CAD programs and automotive trends to ensure the Sprint not only looks outstanding, but complements the original vehicle shape.

The ARB Sprint comes in two distinct parts, with the slimline front being permanently fitted to your pick-up. When opening, the entire rear section lifts up and over the front section, allowing excellent access to the tub. Engineered to offer outstanding and secure storage

capacity, the rear section is also able to be completely removed to allow storage of larger cargo if needed.

Utilising the latest in twin skin construction technology, the Sprint is manufactured from recyclable ABS for structural strength and reduced landfill, while the canopy's weatherproof design incorporates a factory fitted ventilation system to reduce dust ingress and condensation build-up from construction sites and off road touring. Tough steel mounting brackets provide



strength, stability and long lasting resilience in the harshest terrain, while inbuilt drain holes provide an outlet for any condensation.

The unique, four bar link hinge system took eight months of design and prototype development to perfect, and is designed to lift up the rear section with minimal assistance to provide excellent access from the tailgate. Gas struts further aid in opening the lid, with both the struts and hinge system being located above the wheel arch for unobstructed access to the side of the vehicle tub. An integrated, recessed grab handle is provided to assist in closing the canopy. Fully lockable with a double-sided key for ease of use, the Sprint also features an internal safety release mechanism.

Designed in Australia to suit pick-up owners with an eye for quality and style, the Sprint canopy features an attractive, textured black interior to reduce glare while making it easy to maintain and clean. The interior also incorporates a white LED light which automatically activates when the rear is raised and has the added benefit of including a three-way switch mounted inside

the vehicle cabin for convenience. A third, top-mounted exterior LED brake light is also incorporated.

Further adding to the exceptional look of the canopy, the Sprint's smooth outer shell is colour coded to complement your vehicle, utilising premium quality automotive paint to stand up to the harsh Australian climate. The rear section features tinted and fixed safety glass to reduce heat and improve security.

ARB's Canopy Product Manager, Robert Puts, expects pick-up owners will be excited by the new canopy range. "The ARB Sprint represents an investment in style and quality that is sure to turn heads across Australia," he says. "The extensive research and design, backed by superior components and attention to detail, has ensured that the ARB Sprint sets a new standard in premium quality canopies."

Backed by a 3 year, 60,000km warranty, the ARB Sprint canopy is supported by local spare parts and aftersales support. For more information or details of the stockist nearest you, please contact us.

> Part no: SC25



# Communications

## Striking up a chat – your choices for Outback travel

Whether you're communicating from car-to-car, car-to-local-base station or making long distance calls, there is a communication device to suit your needs.

### SHORT DISTANCE

There are two main radio types (both of which are referred to as citizen band – CB) that are ideal for car-to-car and short distance communications. AM (Amplitude Modulation) operates on the 27MHz band and was once the pick for truckies, tourers and local yobbos intent on stirring the pot with foul language and local banter.

While AM CB was the predominant radio frequency, its popularity has dwindled in favour of UHF (Ultra High Frequency) CB. UHF operates on a forty channel scale – 476 to 477 MHz and provides a much clearer signal, albeit at a higher price compared to AM CB.

In general (there are a lot of exceptions), UHF operates on line of sight only. Having said this, and taking note of the 'many exceptions' statement, this frequency tends to 'bounce' off buildings, cliffs and other surfaces to give good, clear short distance communication that can far exceed 'line-of-site'.

A network of repeater stations has been set up around the country to provide much longer call distances. These repeaters (set on high places such as mountain tops) receive the outgoing signal from your radio and pass it on at a different frequency to the receivers' radio. As an example, the transmitted signal that leaves your radio on channel 2, is received by the repeater station and resent on channel 32 (always 30 channels higher) to give a greater



> An in-car UHF radio should be the minimum you carry out in the bush

distance coverage. This is the usage of Duplex (using two different frequencies to have a conversation), compared to Simplex which operates on just one frequency.

Accepted channel usage for UHF CBs are as follows: channel 5 for emergency services (also 35 for their repeater service), channel 11 is a call channel and 40 is the truckies or highway channel – a good source of road conditions and a learning centre for how not to speak to your grandkids – you've been warned! Channel 18 is mostly used for our Grey Nomads, the ever-increasing band of caravanners making their way around the country.

Small handheld UHF radios are also great for the kids to use while at the campsite; they'll love letting you know where they are at all times and can play games with one another – just be sure to keep the batteries charged!

Both AM and UHF CB radios are good for short distance communications, whether you are using a vehicle mounted set or handheld, but should never be relied upon in an emergency. While out in the back-blocks you



are more than likely to be able to contact farmers and Outback workers on a UHF set, this is discouraged unless in an emergency.

### THE HUMBLE TELEPHONE

Mobile phones play a huge part in communications in this day and age. Many a rescue has been initiated by a 000 call, but be aware of their coverage, or lack thereof, out in the bush. 3G is superior to any other network, but is still non-existent in many areas. If you do have coverage, then you have no shortage of distance over which you can communicate – so long as you know the numbers required.

### LONG DISTANCE

High Frequency (HF) radio – often referred to as the Royal Flying Doctor Service (RFDS) has, for many years, been the accepted norm for remote travel communications.

Not only can you call and speak to (with the relevant functions installed) any other HF radio or standard telephone in Australia, but you have the added convenience of listening in on weather stations, news and other radio programs. Once the HF radio is purchased, calls are 'free' as in AM and UHF radios.

Of latter years, HF radio has begun fading out (but definitely not gone) in favour of Satphones. A Satphone is as easy as using a standard mobile phone, while having reception anywhere in Australia (or the world) at any time (with a few exceptions). If you happen to be trying to make a call under thick tree-canopy cover or within the confines of a steep-sided gorge, reception can be limited. But basically, if you can see a good coverage of sky above you, then a Satphone will work, as they rely on orbiting satellites to transmit signals.

About the only drawback of a Satphone when compared with a HF radio is the lack of free 'outside world' information.

### EMERGENCY ONLY

While you can't talk on an Emergency Position Indicating Radio Beacon (EPIRB) or Personal Locator Beacon (PLB), these devices may mean the difference between life and death in certain situations. They work on the 406 MHz range and can be detected by emergency services within approximately one hour of initial activation. The device emits a signal to a satellite, which then alerts the relevant authority, who then has the job of finding you.

EPIRBs don't relay pin-point accuracy (and are affected similarly to Satphones, so give them a clear view of the sky) so it's up to you to help rescuers find you. A smoky fire or some other ground based distress sign will help.

EPIRBs (or PLBs) should only be activated in cases of real emergencies as fines apply to those that set them off for anything less than a life or death situation.

Aside from more serious needs, communicating while out in the bush can be great fun. Checking out the latest weather conditions and letting authorities know where you're planning to go instils adventure. And if you're telling family and friends what a great time you are having miles from home, just be sure you rub it in while you're sitting on the camp chair watching an unbelievable lightning storm in the Top End, or a magnificent sunset in the middle of the Simpson Desert... make 'em jealous!

**Words & Images by Mark Allen**



> A Satphone may be larger than a standard mobile, but you'll be able to talk worldwide



> PLB (or EPIRB) is a great safety gadget – but remember you can't actually talk to anyone with it



> Various size and wattage output handheld UHF radios are available



> A great set up – UHF and HF radios in a roof console



> An auto tune antenna is large and needs to have a sturdy mount



> Emergency communications like this one are few and far between



> The convoy making its way to Cairo



> The flashy Stella Sea Resort where we stayed for the night



> Main street in the city of Aswan

## Aussies in Africa – Part 12

The Port of Aswan hove into view, marking our journey along the length of the world's largest dam as almost complete, and what could we see? Our beloved vehicles sitting on the dock waiting for us. We docked and spent the next couple of hours getting off the ferry. Mind you, it would have been longer if not for Mazar, who managed to cut through some of the mind-boggling Egyptian red tape. Once we disembarked, it was off to do the customs and police checks, and then we started the excruciatingly slow process of getting our cars back. First, we had to shift them into the customs compound and when Ron went to start his car... nothing. His cranking battery had given up the ghost, same as mine. After giving him a jump start we parked both vehicles in the compound and spent the rest of the afternoon filling in forms.

Later that afternoon we caught a taxi into Aswan (it is 20km from the port), also organised by Mazar, and found a hotel just off the Nile. It was pretty run down, but at least the aircon worked – very important as the temperature was very high. We went for a walk along the river esplanade at sunset and found a nice restaurant overlooking the surprisingly clear waters of the Nile.

The next day was a long, hot and frustrating one. After four return trips from Aswan to the port by taxi we were nearly done. It only remained for us to pick up our Egyptian number plates and we couldn't believe it when we finally arrived at the place only to find it was closed. It was time for some R&R so we went back to the hotel to pick up Helen and Viv and went for a sail in a felucca, the famous sail boats of the Nile. After the day we had been through it was just the ticket, watching the sun set on the river as we sailed along.

At 8:30am the next day it was back to the Traffic Police Office with Mazar, and after another couple of hours wait Mazar appeared triumphantly holding our plates aloft. It was now unfortunately time to say a sad goodbye to our 'Prince of Guides'. He had done a marvellous job getting us through everything and it would have been a nightmare without him.

After filling up with fuel (\$0.17 AUD/ltr), we decided to go it alone and not wait the extra three hours for the police convoy to Luxor. However, it probably didn't save us much time in the end, as we were stopped at every police checkpoint along the way, something that doesn't happen when you're in convoy. The land around the Nile is some of the most heavily cultivated in the world, and it was an interesting drive.

Luxor is a very historical place and therefore very touristy, something I'm not that fond of (the touristy bit that is), but you have to see it at least once. It was the cleanest place we had seen in Egypt thus far. We stayed at the Rezeiky Hotel & Camp close to the Nile which is quite an oasis, and Illy, the manager, greeted us with a cold drink as soon as we pulled in.

There was a nice swimming pool, which we were in as soon as our camps were up, and then we had dinner at their great little outdoor restaurant. Illy also organised a guide and air-conditioned minivan to show us all the sights over the next couple of days.

Following this it was time to head for Cairo (pop. 20 million) and this time we joined the police convoy that was leaving at 8:00am. By the time we left there were



> At the Temple of Hatshepsut



> Riding camels around the Giza Pyramid



> A relaxing sail on a felucca was the order of the day

200 vehicles in the convoy, half of them big tourist buses. It was pretty nifty having all the intersections blocked off as we sped out of Luxor – they don't muck around I tell you. The escort went as far as the city of Halaib on the Red Sea coast, and then we were on our own. We then ran into a fierce sand storm, which didn't do a lot for our windscreens.

The amount of development along this coast in the way of holiday flats and resorts is staggering – they go on forever. There are no camping grounds, however. The only place we could find to stay at that night was a rather flash hotel called the Stella Sea Resort. At USD\$125 a night it was the fanciest place so far. However it did include a great dinner and breakfast the next morning, and the swimming pools were enormous and much enjoyed by all.

From here Cairo was only 120km away on a new freeway so we arrived early at about 10:00am. From a long way off we could see the pollution, and the rubbish is appalling. Cairo is now regarded as one of the most polluted cities in the world. Luckily for us it was Friday, the Muslim day off, and the traffic was relatively light. The only camp in Cairo, according to the guide book, is the Salma Camp and it's pretty ordinary, but we would only be there one night.

As soon as we put up camp we hired a taxi for the rest of the day and went, firstly, to the massive Citadel, which Saladdin started to build way back in 1176. Then it was off to the Egyptian Museum, mainly to see the treasure from Tutankhaman's tomb, but there was a lot of other stuff as well. Tut's death mask alone weighs in at 11kg, mostly gold. The amount of treasure to come from this younger, lesser known king is quite staggering and begs the question as to how much treasure was in the tombs of the more important kings. Late in the afternoon we rode camels around the Giza Pyramids as the sun was going down. All that was missing was the theme music from the film 'Lawrence of Arabia'. It had been a very busy day but considering the time we had, we had done well. To see all Cairo had to offer would have taken at least a month.

**Stay tuned in the Autumn 2011 newsletter for the next part of the journey as Neil and his crew continue onwards.**

**Words & Images by Neil Cocks**



> The Ramesseum Temple, Luxor



> The amazing Temple of Hatshepsut in Luxor



> The Colossi of Memnon, Luxor



## Frontal Protection Options for Latest Model Navara & Pathfinder

**The latest update Spanish built R51 Pathfinder and D40 Navara (May 2010 on) have slightly altered chassis and bumper designs which has necessitated the redesign of ARB's current bars to fit these vehicles.**

Customers can choose from either a deluxe bar or a Sahara bar to provide increased frontal protection. Both of these bars have been designed specifically to suit, maintaining optimum protection and aesthetics and ensuring that the vehicle's air bag functionality is not affected. The bars feature ARB's five fold upswept and tapered wing design which provides maximum strength while also optimising approach angles that are so important in off road situations. Also incorporated is a split pan to further strengthen each bar and allow increased airflow to the engine.

The deluxe bar has been designed as a combination style which means it is equally suited to winch and non-winch applications, and both bars will accommodate Warn electric winches up to 9500lb. As an additional option for Sahara bar owners, this part number can be optioned with or without the alloy centre tube depending on individual requirements.

Both bars incorporate a host of features to make them more functional. Twin Hi-Lift jacking points in the centre pan will assist in recovery situations and the fitment of the bars does not affect the original factory tow points, so



in the event of a breakdown the vehicle is still equipped to be towed. The bars will also accommodate CB aerials and IPF driving lights, while optional fog lights can be positioned in the injection moulded housings, together with the parking lights and indicators to reduce possible damage to these components from off road debris. To complete the high quality look of the bars, they are finished in a durable powder coat, which can then be colour coded to suit individual vehicles.

Deluxe bull bar > Part no: 3438340

Sahara bar > Part no: 3938160

# ARB Adventure Jacket

ARB has recently released a new apparel item into our current range of Body Accessories clothing. The ARB Adventure jacket will keep you warm and dry on any 4WDing or travelling adventure and is available in two different colour schemes of blue or olive.

Made from 240T polyester pongee and TPU film, this garment has a waterproof rating of 10,000mm and a breathability rating of 5000 to ensure maximum warmth and ultimate comfort. All seams and stitching are taped to maintain this waterproofing, and quality YKK zips are utilised on all openings and pockets for additional durability. With a pack-away hood and adjustable cuff sleeves, the inside of the jacket is lined with a nylon taffeta quilting for a neat finish and extra warmth during those cooler nights around the fire.

The ARB Adventure jacket is extremely versatile, as it comes with a zip-in vest, which can either be worn together with the jacket in cold conditions, or separately. Made from 280gsm polyester anti-pill polar fleece, the vest is a stylish item of clothing perfect for daytime wear or to keep you warm in the evenings.

Available from ARB stores and stockists in sizes XS to 3XL, the new Adventure jacket will keep you warm, dry and comfortable on your next trip.

Blue jacket > Part no: 217345-51

Olive jacket > Part no: 217352-58



## New ARB Bucket Hats

With the summer months just round the corner, the new-style ARB bucket hats are a must-have apparel item for any outdoor enthusiast.

Designed to help protect you from the harsh, Australian sun, the bucket hat style gives your head full protection, including those parts that are often easily burnt such as the back of the neck and top of the ears. They are available in blue and green and feature a bone wrap around complete with eyelets to complement the design. Made from cotton twill and designed to fit most adults, the ARB bucket hats also feature a sweat band to help draw away moisture on hotter days.

Available from ARB stores around the country now, they're ready for the summer holidays and are also a great gift idea this Christmas.

> Part no: 217342/3





> Setting up a camping scene such as this one can take some time

# Into the Outback...

## with the Arkaroola Adventure Offroad Camper

ARB's Product Development & Evaluation Manager, Mark Lowry, is an experienced 4WDer who has a wealth of knowledge on all things 4WD, Outback and ARB, so naturally he is often the first choice when extra assistance is required on photoshoots. He has been on countless expeditions into the great beyond, working practically around the clock with our photographer, Mike Ellem, to get the images you see in our catalogues and brochures. A recent photoshoot took the team to South Australia, where they not only took some exciting new photos, but also used the opportunity to test out the Arkaroola model camper from Adventure Offroad Campers. In this article, Mark recounts his experiences of the trip and highlights the features of this exceptional product.



> Setting up the shot

Each year, ARB organises a number of major photoshoots into Outback locations to showcase our products in the environment they were designed for. Places like the Victorian High Country, West Australian coastline, the Simpson Desert and Flinders Ranges are just a few. Throughout these travels, the ARB crew has met and made many friends with Outback station owners, local identities and government departments, resulting in gaining access to remote and spectacular properties where few other people get to venture.

Prior to a photoshoot, along with preparing the latest vehicles and products and organising property access and locations, a number of props are also required to help the product look the part. These props can be as simple as a chair by a campfire or a kayak on a roof rack. Larger



> Sometimes we even forgot we were towing a camper

props like caravans, camper trailers, tents or boats are also used. We often use ARB staff or property owners as models, but we also regularly use professionals.

Our latest photoshoot destination was a remote property near the Flinders Ranges, where we were to photograph the three new ARB Fridge Freezers along with the new range of Outback Solutions drawer systems. The largest of the new ARB Fridge Freezers is a whopping 78 litres and we needed an off road trailer with storage space to show it off. Now, there are plenty of off road trailers out there with storage space, but some of the more unique designs come from Adventure Offroad Campers. So we put in a call to Paul Tabone, the owner of Adventure Offroad Campers in Adelaide, with a request to borrow one of his trailers for the photoshoot. As Paul's always itching to get out of the office, our request provided him with the perfect opportunity and he offered his services along with a brand new Arkaroola model camper.

When out on a photoshoot, the easiest part is actually taking the pictures (well, our photographer certainly makes it look that way). The hardest and most time-consuming part is setting up the lighting equipment, vehicles and products and cleaning off the dust and mud. With the camper on the trip, we were expecting its set up to take the longest but were pleasantly surprised when it took less time than cleaning one of the cars. The camper's awning sets up in minutes, providing protection from the elements to the large kitchen compartment, which can be fully accessed at any time without setting up the entire camper. Fully featured with gas cook top, water tap/pump, drawers and storage compartments, it also includes a bench top that puts some household kitchens to shame!



> Easy access to the kitchen without setting up the entire camper



> It's not all work and no play on a photoshoot

On our first day we had rainstorms, and the awning protected the inbuilt kitchen along with our crew and camera gear from the rain and spring winds.

Moving between locations is something we may do many times a day to make the most of lighting and scenery, and the camper packed up in no time. Keeping up with the other vehicles en-route to the next location was also no problem with its nine leaf spring pack taking every bump in its stride. At times, forgetting the camper was even on the back, we hit culverts and creek crossings way too fast before realising the camper was still back there. A quick glance in the mirror saw that even after the wheels left the ground, the camper tracked true. In fact, we had plenty of opportunity to put the camper through its paces both on and off road during the shoot and it performed flawlessly – well, except when we bogged it deep in red sand late one afternoon, but lower tyre pressures and a quick snatch was all that was required to extract it.

Travelling through thick bull dust, the camper was barely visible at times behind the tow vehicle. Bull dust gets into everything, and on an Outback photoshoot that can cause lots of drama. With the ARB Fridge Freezer mounted in the large aluminium fridge box on the front of the camper and the rest of our gear in the cavernous 1100lt storage compartment on the side, we were expecting hours of cleaning. However, the dust seals on the camper are exceptional and the fridge box even has a solar powered cooling fan with a serviceable dust filter, all of which kept the inner compartments dust free.

Although we weren't camping out on this trip, Paul still had to set up the camper's tent each morning and afternoon for lifestyle camping shots. First and last light always brings out the colours of the Outback scenery whilst providing a softer light on the product. The unique design of the camper's bed and tent assembly allows set up and pack up without interfering with access to any other part of the camper. Set up takes around four minutes with only one person, and would be even quicker with two, but the rest of us were busy cleaning and polishing.

And it's when cleaning and polishing the camper that you notice the attention to detail that's been put into its construction. All body panels are made from zinc annealed sheet with cold galvanised welds and a powder coated finish for maximum durability. The chequer plate alloy fridge box resists corrosion and, along with the optional stone guard net, helps protect the camper from road debris and stone chips. Everything, from suspension and chassis to the body and attached accessories, is designed for heavy duty off road work and the Treg coupling allows plenty of articulation... something that comes in handy on our shoots.

It's not often we get to actually spend so much time with the manufacturers of the props we use, but with Paul with us for the week-long shoot we had plenty of time to compare notes and stories. Like the staff at ARB, Paul and the team at Adventure Offroad Campers are avid 4WDers that are dedicated to constantly improving their products with the help of customer feedback. What's evident is the amount of care taken to ensure that every aspect of their campers is user friendly and designed so that you spend minimal time setting up, and maximum time relaxing on your chosen adventure.



> Even on photoshoots vehicles get stuck



> ARB's photographer, Mike Ellem, takes his job very seriously, and always delivers brilliant photos



> Paul from Adventure Campers is thinking he could get used to this kind of work!



> Mark Lowry is used to getting his photo taken

So if you are in the market for an off road camper trailer, take a look at the range from Adventure Offroad Campers ([www.adventurecampers.com.au](http://www.adventurecampers.com.au)). We're sure you'll be as impressed as we were.





**BUSHRANGER**  
4X4 GEAR

# Bushranger Products

## X-Jack Update



The popular Bushranger X-Jack has recently been updated to include a high temperature hose. This has been done to accommodate later model vehicle engines where exhaust temperatures can exceed 140 degrees.

The X-Jack is an effective, exhaust operated vehicle jack that is great for conditions such as sand, mud and snow. With its large footprint, the chances of it sinking are much less compared to a traditional jack (in certain conditions), and its specially designed, triangular shaped feet ensure the unit remains firmly grounded.

With a lifting capacity of 4000kg, the X-Jack can provide up to 75cm of vehicle lift, and has the ability to be safely deflated from 1.5m away. The high temperature hose is available now and comes as a standard item with all new Bushranger X-Jack kits.

> Part no: 72X10



## Vehicle Profile

**Staff vehicle owner:** Steve Gull, Branch Manager of ARB Morphett Vale, SA

**Vehicle make:** Mitsubishi

**Vehicle model:** Pajero (The Mighty Paj)

**Vehicle year:** 1993

**Engine:** Turbo diesel intercooled

**Accessories fitted:**

ARB deluxe winch bar, Warn XD9000 winch, IPF driving lights, GME UHF, Outback roof console, Iridium satellite phone, ARB turbo timer, Safari snorkel, ARB Air Lockers, ARB hi-flow compressor, ARB dual battery system, Outback roller drawers, Milford cargo barrier, OME suspension, ARB 47L Fridge Freezer, Long Ranger fuel tank, Rhino roof bars, Mickey Thompson MTZ tyres.

**Favourite ARB accessory:** ARB Air Lockers as they allow an independent front vehicle to go anywhere.

**Favourite 4WD spot:**

Flinders Ranges, SA, followed by Little Dip Conservation Park at Robe/Beachport, SA.



**Why I love 4WDing:**

4WDing allows us to see places that we wouldn't normally see. We love the outdoors and bush camping and our 4WD makes this possible.

**Memorable 4WDing moment:**

It's always the last trip.

**Advice for 4WDers:**

Get the correct set up. Get out there and enjoy it.

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

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

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4X4 ACTION >



> Mark and his dog, Bronx, on the way to Lakefield National Park

**Words & Images by Mark DiStefano**

# Cape York

**Mark DiStefano is ARB St Peters' branch manager, and with a keen interest in both hunting and 4WDing, he spends a lot of his spare time out and about on various adventures. Here, he recounts a recent trip up to the Cape in his Ford Ranger.**

In August, 2010, I finally had the pleasure of going where all 4WDers and hunters dream – Cape York. I find that the biggest and hardest thing when planning such a trip is working out exactly what is required to take along. Being a real keen 4WDer, I thought I would probably need to take everything, including the kitchen sink. The Ranger was fitted with a rear diff lock, the new Old Man Emu Sport shocks and leaf springs and also had a Warn winch fitted to an ARB bull bar. I spoke to a few people who had done the trip a few times before to get some tips and plotted the best tracks and stops, not only to make the trip scenic, but also safe. Loading the Ranger I went through all the possible ways to pack food, clothing, recovery gear and drinks (water) so I could access all the essentials easily.

Bright and early on a rainy morning, I began my journey to Cape York by heading off into the sunrise. Being a hunter, I have covered a lot of NSW dirt back-roads, so the trip up to the border was a quick and easy one and having the Long Ranger fuel tank meant few fuel stops along the way. My first fuel stop and rest was Roma. Roma is a town in the western Darling Downs area of Queensland. It is situated at the junction of the Warrego and Carnarvon highways and is the centre of a rich pastoral and wheat-growing district. Beef, grain and wool are its main industries. With a population of 6763 it is in the Maranoa electoral district and also serves as a centre for the larger Maranoa region. Maranoa is known for its agriculture, forestry and fishing and Roma is the home of Australia's largest cattle sale yards and home to the most active cypress pine sawmilling site.

From Roma, I made the trip to Emerald for lunch. Emerald is a large, modern country town that was established in 1879 as a base for the building of the western railway. The town is named after 'Emerald Downs Hill', a lush emerald green hill located just north

of town. Emerald is now considered the 'hub' for the Central Highlands and the 'gateway' to the Sapphire Gemfields – the largest, and one of the richest sapphire fields in the southern hemisphere.

Fairbairn Dam, just outside of Emerald, is a holiday destination in itself, with a selection of cabin, caravan and camping accommodation. The lake is stocked with eight different kinds of fish including Barramundi, but is most famous for its Redclaw Crayfish. You can relax by the lake or take a swim, while picnic tables and free electric and wood barbecues are available.

Heading further north, I fuelled up and spent the night at Bluewater Caravan Park in my swag. The next morning, I was greeted by a couple of travellers who were impressed with the ARB awning and set up on the Ranger. All the towns and properties I passed through were beautiful and green with plenty of signs of recent rain, just what they needed.

The next leg up to the Tip was definitely the highlight. Travelling through the Great Dividing Range, the views and natural fauna were breathtaking. I have never been on a trip before where every hour just continued to get better. I passed through Laura, formerly a small gold rush town in the late 1800s, which is today best known for its Aboriginal rock art galleries. Laura is one way to get to Lakefield National Park – and what a place! I saw a 15 foot crocodile go for a swim, scrub bulls and wild boars aplenty, goannas taking a stroll and birdlife that was indescribable. There is no way you can explore this place in such a short time and be satisfied.

The next stop for me was the Musgrave roadhouse. What a place to stop – you could easily spend hours there talking to other travellers, as well as have a shower, feed and cold drink in the middle of nowhere.

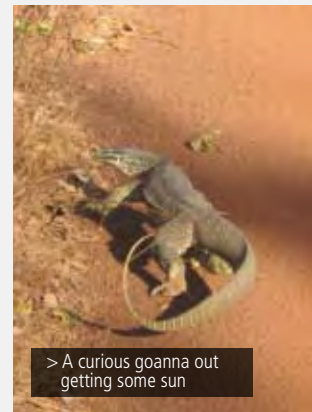
I travelled northwest from Musgrave to Strathburn Station, a cattle station where I spent four days exploring the Holroyd River. From here I went further north to Weipa, probably Australia's best fishing destination, and then on to Bramwell Junction for fuel and the decision of where to travel next. There are two ways further north – Bamaga Road or the Old Telegraph Track. My decision was eventually dictated by my wanting to go for a swim at Fruit Bat Falls, so I took the Old Telegraph Track. Following this I then left for Vrilya Point to see the Light Ship and found a really good fishing spot. However, a word of advice here, watch out for crocs!

Finally reaching the pinnacle of my journey, the next stop was the Tip. I parked the truck at Pajinka and did the walk to the Tip. What a sight!

I spent the next five days returning to Sydney via the coast, stopping in at caravan parks for a rest and feed along the way. I was feeling content and satisfied, however this was definitely the hardest part of my trip as I knew that before long I would be back to normal life and off to work again. Of course, in my head I was already planning the next trip – the Northern Territory.



> Native birdlife was abundant



> A curious goanna out getting some sun



> A typical Cape York lagoon



> Wild brumbies are aplenty in these parts



> Sad-looking Brahma bulls



## Moreton Island – Connecting People with Moreton Island

**Moreton Island is a sand island of more than 1700ha, situated just 35 kilometres east of Brisbane’s doorstep.**

The island, 98% of which is national park, is a unique wilderness area within sight of Brisbane’s skyscrapers and smog, and is heaven for all 4WD enthusiasts. With no bitumen roads, access around the island is via formed sand tracks and this offers a great learning experience for the new 4WD traveller.

Listed on the Australian Heritage Register, Moreton Island is much the same today as it was when James Cook sailed by in 1770. From its unspoiled beaches to the crest of Mt Tempest, the world’s highest sand dune, Moreton Island is a fragile wonderland of unforgettable subtropical beauty.

Access from Brisbane is via the Micat, an all purpose built luxury catamaran that can cater for 52 4WD vehicles and carry up to 400 passengers. The cruise across the bay takes just over one hour.

### SOME BASIC 4WD TIPS TO REMEMBER ARE:

- Reduce your tyre pressure and engage locking hubs
- Select low gears for soft, dry sand
- Avoid sharp turns and sudden braking
- Travel around the island at low tide

An abundance of flora and fauna can be found on the island as well as many adventure activities for the kids. Sand boarding at the Desert and snorkelling at the Wrecks are just some of the fun activities on offer. At certain times of the year, whales migrating down south can be seen from Cape Moreton Lighthouse, as well as pods of dolphins and dugongs.

There are several campgrounds around the island and lodge accommodation in the local township of Bulwer. Groceries and fuel can be purchased from the local convenience store.

Moreton Island Adventures ([www.moretonislandadventures.com.au](http://www.moretonislandadventures.com.au)) has been connecting people with Moreton Island for over 41 years. MIA operates the Micat vehicular transfer from Brisbane to Moreton Island as well as 4WD day tours, lodge accommodation at Bulwer and educational camps for students of all ages.

To book your Moreton Island Adventure, call 07 3909 3333.

## > INSIDE ARB

Dubbo  
AUSTRALIA



# ARB Dubbo

In this issue's Inside ARB, we take a look at the newest store to join the ARB network, ARB Dubbo, which is owned by Chris Seton, and his wife, Nicki.

Formerly known as Seto's 4X4 Dubbo, which operated under this name for eight years, ARB Dubbo officially opened in May, 2010. Following the opening, the store relocated from its original site in Bourke Street, to River Street, onto new premises in a bigger and better position. Now on an acre of land, there is plenty of room to expand the business, of which plans are already being developed.

ARB Dubbo's main line of business is selling and fitting ARB accessories. When you visit the store, you'll find ARB's complete range on display, with a team of seven who live and breathe 4x4s ready to help you out with service and advice. Along with this, ARB Dubbo also has a car audio side to their business, with everything from DVD players to navigation systems, stocking well known brands like Alpine, Clarion and Kenwood.

Prior to owning ARB Dubbo, Chris was a fitter & turner by trade and also worked as a mechanic for a number of years. Having lived in the Dubbo area all his life, his interest in 4WDing stemmed from a passion for cars from a young age.

Despite the demands of the business, Chris and Nicki still manage the odd weekend away 4WDing. In fact, in the later part of 2010, they embarked on a month-long trip up to the Cape. This, however, is a bit of a rarity and was in fact the longest time they've managed to get away since owning the business.

Between Chris and Nicki they have a variety of 4WD vehicles, currently owning three 100 Series LandCruisers and a Hummer. They are starting to



get involved in 4WD competitions (the purpose of the third 100 Series) and are looking forward to the upcoming winch challenges.

So with a broad range of specialist 4x4 knowledge from the team at ARB Dubbo, along with a fully stocked showroom and workshop, you'll be able to find whatever you need for your next off road or camping adventure. Drop in and say hi to Chris, Nicki and the rest of the team the next time you pass by.



**4X4 ACCESSORIES**

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