

ARB

4X4 ACTION



FEATURE ARTICLE ON

FACELIFT HILUX ACCESSORIES

FEATURES > NEW ARB RECOVERY POINT RANGE UNVEILED
> REVIEWS ON THE 78L ARB FRIDGE FREEZER AND SIMPSON III ROOFTOP TENT
> RESPONSIBLE USE OF FOG LIGHTS

TRAVEL > HEAD TO THE SIMPSON DESERT, NEWNES AND THE FLINDERS RANGES

WIN
AN ARB
FRIDGE
FREEZER

HIGHLIGHTS

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GRAPHIC DESIGN:
Vanzella Graphic Design

MAJOR PHOTOGRAPHY:
Offroad Images

PRE-PRESS: Splitting Image

PRINTING: Offset Alpine

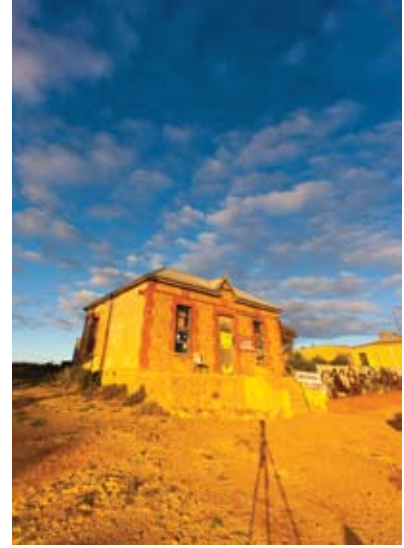
ARB SNAPSHOT

In the eight years we have been producing ARB 4x4 Action, I don't think anything has generated such a positive response as Michael Ellem's photography articles that were featured in the last edition. We have received a flood of emails from customers around the world telling us how much they enjoyed reading the tips and techniques contained in Mike's articles, while others just couldn't get over the superb Wedge-tailed Eagle in flight image we ran.

I think there is a budding photographer in most of us and with the rapid advancements in digital photography over the past few years, there has never been a better time to get out and experiment with your camera. We have asked Mike to provide us with regular features over the next few issues, so stay tuned for some more great advice.

Four wheel driving and photography go hand in hand. We need our 4WD to get us to the very best spots and then we need our camera to capture the moment. Nobody knows this better than Australia's most famous photographer, Ken Duncan. Ken has been travelling to every corner of this magnificent country in his trusty old LandCruiser for many years, bringing us an outstanding array of images that have provided inspiration to people around the world to get out and explore this great land. Ken's latest book, Australia – Our Island Paradise, features some of his favourite locations in Australia and is an absolute visual delight. The book goes a lot further than this though, and includes many anecdotal tales behind Ken's photographic adventures. Like Michael Ellem, Ken is very keen to share his vast knowledge and this is reflected in the book with detailed information on the equipment used to capture the images that are featured.

I was fortunate enough to be invited to the launch of the new book recently, which was held at the Ken Duncan gallery in Melbourne. Many of the book's images were displayed on the gallery's walls in a large format, along with some incredible



wildlife photography from Ken's recent African trip. Ken gave an inspirational speech about his passion for the Australian landscape, stressing that really all he is doing is capturing what nature provides. If you need some ideas or motivation for your next trip, I can't recommend the book highly enough. You can pick it up from ARB stores nationwide.

Another great resource for trip planning is Pat Callinan's 4X4 Adventures. Series 4 of this outstanding television show is presently airing on the Ten Network. As usual, Pat has travelled to some iconic destinations to bring us what he describes as the very essence of 4WD adventure. There is also now a superb magazine to complement the show, which is available from numerous outlets around the country. Check out www.mr4x4.com.au for more information.

As you would expect, this issue of ARB 4x4 Action is packed full of new products, one of the most notable of which is our new line of recovery points. I've been living and working around 4WDs for almost twenty years and I don't think I've come across any subject in the off road world that is quite as contentious as rated recovery points. ARB is now in a position to offer a solution to this complex matter, and we have detailed this at considerable length in this newsletter. Vehicle recovery should be taken very seriously as the consequences of unsafe or inappropriate equipment can be tragic. We really hope that this article and indeed this new product line improves 4WD safety practices in the field.

Happy 4wheeling!

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

**ALL REAR BARS
INCORPORATE TWO
20MM RECOVERY
POINTS DESIGNED TO
RECEIVE A 4.75T BOW
SHACKLE**



WRANGLING A NEW BAR

**VERSATILE REAR BARS WHICH GIVE YOU THE OPTION OF
ADDING A REAR WHEEL CARRIER HAVE JUST HIT THE MARKET.**

Late last year saw ARB's engineers develop rear bars for the JK, TJ and YJ variants of the Jeep Wrangler. The brief was to make these rear bars ultra versatile, lightweight and suitable for owners who wanted excellent rear protection. In addition, the design also had to give customers the option of fitting a rear wheel carrier to the bar if they wished.

Manufactured from 3mm laser cut and folded steel, the rear bars feature upswept wings for superior departure angle and optimal protection for vulnerable rear quarter panels.

For TJ and YJ Wrangler owners, the rear bar incorporates a tow hitch rated to 900kg, while the JK Wrangler bar is designed to integrate with factory fitted or aftermarket tow

bars that mount to the centre of the chassis rear cross member.

All rear bars incorporate two 20mm recovery points designed to receive a 4.75t bow shackle, with the eyelet design featuring an elongated slot to allow the shackle to pivot when pulling from slight angles. Hi-Lift jacking points are also integrated into the bar and feature 4mm steel plates to prevent distortion or damage to the bar during a recovery situation.

The optional wheel carrier allows fitment of spare rim and tyre combinations of up to 35", with the recessed centre pan allowing for fitment of larger than standard tyres. Utilising a new 'catchless' design, the wheel carrier opens automatically when the vehicle tailgate is opened and has

adjustment for up to 1" body lift kits. The rear bars also incorporate pre-laser cut holes to allow fitment of the wheel carrier; however, if owners choose not to incorporate the wheel carrier, the knockout sections are simply left in place without affecting the aesthetic look of the bar.

Finished in a durable powder coat with the option to colour code, the rear bars are available from ARB stores and stockists resellers.

JK Wrangler

// Rear Bar // Part no: 5650350
// Wheel Carrier // Part no: 5750300

TJ/YJ Wrangler

// Rear Bar // Part no: 5650300
// Wheel Carrier // Part no: 5750300

JUST DESERTS

Words by Mike Pavey. Photography by Anita Pavey, Andrew Bowe, Lucie Paus & Rob Wilford

FEW TRIPS ARE AS MEMORABLE AS A SIMPSON DESERT CROSSING. COULD A FEW DROPS OF WATER CHANGE OUR BEST LAID PLANS?



It's ironic to think a desert crossing could be plagued by water. Back in July 2011, with the Eyre Creek in flood for the second time in two years and the bypass closed, our long-awaited crossing of the Simpson Desert was looking like a fizzer. The only open exit east of Dalhousie Springs was the Hay River Track, posing a significant fuel requirement and navigation across naked dunes without wheel tracks – an option only diehard desert fans would pursue. It was looking more and more likely our first Simpson crossing would pan out to be a Simpson circuit, entering and exiting from Dalhousie Springs. Not exactly what I had in mind, but after all the rain a great opportunity to discover the desert in all its glory.

The plan was to trek across the Simpson from west to east with seventeen other vehicles from the Track Trailer forum, sixteen towing T vans and a couple of support vehicles. While all were experienced four wheel drivers,

few had crossed the Simpson before, so it was looking to be an eye opening experience all round.

We met at Mt Dare to top up on fuel and enjoy our last hot shower and a good feed for a few days. The Mt Dare campground has plenty of room with mature trees for shade, flushing toilets and basic hot showers. One tip is to camp as far away from the main buildings as you can or behind some trees, as the generator may interrupt light sleepers. Campfires are permitted, so pick up some firewood before you enter the national park.

Jeff and Karen Brown manage the Mt Dare operations, catering for travellers and in our case knocking up a hearty feed for a group of forty in the main dining area. A full bar caters for thirst requirements. Mechanical and tyre repairs or vehicle recoveries are managed by the workshop, the latter incurring a significant cost so make sure your vehicle is fully serviced before heading out this way.



**WITH ALL THE
RAINFALL IN
RECENT TIMES,
THE NATIVE
BUSH RATS WERE
HAVING A FIELD
DAY, DIVING IN
FRONT OF THE
PATROL AND
PLAYING CHICKEN**



During our dinner, Jeff appeared with a big grin on his face, holding up the Roads Report, hot off the fax machine. "Eyre Creek has opened. Barnesy [from Birdsville Roadhouse] has been out there to check out the crossing and it's all been rubber stamped!"

Our desert circuit had magically morphed into a full-blown crossing, with the added adrenaline of a fast flowing Eyre Creek crossing. Time to reap our just deserts? You bet!

The next morning, after a hearty cooked breakfast in the pub, it was a lazy meander to Dalhousie Springs for a soak in the hot springs, but not before the obligatory group photo out the front of Mt Dare.

With a week's worth of fine weather forecasted, our planned route would run west to east, starting at Dalhousie Springs and travelling east along the Spring Creek Delta Track, French Line, Rig Road, Knolls Track, K1 Line, QAA Line and finally over Big Red

to Birdsville. Research indicated the best route for trailers was along the Rig Road, where the remains of the clay-topped track aided progress. Leaving Mt Dare, it was rough gibber plains all the way to Dalhousie.

Dalhousie Springs is part of the mound springs fed from the Artesian Basin, with surface water measuring 36 degrees Celsius. Generally it's a great place during the day but ravaged by mosquitoes during the evening, so it's best to cover up and hide under fine insect mesh at dusk. Hybrid toilets, which are usually on the beak given the high throughput of visitors, service the camp as do cold showers.

Arguably, a better location for a first night's camp is out at Purni Bore, around 70km east from Dalhousie along the Spring Creek Delta Bypass Track or 137km from Mt Dare. The track traverses gibber tablelands and low sandy country, bypassing the Spring Delta clay pan. Despite the diversion, you may still encounter pools of water and

soft ground, so stick to the main tracks to avoid any boggy ground.

Purni Bore was sunk into the Artesian Basin in 1963 by the French Petroleum Company as an oil exploration well and later plugged below the water line. Unlike at Dalhousie, the springs here are unsuitable for swimming, with water flowing from the bore at 85 degrees Celsius. The bore water spills into a hot pool surrounded by wetlands, popular for wildlife at sunrise and sunset. A nature walk circumnavigates the area. Make sure you camp in the designated area so as not to impede the wildlife that drinks here. The campground is serviced by a long drop toilet and shower, the latter supplied with water from the bore. Instructions on the door aim to prevent any skin grafts from the hot water temperature.

The Rig Road track junction is 25km beyond Purni Bore bearing south. The dunes in these parts average 15m in height although progress is fairly easy going,



barring some soft crests. Our target destination for day two was in the general vicinity of Lake Griselda (121km), camping on a swale between two dunes to the south of the track.

With all the rainfall in recent times, the native bush rats were having a field day, diving in front of the Patrol and playing chicken with our Cooper STT boots. Big ravines ran perilously close to the track at times, requiring diversions on many occasions or carefully edging through them. That night we camped between two large dunes, lighting the communal campfire on a dry salt pan.

The increase in native rats also made their presence known around camp. One evening after finishing off a plate of damper smattered with jam, a rat appeared to help clean up the plate and even made a dash through the bush dragging the jam knife. With rats renowned for chewing, it was their late night antics that caused the greatest concern, nibbling away at wiring looms and the like. An old bushie's trick is to open the bonnet and leave a light on, as rats prefer to nibble in darkness. We've tried this on a number of locations where rats are prevalent with great success.

Lindsay Junction (133km) on the French Line was the destination for day three, but it proved to be more

difficult than expected despite running parallel to the dunes for a significant part of the day. Knolls Track was significantly overgrown with wiry cane grass and other shrubbery encroaching on the track, causing distress for some of the newer vehicles unaccustomed to pinstripe country. Three dead camels lay close to the track, suspected to be the targets of contract shooters. At the end of the day, two groups made it to

WIRY CANE GRASS AND OTHER SHRUBBERY ENCROACHED ON THE TRACK, CAUSING DISTRESS FOR SOME OWNERS OF NEWER VEHICLES UNACUSTOMED TO PINSTRIPE COUNTRY

Lindsay Junction for the overnight camp, with the last group bedding down between the Approdinna Attora Knolls and the WAA Line.

In order to regroup, we set a short target of Lake Poeppel for day four (39km) following the French Line. But even that proved to be a bit of a handful with smaller but steeper dunes, some with dual crests, the latter being the killer. Imagine punting along, gathering momentum for the dune ahead, climbing then backing off for the crest, only to find another short, steep climb beyond that.

The recovery gear copped a workout on this leg with the Maxtrax proving particularly

useful. After a few lengthy recoveries, the team quickly adopted a best practice approach. Following an unsuccessful attempt, the vehicle reversed down the dune, placing a set of Maxtrax where the vehicle became bogged. Other team members would fill in any scallops or holes to aid progress. On some of the really tough dunes, the process involved a couple of pairs of Maxtrax and use of ARB recovery straps.

On day five (97kms), traversing the QAA Line was much better than previous days, with more space between the dunes. Despite the fewer dunes, the climbs were more elongated and chopped up. Low range proved to offer more control with less wheel spin, particularly for those towing Tvs. That night we camped together on a swale between two dunes, 27km before the Vermin Fence. Overnight, the temperature dropped to -4.5C, clocking up the coolest night of the trip.

Day six (80km) would bring another highlight with the crossing of the fast flowing Eyre Creek, which had been closed until



the day before our departure. A diversion track led to an oasis – a welcome reprieve from the desert and teeming with waterbirds and plenty of greenery. Passing travellers had warned against the newer and shallower northern crossing, with sharp rocks blamed for a punctured tyre. Heading that warning, we sent two volunteers across the deeper southern crossing on foot to scope out the stony base, checking for holes, large rocks and the force of the current, flagging the best path across. With our ARB recovery straps and water blinds attached, one by one our vehicles safely completed the crossing, washing a trail of red dust downstream.

That only left Big Red, the biggest dune in the Simpson, for day seven (76km) to close out the trip. One of the solo vehicles led the charge and before long, our convoy of Tvals sat proudly on top of Big Red. Not to be outdone, some of the ladies had a crack and celebrated their achievement.

Rolling into Birdsville there were smiles all round, with the group having racked up another iconic destination to their tally. We gathered at the Birdsville Pub that evening to recount the past week and ponder over the destination for the following year. Cape York, the Canning Stock Route or something closer to home? Keep an eye on ARB 4x4 Action later this year for the full scoop.



LETTERS TO ARB



CONGRATULATIONS TO **BART**, 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.

Hi,

My name is Bart and I live in a beachside suburb approximately 180km south of Perth. We enjoy legal beach access for our 4WDs and as I'm retired I use my 4WD and the beach almost daily.

My main 4WD is a 2003 Mazda Bravo 2.5 Turbo Diesel Freestyle cab/chassis. When it came time to select a fridge, I was restrained by the space behind the front seats but due to the suicide doors this was deemed to be the perfect place to locate the fridge.

After extensive research I decided on the ARB 47L fridge and have never looked back. ARB Mandurah's salesperson helped, as his product knowledge contributed positively to the purchase decision.

The ARB fridge delivers so many better features than the other main players:

- protected controls located at the fridge opening

- non-protruding carry handles that don't look like an afterthought
- protected power cable outputs
- excellent and robust lid and hinge design that can't be damaged by over centre opening
- lid locking catch design superior to any other manufacturer – very user friendly
- drain plug for easy cleaning

I also recently purchased a very old but honest Nissan Patrol. It's a 1989 4.2 Petrol/LPG gas automatic long wheelbase wagon, and with nearly 300,000km on the clock, it still drives well and is intended for the beach and long fishing sessions. So another fridge was immediately identified as a priority and so I went back up to my friendly ARB retailer in Mandurah and grabbed one of ARB's 35L models.

Both fridges run 24/7. When at home or visiting friends and family, a 240V mains power cord is run to the vehicles. They are only switched off when cleaning is required. The 47L fridge is nearly

three years old and hasn't missed a beat, with cold beers all the time. The 35L is less than a year old but appears to be as happy as its bigger brother.

Hope the feedback helps and congratulations on a great magazine.

Kind regards,

- Bart

Happy reader, happy 4WDer and happy ARB fridge owner

G'day Bart,

What a great place to live and enjoy the local offerings with full beach access and ocean fishing at your fingertips.

We appreciate the honest feedback on all our products and your glowing report of the ARB fridge reflects what is truly a new and innovative design, creating the next generation of portable fridges. The unique ARB Fridge Freezer design is a result of significant market research with input from a wide range of customers around Australia, plus our own experiences from using older style portable fridges.

The six key features you rightfully point out have all contributed to the ARB fridge winning Australian 4WD Action magazine's best fridge comparo for the second time in a row. With your new 35 litre fridge in the Patrol, I am sure that you are equally impressed with the bright white LED display which makes it easy to read, especially in full glare such as beach driving.

I like the way in which you use 240V power to run the fridge when at home as this overrides the 12V circuit and keeps the charge in your vehicle battery – a very nifty feature especially when travelling to a powered campsite for the night.

Hopefully your return journey from the beach has a fridge filled with your catch of the day.

**- Robert Puts, Product Manager
Canopy & Fridge Freezer**

PRIZE FOR LETTER OF THE MONTH

This issue, we're giving away another portable air compressor kit, so here's your chance to win one! Simply write to us and ask us anything you'd like to know about ARB and our products. The letter of the month will be published in the next edition of ARB 4x4 Action, along with our reply. The winner will need to pick up the compressor from their nearest ARB store. Send your letters (250 words or less) including your address and daytime phone number to:

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

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



Hi ARB,

I am about to replace my dual cab ute with a newer model and am exploring options for the tub. I currently have a ute liner with an ARB fridge slide bolted to the floor. This is great as I have easy access to the fridge and protection for the tub. The only drawback is the difficulty accessing things behind the fridge.

To get around this, I am considering the ARB roller drawer with roller floor. This would provide organised storage plus access to the fridge and items stored behind the fridge. However, I would only like a single drawer as I need to put oversized objects in the other side of the tub. Does ARB make anything to protect the part of the tub that does not have drawers or is there another possible solution to this problem?

Cheers,

- Richard

Hello Richard,

It's always exciting when taking delivery of a new vehicle. You essentially have a blank canvas and many possibilities of how you might set it up.

In regards to the cargo area, it's a good idea to start by assessing your particular requirements. Over time our requirements often change and therefore a setup that once suited you to the ground may no longer be the best option for you today.

It seems like you have made good headway towards working out your storage requirements. You need a fridge installed towards the rear of the tub for easy access, other items stored behind the fridge but with a method of easy access, an area to put odd oversized items and protection for the tub floor and walls.

I think you are right on the money when you are considering the Outback Solutions Modular Roller Drawer System by ARB. This system has fantastic flexibility. Being modular by design, you are able to configure it into a number of different solutions, including stacker arrangements. Optional side floors can be installed in many configurations.

You are considering a single Outback Solutions drawer with roller floor module for your dual cab. A drawer with roller floor provides a fully lockable storage drawer and a roller top that slides out to provide easy access to the fridge and other items

stored on top. If you were to install the drawer module to either the driver or passenger side of the tub, the other side will be available for the odd oversized items you wish to store.

To provide protection to the floor and walls of the tub, a tub liner is still the best option. Tub liners can cause a small complication when installing a roller drawer as the liner is not the same profile as the tub. This is particularly of interest when installing an optional side floor, however all is not lost. There are two possible solutions to the situation. Firstly, you could choose not to install the optional side floor or secondly, many workshops are happy to trim a universal side floor blank to suit the tub liner profile. This is a little fiddlier and takes longer to install, however it looks fantastic once completed. Not all workshops are set up to do this, so you would need to speak with your local outlet. You might also consider a hotwire and plug to power your fridge while the ignition is off.

Installing an Outback Solutions drawer system also gives you options for the future should your circumstances change. For example, if the first module is installed in a suitable location, a second and even a third module could be installed next to the original at a later date.

Regards,

**- Andrew Bellamy, Product Manager
Outback Solutions drawers**



Hi ARB,

Wow. Your Spring edition blew me away as I found myself wound up in the newsletter instead of getting an early start to the day's workload. Wonderfully constructed and beautifully illustrated – not just a good read but emotive as well.

I loved Michael Ellem's article and tips on better photography, especially as he took me well away from my desk and plonked me in the middle of a river taking my best shots of my favourite vehicles tackling a water crossing – he had me right there where the action is.

Having been trained by my uncle, a former professional, I feel I have developed a sixth sense when it comes to taking photos and when your right thumb can dial in a setting while your left hand is working a radio, you know you and the camera are as one.

But then I turned the page...

Michael's work at capturing the Wedged-tail Eagle lifted me off my

office chair and had me soaring alongside this beautiful creature and as I returned to my reality I realised the emotion and the pure brilliance one 250th of a second in time can create. I shed a man tear and held back the urge to let out a gasp of breath as this image sunk in.

Well done, Michael. I'd love to meet you sometime as I too share your passion for this country and it's something that I love sharing too – sometimes words can't do an image justice but I'll try:

'As we approached Dalhousie Springs just after sunrise from the west in the October of 2004, I caught the briefest glimpse of a bird of prey swooping behind a dune right beside me. Always at the ready, I knocked the gear into neutral, whipped the handbrake on (surely but gently) and leapt from the car while it was still moving and ran to the top of the dune, right hand setting the Canon to sport mode, left hand removing the lens cover and manually preparing the autofocus lens for a close up maximum aperture for this one.

'As she whipped across the bottom of the dune with the rabbit tightly clasped in her talons, the larger than life hawk beat her wings harder and harder, gaining lift with every stroke. The Canon fired time and time again... the results of my labour unknown until the trip was over and the film developed. My heart leapt when I saw what I'd captured at 250th of a second that day near Dalhousie.'

The camera more often than not sits on my lap and sometimes on the passenger seat when I head off on my photo adventure weekends. Thanks again guys. I thoroughly enjoyed your work.

Michael, see you out on the tracks – I'm off to buy the Series III 2x for my 400L.

- Mark

Hi Mark,

It's great to hear how the Spring edition, particularly Michael Ellem's advice and images, has struck a nerve.

Mike has played an integral part in ARB's marketing for almost a decade and has been into photography since a young age. He previously worked as a watersports photographer but after buying his first 4WD in 1987, his interest in the area grew so much that he moved into the 4WDing field a few years later. Open any 4x4 magazine now and you're likely to see his name, his images, or both.

While the thought of heading off into the great beyond with a couple of 4WDs and a camera sounds like a bit of fun, in reality, it is a time consuming and exhausting process. After driving to a suitable location (potentially thousands of kilometres away), the perfect shot can require hours spent in the one spot, waiting for the right conditions. And because the best light for photography is around sunrise and sunset, it means getting up long before dawn and packing up long after dark.

Mike always puts a great deal of time and effort into his work. On a photo shoot, you may see him hanging out of a tree, trekking to the top of a sand dune or waist deep in water – all in the quest for the perfect shot. And when you see the extensive selection of images he returns with, it's easy to see why ARB and the 4WDing community are so impressed with his work. For more information or to contact Mike, check out his website at www.offroadimages.com.au.

And be sure to check out more tips and techniques from Mike later in this edition, plus his vast array of superb images that continue to take the magazine to the next level.

I'm also happy to let you know that Mike's advice and behind the scenes stories will continue to be a permanent fixture of ARB 4x4 Action.

- Kelly Teitzel, Editor



Hi ARB,

Firstly thanks Greg, Rebecca and Mark for their answers to the letters in the latest edition. You guys really know your stuff.

I have a 2010 MN Triton and have been researching lift kits. Most conversations I have with other 4WDing enthusiasts will inevitably include the question 'Are ya gonna get a lift kit, mate?'

Well, yes, eventually I will, but I'm more confused now than when I started researching because every manufacturer and retailer (and 4WD owner with one) has reasons why theirs is the best.

It seems to me that most punters I talk to think extra height is the most important thing, but surely vehicle stability and handling on the road should also be a consideration if the lift kit is for my daily drive. Yes, I want as much extra clearance as I can get but I also want my vehicle to be safe and comfortable for my family in all driving conditions.

Should tyre and rim size also be taken into consideration? What about drive shaft lengths and suspension travel? Are these factors important to research before making a decision?

In your expert opinion, what are the pros, cons and considerations that every 4WD owner should weigh up before purchasing a lift kit?

I would really appreciate your help with navigating through the marketing speak so that I can get the best possible solution for my vehicle.

Cheers,

- Chris

Hi Chris,

Thanks for your letter regarding your search for the most appropriate suspension upgrade. It can be a bit of a minefield with many factors to consider and we often get asked why people should upgrade their suspension.

Generally, the original equipment suspension set up is a compromise designed to suit all weight loadings – from no weight to maximum GVM – and you soon discover that one spring rate won't cater for all of the varying loads you may want to carry as a 4WD owner.

By fitting an aftermarket system, you are able to tailor your suspension to your requirements, particularly in regard to which spring rate best suits the weight you are carrying on and in your 4WD. It is also important that your shock absorbers, springs and other components are integrated to ensure not only the best performance on the highway but also enhanced ride when you hit the rough stuff.

Old Man Emu's primary consideration when engineering a suspension solution is ride quality, handling, safety and load carrying capabilities. As a result of the suspension upgrade, you also receive the benefits of increased ride height, which offers the benefits of improved approach, departure and ramp over angle, thereby helping you clear more objects when you're out off roading.

However, ride height can have its limits and these limitations can vary from vehicle to vehicle. It's important to take into consideration several factors when lifting the height of your vehicle.

Increased suspension ride height can cause caster and camber angles to fall outside the manufacturer's specifications, which results in vague steering. This can be overcome by use of a caster correction kit.

Raising a vehicle's ride height can also alter the driveline angle and change the relationship of the flanges at the differential and transfer case. In some vehicles, this cannot be overcome and driveline vibration becomes the limiting factor to the amount of ride height that can be increased.

And any time you change your suspension or ride height, it is recommended that you do a wheel alignment.

Other factors to consider are ball joint travel, brake lines, ABS wires and your local regulations regarding how much lift is allowed. It's also important to take into account the amount of testing the suspension upgrade has undergone, what warranty period is offered and the level of after sales service and support you'll likely receive.

I hope this has helped clarify the issues surrounding lift kits.

- Mark de Prinse, Manager
Old Man Emu

SAND DRIVING

WITH THE GOOD WEATHER AND HOLIDAY SEASON IN FULL SWING, MANY WILL BE HEADING TO DESTINATIONS THAT WILL ULTIMATELY INVOLVE DRIVING IN SAND.



Whether it's arid deserts or coastal beaches, sand covers a good proportion of destinations enjoyed by 4WDers in Australia. For the most part, travelling in the more remote deserts and northern coastal areas should only be considered in the cooler months of the year, as unnecessary travelling during the summer months, or 'the wet season', is not recommended due to excessive heat and flooding.

But that still leaves a lot of the country to play in. Before playing in sand, there are a few tips and techniques to know to keep you and your vehicle safe. Like any other soft surface where there is a possibility of bogging your vehicle, the best way to tackle sand is to stay on the surface. There are a number of ways this can be achieved:

TYRE PRESSURES

Reducing your tyre pressures is first and foremost in ensuring your vehicle stays afloat on sand. Lower pressure increases the footprint of your tyre and therefore spreads the load of your vehicle over a greater area. We covered tyre pressures in detail in Mark Allen's article in the Spring 2011 edition of ARB 4x4 Action magazine – if you haven't read it, visit www.arb.com.au/news/newsletters for the online pdf.

KEEP TO MARKED TRACKS

Marked tracks usually have a harder base than surrounding areas due to compaction over time. The exception to this is when cresting dunes or sand drifts where the action of wind has softened the surface. Lower tyre pressures and a little momentum is usually enough to ensure your vehicle will pass through the softer areas.

WHEN THERE ARE NO MARKED TRACKS

When driving on beaches where there are no marked tracks, keep to the area below the high tide mark but well away from the water's edge. Damp sand closer to the high tide mark offers a harder surface and will also mean you are not driving in a potentially vegetated area. When driving closer to the water's edge, however, the sand becomes a trap and can easily dissipate below your tyres, bogging a vehicle quickly and leaving it at the mercy of the incoming tide.

Inland creeks that meet the coast can be a hazard for 4WDs travelling along beaches, with sharp drop offs created by the fast flowing fresh water. This is the only time when travelling closer to the tide is recommended as the wave action meeting the inland water usually reduces the size of the drop off as well as offering the firmest base. Caution is the rule as careful timing is needed along with sufficient speed to ensure your vehicle is not hit by a wave or its wash. Watching the wave sets and ensuring you cross at the highest point is the safest option.

WATCH THE TIDES

Always be mindful of the high and low tide times when travelling in coastal areas. You may need to retrace your steps only to find the beach you traversed is under water. Likewise, at high tide inland creeks will run slower and deeper where they meet the coast.

SALTPANS AND SWAMPS

Saltpans and swampy areas can be found both in desert areas and along the coast and can be a hazard for 4WDs. Unless a saltpan is dry, you should always drive around it as the weight of the vehicle will leave unsightly tracks in the surface that may last for years.

The edges of salt lakes will always be firmer than the centre, but if a marked track crosses the middle of the saltpan always walk the track first to check for softer patches. The weight of a vehicle can easily break through the salty crust into the quagmire that lurks beneath.

DUNES

Sand dunes can be found both in coastal areas as well as deserts and weather conditions and prevailing winds play a big part in how easy they are to traverse. Generally, sand dunes are crossed at 90 degrees to the direction they run so as to limit the possibility of rollover from acute angles. But drivers need to be aware of what is on the other side of the crest especially when travelling in the same direction as prevailing winds, as the opposite side of the dune may have a drop off that can be metres high.

The crests of sand dunes can be dangerous not only because of drop offs but also because of oncoming traffic. Fitting a safety flag to the tip of an aerial or fitting a purpose built sand flag will help to warn others of your approach up a dune. If you are in doubt of what is on the other side, get out of your vehicle and check on foot.

SAFETY

On a final note, safety is just as important driving in sand as it is on any other surface and high speed and sudden braking are situations to avoid. Heavy 4WDs will dig deeply into the sand when cornering or braking and this increases the chance of bogging or vehicle rollover. Slow cornering and coasting to a stop will avoid any unnecessary risks.

Travelling with another vehicle and the right recovery equipment such as snatch straps, sand tracks, an air jack as well as a long handled shovel will ensure if a mishap occurs, you are able to get your vehicle out safely.



ON A HIGH

THE NEW TOYOTA HILUX GETS THE FULL WORKOUT WITH A MASSIVE RANGE OF ACCESSORIES FROM ARB.



Following months of research and development from the team at ARB, owners of the latest model Toyota Hilux now have access to an extensive array of accessories to make their 4WD even more formidable off road. New products include deluxe bull bars, under vehicle protection, roof racks, Old Man Emu suspension and Air Lockers.

The deluxe bull bar range presented a few challenges for ARB's engineers due to the altered front bumper. But new inserts and extended upswept wings have been incorporated into the design to ensure the new deluxe bar range complements the new look of the Hilux.

Available for flared and non-flared models with and without fog lights, the deluxe bull bar range offers both non winch and winch applications up to 9500lb. Offering outstanding protection, the bull bar range also utilises ARB's proven split pan design for increased airflow and multi-fold wings for optimised strength and approach angle.

Along with the strength and design related aspects, these bars also incorporate a number of useful features to ensure owners get the most out of their Hilux. Recessed housings located in both wings provide protection for the indicators and, where applicable, the optional fog lights, while a range of IPF driving lights can be selected for improved visibility at night. Coming with twin Hi-Lift jacking points, the deluxe bars have provision for two CB aerials and are finished in a durable powder coat which provides the perfect base for colour coding.

When off road, enthusiasts will subject the Hilux to a range of harsh terrain such as hill climbs, corrugations and rocky tracks that can test the performance of the original suspension. Other Hilux owners subject their vehicle to various load setups, which can vary from next to nothing to over a tonne of equipment including fuel, food, passengers, camping equipment and accessories. To address this,

AVAILABLE FOR BOTH DUAL CAB AND EXTRA CAB VARIANTS OF THE HILUX, ARB CANOPIES ARE SPECIFICALLY DESIGNED FOR THE VEHICLE TO ENSURE THE BEST POSSIBLE FIT AND APPEARANCE



Old Man Emu has released a range of customised suspension systems incorporating tuned Nitrocharger Sport shock absorbers and matched springs to deliver a consistent, high level of ride comfort, handling and load carrying ability. Old Man Emu's suspension systems for the HiLux also increases the vehicle's ride height, thereby minimising possible under body damage while maximising the vehicle's wheel articulation.

Among the extensive range of other products available for the HiLux is vehicle-specific ARB under vehicle protection. Manufactured from laser cut steel, the protection panels are designed to protect the vital components under the HiLux such as the steering, sump, transmission and transfer case from branches and other off road debris.

ARB has also released a range of roof racks for the HiLux. Ideal for freeing up space in the vehicle or carrying bulky items, all ARB roof racks are superbly mounted to



ensure proper load distribution and feature an inbuilt air deflector plate to help decrease wind noise, most evident when driving at highway speeds. The range includes roof racks suitable for mounting to ARB's canopies.

Available for both dual cab and extra cab variants of the HiLux, ARB canopies are specifically designed for the vehicle to ensure the best possible fit and appearance. Offering valuable extra storage space, ARB canopies are manufactured from thermal-formed, extruded ABS materials which are strong, lightweight and eliminate the unpleasant odour common with fibreglass canopies.

Other products for the HiLux include ARB Air Lockers, a Safari snorkel and rear step tow bar. For more information on all these products and ARB's full range for the HiLux, visit your nearest ARB store or stockist.

// Contact ARB for part numbers and pricing



TESTING OUT BACK


Outback NSW featured as a testing ground for the products fitted to the new Toyota HiLux. During five days of off roading, ARB's products were put through their paces on rocky terrain, hill climbs and through river beds. 4WDTV was there to film the trip, so be sure to keep an eye out for the fully kitted-out HiLux in an upcoming episode of the show.

READY FOR THE FACELIFT HILUX:

- ARB deluxe bull bars
- ARB deluxe winch bull bars
- ARB commercial winch bull bars
- ARB recovery points
- IPF lights
- ARB under vehicle protection
- ARB rear step tow bars
- ARB roof racks
- ARB canopies
- ARB Air Lockers
- Old Man Emu suspension
- Outback Solutions drawers
- ARB auxiliary battery systems
- Long Ranger fuel tanks
- Safari snorkels

TO THE POINT

THE NEW ARB RECOVERY POINT RANGE AIMS TO SET A NEW INDUSTRY BENCHMARK FOR HOW RECOVERY POINTS ARE DESIGNED, TESTED AND SELECTED BY 4WDERS.

A close-up photograph of a vehicle's tow hook assembly. The hook is black metal and is attached to a white plastic housing. An orange and white recovery strap is connected to the hook. The strap has a black oval logo with the text 'ARB RECOVERY' in white and red. The background shows a rocky, hilly landscape under a clear blue sky.

GENERIC TOW POINTS, WHILE RATED TO 10,000LBS OR SIMILAR, ARE NOT VEHICLE SPECIFIC AND SO MOUNTING THEM IS OFTEN LEFT IN THE HANDS OF THE PURCHASER

For many years, ARB has been asked by four wheelers, “Are the recovery points on my vehicle rated?”

Currently there is no Australian Standard or Australian Design Rules relating to vehicle recovery points. In relation to factory or original equipment fitted hooks, towing eyes and tie down points, ARB has always referred owners back to the vehicle manufacturer for clarification. Needless to say, our customers came away either none the wiser or frustrated to find that the ‘recovery’ point was merely designed to hold the vehicle during transport or for light towing purposes.

There are, however, many types of generic tow hooks available

on the market that are rated to 10,000lbs or similar, and whilst these may be suitably rated for some vehicle recoveries, their design is not vehicle specific. Mounting these hooks is often left in the hands of the purchaser, who is unable to determine whether the surface they have mounted it to can handle the load exerted during a recovery.

To add to this, there is confusion throughout the 4WDing community regarding the selection of rated shackles and straps and whether generic tow points will safely handle the stresses generated by an angled pull during vehicle recovery.

With these factors in mind, ARB began developing a new recovery

point range that aims to set a new industry benchmark for how recovery points are designed, tested and selected by 4WDers in Australia. Initial models focused on the pre 2011 Ford Ranger/ Mazda BT50, Toyota HiLux, Nissan GU/Y61 Patrol and Toyota LandCruiser 70 Series.

Each ARB recovery point has been built from the ground up and underwent considerable research and design involving actual vehicle chassis samples and CAD data relating to critical front sections of the vehicle. Multiple designs were explored, with the more promising models built into prototypes and tested on the actual vehicle chassis using ARB’s various load and destructive testing equipment.

DOZENS OF DESIGNS WERE EXPLORED, WITH THE MORE PROMISING MODELS BUILT INTO PROTOTYPES AND TESTED ON THE ACTUAL VEHICLE CHASSIS



Some vehicle models demanded very complex mounting systems to ensure fitment did not affect air bag deployment in the event of an accident. But with months of design and testing dedicated to each individual recovery point, ARB's engineers have ensured that the crush pulse of the vehicle remains unaffected, whilst also ensuring the recovery points are fitted in the optimal location to handle the stresses experienced during vehicle recovery.

One of the most important aspects of vehicle recovery utilising kinetic energy recovery (snatch) straps is that the strap itself needs to be the weakest link in the recovery chain. This was a key element in the design of the range. Greg Milton, ARB's National Product and Services Manager, explains.

"It's a bit of an odd thing to get your head around at first, but really, we wanted the strap to break in an extreme recovery situation and not what it is attached to or by," Milton says. "Go find a rubber band and flick the back of your hand with it

stretched out. Now imagine the forces a 60mm wide snatch strap can unleash. That is bad enough, but you do not want a piece of broken metal attached to the end of that strap."

ARB's engineers therefore focussed considerable attention on the development of a 'recovery train', in which they tested and verified what rated strap and bow shackle size is compatible with the ARB recovery point. This has not only simplified the use of recovery points out on the track, it has increased customer safety and reduced the likelihood of vehicle damage through misuse or incorrect selection of associated recovery point equipment. In doing so, the engineers were able to create a standard across all of the recovery points, with the recommended rated bow shackle for all ARB recovery points being 4.75t, paired with an 8000kg rated snatch strap.

Another important design requirement was the ability of these points to be rated in an angled direction of pull, and this

has been achieved for angles up to the maximum turn angle of the front wheels of the vehicle. With this requirement came questions of how the snatch strap is attached to the point, and for this reason ARB recovery points have a long slot that allows the bow of the shackle to be fed through and the strap then attached via the pin instead of the bow. This allows the shackle to pivot within the recovery points to avoid side loads on the pin.

Coming with a two year warranty, ARB's recovery point range is available now from ARB resellers.

Toyota HiLux 2005 on
// Part no: 2814010

**Mazda BT50/Ford Ranger
pre-2011** // Part no: 2840010

**Toyota LandCruiser 70 Series
1999 on** // Part no: 2812010

**Nissan GU/Y61 Patrol 3.0L
2002 on** // Part no: 2817010

ENGINEERING THE RANGE



DOZENS OF REDESIGNS, COMPLICATED TESTING PROCEDURES AND A FEW BROKEN CHASSIS – ENGINEERING THE RECOVERY POINTS HASN'T BEEN EASY.

Without an industry standard to use as a benchmark in the development of reliable recovery points, ARB's engineers started from scratch and in 2010 sourced the original chassis of each specific vehicle in order to undertake extensive testing.

Using a load cell, which measures forces in a line of pull, the engineers first began quantifying the specific force loads typically experienced on the chassis during a vehicle recovery. This testing was undertaken on a specially designed jig with hydraulic rams which allow not only straight pulls but also angled and vertical pulls of over 45° to best represent various recovery situations out on the track.

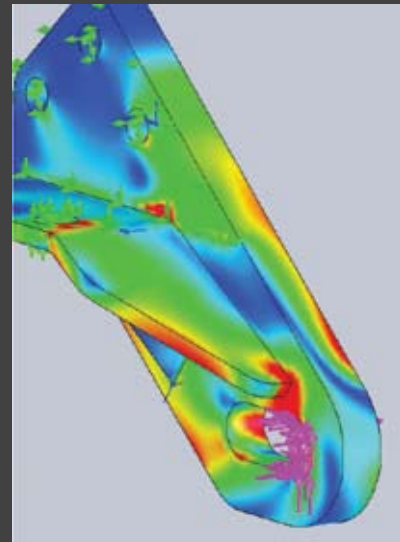
After ascertaining the baseline target force, the engineers then turned to the individual vehicle models. The brief for the ARB recovery point was complicated – for each vehicle it needed to be compatible with accessories such as a bull bar and under vehicle protection, be within easy reach for users when fitting the shackle, and it needed to not interfere with the vehicle's approach angle. Critically, it also couldn't affect the crush zones involved in air bag deployment.

The engineers set their sights on the vehicle's fixtures, locating the

most solid part of the under body to allow fitment of the recovery point without having to drill or modify the vehicle.

The next stage involved designing the overall geometry of the recovery points, with initial Finite Element Analysis (FEA) concepts altering hugely from the finished product. The very first ARB recovery point prototype was actually an entire front brace. Measuring in at over a metre, it looked similar to a tow bar in design. FEA software, which measure stress loads in various areas of the recovery point, helped the engineers shrink the size of each model as much as safely possible to the size and shape the recovery points are now.

With the design program moving to prototype stage, the hydraulic test rig was then used to validate whether the chassis could handle the forces placed on the recovery point. Of key importance was the use of a FARO arm to measure any possible deflection in the recovery point or chassis. Able to measure deflection down to 0.02mm, the FARO arm was the final test before the recovery point prototypes were fitted to vehicles, tested in real life scenarios and then moved to production stage.





THE BIG CHILL

Words & photography by Mark Allen



TRAVELLING FAMILIES NEED PLENTY OF FRIDGE SPACE – OUR HUGE 78L ARB FRIDGE FREEZER HAS BEEN PUT THROUGH A REAL WORLD TEST... KIDS AND ALL.

I managed to survive a two year trip around Australia with just a 40 litre fridge. Granted, I was travelling solo and didn't store or cook the world's most extravagant food or meals, but 40 litres was just fine for me. That small (in comparison) fridge also served me well for my time working in the scrub as a surveyor... again, simple meals and plenty of fluids.

Fast forward some 20 years, add a good wife (who dishes up some magnificent meals and so needs plenty of fridge space), plus three hungry little boys (they tell me teenagers will really test the wallet and fridge space) and it was obvious that the measly 40 litre capacity would never handle the workload or volume.

So, having spotted the updated and expanded range of ARB fridges, I opted for the largest they had – the mighty 78 litre fridge. I'd had plenty of experience with the smaller 47L ARB Fridge Freezer, so figured the largest offering would serve me well.

As expected, the larger fridge does use more power – you really don't get all that extra room for no added outlay (a slight increase of 12 volt power). The larger Danfoss BD50 compressor is the main reason for the slight increase in power use, so too the larger volume of air, food and drinks that it has to keep cool.

Noting that ARB was pushing this particular fridge, with a height of just 508mm, as suitable for many off road trailers, I figured it should suit me and the family down to the ground. As it happened, we were in the process of building a new custom camper trailer and the front-mounted fridge box could be built to perfectly suit the dimensions of the 78 litre unit.

While this humongous fridge is rated as a fridge/freezer, not a fridge and freezer at the same time, we didn't really have any intention of using the freezer capabilities. Rather, maximum fridge space was our main want.



To date, we've carted this fridge throughout the NSW north coast and a few short trips into the Blue Mountains in our camper trailer, as well as on a couple of work-related

my outrage if they'd damaged the fridge or lid! Luckily, the lid is designed to 'knock off' from its hinges and then easily slot back into position – very clever!

DUNNO WHETHER YOU'D NOTICED IT, BUT THIS FRIDGE IS RATED TO CARRY 120 CANS... NOT THAT I COULD CONVINCE THE GOOD WIFE THAT THAT'S ALL IT'S GOOD FOR!

trips in various 4WDs. One thing to note here is that this fridge really is a two person job to move around – it's heavy when loaded, plus it takes up a lot of room in the back of a 4WD wagon but is just perfect for in the back of a ute. For the times I've used it in our Cruiser, it's been relegated to the opposite side of the cargo area as it won't fit into the fridge slide of our old 40 litre fridge.

The internal wire basket with its removable divider is a great concept to help keep food and drinks in order and can be totally reversed to allow those nice long fresh fish I catch on the beach (or the bread sticks the good wife buys) to overlay the dairy section, utilising the full length of the fridge.

The handy LED light makes for shorter door opening times by the little kids while fishing around trying to find their snacks, plus the removable lid saved a few repair bills when the kids accidentally knocked it off its hinges! Imagine

Along with the fridge, we also opted for a set of ARB fridge tie down straps. While all they do is keep the fridge in place, the ARB engineers have (once again) outdone themselves in the design and simplicity of use. I'll never use rope or old straps again to hold my fridge in place... I promise.

I'd always recommend going for a slightly larger camping fridge than you think you'll need (provided it'll fit in your vehicle or trailer), as you'll find plenty of use for it not just out camping. One huge advantage of owning such a large fridge is the extra use you'll have for it around the home when plugged into 240 volts. Yep, come BBQ or party time, the 78 litre fridge was put into use in the backyard for drinks. Continuous opening and closing of the clever lid and latch sure tests the system. So did the non-caring guests who let the lid drop (instead of gently closing it) and the not-so lightweight fellas who seem to

think the fridge would be fine to sit on! Why they don't sit on a chair is beyond me, but at least the metal cased fridge was up to my mate Davos' fat backside!

Not sure if the clever ARB engineers and designers meant for this type of abuse, but just as well they erred on the well-built side of the design parameters.

The Big Chill (as my eldest little boy has been calling it) has served us exceedingly well. The good wife is over the moon at the amount of food she can take away, the kids just love drinking all that juice and munching out on yummy treats, and me... well, I'm a happy camper 'cause a happy wife and family makes for a happy hubby!

Oh, and dunno whether you'd noticed it, but this fridge is rated to carry 120 cans... not that I could convince the good wife that that's all it was good for!

My only beef with having such a large fridge is having four different people ask to borrow it for BBQs, plus one fella needed it for a camping trip to use in the back of his ute, and I've lost count how many have asked if it'd fit into their camper trailer. It seems a huge fridge is worse than owning a ute when it comes time for loaning it out.

Perhaps I shouldn't have boasted to so many how good it is, eh!



TWO NEW ARB STORES

43 ARB STORES CAN NOW BE FOUND AROUND AUSTRALIA FOLLOWING THE OPENING OF ARB BURLEIGH HEADS IN QLD AND ARB WELSHPOOL IN WA.



ARB 4x4 Accessories, a proudly Australian owned company, is pleased to announce the recent opening of ARB Burleigh Heads at 48 Kortum Drive, and ARB Welshpool at 143 Welshpool Road.

From protection equipment and Old Man Emu suspension to canopies and Air Lockers, these new stores join a network of ARB suppliers offering a full range of accessories to meet the needs of all four wheel drivers. Their sales teams will be more than happy to assist in determining the right gear for you.

All ARB stores feature modern workshops equipped with state of the art installation facilities to improve turnaround times for customers, while many also contain comfortable lounge areas where you can sit back and enjoy a hot drink while you wait.

The arrival of ARB Welshpool and ARB Burleigh Heads highlights the continuing growth of the ARB brand, which has seen the emergence of nine new stores and three major relocations to larger premises since

2010. ARB Marketing Manager, Matt Frost, explains the reason behind ARB's growth. "It is quite clear that Australians are getting more and more adventurous and are choosing Outback travel in preference to overseas holidays. Our continued expansion is largely due to our loyal customers and the dedication of our hard working staff. As a result we have seen an unprecedented demand for quality 4x4 accessories."

Whenever a customer walks into an ARB store, whether it be in Darwin or Dandenong, they can expect unrivalled service from trained 4x4 professionals. The majority of staff own a four wheel drive or spend time off road whenever their schedule permits, allowing them to provide first hand advice to customers.

So whether you are planning a short weekend away to the Victorian High Country, a year long trip around Australia or you just want to deck out a new work vehicle, ARB has the equipment and friendly advice to equip you for any adventure.

CALENDAR

GET THE YEAR ROLLING WITH THESE EVENTS ACROSS THE COUNTRY.

For the latest up-to-date info, head to the Calendar of Events link on the ARB website.

FEBRUARY

ARB Ballarat Open Day

February 4

1004 Humffray St, Ballarat
Ph: (03) 5331 7078

4 Wheel Drive Spectacular

February 11-12

Queanbeyan Showgrounds,
Queanbeyan
www.4wdspectacular.org.au

Victorian 4WD show

February 19

Wandin Park Equestrian Centre,
Wandin
www.victorian4wdshow.com.au

SA Caravan & Camping Show

February 22-26

Adelaide Showgrounds, Wayville
www.caravanandcampingsa.com.au

ARB Artarmon Open Day

February 25

3 McLachlan Ave, Artarmon
Ph: (02) 9438 4484

MARCH

ARB Orange Open Day

March 3

2 Cameron Place, Orange
Ph: (02) 6369 0700

Victorian Caravan, Camping & Touring Holiday Show

March 8-13

Caulfield Racecourse, Caulfield
www.caravanshow.com.au

Perth Caravan & Camping Show

March 15-19

Claremont Showgrounds, Perth
www.caravanandcampingshow.com.au

ARB Moorebank Open Day

March 17

103 Newbridge Rd, Moorebank
Ph: (02) 9821 3633

National 4x4 Show & Outdoors Expo

March 23-25

RNA Showgrounds, Brisbane
www.4x4show.com.au/brisbane

Karoonda Farm Fair

March 30-31

Karoonda, SA
www.farmfair.com.au

ARB Brighton Open Day

March 31

793 Nepean Hwy, Brighton
Ph: (03) 9557 1888

APRIL

Kapunda Farm Fair

April 20-21

Kapunda, SA
www.kapundafarmfair.com/2012

NSW Caravan, Camping, RV & Holiday Supershow

April 21-29

Rosehill Racecourse, Rosehill
www.supershow.com.au

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IN SEASON

Words & photography by Pat Callinan & Liz Rogers

PAT LETS US IN ON SIX OF THE BEST EXPERIENCES FROM HIS LATEST 4X4 ADVENTURES.

With season four of Pat Callinan's 4X4 Adventures all filmed and dusted, I'd love to share with you some of the highlights of the journeys. Like any of your adventures, mine are no different in that something always sticks out from the rest – whether it's a planned tour, a great character you meet or a location that just blew your mind. So here are a few of mine.

1. THE KIMBERLEY – Horizontal Falls

You might have seen the horizontal falls on a Malcolm Douglas documentary or similar. They're a phenomenon where the shifting tidal waters get stuck between two giant rock walls, forcing a rush of white-water to jettison through. The fun bit? You can go through on a boat! Even better? You catch a seaplane out there from Derby.

Even better? You can fish on an elevated coral reef in a hole that

pretty-much guarantees you a catch. Want more? You can also pick up fish right out of the water. I don't want to spoil the fun, but the Horizontal Falls Seaplane Adventure is a blast.

2. LIMESTONE COAST, SA – Picanninnie Ponds

The Limestone Coast stretching from Goolwa down to Mt Gambier is simply stunning. You'll know it for the beautiful sand dunes around Robe, the limestone sinkholes and the sheer beauty of the coastline.

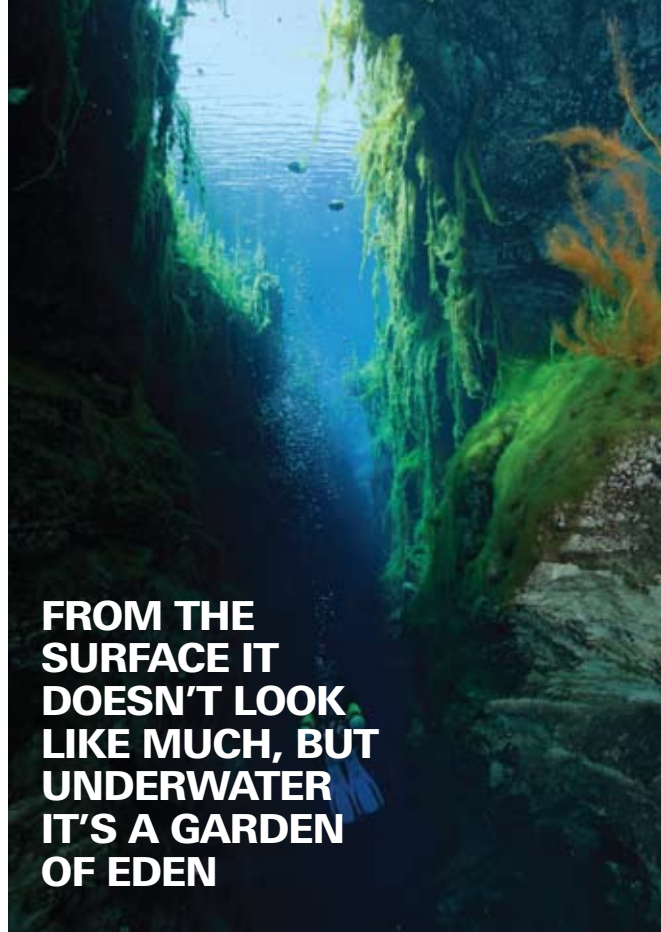
What you might not have heard of is Picanninnie Ponds. It's a freshwater spring that plunges 104 metres into the ground. From the surface, it doesn't look like much, but underwater, it's a garden of Eden, with vision for over 40 metres (better than any saltwater dive site in the world). Located just near the Victorian/SA border, make sure you wetsuit up because the water is cold!

3. OUTBACK NSW – Bindara Station Stay

Outback NSW is simply brilliant when it comes to Australian heritage, and if you bottled it up into a concentrated version, I reckon it would look something like Bindara Station Stay. Built somewhere around the 1860s, the homestead is classic Aussie heritage, but the campsites on the banks of the Darling are just brilliant. And your hosts Bill and Barb are pretty special too. You can track this place and a heap of other similar places on www.outbackbeds.com.au

4. NINGALOO, WA

Fancy a campsite where you can have not just ocean views, but reef views? And all for a measly \$20 a night? Ningaloo Station, south of Exmouth in WA might be what you're after. It's the perfect place to chill out after a trip into the Pilbara.



FROM THE SURFACE IT DOESN'T LOOK LIKE MUCH, BUT UNDERWATER IT'S A GARDEN OF EDEN

5. DARGO, VIC

If all pubs were as good as the Dargo Hotel, I'd weigh about 400kg. Order the rump here and it literally falls off your over-sized plate. God bless the High Country!

6. INSKIP POINT, QLD

There aren't too many places on the east coast of Australia where you can watch the sun set over the water – but you can at Inskip Point. Yes, it can get crowded but when you've got sheltered waters, great campsites and you can catch the Fraser Island barges two minutes away, why wouldn't it be busy?!

Yep, after another season and a whole lot of kilometres, I'm even more convinced that a 4WD is the best way to see Australia.

Keep the shiny side up!

- Pat Callinan

Pat's latest DVDs are in ARB stores now, including all eight episodes from his latest season. For more information on the show or Pat Callinan's 4X4 Adventures magazine, visit www.mr4x4.com.au





PHOTOGRAPH SPECIFICATIONS

Camera: Canon EOS-1Ds Mark II
Lens: Canon EF 16-35mm IS USM at 16mm
Exposure: 1/5 second at f 22
ISO: 50



BUSH MECHANIC REPAIRS

LOCATION: Madigan Line

This would have to have been one of my favourite trips, probably due to its absolute remote location. We drove for six days without seeing a single vehicle, with no tracks visible ahead, just the security of good friends and a couple of GPS units to steer you in the right direction.

Even at these crawling speeds, the vehicles were taking a beating as dune after dune, we pushed around the Spinifex. This was just nasty stuff.

Just before sunset, a couple of mounts on the Defender finally let go to the constant battering.

So we wrestled the beast to rest in the middle of a huge clay pan, and Brad Newham, the bush mechanic, dragged out the tools.

I had to be quick as this wouldn't take him long to fix, so I moved in with the trustie 055 Monfroto Tripod and a really wide lens with a protective filter.

The sun doesn't wait for you in these moments and neither does Brad. With the Canon set to manual, I calculated the exposure for the horizon, matched up with a small aperture to allow a longer exposure, to showcase the welding sparks.

After around four shots, the component was fixed and I was able to enjoy seeing the rewards of a quick planned image on the camera's LCD screen. The shot was a success, and the use of the filter saved the front lens element from a single spark which destroyed the filter.

Oh and for all the Landie fans out there... how good does the Defender look silhouetted on the horizon? And it made it all the way back to Sydney.

- **Michael Ellem**

ARB UMBRELLA



STAY DRY THIS WET SEASON WITH ARB'S NEW UMBRELLA.

Designed to help you stay dry in all conditions, this golf-sized umbrella features logos from some of our most recognisable product lines, including Old Man Emu, Air Locker, Warn and IPF. With a smart blue and white panel design and finished with a rugged tyre mark for a tough 4x4 look, the umbrella is perfect to keep in the back of your 4WD or at work to avoid a wet walk home.

// Part no: 217398

OUTDOOR ELEMENTS CAP

Stay protected from the harsh Australian sun with ARB's Outdoor Elements cap. Made from a polyester and wool blend, the cap has a vintage look with three embroidered badges on the front.

An adjustable buckle ensures a comfortable, secure fit to suit any off road jaunt.

// Part no: 217411



OFF THE BATT



Redarc Electronics has just released the new Smart Start dual battery isolator and wiring kit. Designed to prevent your auxiliary battery from draining your main battery, the kit significantly extends battery life and can be used in both 4WD and marine applications. The Smart Start isolator features sophisticated fault detection technology and runs cooler than conventional isolators, making it perfect for any overnight or extended 4x4 foray.

// Part no: SBI12KIT



FUEL UP THE FJ CRUISER

Compatible with ARB's rear bar for the Toyota FJ Cruiser, the new auxiliary fuel tanks from Long Ranger deliver a huge increase in fuel capacity without compromising departure angles for off road touring.

Featuring 2mm aluminium coated steel construction, both the 84L

and 120L tanks incorporate full internal baffling, transfer pump and a new dual filler for easy filling. The base of the fuel tank utilises one continuous piece of sheet metal, ensuring a minimum amount of heat as well as a reduction in possible

stress from welded joins. Further strengthening elements within the design of the 84L and 120L tanks aid in the stiffening of large flat panels, reducing the risk of fatigue-related stress cracks that may result from travel on extreme corrugations.

The safest alternative for fuel storage, the auxiliary tanks also come with a new dash mounted LED switch/gauge which displays the amount of available fuel in the tank while also giving users the option of transferring fuel at the push of a button.

Coming with a three year warranty, every fuel tank is individually pressure tested while being placed under water at a maximum of 5PSI.

Both auxiliary fuel tanks, along with a huge range of vehicle-specific fuel and water tanks from Long Ranger, are available now from your local ARB distributor.

120L // Part no: TA71L

84L // Part no: TA71S

ARB LAUNCESTON TO THE RESCUE

The latter part of 2011 saw members of the charity Operation Rescue Assist Timor-Leste donate their time and holidays to travel to Timor to deliver equipment and train the Dili Fire Brigade in road accident rescues.

The formation of the charity came as a result of former Australian police and defence force personnel seeing first-hand the conditions of Timor's roads and dangerous driving conditions while on stabilisation deployments.

Made up of personnel from Tasmania's fire service, SES, ambulance and police, the team who travelled to Dili took with them

a \$50,000 donation that included a Lucas Jaws of Life, chainsaw, trauma packs, medical equipment, and personal protective equipment for fire fighters. Also as part of the donation, ARB Launceston donated two Magnum winches and a Spacecase for equipment storage and transportation.

Magnum and Warn winches are often used by emergency services in road accident rescues to stabilise vehicles and assist in disentanglement procedures. The winch provides an integral part of the rescue, particularly when a vehicle is on its side or in an elevated position.



Project co-ordinator Oliver Breeze was grateful for ARB Launceston's contribution. "Thanks to Justin Cook and ARB Launceston, the Dili Fire Brigade is now able to stabilise the vehicle and undertake road accident rescue and patient extraction safely," Breeze says. "We are very grateful for the assistance from ARB Launceston. Thanks for your support, or as they say in Timor - 'Obrigadu'."

CREATING YOUR OWN STYLE

Words by Michael Ellem. Photography by Michael Ellem & Mark Bean

MIKE EXPLAINS WHY EVERY PHOTOGRAPHER SHOULD SHOOT THEIR OWN WAY.

Many years ago whilst in Alice Springs on a new vehicle launch, I was part of a group which included six photographers all trying to get the best shots for their contracted clients. Among them was a photographer, an older guy who I had admired in the early days of my career, who was photographing the same subjects as I but he always remained standing.

This was rather confusing to me as I would notice him over my shoulder standing, shooting at a river crossing whilst I had my knee in the water and the little finger of my camera hand assessing the water level as I framed the image capture along the waterline, rattling off a bunch of film frames.

I never questioned him as I figured it would only offend, but this was his style and I was developing my own style, my way. If I had tried to copy his style, my photography experience would have completely changed.

Photography is an art form which brings out an individual's own style and interpretation of a scene or subject. You, the photographer, have the ability to create your own look in capturing a subject which is different to anybody else. This is what feeds photographers and gives them the passion to keep moving forward with creative image capture.

When working with a group of photographers who are all photographing the exact same subject, you can almost guarantee



that the images will be different. I have personally experienced this many times and find it very interesting. It is simply due to the fact that we are all individuals and have our very own styles and imagination.

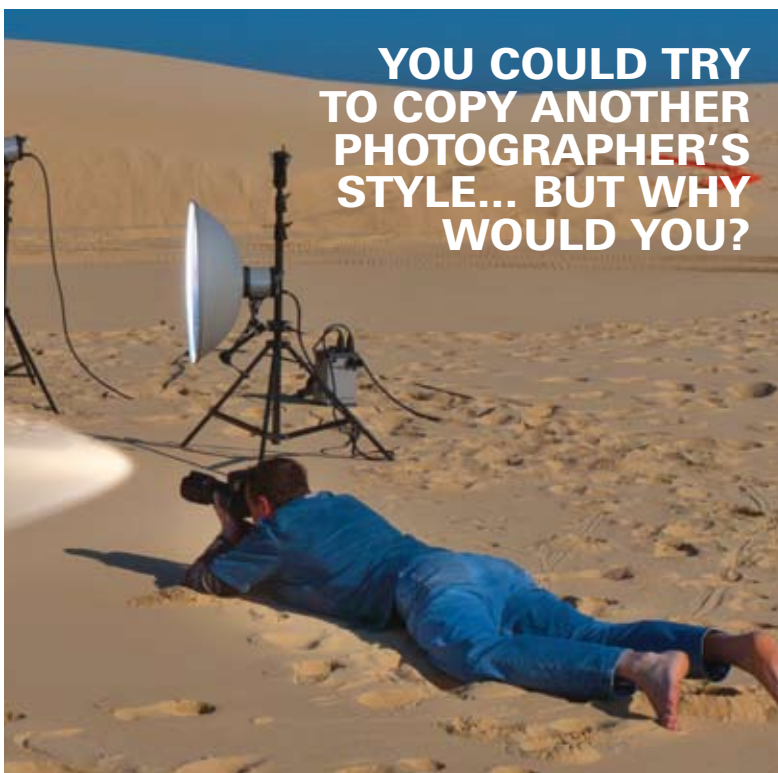
You could try to copy another photographer's style... but why would you?

Spend some time trying to understand for yourself what you are wanting to achieve in photography and create your very own style.

For me, I use Canon high end DSLRs for my work as a professional photographer shooting 4x4s and prefer to have the enclosed vision of the image in order to control a sharp and accurately composed image whilst producing a photograph. But for certain shots, my eye needs to be at the level of the camera, which might be actually near to the ground. I am told by other photographers it basically looks like I am doing yoga.



Now, you might think that because you are shooting a basic point and shoot or compact camera that you are not able to start building your own style. This is completely untrue. Most point and shoots are different to the typical SLR cameras in that they rely on the viewing of the image being photographed on the back LCD screen instead of looking through the viewfinder on the SLR.



This actually makes things really easy to create a well composed image, as you are looking at the image as though it was a small photograph directly on the back of the camera, giving you the opportunity to shape the image to your liking.

So if you don't want to lie in the dirt like I do, you will do well with one of these compacts. The ability to change camera position with one of these little beauties is really made easy, as you can be crouching with the camera on the ground or standing with the camera a foot above your eye's view. Experiment by setting up different levels of vision, as the best image might be actually taken from ground level.

See... you are already developing your own style.

KIDS AND PHOTOGRAPHY

Words by Michael Ellem. Photography by Michael Ellem & Serika McBride



GET THE KIDS INTERESTED IN WHAT'S HAPPENING OUTSIDE THE WINDOW ON YOUR NEXT OFF ROAD TRIP.

Have you ever been on a road trip and found that your kids are more interested in the PSP or Gameboy than looking out the window at this fabulous country of ours?

If your answer is yes, you are not on your own.

There are many activities you can do to get them interested in what's out there, things that they will actually find rewarding. Now, I am not talking about 'I Spy'... although that was fun when I was a kid.

These activities are all based around photography and give you a great excuse to upgrade your current camera, as you will need a spare

camera which your kids can call their own. After all, photography is accessible to all ages, so get them started young – who knows what they will end up doing with it?

Try the following game to get your kids interested in photography.

Each day, nominate a new theme or subject to be photographed. Examples of these themes could be rock, sand, water, sky, wood, mud, etc. Explain to your children that the idea is to include the subject, big or small, in the photo.

For each day that you travel, try to choose a topic which is associated with the area you will be travelling in. If you are heading to the Simpson



YOUR CHILDREN WILL PHOTOGRAPH SOME AMAZING IMAGES AND WILL MOST LIKELY SURPRISE YOU



Desert and figure that you will see gibber plains, old ruins and fabulous rocky outcrops on the way through to Innamincka, you might choose 'rock' as the subject for the day.

To keep things interesting but without overloading them with subjects, you can create a topic which includes their toy 4WD or teddy bear, or even the vehicle which you are travelling in. Plus, give them an open topic in which they can photograph anything, as when you pull up on that gibber plain to watch the camels' dusty shuffle, they will want to take photos.

Give them some clues to keep them interested. But most of all, give heaps of encouragement in the photos being taken.

And here's where the rewards come out – each night you can download their images to a laptop or simply

review them on the camera's LCD, and allow them to tell the story behind their favourite photo. You will hear some fabulous stories of what the image was about. Your children will photograph some amazing images and will most likely surprise you with their results.

You don't want to be judging each child against the other, so as a reward for their efforts, allow them to pick from a batch of individually wrapped, lucky dip style prizes prearranged from a two-dollar shop or whatever you think works.

Your children will soon be looking out the window trying to find a great example of today's topic, so expect some delays to your travels... after all, this is time out for all of you!

I guarantee, if you do this right, you will want to join in as well.



BOOK INTO PARADISE



NOT SURE WHERE TO GO ON YOUR NEXT OFF ROAD HOLIDAY? GET INSPIRED WITH THIS PUBLICATION SHOWCASING ICONIC AND NOT-SO-WELL-KNOWN LOCATIONS IN AUSTRALIA.

Ken Duncan, renowned Australian landscape photographer, has just released a magnificent new book: Australia – Our Island Paradise. Filled with spectacular imagery and a number of anecdotal tales behind some of Ken’s photographic adventures, the book features a number of his latest digital images, seen for the first time. Available now, the book is the perfect gift for lovers of photography and the Australian landscape.

// Part no: 215944



WIN AN ARB FRIDGE FREEZER

To celebrate the release of Ken Duncan’s stunning new book, we’re running a photography competition. Whether it’s you on Big Red, a great image of emus on the horizon or a convoy of 4WDs, send in your best off road image and you will be in the running to win an ARB Fridge Freezer. The 20 best images (as chosen by ARB’s Marketing

department) will each win a copy of Ken Duncan’s new book Australia – Our Island Paradise. The best image of the competition, selected by none other than Michael Ellem, will win a 47L ARB Fridge Freezer. Entries close 29th February 2012.

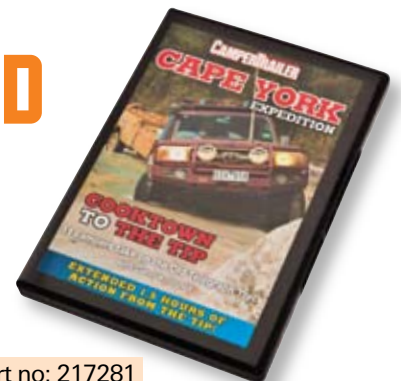
Post: ARB 4x4 Accessories
Marketing Department
PO Box 105, Kilsyth
VIC 3137

Email: marketing@arb.com.au
(with ‘Ken Duncan’ in the subject line)

Please include your full name, address and email address or telephone number with your entry. Include an SSAE if you want your photos returned.

CAPE YORK EXPEDITION DVD

Join Carlisle Rogers from CamperTrailer Australia magazine on his big sojourn up to the top of Cape York with 11 camper trailers in tow. The DVD showcases all of the highlights from the trip, including tackling the Old Telegraph Track, camping on pristine beaches and dealing with a torrent of bush bust-ups and repairs. Be sure to pick up a copy of this special extended edition DVD featuring all of the action from the ultimate camper trailer trip.



// Part no: 217281



ARB SPRINT CANOPY

WE TALK TO ROB PUTS, CANOPY PRODUCT MANAGER, ABOUT WHAT'S BEEN GOING ON BEHIND THE SCENES FOR THE ARB SPRINT CANOPY.



The Sprint's been out for over 12 months. How are things going?

The pilot build of the HiLux back in late 2010 was a huge success. Customers have been absolutely stoked with the product and how it radically changes the look of the ute. It's been a hit particularly with urban HiLux owners and businesses wanting that visual edge on competitors. It's sleek and stylish with great storage capacity. There's nothing like it on the market in Australia.

So what's new?

Following the pilot build, we saw an opportunity to further develop

the performance and durability of the Sprint. We knew we'd visually hit the mark with the appearance of the canopy and the high quality of the components, and so improvements were focussed on areas that customers couldn't see – in the internal structure of the canopy to make it even more dependable.

How'd you improve the durability?

We've increased the thickness of key structural metal components which sit between the inner and outer skin of the Sprint by 20%. We also braced the steel plates

more effectively, bolting metal on metal to ensure a really firm fit.

This has made sure that there's less lateral movement when lifting the rear section of the Sprint, in turn making it easier to close the lid particularly when the vehicle is parked at an angle.

Any other new developments?

The Sprint is manufactured from recyclable ABS, which gives it great structural strength and we've now increased the ABS in the outer skin by 25%. The Sprint looks the same but the structural integrity is superb.

And what about after sales support?

From the pilot build through to the new production run, all Sprint owners have the full support of a three year, 60,000km warranty.

What's in the future for Sprint?

We're currently working on a Sprint model for the Nissan Navara D40 and the engineers are progressing well with this project. Keep an eye out in an upcoming edition of the magazine for more news.

INLAND IN SIGHT

ARB'S VICTORIAN STOCKIST REP, JESS BAILEY, SHARES PART ONE OF HER EPIC TRIP THROUGH THE FLINDERS RANGES AND ALONG THE OODNADATTA TRACK.

Words & photography by Jess Bailey



It had been some time since my last inland road trip and my feet were getting itchy after hearing so many customers' adventures and travels. And so in about five minutes one day while at my desk, I planned a vague route that would see me head through the Flinders Ranges and up the Oodnadatta Track to see as much of the Old Ghan Railway as possible before heading back to Melbourne. Where I was stopping and what I would see was to be decided along the way.

Much to the horror of many, I intended on heading out on my own, but at the last minute my partner, Adam, got a leave pass and we could finally go on another road trip together. Who would end up on the first Greyhound bus home was a topic hotly gambled on!

I had travelled the bottom section of this trip a number of times and Adam asked me why I would want to do it again – I'm sure he got

sick of me saying, "Last time I was here, this happened..."

But the truth is I love to travel as much for the people I meet along the way as the scenery of somewhere new. We didn't know it yet but we were going to meet some amazing characters and experience some of the most beautiful views in Australia.

After leaving Mildura and heading across the South Australian border, where we kindly handed over half our fridge's contents of fresh food (I'd failed to remember we were crossing a state border), we set out along the Goyder Highway to Overland Corner.

It's here the Overland Corner Hotel, built in 1859, stands with its beautiful beer garden and equally beautiful surroundings. This is one hotel you have to visit for a cold one. The hotel itself is stunning and one of the oldest buildings in



the area. It also acts as a part-museum with rooms decked out with memorabilia from days gone by. The hotel has a great deal of history behind its doors and it's well worth taking the time to explore – and be sure not to miss the 1956 flood level marker on the side of the building.

Heading further on, we crossed the mighty Murray River via ferry at Cadell and again at Morgan, where you can get out of your car for a short period as the ferry crosses the river. It's here I asked ferry driver 'Scotty' how and why he came to do what he does. He just laughed and simply replied, "Around here, love, you take what you can get and now I cross the river all day." Scotty was a little bit camera shy but happy to talk away and provide a few laughs for the short ride.

There is so much to see up here it's hard to keep track of time and locations – I would see a dusty side

track and curiosity would get the better of me... much to Adam's amusement and at times terror. It must have been contagious, because before too long he was also pointing out side tracks to follow.

We decided Burra was going to be our first overnight stop. We pulled into town after sunset and headed straight for the historic Burra copper mine. It was here copper was first discovered in 1845, but the mine is now closed except for tourism purposes. Although you cannot access the main part of this mine site at night, it is beautiful to see the old engine houses under light after dark.

In 1851, Burra had been Australia's largest inland town and the streets are still lined with many old buildings built from local stone. There is historic information everywhere you turn, helping you to understand how this town worked in its heyday.





Attractions range from the Burra Heritage Passport which is an all-access 11km self guided tour, plus fossil displays, photograph exhibitions and cellars. We dropped into the Burra tourist centre where the staff were full of local knowledge and not afraid to pass on information... and a few 'Victorian Tourists' wisecracks as well.

Whilst here, we also checked out the Redruth Gaol, just missing the market and fair held the previous day. Erected in 1856, the gaol was the only one in South

Australia outside of Adelaide and after closing in 1894 it reopened three years later as the Redruth Girls Reformatory. Inside the gaol itself you can read many stories from both eras detailing prisoners' misconducts (including a Redruth namesake incarcerated for drunk and disorderly) and how the girls came to be in the reformatory.

It's interesting to read how easily children in those days were considered uncontrollable and quite funny to read their many escape attempts and unauthorised activities within the reformatory's



IT MUST HAVE BEEN STUMPY-TAILED LIZARD MATING SEASON AS EVERY FIFTY METRES ON THE TRACK WE FOUND 'OLD MATE STUMPY' AND HIS MRS JUST WANTING A LITTLE QUIET TIME – SORRY GUYS!

walls. Despite the exterior walls being topped with glass shards, the girls made many more successful escapes than the previously held prisoners. I'm not sure whether the girls gave the headmistresses more hell or vice versa. The gaol is also famous for playing a large part in the 1979 movie 'Breaker Morant'.

After leaving Burra we headed northeast for 40km to the Caroona turnoff and into the Caroona Creek conservation park on advice from a fellow ARB colleague. Not knowing what to expect, we were amazed by how the landscape changed so greatly out here. The conservation park is smack bang in the middle of an ecological transition zone of higher rainfall

in the northern districts and the lower rainfall of the rangelands.

Caroona isn't visited by many folk, so the tracks into the park are all 4WD only but relatively easy going. The view as you drive into Caroona is remarkable but how anyone thought they could farm this land never ceases to amaze me.

To our surprise, it must have been Stumpy-tailed Lizard mating season as about every fifty metres on the track we found 'Old Mate Stumpy' and his Mrs just wanting a little quiet time – sorry guys! I have a love for lizards and Adam's



many lectures about not touching or getting close often fell on deaf ears. In turn I found out he's not a great fan of reptiles and proceeded to lock me out of the car for getting too close!

The campground at Caroona has a fireplace and large shearing shed area for shelter, with many clearings to camp at. It was a shame we weren't staying here for the night but spent the day exploring the many tracks, ruins and permanent springs.

Of the ruins in the area, the most intact are those of the Thomas family homestead. Ada, her husband John and their children lived here from the mid to late 1800s. Most noticeable from the track is the still-standing chimney, however, on closer inspection you can still make out the entire home and, after reading the information sign, details of the surrounding yards and garden. What life must have been like out here one can only imagine.

We had an appointment in Jamestown and so headed out of Caroona to Mt Bryan (stop and have a look here) and continued

up the Barrier Highway to Jamestown. Jamestown has a population of just over 1400 but has everything you would expect from a much larger town. Situated on the banks of the Belalie Creek and with the railway connecting Gladstone to Peterborough running through town, it's not only a beautiful town to wander through but also has its large share of history. It was here, after being born in Belalie North, that Outback legend Reginald Murray Williams (better known as R.M.) lived as a child. There is a large tourism and information area dedicated to him just off the main street.

We also wandered into the railway museum, which is located at the original Jamestown Railway Station. Entrance for adults is just five dollars and well worth handing over. The rooms of the museum are divided into different sectors which include details on the history of Jamestown and items from the many farming families once located here. There are also the medical rooms where you'll see the 'iron lung' and polio

braces, plus war and railway areas. Each room is fascinating, although you'd be forgiven for thinking the medical room's instruments were out of a horror movie. It seemed all those years ago the cure was worse than the illness. The caretakers were more than happy to fill us in on any further information and I suspect they probably hadn't seen any tourists for a few days.

With us no longer needed in Jamestown we headed through Mannanarie to the railway town of Peterborough on to Orroroo. It was Melbourne Cup day and we headed to the Commercial Hotel to watch the race that stops the nation. When we arrived there were only a handful of people in the bar but within half an hour the place was packed with locals of all ages. It was a reminder of how establishments such as this are the heart of the community in small towns. After watching Dunaden take out first place in a photo finish and knowing we were returning this way, we headed off again on our adventure north.



As you leave Orroroo there are many farm house ruins to view and photograph and we spent a large part of the day just exploring whilst making our way to Hawker. It's along this section of road you really start to appreciate that you are in fact in the Flinders Ranges.

Arriving in Hawker early evening, we immediately headed to the Jeff Morgan Art Gallery. Jeff, who resides in Hawker, is an acclaimed artist who produces beautiful works in acrylics of wildlife and the surrounding areas. Adam discovered Jeff's Wedge-tailed Eagle original piece and fell in love, but at approximately two metres long by a metre high and with a price tag beyond our reach, we had to leave without it promising to return one day to purchase it!

After picking up a number of pieces and exploring Hawker, including the famous Hawker Railway Station, we ventured towards Wilpena to stay within the Wilpena Pound.

Join us in the next issue as we continue our journey to Lake Eyre and onwards to Alice Springs.



RESPONSIBLE USE OF FOG LIGHTS

ARB'S GREG MILTON HIGHLIGHTS HOW TO GET THE BEST OUT OF YOUR FOGS.

I may only have been at ARB for 24 years, and only 21 of those years as the IPF Product Manager, but I have been interested in and experimenting with automotive lighting since the 1970s.

In 1974 I became the proud owner of a set of 7" SEV Marchal Amplilux headlights which had separate halogen 55W bulbs for high and low beam, along with a set of 100W Cibie Super Oscar lights – one driving, the other a spot beam. I actually still own the Marchal headlights and have them set aside for a future project (the Cibie Super Oscars were great optically but rattled themselves to bits after a while... this had nothing to do with my driving style of course).

I do like to see where I am going and that combination was unsurpassed for that era.

Living in Melbourne, we do have our fair share of foggy days and nights, so I also tried to find the best fog lights. I can honestly say that whilst I tried about twenty different fog lights over the years, it was not until I used the IPF rectangular 840 Series in about 1993 that I found the best and they remain so today, in my opinion. I still own two sets – one on my beloved HiLux and the other tucked away, again, for that future project car.

Whilst I am an avid Light Lover (not a lightophile, which I discovered is something else entirely), I loathe the misuse of these potentially dangerous accessories. I once had a most disconcerting event occur in which a poor quality relay jammed and I could not dip the previously mentioned Super Oscars. The blinded oncoming motorist ran off the road, fortunately not causing



any damage to life or property, but it could so easily have been much, much worse.

From the late 80s when factory fitted fog lights first started to become prevalent, it was obvious that a lot of users did not understand their purpose.

Unlike headlamp low beams, which have a cut-off height that, when correctly adjusted, cannot

allow a direct beam of light to be projected into the eyes of the oncoming driver, a fog light (whilst it produces a similar short wide beam of light) can definitely throw light into the oncoming vehicle, especially if it is not correctly adjusted and or if there is no fog present.

I'm pretty sure most motorists who use their fog lights as daytime running lights do not

really understand this and how potentially annoying and dangerous it is. Fog lights are not daytime running lights. For that noble purpose, I always drive with my low beam headlamps lit. This never causes a problem to me or other road users.

Fog lights project a thin, wide beam which travels a relatively short distance in front of the vehicle to minimise the reflection



of fog droplets (if you have seen the effect of putting your lights on high beam in fog you will understand that). The fog beam is designed to project a beam about 5 degrees up from horizontal and 5 degrees down, and out to the side as much as 45 degrees so you can still see the road edges and around corners.

Most States and Territories have common sense regulations on the correct use of fog lights. Unfortunately, the common sense does not always extend to regular enforcement of the rules. As 4x4 owners, we actually have a difficult set of issues to deal with on fog lights.

Firstly, the best location for a fog light is actually as low as possible on the front of the vehicle. There's the first problem. We do not want anything dangling down low at the front that interferes with our approach angles, do we?

Secondly, to avoid the above problem we have to mount fog lights on the front of our bull bars in a comparatively high position.

Apart from a compromise in the performance in fog, rain and dust, the high position means it's all the more important that we only use these lights when absolutely necessary.

Equally important, then, is the correct adjustment of the fog lights (as is correct adjustment of headlights and driving lights, but we will tackle that another time). All fog lights – the OEM ones in bumpers, as well as the ARB and IPF ones – have adjustment mechanisms built in. It's important for owners to take a few minutes to adjust their lights initially and then at any time the vehicle configuration changes, such as after loading it up for a long trip or when putting a van or heavy trailer on the tow bar.

Now hopefully you all know that the right Old Man Emu tuned suspension can allow your vehicle to carry and or tow such loads much more safely and comfortably, however installation of suspension systems is another point at which light adjustment is warranted.

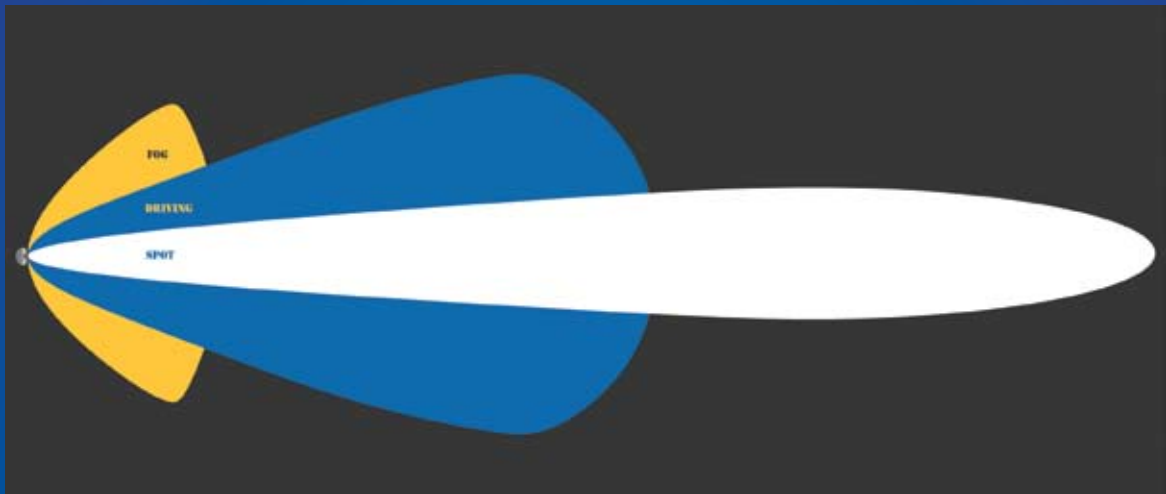
Remember, fog lights are only useful in fog, dust or heavy rain. Their purpose is to give you some visibility to continue down the road or track, not to allow you to drive at normal speeds. Slow down significantly in these poor conditions.

What prompted me to write this article you ask?

A gentleman made contact with us via the ARB website. He's an outspoken road safety advocate who has an extensive trucking background and was concerned with seeing so many car and 4x4 owners using poorly aimed fog lights when they were not required. Every time he took the matter up with 4WDers, they said you should talk to ARB.

I recommend a visit to his website www.truckright.com.au as it contains some common sense advice for road users who share the highways with trucks as well as some good educational stuff for kids.

ADJUSTING YOUR FOG LIGHTS



Fog lights can be adjusted by eye if you know your stuff but here is a more scientific method to follow. If you own a dog, make sure you take it with you. If not, beg borrow or otherwise obtain one. The more obedient and aggressive looking the better. Leave the dog in the car at all times during this process.

Find a location on level ground where you can drive right up to a vertical surface. You will need to draw on that surface, so a sheet of plywood or similar may be needed. You also need to be able to position the vehicle approximately 7.6m back from the surface still on the same level, so choose the location carefully.

I can tell you that some security guards in Bunnings car parks have no sense of humour at 10:30pm so public locations should be much preferred.

You will need a carpenter's pencil or fat felt tip marker and a straight edge, preferably a long spirit level.

Position the vehicle close to the vertical surface. Mark the centre of the vehicle on the surface.

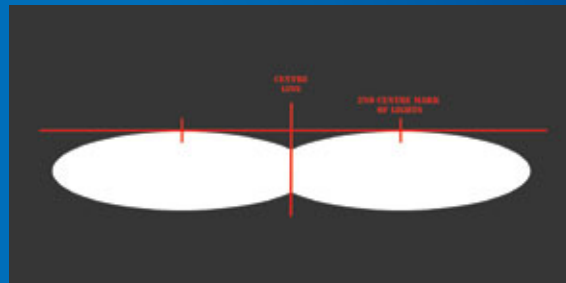
Next make a mark directly in front of the very middle of the fog light.

Now roll the vehicle back so that its front is 7.6m from the vertical surface.

Turn the vehicle and fog lights on and walk back to the surface and measure the distance the centre marks of the lights are from the ground.

Now you know why you brought the dog. Here you are in a lonely car park at night, bent over a board with your car running, unlocked, unattended and with lights illuminating your posterior.

Using the following table, make another mark below the centre point of each light.



Distance of light from ground	Distance down to second mark
Up to 460mm	40mm
460 – 711mm	80mm
Over 711mm	110mm

Draw a horizontal line between these two new marks and a vertical line on the centre mark at 90 degrees to the horizontal.

You can now return to your well guarded car and start adjusting the lights.

Fog lights throw a narrow band of light on such a surface. Adjust the lights so that the top of the horizontal beam edge is just on the horizontal line, and the beams generally overlap the centre equally on either side of the vertical line, or if they do not overlap, adjust so their beam patterns are centred approximately on the first centre of light marks you made.

As a final check of alignment, find another open area where you can mark out a point 30m in front of the vehicle, again on level ground. The beam of the fog lights should not extend beyond that point.

You can now pack up and go home, returning the dog from whence it came in the comfortable knowledge that your fog lights are perfectly aligned.

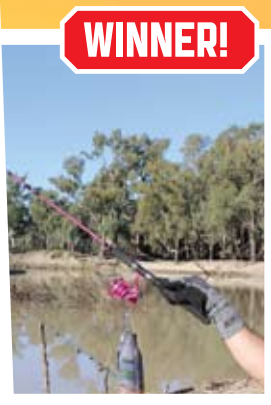
COMPETITION WINNER

SOCK IT UP COMPETITION

WE'VE HAD A HUGE NUMBER OF ENTRANTS TO SOXY'S FRIDGE FREEZER COMPETITION, IN WHICH ENTRANTS HAD TO SEND IN A PHOTO OF THEMSELVES WEARING A PAIR OF ARB'S SOCKS IN A CAN IN ORDER TO BE IN THE RUNNING TO WIN A 47L ARB FRIDGE FREEZER. CONGRATULATIONS GO TO **PHILLIP** FROM VICTORIA, WHO IS NOW THE PROUD OWNER OF ARB'S FRIDGE FREEZER. CHECK OUT HIS WINNING ENTRY PLUS A FEW OF OUR OTHER FAVOURITES.



PHILLIP



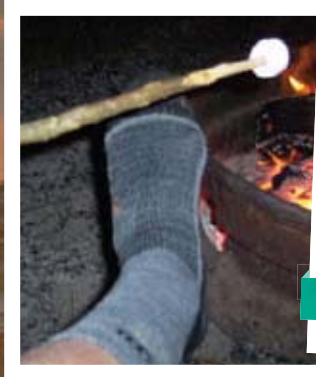
WINNER!



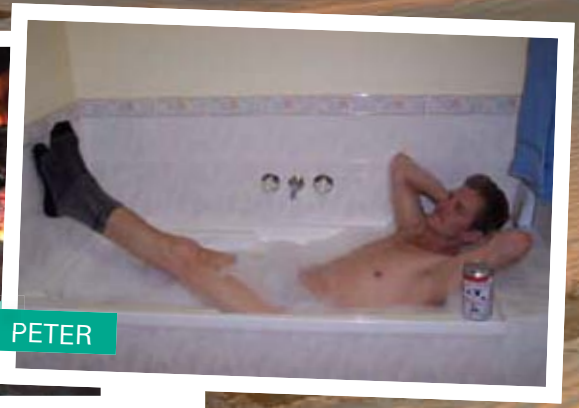
SAMUEL

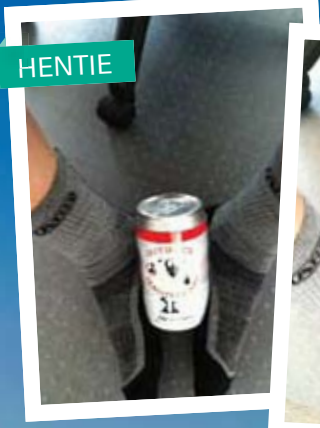


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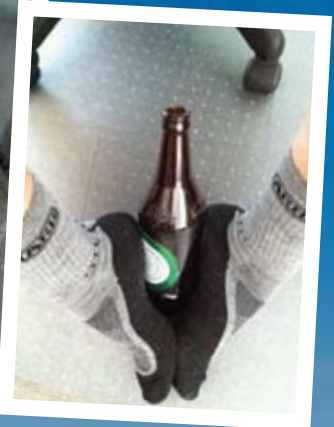


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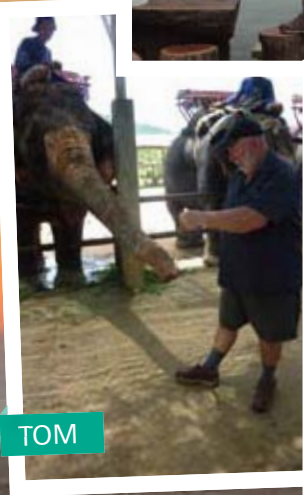




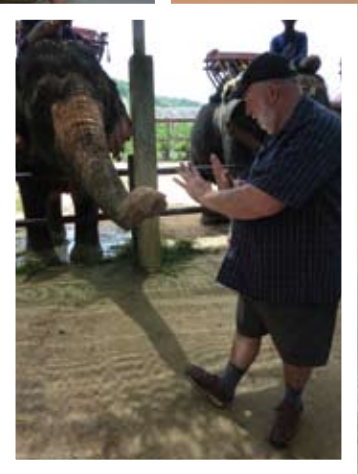
HENTIE



LYLE



TOM



DAVE



TANYA & DALE



SCOTT



DESERT PENTHOUSE

Words & photography by Mike & Anita Pavay



THE PAVEYS PUT THE SIMPSON III ROOFTOP TENT THROUGH ITS PACES.

A rooftop tent is the ultimate go-anywhere touring companion, freeing you up to go further off the beaten track without the encumbrance of a trailer. With sleeping quarters off the ground and bedding stored within the tent, vehicle storage space is increased. For northern adventures, with the likes of crocodiles, pigs and dingoes, the attraction of roof-based vehicle accommodation is obvious.

The tent is quick and easy to set up, taking little more than a few minutes to remove the cover, flip the bed out and attach the six metal stays that support the tent fly and window awnings. A pull-out, extendable veranda covers the entry and an aluminium ladder supports the bed extension. Packing up takes a little longer, as the canvas must be well tucked in to zip on the heavy duty cover.

The tent is well designed, incorporating endless small features to make the tent easy to live with. Things like the condensation ventilation ports, electrical lead entry, internal pockets for keys, and internal bungee cords to assist with packing up. Constructed from high quality rip stop poly/cotton fabric with a polyester flysheet, the tent is reinforced in all the right places. Features include stitched and sealed seams, self-healing coil zips, anodised poles, ABS plastic foam sandwich base, mixed density foam mattress with nylon cover and dual doors and windows – all covered in fine insect mesh. The windows use internal shutters to open the windows, while the doors use external shutters with the canvas rolled from the outside. External window awnings prevent all but horizontal rain.

The annexe is a worthy option, providing a convenient place to dress, eat or relax out of the weather and away from insects. The annexe connects to the tent platform using a channel in the base edge, with the annexe sides pegged directly to the ground without the need for poles, speeding up assembly time (ten minutes). A full door, dual side windows, all with external shutters and fine insect mesh, provide plenty of additional light and ventilation. The annexe does not have a sewn-in floor but we used a CGear sand mat, which did the trick to keep the dirt out.

The rooftop tent can be optioned with an ARB touring roof rack, wind deflector and an ARB awning in 1200, 2000 or 2500mm lengths.

A minor inconvenience is packing up the house every time you want to use the car, but it's something you quickly mentally adjust to. After all, it only takes a few minutes.

Tested across the Simpson Desert and the northern climes of Cape York towards the end of the year, the Simpson III rooftop tent proved its worth as a comfortable and convenient way of appreciating the great outdoors.



WILD NIGHT – CUSTOMER EXPERIENCE

Hi,

I'd just like to let you know about my camping trip at Lake St Clair near Singleton, NSW.

I took my wife and two kids camping with another family for our first waterskiing session of the season. My wife and kids jumped into our rooftop tent around 10pm after a big day on the water and I followed them in around midnight.

At 1am, a massive storm hit with lightning, thunder, hail and the strongest wind that any of us can remember ever experiencing. It honestly felt like it was going to blow my LandCruiser over as we were directly side-on to the wind. As a result of the storm that smashed the camping ground twice, the shower blocks were full with people trying to get dry and warm because their tents and camping trailers were destroyed by the storm. The family that I was camped with ended up trying to sleep in their car before giving in and heading home. There was a boat blown off the shore and sunk by the wind and waves. My ski boat was sunk where it was tied on to the shore in front of our camp.

The reason that I am writing to you guys at ARB is because my family and I were completely unaffected by the storm in our rooftop tent. Not even a drop of water got in. The wind that destroyed my mate's camper trailer next to us didn't affect us. My 7 year old daughter slept through the whole thing!

I can't praise ARB enough for the quality and workmanship of the rooftop tent, and my wife can now see that my money was very well spent. Unfortunately, my awning was destroyed by the wind – had I known the storm was going to hit, I would have packed it up. The two tent pegs holding it down didn't stand a chance as the awning was pointing directly into the storm. But for all it's worth, I would recommend the ARB rooftop tent to anyone who would listen!

It's one thing that it held up structurally to the ferocious wind, but for it to not even leak a drop of water is a credit to you guys big time!

- **Tim Morrow**



IT'S BEEN A BUSY COUPLE OF MONTHS FOR THE TEAM AT OLD MAN EMU



IN SUSPENSE

From GVM upgrades to new Nitrocharger Sport shock absorbers, the last few months have seen a large range of products and suspension kits released by Old Man Emu.

NEW INTEGRATED SUSPENSION SYSTEMS

Old Man Emu has just released complete integrated suspension systems for the Toyota Prado 150 Series SWB and the Hyundai Terracan 2001 on models.

These new systems incorporate specifically valved Nitrocharger

Sport shock absorbers to deliver the best in control, durability and ride comfort over all terrain.

Engineered for both on road drivability and off road touring, OME offers a range of tuned and matched systems to ensure the right suspension is available to suit how your vehicle is outfitted and the conditions it will encounter.

The suspension kits are supported by more than 120 authorised OME fitters Australia-wide.

NITROCHARGER SPORT SHOCK ABSORBER FOR NISSAN Y60 & Y61 PATROL

Designed by a dedicated team of OME ride control engineers, the latest Nitrocharger Sport shock absorber released for the Nissan Y60 & Y61 Patrol is suited for light to medium loads and is targeted at drivers who prefer a shock which is highly tuned towards comfort. Fully compatible with Old Man Emu's extensive range of springs, bushes and hardware, the shock absorbers instantly adapt to the terrain and simply outperform the competition.



FORD RANGER PRODUCTS

ARB has released a number of products for the new Ford Ranger, including deluxe bull bars and a canopy, with an extensive range of gear under development including Old Man Emu suspension, Air Lockers and roof racks. Check out the ARB website and upcoming editions of ARB 4x4 Action for the full product range.

NEW UK STOCKIST

A major new international stockist has recently joined forces with ARB to further increase ARB's international presence. Arbil, based in the UK and a key supplier of 4WD accessories in the UK, Ireland and across Europe, has been actively building on its 4WD supply base since the early 90s. Stocking premium brands such as Warn winches, Hi-Lift jacks and Safari snorkels, Arbil joins ARB's distribution network spanning over 100 countries worldwide.

1000 STAFF MILESTONE

November 2011 saw ARB 4x4 Accessories grow to over 1000 staff globally. From across Australia to Thailand and the USA, the milestone means more salespeople and more people behind the scenes designing, producing and distributing ARB's range of off road accessories across the world.

HAYMAN REESE CARGO BARRIERS

A manufacturer of original equipment cargo barriers for over 20 years, Hayman Reese has just released cargo barriers for the Mitsubishi Pajero 2007 on and Ford Territory 2009 on models. Available now from ARB, the cargo barriers are the result of state of the art development and testing procedures and offer protection from unsecured belongings in the back of your vehicle. Visit www.arb.com.au for details on these products and more from Hayman Reese.



STEERING STABILISER FOR JEEP JK WRANGLER

Steering stabilisers are designed to reduce the effect of wheel vibration and improve the feel, handling and control of your vehicle. Seeking to constantly improve the range, OME has released a new steering stabiliser for the Jeep JK Wrangler & Wrangler Unlimited. The new stabiliser assists in improving the overall ride and control performance of the Wrangler and

utilises 9 stage coil spring valving for optimum performance and a rubber dust boot to protect the piston rod from stone damage.

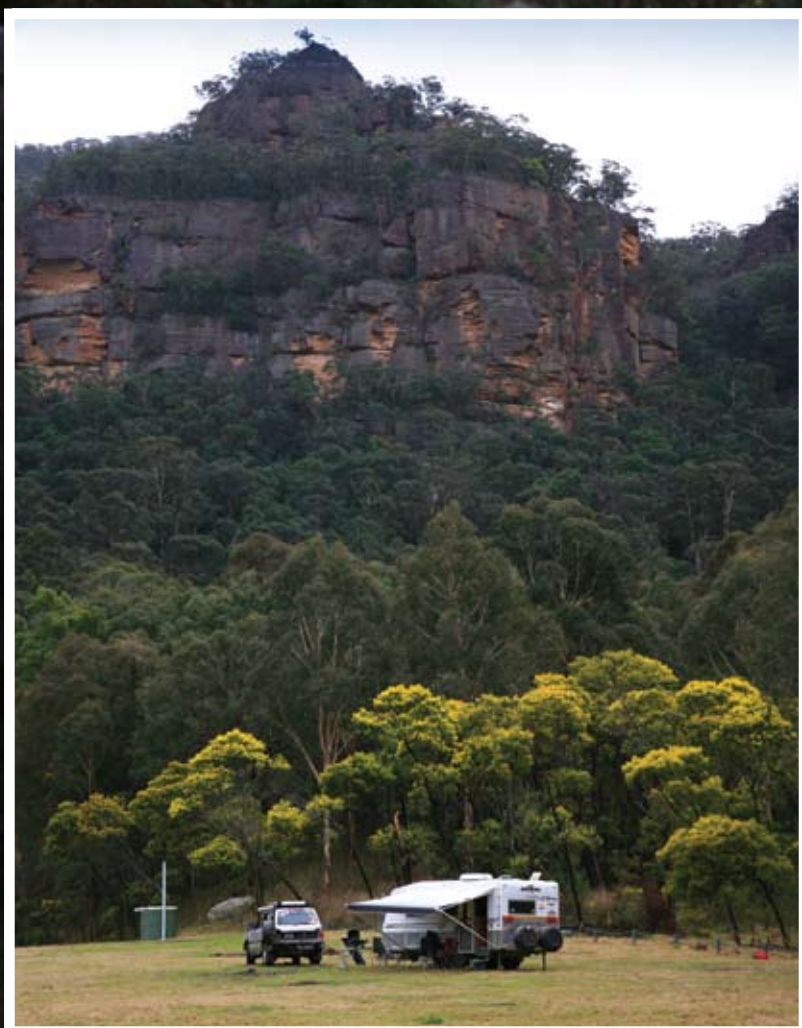
These products add to the huge range of Old Man Emu components and suspension systems available from your local ARB store and authorised fitter.

// Contact ARB for part numbers and pricing

DRY WATERHOLE

Words & photography by Mark Allen

YEP, THE PUB STILL EXISTS BUT THE NEWNES HOTEL DRIED UP LONG AGO. NOW IT PLAYS HOST TO AN ABUNDANCE OF INFO ON BUSHWALKS AND RUINS... AND ONE GIANT WOMBAT.



Although the beer is long gone, I'd still recommend camping at Newnes to anyone with a few spare days up their sleeves for some fun exploration, bushwalking and reminiscing on our hard-working past. Those with camper trailers will find the steep and winding road through the Wolgan Valley reasonably easy to negotiate, followed by (weather permitting) well-graded gravel roads into the campgrounds.

Nowadays, the ol' pub at Newnes is officially a General Store and doubles as an information centre and seller of touristy items and other oddities. It has numerous photos and info on its walls that will keep you there for many an hour reflecting on the area's past. A new adjacent building incorporates a toilet block and an outdoors wood-fired oven and BBQ area – perfect for socialising around on a cold country night.

The Little Capertee campsite has two sets of long drop dunnies to choose from but no showers or other facilities, so it's best to be

FROM THE MINUTE WE PARKED ON A FLAT PATCH OF GRASS IN THE CAMPGROUNDS, WE ABANDONED ALL THOUGHTS OF A QUICK CAMP SETUP IN FAVOUR OF CLOSE-UP PHOTOGRAPHY OF WOMBATS, WALLABIES, DUCKS AND A GOANNA



self-sufficient and bring your own everything, including drinking water. Other than one other caravanner, we had the place to ourselves but one could only imagine the crowds during long weekends and school holidays.

From the minute we parked on a flat patch of grass in the campgrounds, we abandoned all thoughts of a quick camp setup in favour of close-up photography of wombats, wallabies, ducks, and a goanna that escaped our out-of-focus lens (note to self: always leave the camera in autofocus mode!).

Some of the area's reputed animal species that we didn't see this time around were quoll, Regent Honeyeaters, the Yellow-bellied Glider and koalas. We did see, however, many other various birds that, from my inexpert knowledge of all things feather-breasted, could have been anything from a pelican to a Wedge-tailed Eagle or even a rooster. Bird watching (or bird species recognition) is certainly not my forte! We managed to see the giant wombat near the old hotel and even got a ride – great fun for the kids, provided they don't get bucked off!

As well as watching all those pigeons and ducks waddle about, we also lost track of time on our initial wanderings as we discovered relics of times gone by. A set of moss-covered brick stairs to nowhere had us wondering what the rest of the building may have been. The solitary brick and sandstone free-standing chimney that stood tall, even after all these years, had us pondering whose house it belonged to and the countless yarns the occupants would have told over a century ago... with



cold beer from the pub to make the yarns all that more colourful.

Once we realised how long we'd been neglecting setting up camp, we hooked into setting up the camper trailer and sat back with a meal, taking in the magnificent, sheer-sided sandstone cliffs that form the amphitheatre-like grounds we were lucky enough to be sitting in – life really doesn't get much better than this!

If you're contemplating some of the main walks here, and you really should, you need to set aside plenty of time, as the glow worm tunnel walk is an 8km return walk, and the historic ruins walk, while slated as a 2 hour walk, could set you back far longer depending on how much of the history you're prepared to take in. This walk really is a testament to the hard working people of the time; there are countless brick retaining walls, parts of buildings and many beehive-shaped kilns still standing. There are plenty of informative plaques to read, plus the track is well signposted to weave in and out of the whole site and not get either lost or miss out on any of the main structures. The main walk

IF YOU'RE CONTEMPLATING SOME OF THE MAIN WALKS HERE, AND YOU REALLY SHOULD, YOU NEED TO SET ASIDE PLENTY OF TIME



was so well signposted we left it to our four year old boy to guide us through the maze of derelict buildings. He thought he was the ducks guts by pointing out each arrowed signpost he found.

Some of the other walks are billed as 'hard' and 'overnighters', so backpacks, food, water and the usual camping gear should be carried.

Back in the heydays of 1903 to 1913, our government invested big time in extraction of oil from the local shale. Over the years and up until the late 1930s and early 40s, a handful of private entrepreneurs (and later again the government) had their turn at mining both this and nearby areas for shale oil, paraffin, kerosene and other products as well as being a staging point for a petrol pipeline.

During our drive in we noted on our fang-dangled GPS that there was a plethora of roads on either side of the main track – none of which are visible these days as they are totally overgrown. If only they had the latest mapping resources we now have – life would have been a whole lot easier... or more complicated!

Coincidentally, in my past life as a surveyor I had the opportunity to help with the moving of the historic Newnes Hotel in 1986 from its original resting place nearer the river to its current and safer position on higher grounds. In hindsight, I wish I had been able to stay on more as part of the historic assignment, as it would have been fitting to end the mammoth job by having a cold ale as 'cheers' to all who helped and donated their time, energy and skills to the moving. And have another drink for all those hardworking fellas and sheilas over one hundred years ago for all the hard yakka they put in.

The official watering hole may not be dispensing beer now, but hey, the campgrounds are still a top spot for a cold drink. So, hit those long walks with gusto to work up a sweat, then be sure to kick back and relax with a coldie in hand while pondering the lives and times of those that have gone before you over a century ago.



HEY, KIDS, FOURBY HERE



Look at all of the great drawings and pictures I've received! Thanks everyone – awesome work! And I had a heap of suggestions on where Ariel and I could go on our very first big holiday. Check out the following page to see where we went... we even caught up with an old friend! Thanks go to Samuel from Tasmania for the great suggestion on where to travel.



* 6 year old **Olivia** sent this great drawing of her Dad's LandCruiser. Unfortunately, we've lost your address, Olivia! Please get in contact with us so we can send your prize.



* Hi Fourby, this is **Tom**. This is a picture of my Dad's Toyota HiLux 2006 model at the stock route in Duri, NSW.

* Hi ARB, my name is **Grace** and I'm one and a half years old. This is a photo of me just after crossing Gunshot Creek in Cape York on my bike. Mum and Dad said I was crazy but you can see by the look on my face that it's all about having the right attitude! I love four wheel driving with my family.



* When I grow up I want a LandCruiser 200 Series like the one I've drawn. I hope you like my picture. **Jack** (age 10)



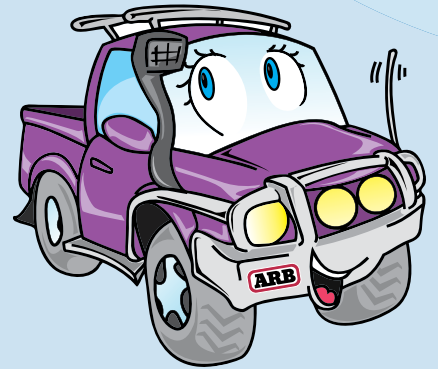
* **Olivia** and **Georgia** have sent in these great drawings from their recent trip to Yunta. Great work girls!

WINNER!



Logan, aged 10, dropped this into one of our stores. Thanks, Logan, there's some great prizes coming your way.

You could WIN an awesome **ARB Kids' Pack**



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.

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

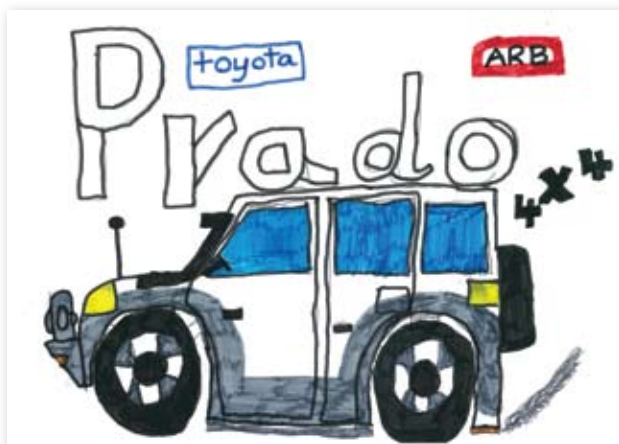


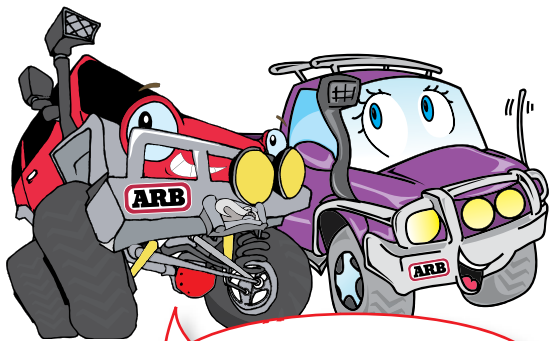
* This is a picture of me and my dad camping. I love to go camping in our camper trailer. Joshua (age 9)



* 8 year old Mathew has drawn us a picture of himself and ARB vehicles near his house.

* Dear Fourby, my name is Blake. I am 8 years old. I have drawn a picture of our new Prado 4x4. It's great in the mud.





Great Work Everyone!



* 5 year old twins **Otis** and **Ned** have sent in this drawing of their dad's Toyota HiLux with their dog Lucky in the back.

* Dear Fourby, I'm 11 years old and I love drawing four wheel drives and utes. We have been to Victoria, NSW, South Australia and the Northern Territory. We have also been to the northern-most tip of Australia. **Dylan**



* Hi my name is **Owen** and I am 10 years old. I LOVE four wheel driving. About 8 months ago my family and I went camping and 4WDing at a property on the banks of Einasleigh River. Here is a photo of our Toyota Prado at the property at Einasleigh River.



* My name is **Matt**. My favourite car is the Toyota LandCruiser 75 Series. ARB is my favourite 4x4 custom accessories store. I hope you like my drawings.



* My name is **Tarik**. I am 10 years old. I absolutely love four wheel driving. We often go with Dad and the rest of the family to the forest. The best part of four wheel driving is going up and down hills and seeing things we couldn't see otherwise. I love ARB and all of the cool stuff you have.

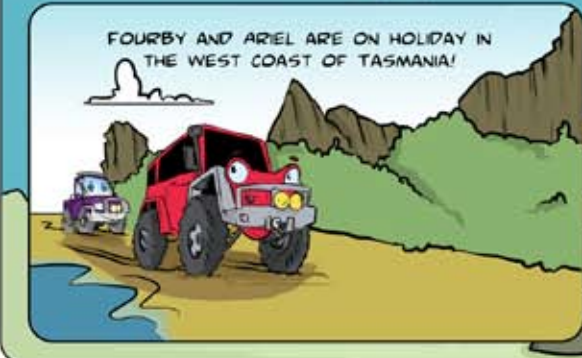


* G'day ARB, my name is **Bailey**. This is a picture of a LandCruiser FJ40. Can't wait until ours is put back together so we can take it off road and play in the mud.

THE ADVENTURES OF FOURBY AND FRIENDS

FOURBY AND ARIEL ARE ON HOLIDAY IN THE WEST COAST OF TASMANIA!

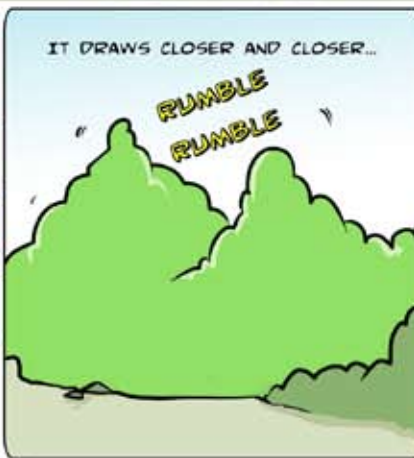
THEY EXPLORE THE BEACH AND A HUGE LAKE AND FIND AN AWESOME TRACK LEADING INTO THE FOREST.



BUT THEN THEY HEAR A LOUD RUMBLING SOUND IN THE DISTANCE...

IT DRAWS CLOSER AND CLOSER...

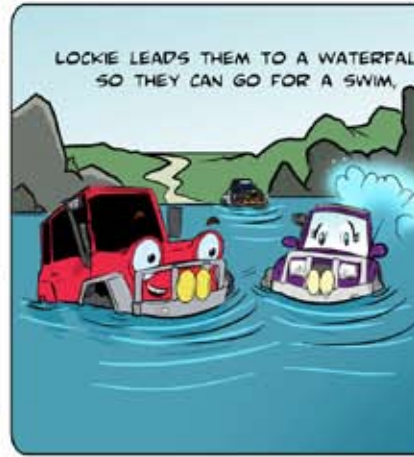
IT'S LOCKIE, FOURBY'S FRIEND FROM THE 4WD CLUB!



HE HAS HEAPS OF KNOWLEDGE ON THE BEST TRACKS.

LOCKIE LEADS THEM TO A WATERFALL SO THEY CAN GO FOR A SWIM.

AND SHOWS THEM A TASSIE DEVIL SLEEPING IN A HOLLOW LOG.



LOCKIE THEN GIVES THEM A MAP OF ALL OF HIS FAVOURITE TASMANIAN TRACKS.

WOW! THEIR HOLIDAY HAS ONLY JUST BEGUN!



4X4S

AND YOURS

BRAGGING RIGHTS - YOUR 4X4

READER VEHICLE OWNER:

Mark Lawrence, VIC

VEHICLE MAKE: Toyota**VEHICLE MODEL:** HiLux SR5 dual cab**VEHICLE YEAR:** 2000

ACCESSORIES FITTED: ARB bull bar, ARB side rails and steps, ARB canopy, custom roof rack, ARB awning, Warn 9000lb winch, IPF driving lights, Brown Davis sump guard, custom rear step, Long Ranger fuel tank, 3" Taipan exhaust, Ride Pro 2" lift suspension, Piranha dual battery system, air compressor with 9L air tank, custom drawer system, 80L National Luna fridge on slide, full recovery kit, 50L water tank with electric pump, Magellan GPS, GME UHF, 31 x 10.5 MT MTZs and 300 watt inverter. ARB Air Lockers are on the to do list.

FAVOURITE ARB ACCESSORY:

The bull bar and winch. When travelling alone, having them enables me to do tracks and go places I wouldn't head to if I didn't have them.

FAVOURITE 4WD SPOT:

I loved the Simpson Desert, Cape York and the Kimberley. But my favourite is the Victorian High Country.

WHY I LOVE 4WDING:

It's a great way to bring family and friends together. Some of the best times we have had have been out in the bush 4WDing and camping. I love it.

MEMORABLE 4WDING

MOMENT: Slipping over in Cockatoo Creek, cutting my arm and several tendons while travelling the Old Telegraph Track up in Cape York. To cut a long story short, I ended up having to fly back to Cairns for an operation and I didn't get to see the tip. A good reason to go back one day, though.

ADVICE FOR 4WDERS:

Probably the same advice I give myself – to get out there more often, even if it is just a day trip on your local tracks.

WINNER!

OFF ROAD WITH ARB

VEHICLE OWNER: Natalie Hall, ARB Regency Park salesperson

VEHICLE MAKE: Toyota Prado 120 Series Grande

ENGINE: 1KZ 3ltr Turbo Diesel

ACCESSORIES FITTED:

ARB Sahara bar, Outback Solutions roller drawers, cargo barrier, IPF 900 Series Xtreme lights, ARB 47L Fridge Freezer.

FAVOURITE ARB ACCESSORY:

My roller drawers and the Fridge Freezer.

FAVOURITE 4WD SPOT:

The Flinders Ranges or anywhere sandy or muddy. The bigger the puddles, the more the kids love it.

WHY I LOVE 4WDING:

It's the relaxation of it. We love getting the kids outdoors as much as we can.

MEMORABLE 4WDING

MOMENT: It would have to be our first trip away in the Prado to the Flinders Ranges. We nearly drove into two big kangaroos, missing them by just centimetres.

Our holiday had nearly finished before it even started! Needless to say, I pulled over quick smart and relaxed in the passenger seat for a while.

ADVICE FOR 4WDERS:

Just get out there and experience it all for yourself.



Readers, send us in your own vehicle profiles and you could be featured in an upcoming newsletter and win an ARB Adventure Light. Email: marketing@arb.com.au

MARK LOWRY



THIS ISSUE WE MEET MARK LOWRY, ONE OF ARB'S PRODUCT DEVELOPMENT AND EVALUATION MANAGERS AND A FAMILIAR FACE ON ARB PHOTO SHOTS.

SO YOU'VE BEEN WITH ARB FOR 12 YEARS. WHAT HAVE YOU DONE IN THIS TIME?

I started out as a salesperson at ARB Kilsyth and after a few years I moved into sourcing equipment from overseas and evaluating products such as recovery equipment, rooftop tents, tyre gauges, camping chairs and adventure lights. The process behind each new product can be quite drawn out and involves a lot of cross-checks and behind-the-scenes work to ensure they meet ARB's standards. If they're not reliable or suitable for Australian conditions, you won't find them in ARB's showrooms.

Nowadays, my role is even more varied – on top of sourcing and evaluating a heap of new products, I write a huge number of product releases and work closely with the Marketing department on various projects and provide assistance on key photo shoots with Michael Ellem.

WHAT DOES AN ARB PHOTO SHOOT ENTAIL?

Typically, we start long before dawn and finish really late in the night, with lots of long hours driving and hunting down the best locations thrown into the mix. When we've found the location, I'm generally washing down the cars and helping Mike with the lighting. Depending

on the requirements of the shoot, I'm also behind the wheel driving through water, sand or over rock to get the best shots. Occasionally we have time to stop and eat.

ANY MEMORABLE PHOTO SHOTS?

On a fairly recent shoot in the Victorian High Country, Mike and I got caught on the wrong side of a landslide and had to be walked out by Park Rangers. It was a situation that could have been easily avoided, but Mike and I had been on so many shoots that on this one we were complacent – while we had checked the weather on our iPhones, we hadn't checked the Bureau of Meteorology website, which was far more accurate and correctly predicted severe storms and heavy rain for the mountain region.

On top of that, we had no wet weather gear, no axe or chainsaw, not even a pack of matches should we need a campfire – we were two hours from Melbourne and had comfy accommodation booked in a nearby town... why would we need all of that gear? Instead, we spent a very cold, wet night at Bluff Hut.

We re-learnt a valuable lesson – always prepare for the unexpected and before heading into an isolated area, get reliable weather information!

WHAT DID YOU DO BEFORE ARB?

I was an aircraft maintenance engineer at Qantas for eight years, working on Boeing 737s, 727s and the Airbus A300. I also ran my own panel repair and motor mechanics business for a number of years.

HOW LONG HAVE YOU BEEN BEHIND THE WHEEL OF A 4WD?

Since I was about ten years old. I used to drive an old Daihatsu F20 around my parents' farm west of Melbourne. I own a Toyota LandCruiser 100 Series and a Nissan GU Patrol now and head off road as much as possible.

FAVOURITE 4WDING LOCATION?

Any of the central deserts in Australia due to their remoteness and lack of people. There's also something very satisfying about being in the middle of nowhere and having to rely completely on yourself.

ANY ADVICE FOR 4WDERS?

You can never be over-prepared when it comes to off road travel, as you never know what may happen out there... especially in remote areas. The trick is to carry the right gear and accessories for the area you're travelling to. Many accessories for your 4WD are just like an insurance policy, ensuring that you and your vehicle can return home safely from any adventure.



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Email: exports@arb.com.au Web: www.arb.com.au



4X4 ACCESSORIES