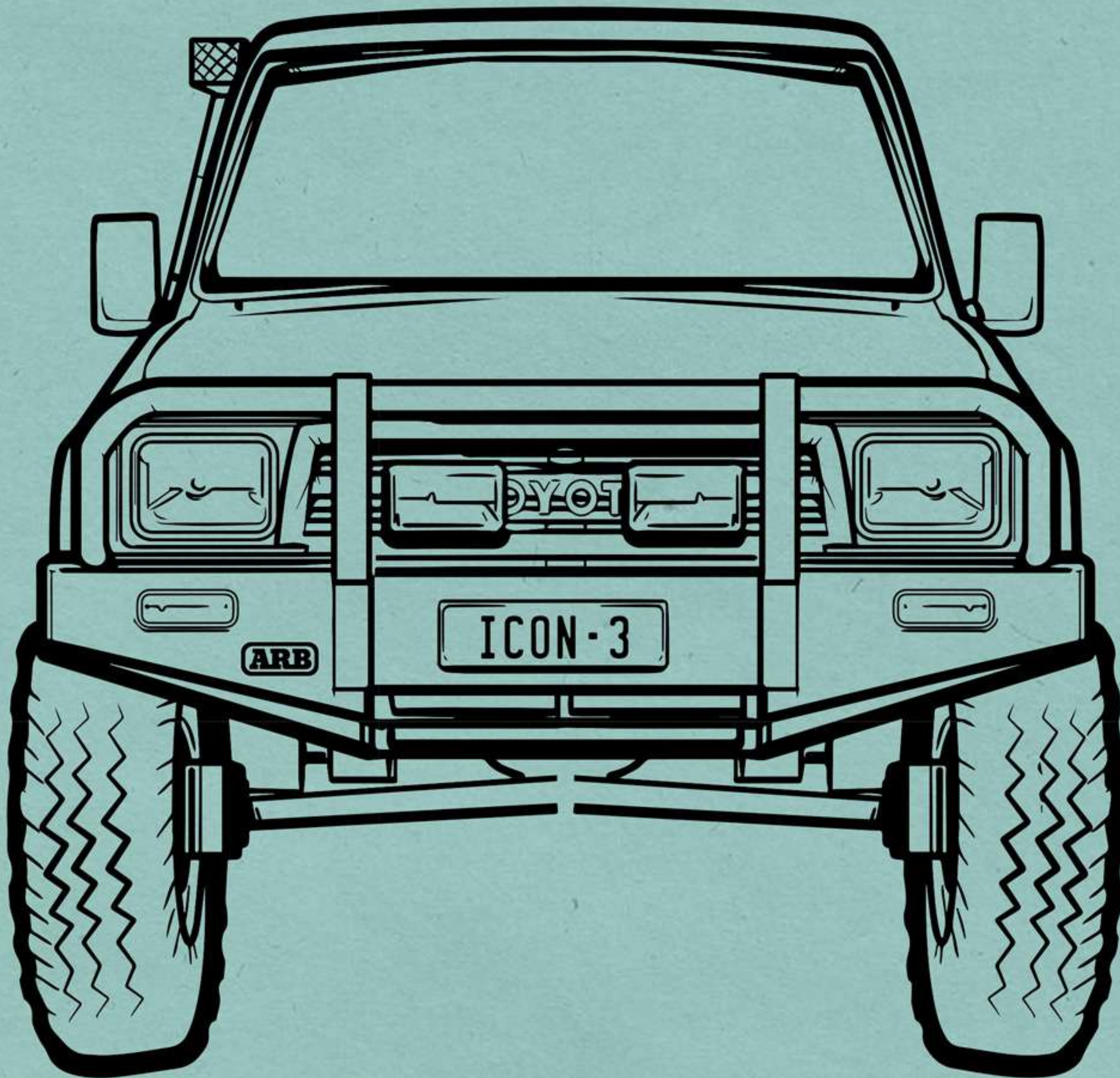




4X4 ACTION

PRODUCTS | NEWS | TRAVEL | INFORMATION | ADVICE | LIFESTYLE

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OFF ROAD ICONS

CELEBRATING 40 YEARS OF ADVENTURE

ARB PRODUCTS

We release a full host of accessories for the new Nissan Navara NP300, reveal our cleverly engineered Summit rear step tow bar and BP-51 suspension system for the Prado and FJ Cruiser.

OFF ROAD ICONS

Learn all about our 40th anniversary celebrations, our Off Road Icons project and an insight into ARB's history through the eyes of legendary 4WD journo, Ric Williams.

TRAVEL

We end our adventure through the NT at Litchfield National Park, explore America's beautiful Pacific Northwest and brave the freezing temperatures of the epic Antarctic Desert.

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ACTION INSIGHTS

3,100

The base circumference of the largest living tree on the planet (in cm's)

4,257

Tonnes of sheet steel used every year by ARB

260,000

Metres of steel tubing used in manufacturing each year by ARB

487,000

Size of the Ross Ice Shelf, Antarctica in km² (larger than Sweden)



Matthew Frost,
National Sales and
Marketing Manager

Where is it made, grown, caught or built? This is a question that consumers are asking more and more these days, and it's something that's queried for a variety of reasons. Whether it relates to health, ethical, environmental or philosophical reasons, increasingly, place of origin is a key factor in our decision making process. A topical issue in Australia, for example, relates to the country of origin for seafood. We have some of the most pristine waters in the world, so when we buy a piece of fish to throw on the barbecue, we like to think it's been plucked fresh from our oceans free of contaminants. Due to poor labelling regulations however, invariably we have no idea whether the fish is local or has been caught swimming amongst all sorts of nasties on the other side of the world.

More and more, people are looking for transparency and integrity in companies from which they purchase, with a preference for dealing with brands that have stood the test of time and, in the process, become true specialists in their field.

This approach is leading to a manufacturing resurgence across numerous industries around the globe. Many innovative brands that have endured periods where they've battled to compete with cheap, mass produced knock offs that are increasingly outsourced to the cheapest bidder, are now seeing an unprecedented level of demand for their products. To give you an example, I was recently chatting with the owner of a clothing store, who has been on a waitlist for two years, trying

to access product from an American boot maker. This particular US company has been in business since 1884, and is currently experiencing a situation where demand for their expertise in building footwear, is stretching their production capabilities to the absolute limit.

It really comes down to education. There are so many channels now for consumers to see behind the scenes of the companies that they deal with, enabling them to make far more informed decisions about the products they are considering purchasing. If a company is not transparent about what goes into the design and manufacture of its products, you can bet that it's because they have something to hide.

So how does this all relate to the world of 4x4 accessories? Well, to give you an example of where I am coming from, Unsealed 4X4, a highly respected online publication with a huge audience, recently conducted a comprehensive evaluation of snatch straps. The article was published in issue 12, and is well worth a read. In summary though, the top three performers were all from well established brands that can be considered long term specialists in their field. The worst performing strap, and now the subject of an ACCC recall on the basis that using it could result in "injury or death", is from a company with no engineering or manufacturing expertise that no one had heard of until recently.

The next twelve months are going to see an enormous amount of new vehicle activity in Australia and around the world.

Practically all of the big selling 4x4s have been or are about to be replaced with new models. It's fair to say that there will be a significantly larger range of accessory options available for these next generation models, compared to when their predecessors were launched.

Fortunately, through the internet, there is also a greater range of tools available for consumers to research available options. With so much junk around, it's really worth taking the time to research the equipment you're considering fitting to your vehicle. In the case of bull bars, for example, as well as exploring the safety and performance characteristics of the product, it's worth looking at options for integrating complementary products like winches, recovery points, communication antennae and lighting equipment, as well as additional side and underbody protection compatibility.

The move towards sourcing ethically produced commodities that somebody has really poured their passion and expertise into is sweeping the globe, and is somewhat resulting in the return of a bygone era of skilled manufacturing. ARB has been caught up in this "retro" trend and it's reflected in this issue of our magazine, and our Off Road Icons project in particular.

As ARB approaches its 40th anniversary, we look back to where it all began and follow the ARB journey from humble back yard beginnings to state-of-the-art accessories manufacturer. We hope you enjoy this trip down memory lane.

GEAR

REVERSE OF CAP



BP-51 Cap

Protect your head while exploring the outdoors with the BP-51 cap. Featuring a bold black, white and yellow colour scheme, the hat is made from unbrushed, heavy cotton twill fabric for the ultimate in comfort. The cap is finished with a mesh panel on the front peak, a 3D front embroidered BP-51 logo and an adjustable velcro logo strap at the back.

Part no. 217616
RRP \$20.00

DRINK BOTTLE



BP-51 Drink Bottle

Stay hydrated out on the tracks with ARB's new BP-51 drink bottle. Made from a 301 grade stainless steel, the inner layer is 304 grade stainless steel with an insulated double wall inner. Featuring an easy to use, 'flip sip' lid closure, the drink bottle is 17cm(H)x 7cm(D) and has a capacity of 500ml. Finished in an attractive black gloss with BP-51 and OME printed logo's, it's the must-have journey companion for your next adventure.

Part no. 217615
RRP \$20.00



ZIP COLLAR



DETAIL

BP-51 Mens & Ladies Polo Shirts

Coming in a stylish and timeless black, the BP-51 polo is the latest addition to ARB's apparel collection. Made from performance quick dry, moisture management 200gsm poly fabric, the BP-51 polo features mesh under arm panels and a genuine YKK zip up neckline. Finishing the polo, full colour BP-51 embroidered logos are featured on the front and back, giving this shirt a dynamic, 'race tech' look and feel.

Part no. 217606-217614

RRP \$50.00

UP



ARB Tiger Bay Safety Flags

A safety flag is essential when touring parks and deserts across Australia. ARB Tiger Bay flags are manufactured from tough, fluorescent materials with the option of a fixed, quick release or spring mounting base. Available in the following configurations; 2.5m two piece, 2.0m two piece and a 1.6m one piece.



SmartBar for the NX Pajero

Manufactured from polyethylene plastic the SmartBar is a lighter alternative to steel bars.

Specifically designed for the NX Pajero, the latest model of the Vehicle Frontal Protection System blends seamlessly to the contours of the vehicle. Maintaining the intended aesthetics of the Mitsubishi design while providing reliable safety.

Available in black, white and silver grey the SmartBar is air bag compatible with optional winch provision. Supplied with two aerial points and durable LED parker/indicator lights.

The SmartBar is environmentally friendly, easy to install and is compatible with original vehicle fog lamps.

N NORTHERN EXPOSURE

Words by Dean Mellor
Photography by Offroad Images

IN PART 2 OF DEAN MELLOR'S NORTHERN
TERRITORY ADVENTURE, WE ARE TAKEN ON
A JOURNEY THROUGH THE SPECTACULAR
LITCHFIELD NATIONAL PARK.





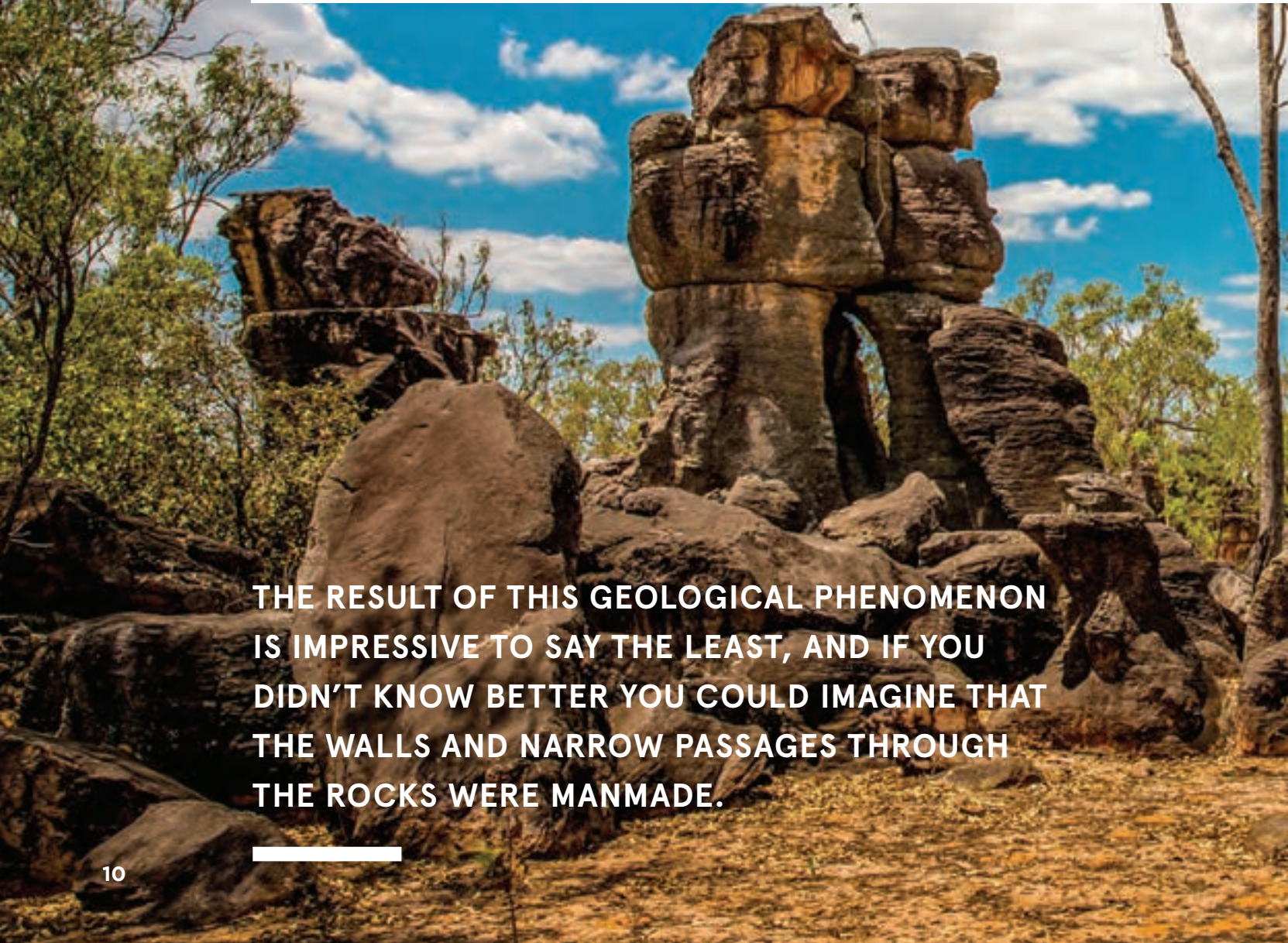
We had just enjoyed three days touring through Kakadu National Park. In that short time we had managed to experience just a few of the highlights of this magnificent part of the Northern Territory's Top End, including several spectacular billabongs, incredibly majestic waterfalls, cool and refreshing natural plunge pools, a vast array of wildlife and a taste of the area's living Aboriginal culture.

Most of the roads in this 20,000km² national park are gravel, and there are plenty of 4WD only tracks, so you need a decent rig to visit places such as Jim Jim Falls, Twin Falls and Gunlom. Fortunately we were well equipped, touring in ARB Darwin's brand new Isuzu D-MAX and trusty Toyota HiLux, so we had no problems accessing these impressive sites. Our party consisted of six people: Sara Jentsch (Tourism NT), Kim and Geoff Dawes (who had joined us on our previous NT trip to the Red Centre), Chris Humphries (a local Darwin copper), Michael Ellem (Offroad Images) and yours truly.

Our time in Kakadu was up and we were now heading west towards the second part of our Top End adventure in Litchfield National Park. First we needed to freshen up, so we made our way along the Kakadu Highway to Pine Creek, where we could refuel the vehicles, recharge the camera batteries, have a shower and grab a bite to eat. All of these objectives were achieved at the comfortable and welcoming Lazy Lizard Caravan Park, Tavern and Info Centre (see sidebar, Pine Creek).

After 2pm and a decidedly leisurely lunch befitting the Lazy Lizard Tavern's name, we mounted up and headed north up the Stuart Highway for 50kms or so, then turned left at Dorat Road, and left again onto Daly River Road, for the last few kilometres, to the start of the Reynolds River 4WD Track, at the southern entrance to Litchfield NP.

There's less than 200km of blacktop between Kakadu and Litchfield, but we were glad to once again turn



THE RESULT OF THIS GEOLOGICAL PHENOMENON IS IMPRESSIVE TO SAY THE LEAST, AND IF YOU DIDN'T KNOW BETTER YOU COULD IMAGINE THAT THE WALLS AND NARROW PASSAGES THROUGH THE ROCKS WERE MANMADE.

on to the gravel. We dropped tyre pressure to around 28psi and started up the track that would lead us to our next campsite at Surprise Creek Falls.

Only open in the dry season, the Reynolds River 4WD Track is so named as it follows the Reynolds River, and from the southern end it crosses the river at a dry weather ford about 8km in. There are quite a few tracks in sections as people are forced to make new ones to avoid boggy, wet stretches, but it was anything but wet when we were here. In fact, Geoff, Kim and Chris had to hold back quite a distance in the HiLux to avoid the dust being generated by the D-MAX, in which Michael, Sara and I were happily motoring along in the fresh air. As well as sandy sections there are quite a few stretches of bulldust, so it pays to have a snorkel fitted, not just for the water crossings but also to keep your air filter relatively clean.

After the ford across the river, we stopped to photograph a small billabong to the left of the track

called Queen Mary Lagoon, and not long after, we drove across Prousts Crossing and arrived at the Surprise Creek Falls campsite. It was now quite late in the afternoon so we found an appropriate spot away from the few other campers, rolled out our swags and got the fire going. Facilities are basic (fire pits, tables and toilets) but the campsite is usually un-crowded; there were only three groups the night we were there. And the surprise? Well, it's only a 300m walk to a series of rock holes that are linked by small waterfalls, and Surprise Creek Falls is one of only a few designated swimming areas in Litchfield NP.

A young German backpacker, who was travelling with his girlfriend in an old Ford Maverick, wandered over to our camp for a chat that night. He complained about the "waves" (corrugations) and "speed humps" along the track so we suggested he lower his tyre pressure. He was a nice fellow but seemed more intent on talking than listening, so we weren't sure if he heeded our advice.



NT Travel

The following morning we packed up camp early and got underway before breakfast. There was a heavy mist and the magnetic termite mounds not far from the exit of the campground looked like tombstones in an eerie cemetery, and Michael was keen to photograph the scene. When he'd finished we continued on our northern path and the rising sun soon burnt off the mist to reveal another spectacular blue sky day.

It was less than 15kms to the long, deep Reynolds River (East) water crossing. We pulled over and let the vehicles cool down for a few minutes before driving into the water. Signage here recommends vehicles be equipped with snorkels for this crossing and as I drove across I could see why. The water was deep enough to wet the bonnet of the D-MAX and with plenty of saltwater crocodiles inhabiting the river, you don't want to get stuck!

Once across we called to Geoff in the HiLux to come through. This would be his most challenging water crossing to date – deep, long and with varying levels of traction on its sandy and rocky base – but we had given him clear instruction on how best to tackle it. He selected low range second and kept an even throttle, and we could spot his smile from more than 100m away as he commenced his successful crossing of the Reynolds River.

Safely on the bank on the other side, we brewed a cup of coffee on Michael's Bialetti and finally hooked into some well-deserved breakfast. We then continued north for another 3km or so to Tjaynera Falls on Sandy Creek.

Facilities at Sandy Creek include a shaded campsite with toilets and showers, as well as day parking. We loaded up with water and camera gear and started



(Left) A taste of NT's beautiful billabongs.
(Right) From left to right; Geoff, Kim, Chris, Sara, Michael, Dean, D-MAX and HiLux.



off on the 1.7km walk to the falls. It was approaching 40 degrees, so we were happy that the walk was predominantly on a well-formed track, although there are quite a few rocks to clamber over towards the end. To take my mind off the heat I struck up a conversation with an Italian couple following us to the falls. When I told them I'd visited the little town they were from (Gorizia) near the Slovenian border, they were so amazed that we nattered about the coincidence all the way to the end of the track, where all of a sudden we found ourselves gazing up at the most spectacularly beautiful falls imaginable.

Access to Tjaynera Falls is not possible in the wet season but fresh water flows over the Tableland Range and over the falls all year round. You can swim right up to the waterfall in the cool and refreshing waters of the pool here, or just sit on the bank opposite, taking in the amazing scene before you. The cliff face is brilliant with colours including ochre, blacks and greys, interspersed with the green of trees and bushes, and all contrasting with the white cascading water.

Several fish species inhabit the waters here, including the Sooty Grunter and Sleepy Cod. Birds attracted to the sheltered areas near the falls include the Yellow Oriole, Figbird, Spangled Drongo and Rainbow Bee-eater. It's easy to see why; despite the ambient heat of the day, it feels much cooler here in the shade of the trees next to the water. And the sound of the falls gives this place a soothing and relaxing feel, almost meditative; it's got to be one of the best places on earth to simply take a few minutes out to sit and contemplate the beauty and wonder of life.

After doing just that, it was time to press on. Without the company of my new Italian friends, I was much more aware of my surroundings on the walk back to the vehicles. The track here snakes alongside Sandy Creek through rich monsoon rainforest, and at one point it passes a particularly striking stand of cycads on the hillside.

We bumped into the young German couple we'd met the night before and they informed us that they got



stuck in the Reynolds River crossing on their way here – not surprising considering the 45psi he had in his tyres. Apparently he climbed out in the middle of the river and hand winched his Maverick to safety, not realising it’s full of saltwater crocs. He was stunned when we informed him of this, and we reiterated that he should lower his tyre pressures, not just for traction, but also for comfort over the track’s rough corrugations... and to stay away from the crocs. We reckon he may have heard us this time...

It was late morning and the next stop on our itinerary was the Lost City, which has to be accessed from the north, off Litchfield Park Road. The 10km 4WD-only track into the Lost City is narrow and winding, and works its way past trees and termite mounds. While many resources will tell you that it’s also extremely rough and rocky, and only suited to experienced four wheel drivers, we found (in the dry, at least) that’s not quite the case; it was relatively easy, albeit very

hot and dusty, although we had to pull off the track a couple of times to let oncoming vehicles through.

Other than a carpark, there are no facilities here, so make sure you have plenty of water with you when visiting. Upon arrival we had a quick bite to eat, filled up our water bottles and headed off on foot to explore the amazing geological formations. According to signage here, “The intriguing formations were once part of a continuous sandstone layer that capped the present day Tabletop Range. Over time this cap has been broken down or weathered, and much of it washed away. While most of this sandstone has ended up as sediment in the sea, the rock of the Lost City has proven more resistant to the forces of weathering and erosion...” Essentially, it’s the blocks of more resistant rock that remain here and make up the tower-like structures that stand proud of the surrounding ground.

(Left) Resting our legs in Lost City.

(Right) The majestic Tjaynera Falls

The result of this geological phenomenon is impressive to say the least, and if you didn't know better you could imagine that the walls and narrow passages through the rocks were manmade. The sandstone faces of these formations, however, are estimated to be more than 500 million years old.

On the drive out we once again bumped into the German couple in the Maverick. This time he was wearing a big grin; apparently he took our advice and dropped his tyre pressures down to 28psi and all of a sudden the "waves" and the "speed humps" on the gravel roads and dirt tracks were no longer a problem. This was the first time we'd seen a smile on his girlfriend's face.

It was early afternoon and we still wanted to visit Wangi Falls before heading to our overnight digs at the nearby Litchfield Safari Camp. Exiting the track from the Lost City, we were back on sealed roads so it didn't take long to cover the 20km or so to Wangi Falls.

As one of the best-known attractions in Litchfield NP, it's also one of the most popular, and there were plenty of people at Wangi Falls when we arrived. Nevertheless, there's lots of parking and facilities include barbecues, picnic areas, toilets, change rooms, sheltered areas and walking tracks. But it's the twin waterfalls that cascade over the escarpment into an inviting plunge pool that attracts people to this place. Although it doesn't offer the solitude of some of the other sites we'd visited in Litchfield NP, there's no denying Wangi Falls is still a spectacular place. And it's open all year round thanks to sealed road access, although swimming can be closed periodically during the wet season.

After a refreshing swim we headed to the kiosk for an ice cream before we continued north to Litchfield Safari Camp (see sidebar, page 17) another 7km up the road. The sun had set by the time we arrived but we'd pre-booked a powered campsite, so we fired up just about every LED light we had to set up camp. This was to be the last night of our Top End adventure and I think we over catered for it, so we enjoyed a big meal and then made a serious attempt at finishing off the remaining beers we had with us.

As Sara, Kim and Geoff retired early, Michael, Chris and I continued to reflect on what had been an amazing week in Kakadu and Litchfield National Parks. We had been to some simply beautiful places in our short stay, had met some fantastic people and enjoyed some awesome four wheel driving. We couldn't stay up too late though because we still had plenty to do the following day, starting with another pre-dawn alarm.

**WE HAD EXPERIENCED
SO MUCH, SEEN SO MANY
BEAUTIFUL PLACES, MET SO
MANY WONDERFUL PEOPLE AND
DRIVEN ON SO MANY FANTASTIC
4WD TRACKS... ALL IN ONE JAM
PACKED WEEK!**



We knew of a spot not far up the road where there were some spectacular magnetic termite mounds and Michael wanted to shoot the sunrise there. Possibly thanks to the previous night's antics, we didn't quite make it in time, but we were far from disappointed when we arrived to see the field of termite mounds shrouded in a heavy fog. If we thought the scene we'd witnessed the previous morning was eerie, it had nothing on this.

Some of the magnetic termite mounds at this site are more than two metres high. The termites build them out of plant debris they find in areas that are seasonally flooded so they can stay above the water level. A striking feature of the mounds – and the reason they are called magnetic – is that they are all aligned north to south to minimise their exposure to the sun, therefore regulating the temperature inside them.

Although we were only 120km or so from Darwin, we were all exhausted after a very hectic few days. At about the halfway mark we pulled in at Berry Springs Nature Park to break up the drive. This is an attractive and popular swimming spot for Darwin locals who want to escape the heat in a natural environment, and is well worth checking out next time you're nearby.

Thanks to the proximity of Darwin to Litchfield NP, we were back in the city by the early afternoon, giving us plenty of time to sort out our gear and clean the vehicles prior to a delicious farewell dinner at a Thai restaurant in Mitchell Street. We all reflected fondly on our latest Northern Territory adventure. In fact, I think we were all a little shell shocked; we had experienced so much, seen so many beautiful places, met so many wonderful people and driven on so many fantastic 4WD tracks... all in one jam packed week! We'd all be back, of course, but next time we'd give ourselves more time to enjoy this spectacular part of the world.



4WD PARADISE

The 4WD-only tracks that wind their way through Kakadu and Litchfield NPs offer plenty of driving challenges, particularly some of the rocky sections and some of the deep water crossings.

You need a capable and well-equipped four wheel drive to travel here. Decent tyres and a snorkel are minimum requirements.

The ARB Darwin Isuzu D-MAX and Toyota HiLux were obviously extremely well equipped and had no problems throughout our trip. When we left Darwin the odometer reading on the D-MAX was 92km. When we returned it was run-in with 1,329km showing on the odometer.



PINE CREEK

Pine Creek is located on the junction of the Kakadu and Stuart Highways, only about 70km west of Kakadu NP. We stopped here for a well earned break after three days touring through Kakadu, before we made our way across to Litchfield NP.

Over lunch at the Lazy Lizard Tavern, proprietor Bruce Jenkins was happy to have a chat about the town, and the unique tavern that he's obviously very proud of.

"Pine Creek is traditionally a gold mining town," explained Bruce, "but for the last eight years the iron ore mine has been the main one, which is out at Francis Creek, about 30 or 40kms out.

"It's a mining town that goes through boom and bust continually, always has, probably always will.

"Our main reason for being here is the tourist season, which is the dry season, and in the area we've got a little bit of mining memorabilia, a little bit of railway memorabilia, we've got Umbrawarra Gorge, about 30 or 40kms from here, we've got a little dam that people go swimming in, and we're pretty close to Kakadu..."

If you want to stay here, accommodation includes a caravan park with campsites and cabins, and all the usual amenities. There's also fuel, a general store, gifts, information centre and bottle shop.

CAMPING FACILITIES AND COSTS

There are several campsites in Litchfield NP with a range of facilities available.

Easily accessible campsites include Wangi Falls, Buley Rockhole and Florence Falls.

Campsites accessible only by 4WD in the dry season include Tjaynera Falls (Sandy Creek), Surprise Creek Falls and downstream from Florence Falls.

Walk-in camping sites are available along Walker Creek (dry season only).

Most campgrounds are managed by Campground Services. Camping fees apply. See www.parksandwildlifent.gov.au for more details. We stayed at the following:

- Surprise Creek Falls Campsite has basic facilities including fire pits, tables and toilets. Camping fees are payable on-site and cost \$3.30 per adult, \$1.75 per child (5-15) or \$7.70 per family.
- Litchfield Safari Camp is a privately operated facility just 4km from Wangi falls on the edge of Litchfield NP. Facilities include unpowered and powered campsites, Safari tents with ensuite, budget tents, barbecues, amenities block, washing machines and swimming pool. Prices range from \$15 to \$150 per night. See www.litchfieldsafaricamp.com.au for full details.

STEP UP

Words by Dean Mellor Photography by Offroad Images



IT'S NO SECRET THAT DUAL-CAB UTES ARE NOW THE MOST POPULAR RECREATIONAL FOUR-WHEEL DRIVES IN AUSTRALIA.

They offer good value for money, impressive payload capacity, relatively good on-road ride and handling, loads of features, are built on tough separate chassis that are ideally suited to off road driving, and have big and comfortable cabins.

In the past, cabin size was secondary to tub space when it came to the design of dual-cab utes, but that is no longer the case. In fact, with a more recreational focus than ever before, buyers of these vehicles want plenty of cabin space for their families and mates... but not at the expense of tub space. The result is the rear overhang on dual-cab utes, which tend to be increasing significantly with every new generation released and this, of course, leads to a reduction in departure angle.

Reduced departure angle does a vehicle no favours when driving off road; it means there's more chance of the vehicle's rear-end becoming hung up when dropping off a rock shelf, or scraping when exiting a deep gully. And as it pokes out the farthest, the most vulnerable component at the rear is the vehicle's bumper bar.

The standard rear bumpers on modern dual-cab utes offer little in the way of protection. Sure, as their name suggests they might be able to cope with the odd bump in a carpark, but they're not up to the demands of off road driving, and can be easily bent when they make contact with the ground, resulting in not only damage to the bar itself, but also to the vehicle's bodywork.

For many years, ARB has offered rear step tow bars to suit a wide range of utes and, while visually appealing to many off-roaders, the design of these bars is best placed in the 'form follows function' category. With a tough steel tube construction that protects the rear as well as the sides of the vehicle, the traditional ARB rear step tow bar offers the ultimate protection, as well as a lot of features such as a heavy-duty towing system, integrated recovery points and grippy chequer-plate step. To better suit the flowing design of more recent dual-cab ute offerings, however, ARB decided that the rear step tow bar could do with a freshen-up.

Introducing the Summit rear step tow bar; a stunning new design that offers four wheel drive ute owners the confidence and protection that only a tough ARB bar can provide, as well as smart and innovative styling that looks akin to a factory-standard item rather than an aftermarket bolt-on component.

"We started the Summit rear step tow bar project about three to four years ago," says Steve Sampson, ARB Product Manager responsible for fabricated products. "It has been quite a long process with a few different ideas about what sort of design and styling we wanted on the rear bar. It's gone through a few different stages.

"We wanted the bar to look more like an integrated part of the vehicle rather than something bolted on to the back."

SUMMIT REAR STEP TOW BAR FEATURES

- Available in two models, for vehicles with or without parking sensors
- 2.5mm press formed steel wing panels
- Side wing panels can be colour coded to suit vehicle (supplied in a black powder coat)
- 60.3mm x 2.6mm steel tube frame
- Anodised aluminium top tread plate
- Moulded licence plate bezel and Narva LED licence plate light
- Replaceable 2mm zinc-plated stone guards to reduce damage to the inner rear face of vehicle beaver panel (Ford Ranger/Mazda BT-50 models)
- 3.5t class 4, 50mm tow hitch



Of course, it's one thing to make a bar look good, but quite another to ensure that it's tough enough to handle the rigours of off-road driving, as well as strong enough to meet the towing requirements of many vehicle owners. Underneath that sleek exterior, the Summit bar features a tough steel tube structure that mounts directly to the vehicle's chassis, and that's strong enough to handle the 3.5-tonne towing capacity that many modern four-wheel drive utes are rated to.

"The central part of the bar still retains a 60.3mm tube, which we used on the previous rear bars that we made, so you still have the strength of that cross member," says Steve. "The structure that goes on to the vehicle chassis itself is fairly standard in that it has to be made strong enough to retain the vehicle's towing capacity, which on most dual-cabs these days is nudging the 3.5 tonne rating. So the structure of the Summit bar, that you don't see, is all made so that we can achieve those ratings."

It's the visible, outer design of the Summit rear step tow bar that sets it apart from anything else on the market. "It has bolt-on press formed steel wings," explains Steve. "The reason we've gone for press-formed wings is so we can match the actual profile to the tubs of the vehicles, rather than just having a tube

sticking out of the side or some sort of flat panel. Everything has been designed so all the profiles match the tub design."

In fact, the Summit's wings so closely match the bodywork of the vehicle's tub that you'd almost swear they were affixed to the bodywork itself, like the plastic bar on a standard four-wheel drive wagon, not the sub-structure of the bar and the chassis. The wings are also contoured in such a way that they look like they're part of the original vehicle design. They run all the way from behind the rear mud flaps and curve around the rear corners of the vehicle's tub, following the contour of the tube-section of the bar and tapering off to the point at which they meet the rear step. In addition, they feature a subtle, curved indent that adds to the factory look.

As well as looking good, those press-formed steel wing panels offer unprecedented protection, covering more of the vulnerable lower sides of the tub than any other bar. Unlike the thin sheet metal on the vehicle itself, the Summit bar's wings are made from tough and durable 2.5mm steel, and they are mounted to the hidden tube structure of the bar, as well as directly to the vehicle's chassis via additional bracing, in such a way that they are capable of supporting the weight of the vehicle. As

such, these wings feature reinforced tabs that are designed as Hi-Lift jacking points.

Not content with offering just two Hi-Lift jacking points, the Summit bar designers also incorporated a couple of extra points. "Also, where the central tube bends down, there are additional Hi-Lift jacking points on either side at the rear," adds Steve.

The side wings can be colour coded to suit the vehicle to which they're fitted, or supplied standard in a black powder coat finish, while the tube section of the bar is finished in a neat textured black powder coat that offers a striking contrast to colour-coded wings, the aluminium rear step and the painted lower section of the bar.

The Summit's anodised aluminium top tread-plate is another obvious visible departure from the original ARB rear step bar. "In the past, our rear bars have had the standard five-bar chequer-plate design," says Steve. "We've gone away from that, not only because the new design looks more modern, but also so we can have ridges that go the full width of the rear bar, so there aren't any points where you might not have any grip on the rear step."

Another design innovation on the Summit bar is the flip-up panel just above the integrated heavy-duty tow hitch. Lifting this panel gives access to the pin that secures the tow hitch, as well as two shackle attachment points and the trailer-wiring plug. When you order an ARB Summit bar, simply request the style of plug fitting that suits your trailer – whether that's a seven-pin flat, small or large round plug – and it will be installed prewired and ready to go.

The area behind the flip-up panel also accommodates an optional 50 amp Anderson plug, provision for an ARB air compressor outlet and the facility to hook up ARB trailer-camera wiring. This location makes all of these accessories readily accessible without detracting from the smooth lines of the Summit bar and, more importantly, it ensures that they are tucked up and out of the way where they're not going to be damaged when off road driving.



The innovation doesn't stop there. The Summit bar for Ford Ranger and Mazda BT-50 features replaceable 2mm-thick zinc-plated stone guards that are designed to reduce damage to the inner rear face of the vehicle's beaver panel, located just below the tailgate. This area, which is hidden by the standard rear bumper bars on these models, can cop a beating on vehicles that are driven regularly on gravel roads or over rocky terrain, and visible stone damage is often not considered when fitting an aftermarket rear bar. The Summit bar's stone guards are a simple and effective solution to this issue, and whether they will be a necessary component on Summit bars for other models will be determined on a case by case basis.

The design of the Summit bar caters for vehicles with or without parking sensors. On models suited to vehicles with parking sensors, the Summit bar has laser-cut holes that accept the vehicle's original sensors.

A moulded licence plate bezel has also been included and is designed to accept all styles and sizes of plates. It is equipped with a quality Narva licence plate light.

The first vehicles to be catered to by the new Summit rear step tow bar are the Nissan Navara NP300, Ford Ranger and the Mazda BT-50, with vehicles such as the new Mitsubishi MQ Triton and the all-new Toyota HiLux to follow. "Most of the dual-cab utes are being updated this year," says Steve, "and all new models will get the Summit bar treatment."

Steve is understandably proud of the Summit rear step tow bar. "We have now designed a rear bar that looks like it's from the factory," he says. "Every part of the design has been done so that it looks like a factory-fitted rear step. So rather than having a standard bolt-on rear bar, which we've done in the past, we are now integrating front, side rails and also rear bars, so that they all look like they are from the factory, the way the actual vehicle designer planned that vehicle to look at the end of the day.

"And you still have the full protection that you normally get from an ARB product."



NAVIGATING NEW TERRITORY



THE ALL-NEW NAVARA NP300 HAS REACHED OUR SHORES AND ARB IS READY AND WAITING WITH A HOST OF ACCESSORIES TO COMPLEMENT THE NEW 4X4.

Utes have come a long way over the years. Long gone are the days when utes were a 'tradie only' vehicle. Consumers are now using them for multiple purposes. Increased comfort and safety specs make them the perfect family car, with plenty of room in the back for dirty camping gear or the family dog. Used for both work and play, you can carry tools around during the week and then head off road on the weekends for a fun-filled adventure. The possibilities are endless!

The Navara NP300 has reached an all time high when it comes to innovation and style. Being the first dual cab with coil springs in the rear, the ute is jam packed full of features. ARB's team of engineers have worked long and hard to come up with accessories that not only complement the aesthetics of the Navara but also increase the comfort and versatility of the new model.

Summit Protection Equipment

Nissan's NP300 is the next vehicle to receive ARB's new range of Summit protection equipment. The Summit bar, Summit rear step tow bar and Summit side rails and steps are the perfect combination, created from steel for maximum protection. Features of the Summit bar include under bar protection panels, recessed winch mounting provision, split pan design with the added option to fit ARB or IPF lights and selected winches. The bar is air bag compatible and comes standard in a hardwearing black powder coat with the option to colour code. Unique design elements include the 30mm edge radius on the wings and centre pan, wider press formed cover straps, 60.3mm top frame tubing, two piece polyethylene buffers and redesigned fog light surrounds. Complementing the new bar is the release of the ARB Summit side rails and protection steps. Rather than producing a side rail clamp to suit the increase in tubing diameter on the Summit bar, ARB engineers have developed an integrated, design registered attachment

system. The vehicle specific, mandrel formed side rails utilise 60.3mm steel tubing to provide an increase in strength and visual aesthetics. Completing the range is the Summit rear step tow bar, combining class leading design, proven ARB engineering and a no compromise approach to protection and performance. Features include 2.5mm press formed steel wing panels, side wing panels which can be colour coded to suit the vehicle, 60.3mm x 2.6mm steel tube frame, 3.5t class 4 50mm tow hitch, flip-up panel giving access to the optional 50amp Anderson plug, provision for ARB air compressor outlet and trailer-camera wiring, moulded licence plate bezel with Narva LED licence plate light and anodised aluminium top tread plate.

ARB Alloy and Commercial bull bars.

Another recent release, the Alloy bull bar offers owners a greater choice of frontal protection. Designed to complement the modern day 4x4, the bar is air bag compatible with provisions for driving lights and selected winches. The split pan design enhances the strength of the bar, while providing the radiator and engine with a massive amount of airflow. Created from aluminium, the Alloy bull bar is lightweight and built with a steel mount and steel winch cradle for ultimate strength. Other features include 60mm tubing, multi fold upswept and tapered wing design, fog lights, LED indicators and clearance lights. ARB Commercial bull bars and winch bars are a cost effective alternative to Deluxe bull bars, offering a comparable level of vehicle protection. Incorporating many of the strength related features of a Deluxe bull bar, the Commercial bar features 76.1mm steel centre frame tube and 60.3mm outer frame tube for added strength, recessed indicator and optional fog light kits, electric winch, driving light provisions and CB aerial brackets. Also utilising a split pan design, the bar includes Hi-Lift jacking points and a multi fold upswept and tapered wing design for added strength.



ARB Under Vehicle Protection

ARB's under vehicle protection systems are specifically designed for each vehicle and engineered to provide a shield for vulnerable under body components such as the steering, sump, transmission and transfer case. Pressed and folded 3mm laser cut steel provides more strength than folded steel alone and allows optimum strength to weight ratio, securely bolted to the vehicle's chassis, providing outstanding structural integrity. All steel components are zinc plated and powder coated in a silver textured finish. Recessed mounting hardware is protected and easy to remove for vehicle servicing.

ARB Recovery Points

Strong, reliable recovery points are essential for off road driving and are now available for the NP300. Each ARB recovery point undergoes considerable research and design, involving actual vehicle chassis samples and CAD data relating to critical front sections of the vehicle. Each vehicle specific recovery point is rated for use with a 4.75t bow shackle and 8,000kg snatch strap.



ARB Air Lockers

Designed and manufactured in Australia, ARB Air Lockers will enhance traction in just about any terrain, whether it's rock, clay, gravel, sand, snow or mud. Now with a state-of-the-art two piece design available right across the range, forged gears for the ultimate in strength and durability, and an industry-leading five year warranty, ARB Air Lockers are better built and better backed than ever before. The two piece design employs minimal moving parts, thereby ensuring maximum reliability. Ultra durable and extremely strong, ARB Air Lockers have been thoroughly tested and trusted in over 100 countries around the world.



ARB Classic Canopy

Other accessories available include the Classic canopy and canopy roof racks. ARB's Classic canopy has stood the test of time. Available in a smooth or textured finish, the canopy is made from a heavy duty one-piece shell that is thermal formed from ABS sheet. With several window options and double locking handles on the rear door, the classic canopy is ideal for keeping all your tools of the trade secure. Other features include; lockable, sliding windows, UV stable finish, tinted and tempered safety glass with secure, full length mounting system. Canopy roof racks are a great add on for the Classic canopy. Available in two sizes for dual cab vehicles, canopy roof racks can be optioned as either aluminium or steel for an aerodynamic, durable design.

Thinking of buying a new Navara NP300? Or have you already purchased one? ARB has you covered for all your off road accessories. With all these accessories ready and waiting for the NP300, the hardest decision will be which items to choose first.

ALSO COMING SOON FOR THE NISSAN NAVARA NP300

- Old Man Emu suspension
- SmartBar
- Sahara bull bar
- Ascent canopy
- Hayman Reese towbar
- Safari snorkel
- Outback Solutions drawers
- Auxiliary battery tray
- Long Ranger fuel tank
- Recaro seats
- Clearview towing mirrors
- Ute liner
- Ute lid



40

YEARS OF ADVENTURE

**From
little things,
big things
grow.**

Words by Ric Williams
Photography by Ric and Willemina Williams



ONE OF AUSTRALIA'S MOST EXPERIENCED FOUR-WHEEL DRIVING JOURNOS, AND LONG-TIME PUBLISHER OF BUSHDRIVER MAGAZINE, RIC WILLIAMS RECOUNTS ARB'S 40 YEARS OF DESIGN INGENUITY, MANUFACTURING EXCELLENCE AND MARKET LEADERSHIP.

This year ARB celebrates its 40th anniversary. Over four decades the company has developed an undisputed reputation for brilliant engineering, innovative design and high quality manufacturing, and its outstanding accomplishments now spread well beyond Australia's borders. The ARB Corporation is without a doubt Australia's leading 4WD accessories manufacturer and has reached a milestone of enviable achievements it can be very proud of.

The early years

The ARB story started back in the early 1970s when the 4WD landscape was very different from what it is today. Land Rover reigned supreme with a whopping 54 per cent market share, Thiess Toyota, founded by the late Sir Leslie Thiess, sold 40 and 60 Series LandCruisers under a tax-concession scheme for primary producers and commercial users, and Datsun (Nissan) sold G60 Patrols. There were a few other small players, but the 4WD scene was barren by today's standards.

At this time, a cabinet maker from Melbourne by the name of Anthony Ronald Brown tossed in his job, loaded up his Series I Land Rover, and embarked on a long journey north through Cooktown to Cape York.

In the year or so he spent in the tropical north, Tony witnessed many travellers getting into strife on the trail. Roof racks would fall off vehicles, suspensions would collapse under heavy loads and panel damage seemed to occur on an almost daily basis. Tony realised that there was a chronic need for properly engineered equipment to suit the harsh off-road conditions these 4WDs were being subjected to.

Once back in Melbourne, in the small confines of his parents' garage, Tony set about fabricating a range of 4WD accessories. With the assistance of a few friends, and the tolerance of his parents, his skills in cabinet making helped him shape metal materials. Tony's designs proved strong and practical and word soon spread. As demand grew, Tony's mother Joan took the orders

and looked after the books. Tony decided his initials, ARB, would be a good name for his growing business, and so in January 1975, ARB Engineering was founded.

By December of that same year, Tony moved out of the garage and into a rented 1,000 square foot factory unit in Ringwood, Victoria. He was joined by John van den Eynden, the company's first employee, on February 1, 1976. John, a qualified boilermaker and automotive mechanic, showed good management potential, which prompted Tony to later appoint him to the position of factory manager.

During the next three years, rapid growth saw ARB rent a further three factories. As demand for ARB's quality engineered products spread across the nation, Tony realised someone was needed to manage the marketing, sales and financial aspects of the company. In June 1977, Roger Brown joined his brother as managing director, bringing with him a Master of Business Administration and Bachelor of Chemical Engineering.

Under Roger's guidance, ARB and its product range continued to expand. As well as roof racks with ladders for Land Rovers and Nissan G60 Patrols, the company now produced bull bars for a number of vehicles including 40 Series and 60 Series LandCruisers, Range Rovers and Land Rovers. It also manufactured rear-step tow bars for the Ford Bronco and F100 ute, and began assembling Top Cat rotational-moulded canopies to suit Nissan G60 Patrols and Ford F100 utes.

(Below) ARB Managing Director, Andrew Brown.





Sales & Marketing



In the very early days, Roger Brown headed ARB's sales and marketing duties, but after his younger brother Andrew joined the company in 1980, the duo shared this responsibility. As well as creating top-quality products, the Brown brothers proved adept at developing creative promotional activities that helped ARB become a market leader. At the helm for over two decades, Roger and Andrew built the ARB brand into a formidable 4WD accessory player on a global scale.

ARB's current Marketing and Sales Manager, Matt Frost, moved to Australia in 1993. Matt, with a degree in Business Management, had previously quit his job with The Volkswagen Audi Group in London and travelled throughout Africa in an ex-Army Bedford 4WD that had been converted into an overland touring rig. When he ended up Down Under with his wife, the pair decided to travel around the country. While preparing for their adventure, they ended up at the ARB store in Richmond, Victoria, where they fostered a close friendship with Buddy and Adam, who ran the store at the time.

Six months later they returned from their outback journey, impressed and full of praise for the rugged, beautiful and ancient landscape through which they had travelled. Matt took up the position of store manager at the ARB store in Richmond, where he was able to share his 4WD experiences with customers, and implement his business experience to the shop's daily operation.

When he was appointed to the position of Marketing Manager, Matt recognised the need for ARB to have a unique visual brand identity, and to achieve this he brought Michael Ellem of Offroad Images into the team. Michael, one of the best photographers in the business, was the ideal choice to turn Matt's promotional ideas into spectacular visual images. They both shared the same passion for excellence and inspired each other to create the best possible results. It certainly shows in the glossy high quality ARB catalogue and in-house 4x4 Action magazine.

Not all plain sailing

Whilst ARB's 40 year history is largely a glowing success story and testament to Australian innovation, the company has faced a number of challenges over the years. ARB's Chairman, Roger Brown, recounts; "in the late 70's during the global oil crisis, when petrol prices soared out of control, our product orders suddenly stopped dead. I had 9 employees to look after and no income for a whole week. Thank goodness for the release of Toyota's BJ42 LandCruiser diesel. It fired the market back up and orders began to flow in as if nothing had ever happened before. I can tell you though, it was a nail biting period."

A more sinister threat presented itself at the turn of the century in the form of politically motivated lobby groups, whose agenda included the banning of bull bars and even 4WDs in general. Using outrageous statements and baseless information, these groups gained momentum in the media and the future of bull bars and 4WDs came into question.

Back in Melbourne, Andrew Brown, ARB's current Managing Director, rejected these claims head on, highlighting the work ARB had undertaken in conjunction with bodies such as Monash University's department of civil engineering, to improve the bull bar's design and provide the optimum balance of safety and functionality. Whilst clear and factual information was enough to refute the rantings

of the anti 4WD lobby, it became apparent that the industry needed to group together and be better prepared to tackle these sorts of issues in the future.

This saw the formation of the Australian 4WD Industry Council, a division of the Australian Automotive Aftermarket Association. The function of this representative industry body was to liaise with government agencies on any legislative issues that needed addressing. The organisation has been consulted on numerous matters over the years, but had its biggest test in 2011 when the federal government was considering adopting European based regulations that could have seen the demise of effective frontal protection equipment. The 4WD Industry Council engaged over 40,000 road users, and for the first time ever, was able to document compelling evidence on the need for vehicle protection equipment in remote and regional areas.

This led to the federal government detailing its views on bull bars where it stated; "In no circumstances will the Australian Government consider banning bull bars or contemplate any lessening of the protection they provide." This statement has cemented the future of frontal protection equipment in Australia, and today ARB continues to work closely with road authorities to set the roadmap for vehicle protection into the future.





Partners in Adventure

I was privileged enough to launch Australia's first national 4WD publication, *Off Road Australia*, with my former partner the late Wayne Cantell in 1974, and followed it up by creating the concept of *Overlander* magazine for PM Publications in 1976.

In 1977 I launched my own Bushdriver Magazine and, together with my wife Willemina, ran the publication for 23 years. I was well aware of ARB's operations dating back to the Ringwood and Bayswater days and during this time we had been busy developing a number of project vehicles, including a couple of CJ7 Jeeps and a Toyota 60 Series LandCruiser. It was the LandCruiser, which we dubbed 'Project 60', that first linked us to ARB as partners in adventure for many years.

Tony Brown had designed a contemporary bull bar to suit the 60 Series Cruiser that suited the vehicle's aesthetic lines and was stronger than anything else on the market. It featured a three-piece sheet metal folded section base, an integrated winch mount, gas cut recesses for turning lights, driving light mounts and offered a brilliant approach angle. This bar caused one hell of a stir amongst competitors and set the benchmark for the industry.

We fitted this new bar to Project 60, along

with a Warn 8274 high-mount winch, Cibie driving lights and a couple of early Tony Roberts' diff locks, later to become known as ARB Air Lockers. To prove the strength and durability of these products, we subjected Project 60 to a number of gruelling tests, including a November crossing of the Canning Stock Route via the Gunbarrell Highway. We filmed a documentary of this expedition called 'Aroundaboutback and Beyond' and despite the gruelling conditions and temperatures reaching 52°C, Project 60 breezed over the toughest terrain without the slightest mechanical hitch.

By June 1988, ARB had achieved record sales and the company saw the opportunity to diversify, branching out into marine engines as well as developing an engine-conversion business with a system to replace four-cylinder HiLux engines with the more powerful 3.8L fuel-injected Holden V6. One of the Bushdriver Magazine Project 4Runners was fitted out with the ARB Holden V6 kit, and it went on to score two outright victories in the Borneo Safari.

Our next project vehicle was a Toyota 4Runner. While John van den Eynden was establishing ARB as leader in NSW and the ACT in the late 80s, he somehow found the time to personally engineer an ARB low-mount bar to accept a Warn

8274 high-mount winch for our Project 4Runner. He had it ready in time for our jungle trial campaign in both Borneo and Western Malaysia. Our team Bushdriver/Toyota/BF Goodrich competed for six years, achieving a remarkable record of six consecutive podiums, of which three were outright victories, two seconds and one third-place. We would never have achieved such a record without the strength and durability of ARB's winch bars, Warn 8274 winches and Air Lockers; they never let us down.

In 1999 we built Project Nissan GQ Patrol Tray, decked out with ARB winch bar, Warn 8274 winch, OME suspension with remote-reservoir Nitrochargers, Air Lockers (front and rear) and IPF driving lights. We used this vehicle in the Nissan Club's annual 4WD Trials, and also as a support vehicle during our three-week Musso endurance test from Sydney to Lake Eyre and through every desert in between.

A year later, Project GU Patrol Tray inherited the same ARB 4WD accessories from the GQ model, and it went on to take out the tough Ateco-Warn Challenge 2000 by a big margin, piloted by Ric Jnr and Gordon Trigg, once again proving the durability of the product.

My four decades as partner in adventure with ARB has been, and still is, one hell of a ride!

40

OFF ROAD ICONS



**CELEBRATING 40 YEARS
OF ADVENTURE**

IN 1975, ANTHONY RONALD BROWN CREATED THE FIRST EVER ARB BULL BAR IN HIS BACK SHED. AT THE TIME, NO ONE COULD HAVE PREDICTED HOW SIGNIFICANT THAT PROJECT WAS, NOR THE 4WD ACCESSORIES MOVEMENT HE WOULD SET INTO MOTION.

NOW IN OUR 40TH YEAR, WITH MORE THAN 50 STORES AND OVER 100 STOCKISTS ACROSS AUSTRALIA, AS WELL AS OFFICES IN THE UNITED STATES, THAILAND AND EUROPE, AND AN EXPORT NETWORK REACHING MORE THAN 100 COUNTRIES AROUND THE WORLD, ARB IS UNDOUBTEDLY AN OFF ROAD ICON.

WHAT BETTER WAY TO CELEBRATE OUR 40TH ANNIVERSARY, THAN TO SELECT FOUR OF THE MOST ICONIC 4WDS OF THE LAST FOUR DECADES, RESTORE THEM TO THEIR FORMER GLORY AND PIT THEM UP AGAINST ONE OF AUSTRALIA'S MOST ICONIC 4WD DESTINATIONS... THE SIMPSON DESERT.

THAT'S EXACTLY WHAT WE'LL BE DOING IN OUR OFF ROAD ICONS PROJECT AND WE WANT YOU TO COME ALONG FOR THE RIDE!

We asked our fans to select four of the most iconic 4WDs of the last four decades.

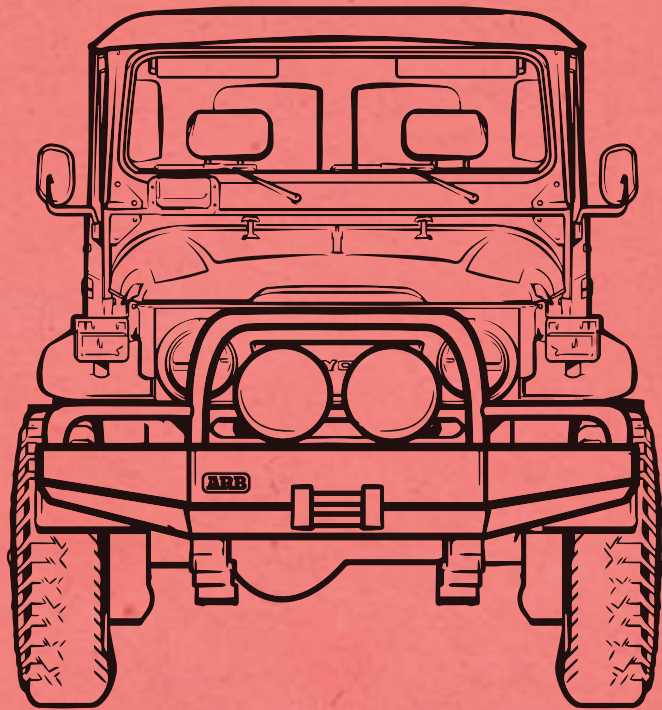
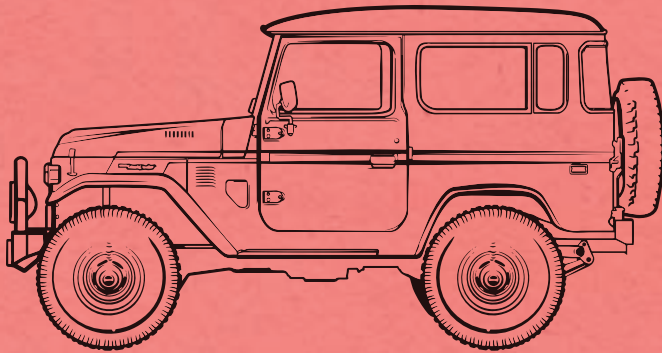
Read on to discover what vehicles were chosen and what makes them so iconic.

Our plan is to purchase each car, restore them, fit them out with ARB product, show them off at some of the 4WD shows and events around the country before truly testing their capabilities in the Simpson Desert, in a fitting finale to the project.

For live updates on our project, visit icons.arb.com.au.

1

OFF ROAD ICON 1 - TOYOTA 40 SERIES



What better way to celebrate our 40th anniversary than by purchasing a 'Shorty 40'. The Toyota LandCruiser 40 Series was chosen off the back of an overwhelming response from our fans. With support from all corners of the globe, it was a clear choice for our first Off Road Icons vehicle.

The Toyota LandCruiser 40 Series was Toyota's best-selling vehicle in the 60s and maintained a healthy 24-year lifespan on the market. More than one million were sold around the world with 121,000 sold in Australia. The reason for its popularity was clear; it was capable, offered reasonable performance and proved to be supremely reliable. Its durability stands the test of time with many seen on the roads today. In a testament to its popularity, Toyota developed the FJ Cruiser in 2006, a modern version of the 40 Series counterpart.

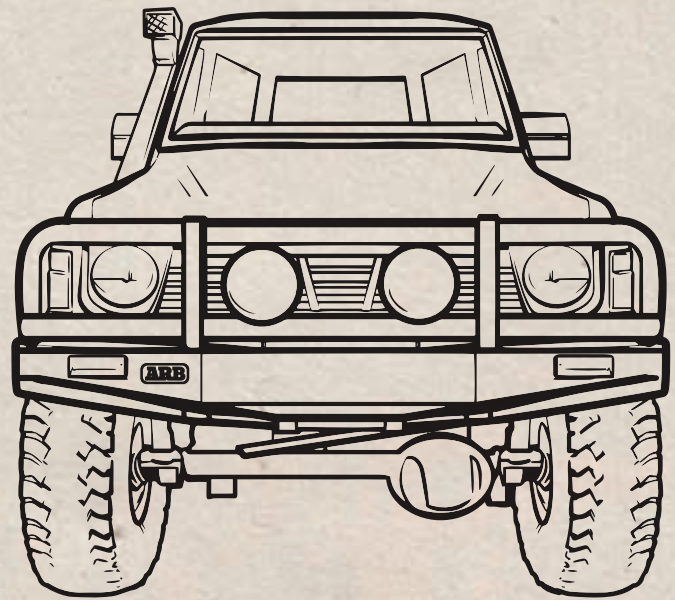
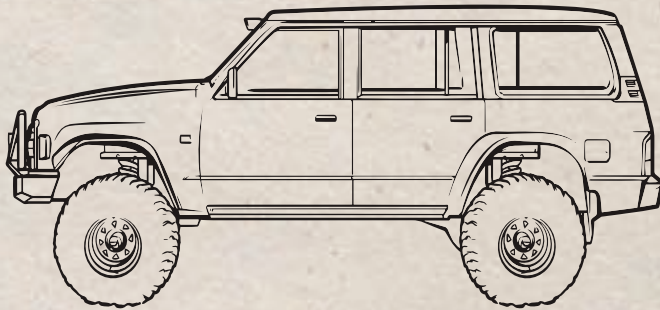
The Toyota LandCruiser 40 Series was known for its versatility and reliability; it's no wonder it was voted in as one of Australia's most iconic 4WDs.

40 Series Stats:

- 24 years in production, from 1960 – 1984
- The most versatile vehicle of its era
- One million sold around the world (121,000 in Australia)
- Short (FJ40), middle (FJ43) and long (FJ45) wheelbase variants
- Used by farmers, miners, rural drivers and everyday Australian families
- Removable doors, roof, and windshield
- Folding jump seats allowed for two more passengers and maximum cargo space
- Compatible with GM's small block engines

2

OFF ROAD ICON 2 - NISSAN GQ PATROL



When selecting our 2nd Off Road Icon, the tremendous response from our fans made the Nissan GQ Patrol an obvious choice.

The GQ was radically different mechanically from its predecessors as it was the first Patrol with coil sprung suspension, proving to be both more comfortable and more capable over rough ground. The Patrol was used quite a lot in the military for its strength and reliability, and to this day, the Y60 GQ platform is still manufactured as a military vehicle in the countries of Asia and the Middle East. Various versions of the Nissan Patrol are widely used by United Nation agencies, globally.

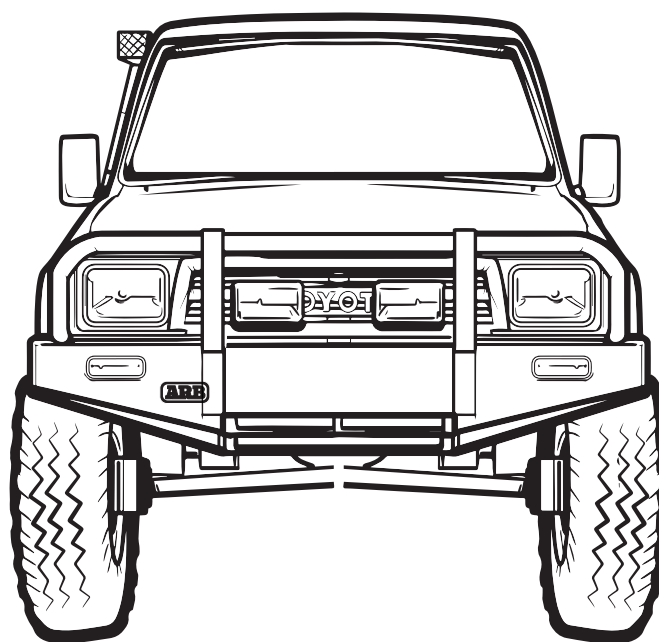
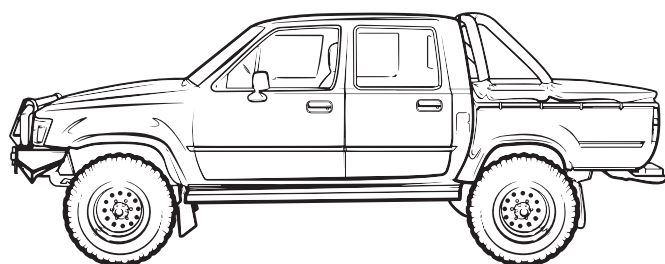
Nissan introduced the GQ series Patrol in 1988. This series became the most popular 4WD in Australia in the larger series of 4WDs on the market. The 4.2-litre diesel GQ Patrol was renowned for its reliability and solid performance.

Nissan Patrol Stats:

- 10 years in production, from 1987-1997
- Engine variants available: 3.0L petrol six (RB30), 4.2L diesel (TD42), 4.2L petrol (TB42), 2.8L turbo-diesel (RD28T)
- Three door hardtop, five door wagon, five door Safari wagon (high-roof) and single cab-chassis (with rear leaves or coils) variants were made
- Designed with a three-link live axle suspension setup at the front, all wagons had a five-link setup at the rear
- Class-leading on road comfort and off road capability
- All models came standard with power steering, front ventilated disc brakes and intermittent wipers

3

OFF ROAD ICON 3 - FIFTH GEN TOYOTA HILUX



The very popular Toyota HiLux comes in as our 3rd Off Road Icon. In particular the fifth generation HiLux which was the last to be designed with live axle front suspension.

September 1988 marked the introduction of the fifth generation HiLux with revised mechanicals built for power, sturdiness and comfort. The HiLux has earned a reputation as one of the world's most trusted and reliable commercial vehicles.

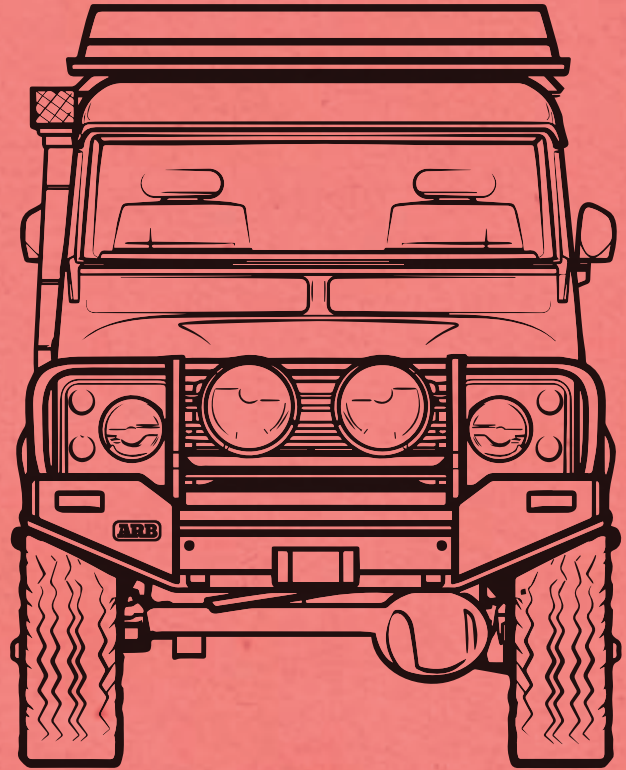
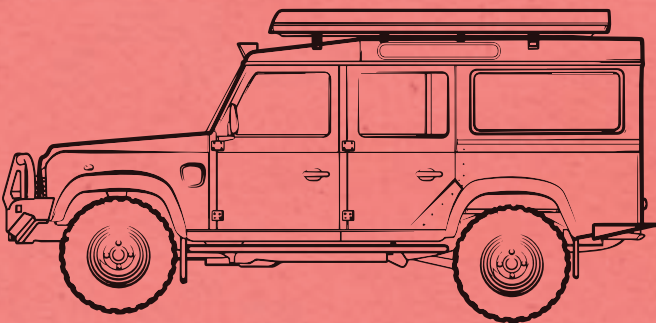
This model was produced with a longer wheelbase option, its one-piece cargo-box walls eliminated the rust-prone seams that were found in earlier models. It received a minor facelift in 1991 which included a grille change and the new Toyota emblem that had been recently adopted.

Toyota HiLux Stats:

- Nine years in production, from 1988-1997
- 4X4 variants in the fifth gen were available with 2.4L petrol and 2.8L diesel engines only
- Replaced with the Tacoma in USA in 1995
- Built and marketed under Volkswagen Taro from 89-97
- The HiLux was named as a contraction of 'high' and 'luxury'
- Renowned as Europe's best selling pickup

4

OFF ROAD ICON 4 - LAND ROVER DEFENDER



Our final choice as one of the most iconic 4WDs of the past 40 years is the Land Rover Defender.

Production of the model now known as the Defender began in 1983 as the Land Rover 110, a name which reflected the 110-inch (2,800 mm) length of the wheelbase. The Land Rover 90, with 93-inch (2,362 mm) wheelbase, and Land Rover 127, with 127-inch (3,226 mm) wheelbase, soon followed.

While the engine and much of the bodywork carried over from the Series III, mechanically the 90 and 110 were modernised, including; coil springs, offering a more comfortable ride and improved axle articulation, a permanent four-wheel-drive system derived from the Range Rover, featuring a two-speed transfer gearbox with a lockable centre differential, a modernised interior, a taller one-piece windscreen and a new series of progressively more powerful and more modern engines.

Introducing the Defender into the market as a private recreational vehicle brought around the introduction of new options, such as radio-cassette players, styled wheels, as well as accessories such as surfboard carriers and bike racks.

The switch from leaf spring to coil spring suspension was a key part of the new model's success. It offered improved offroad ability, load capacity, handling, and ride comfort.

Land Rover Defender Stats:

- Over the 30+ year lifespan engines have included 2.25L petrol, 2.25L diesel, four and five cylinder 2.5L turbo-diesel, 2.4L turbo-diesel and the current 2.2L turbo-diesel
- 110, 90 and 127 model designations all refer to wheelbase lengths (in inches)
- The Defender 110 could technically fit up to 12 people, qualifying as a "bus" by tax standards, thus allowing them to be exempt from the brutal tax system on passenger vehicles
- According to the movie Judge Dredd, the significantly modernised Land Rover 101 Forward Vehicle will be the only car still in use (as a taxi cab) in 2139



REDW

REFLECTIONS



WOOD

**AUSSIE LANDSCAPE PHOTOGRAPHER STEVE FRASER
TAKES US ON A JOURNEY THROUGH AMERICA'S
BEAUTIFUL PACIFIC NORTHWEST.**

Words & Photography by Steve Fraser

THE WEST COAST OF THE ISLAND IS PRETTY RUGGED AND THE FURTHER NORTH YOU HEAD THE MORE EXTREME IT BECOMES.

I have been to America a lot, but have never made it to The Pacific Northwest before. Wow! It was so worth the effort.

The Pacific Northwest of America is bordered by the Rocky Mountains to the east, the Pacific Ocean to the west, northern California to the south and extends north into Canada.

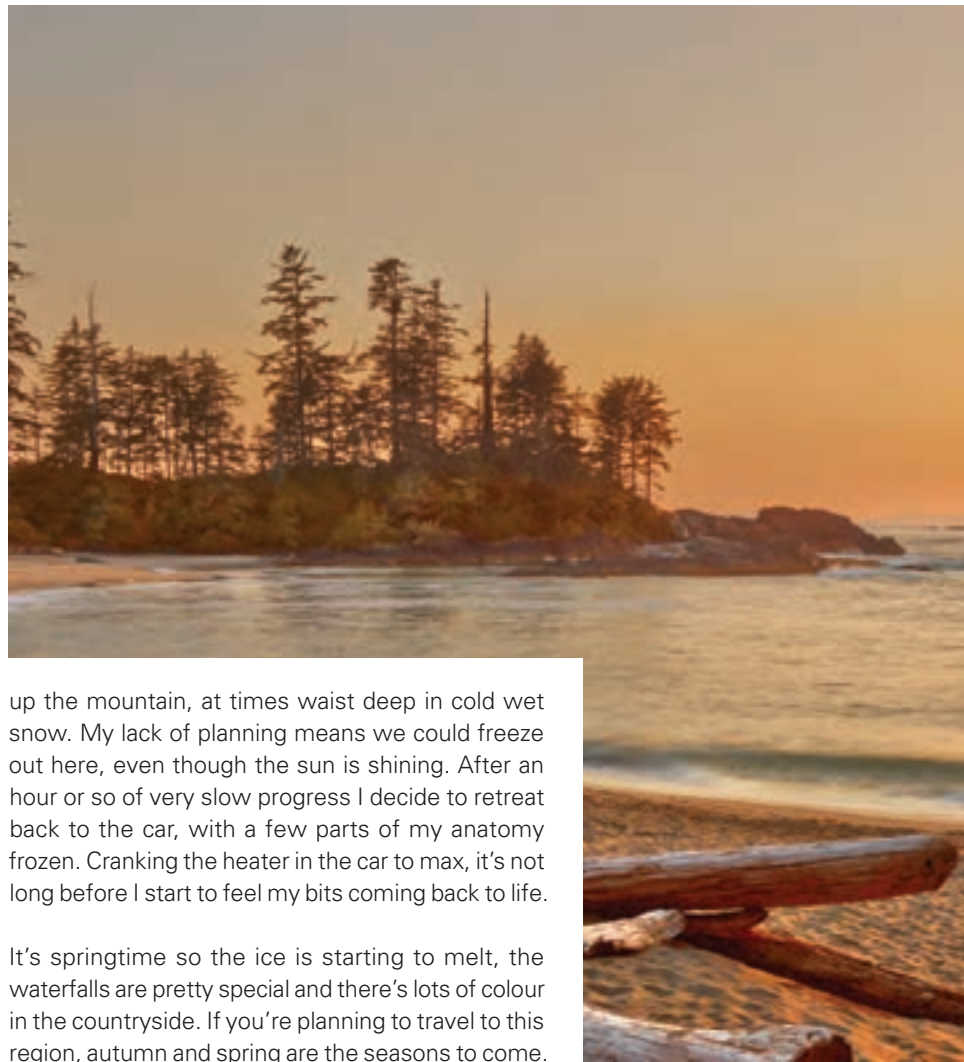
The trip began in Seattle, renowned for rain and long grey days. We had seven days of perfectly sunny, beautiful weather—no umbrellas required. I am convinced after a week in Seattle that this is a myth told by the locals to keep tourists away.

At breakfast, on a rooftop, the view across the bay to the Olympic Mountains was stunning. Being a photographer is a tough gig some days. Seattle is a great city with lots to do and we enjoyed exploring the markets, Downtown and Puget Sound.

When we head out of Seattle it's time for the real adventure to begin. We start out early in the morning with Will Foster, a great local photographer, coffee connoisseur (very handy) and my guide for the day. Before we leave the city, a good coffee is in order. Seattle is the home of Starbucks, but don't let that discourage you. If you want a good coffee they have plenty of choices.

Mount Rainer, a few hours drive southeast of Seattle, is today's destination. It's a great drive through some of the national parks and my first experience of the tall timber in this part of the world.

Mount Rainer is a popular ski and hiking spot and is still covered in snow even though it's spring, and someone (me!), didn't bring snowshoes. We headed



up the mountain, at times waist deep in cold wet snow. My lack of planning means we could freeze out here, even though the sun is shining. After an hour or so of very slow progress I decide to retreat back to the car, with a few parts of my anatomy frozen. Cranking the heater in the car to max, it's not long before I start to feel my bits coming back to life.

It's springtime so the ice is starting to melt, the waterfalls are pretty special and there's lots of colour in the countryside. If you're planning to travel to this region, autumn and spring are the seasons to come. There are not so many tourists, amazing colours everywhere and accommodation is easy to come by and not too expensive.

The day after my snow adventure at Mount Rainer we pack up and start the journey north. It doesn't take long to get through border control and into Canada. It's a fairly efficient process (avoid summer as it can take hours to get through) and before we know it, we are on the way through Vancouver and onto Whistler.

I love the drive from Vancouver to Whistler. I've done it a few times and it always takes my breath away. We drive through mountain country alongside some amazing lakes. The 120km road, appropriately named the Sea to Sky Highway, will take a few hours as you get off the highway and enjoy some of the best waterfalls in the Pacific Northwest. Make sure the batteries in the camera are fully charged—you'll need them.

Whistler is a beautiful place to spend a few days, regardless of whether you're there for adventure or leisure. Whistler has it all—great trails, snowboarding, skiing and mountain biking in summer.



The scenery is incredible no matter what time of the year so jump on the chairlift for a special ride to the top of the mountain. I've been on the main chairlift three times and every time the bears were out playing below. If you prefer the more relaxing pace of the village, then good food and shopping are close at hand.

After a few days at Whistler it's time to head back towards Vancouver and take the car ferry to

Vancouver Island. The ferries are great— they run on time, fit hundreds of cars and have lots of space to walk around and enjoy the journey.

Arriving in Nanaimo at around 3pm, it's time to cover some ground to get to the rugged west coast before dark. Ucluelet is only 180kms away, but these are not the wide-open roads of Australia, so it will take around three hours if you don't stop. You will want to stop though, as the views are incredible. We met a bear cub on the side of the road and I tried to get up close and personal for a photo, but he was having none of it. He was off, up a steep bank and through the trees. Boy, can they climb!

We make Ucluelet just in time for sunset. Half Moon Bay is a bit of a hike to get into, but you won't regret it. The beautiful skyline is a great end to a fun day that started in a chair lift in the mountains and finished watching the sunset on a beach. I love those days!

The west coast of the island is pretty rugged and the further north you head the more extreme it becomes.

We spend a day in the capitol of the island, Victoria. It's one of the cleanest, friendliest cities I've been to and has amazing architecture, great history and some very cool pubs and restaurants.

After a taste of city life, it was time to get back on the road, well, ocean actually - another ferry trip. This time we headed to Port Angeles in the USA. The day is perfect, the sun is shining and the ocean is totally calm. I am starting to love these ferry trips as they're the perfect speed to sightsee, relax and snap a few shots.

We hit the road, heading towards Olympic National Park and out towards the west coast. With Mount Olympus looming in the distance, it's quite a road, with lots of opportunities to stop and enjoy the wilderness.

The main reason for the trip is to explore Oregon, a state renowned for its amazing beauty and incredible



Pacific Northwest

landscapes. The first few days are spent enjoying Portland's arts, music, culture, and great shopping with no sales tax (got to love that!). It's my wife, Elaine's birthday while we are in Portland, so we hit the shops. Apparently I saved a lot of money by not paying sales tax. It feels like the opposite, but I'm assured they were all bargains! I loved Portland and will make sure I get back there one day.

Not far out of Portland is Mount Hood National Park. After a few average dirt roads, we come across the





hiking track leading to Tamanwas Falls. Now this is not one for the faint hearted. It's a good hour hike and you'll be puffing as you head uphill, but it's worth every deep breath.

As you get closer to the falls you'll hear the roar. You can climb behind the falls and experience the noise and energy from a different perspective. There are no guardrails, no fences, no rangers (hooray), just you, the wilderness and the incredible energy of Mother Nature. No opportunity this good should be wasted, so out comes the camera and tripod. Instantly, everything is getting wet. I do my best to keep the lens clean and get my shots. I give up in the end and just stand still getting soaked by the spray for a few minutes. Life is pretty good in the wilderness.

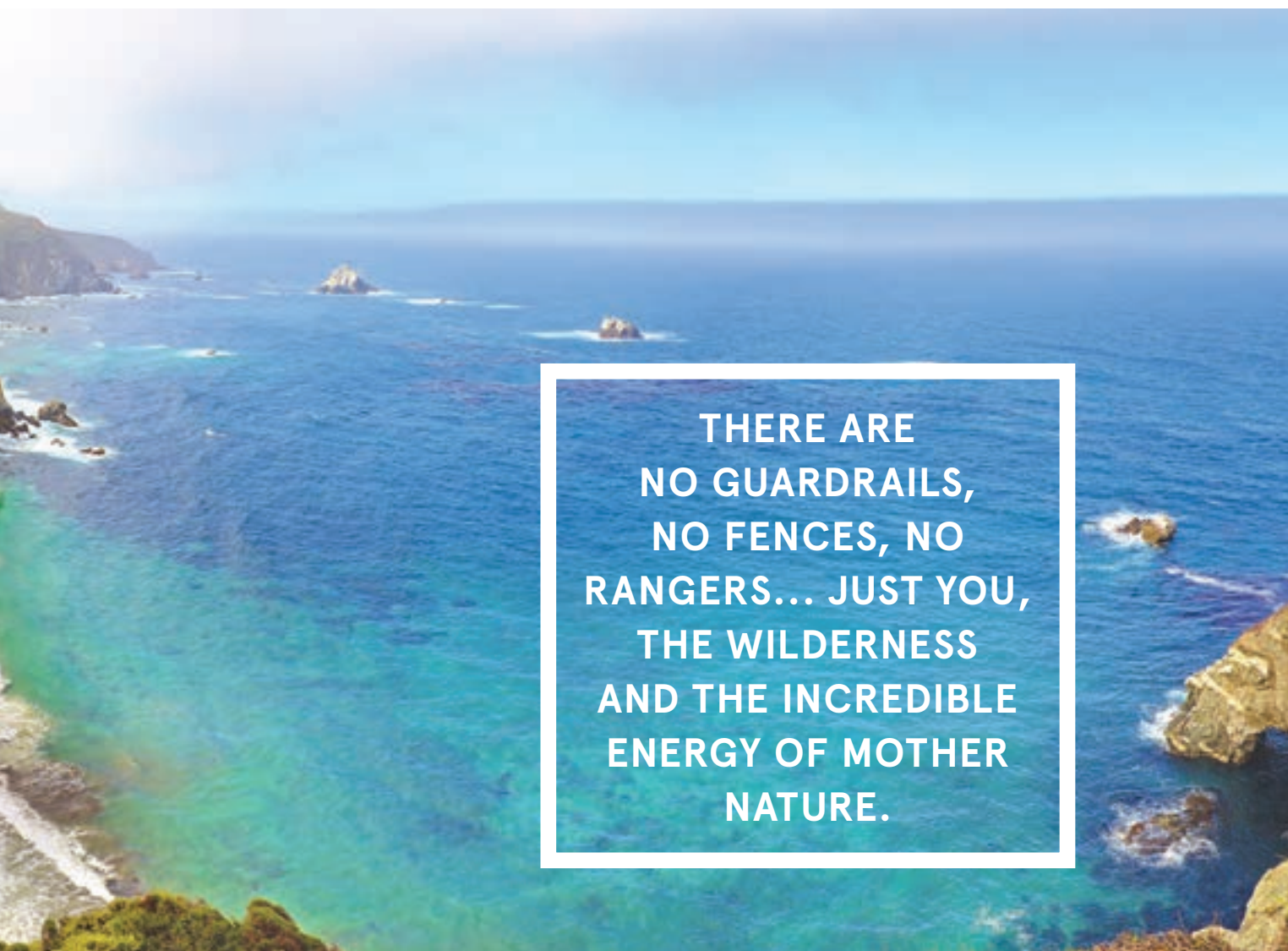
The next destination is Bend, Oregon and is heaven for the outdoor junky. You name it— they have it. You can climb, abseil, mountain bike, kayak, hike, snowboard and ski. Bend is home to some very wild country, some great people and thanks to Will's advice, more great coffee was found. If you like a

slower pace, the lakes in this region are beautiful and offer the chance for some stunning shots, great reflections and some gentle hikes.

South of Bend is some of the prettiest backcountry in the USA. I am heading for a life long dream of a destination – Crater Lake, the deepest lake in North America, in Klamath National Park. It's a dormant volcano, 8kms wide and 9kms long and the rim is around 2,400 meters high.

It's a photographer's paradise with the perfect crater shape, snow-capped rim and vivid dark, deep blue water. I was hoping for good weather and I was blessed with a perfect clear day. You can't get to the lake easily in winter with up to twelve metres of snow each year, but in springtime it's divine.

Like a good Aussie, I was in the snow wearing shorts. A few other hikers we came across were rugged up in the finest gear money can buy. I'm starting to form a relationship with the car heater that might be slightly unhealthy.



**THERE ARE
NO GUARDRAILS,
NO FENCES, NO
RANGERS... JUST YOU,
THE WILDERNESS
AND THE INCREDIBLE
ENERGY OF MOTHER
NATURE.**

**THE LARGEST LIVING
TREE ON THE PLANET
IS HERE —THE GENERAL
SHERMAN. IT'S 83
METRES HIGH AND
OVER 31 METRES
AROUND THE BASE.**





Driving back down the mountain you couldn't wipe the smile off my face. Crater Lake on a perfect day – I love my job.

I heard from a few locals that Route 138, a back road known as the Waterfall Way, was worth taking. They weren't wrong. It's just north of Crater Lake and takes us west, back towards the coast and the famous Redwoods.

I have never seen so many great waterfalls on such a short stretch of road. They are all easily accessible with the furthest only a twenty minute walk through beautiful, tall timber country. Just before sunset I arrive at Toketee Falls, the jewel in the crown. It's gorgeous—especially with the late afternoon lighting it up.

The next day we head to Redwood country, home of some of the biggest trees in the world. The largest living tree on the planet is here —The General Sherman. It's 83 metres high and over 31 metres around the base. You feel insignificant as you look up at these amazing wonders. It's incredible how a tree can be so breathtaking.

I love driving on great roads and the drive from Leggett to Howard Creek Ranch in California on Highway 1 is something I will never forget. With amazing scenery and some of the most twisted switchbacks you can imagine, it was like driving the Great Ocean Road without traffic. When we arrived at the coast I was like a schoolboy who had just passed his driving test. It would have been easy to turn around and do it all over again, just for fun.

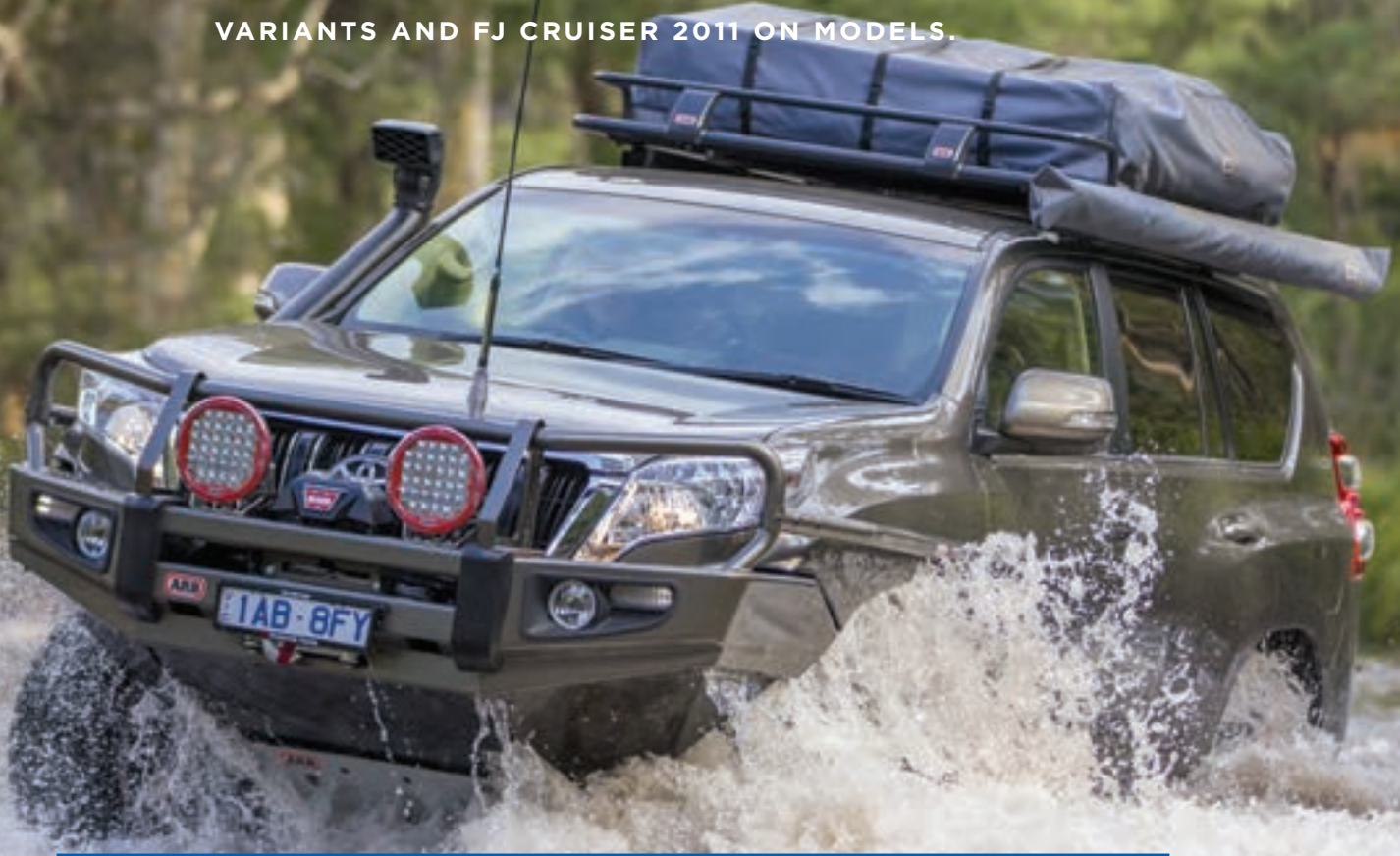
The last part of the adventure is driving down the Californian coast down to Big Sur, a famous stretch of coastline south of San Francisco.

Three weeks of redwoods, roads and reflection in The Pacific Northwest lived up to its reputation. If you get the chance, take the epic roadtrip. You won't be disappointed.



TOYOTA TECHNOLOGY

PRADO AND FJ CRUISER OWNERS HAVE FINALLY BEEN GIVEN THEIR TICKET TO RIDE CONTROL WITH THE RELEASE OF THE LATEST BP-51 HIGH PERFORMANCE BYPASS SHOCK ABSORBERS, ENGINEERED SPECIFICALLY FOR THE TOYOTA PRADO 150 LONG WHEEL BASE VARIANTS AND FJ CRUISER 2011 ON MODELS.



THE KIT

Consisting of 2 coil overs, 2 shocks and 2 fit kits, this application will fit both KDSS equipped and non KDSS Prado 150 and FJ Cruiser models. The right hand coil over, rear shock and rear fit kit are common amongst all models, whilst a different front left hand coil over and front fit kit have been developed for the KDSS models.

The rear shock absorbers have been tuned to match the existing range of rear Old Man Emu springs. Supplied fitting instructions are available for the recommended compression and rebound settings for the various spring options available. The fitting instructions also include information for correct installation of the shock absorber and reservoir placement.



BP-51

SOLVING THE COMFORT VS CONTROL CONUNDRUM

Many moons ago, 4WD's were known as workhorses, built primarily as tough, no nonsense work machines with little consideration for occupant comfort. These days however, manufacturers have moved in the other direction, designing 4x4 suspension in particular, that favours on road comfort over off road control.

To provide a best of both worlds solution, ARB has developed an all new shock absorber called BP-51. According to Dean Mellor, 4WD enthusiast and travel writer, the new shock, which brings racing technology to every day 4WDs, is; "Possibly the most advanced shock absorber on the market, anywhere in the world".

Many popular 4WDs on the market including the Toyota HiLux, LandCruiser 200 Series, Ford Ranger and Mazda BT-50 utilise coil-over independent front suspension (IFS), which, while offering a great on road ride, sacrifices comfort and control during more challenging terrain due to limited travel in the shock absorber's stroke, resulting in increased contact with bump stops during compression and extension.

It was four years ago when our OME suspension engineers realised that to overcome this problem, they needed to start analysing off road racing suspension designs. A key challenge was overcoming the limitations of traditional velocity-sensitive shock absorbers, in which damping force is determined by the shock speed.

Stuart Fooks, OME Lead Engineer explains further: "Typically, with a traditional velocity sensitive mono-tube or twin-tube shock absorber, if you want to stop slamming into either ends of the travel, you put firmer valving in the shock. If not tuned correctly, the downside can be too firm a ride during everyday driving. You want to have enough control so that you're not crunching into the bump stops, but then you want to valve the shocks soft enough so that you're getting a comfortable ride. That's the trade off."

The solution was position sensitive bypass technology, which is built into each BP-51 shock. Position-sensitive bypass technology provides progressive damping force throughout the shock absorber's stroke. According to Stuart Fooks, BP-51's linear progression delivers up to 300 per cent more damping in the end zones of shock absorber travel than at static ride height. This means the shock absorber

is tuned to deliver a comfortable and compliant ride, but, as it begins to compress or extend over bumpy terrain, the damping firms up to prevent bottoming or topping out. Hence achieving a combination of both control and comfort.

While position-sensitive bypass technology provided the direction, OME engineers needed to find a way to make it compatible with coil-over IFS vehicles. The problem they faced was that traditional bypass shock absorbers divert oil around the piston stack and into external tubes, which don't physically fit with coil-over IFS.

The clever solution was to create an internal bypass system, which diverts the oil around the piston through ports drilled into the inside of the shock bore, and then through internal galleries in the shock body, allowing the shock to fit nicely within a coil-over assembly. This is what sets BP-51 apart. Technology used for off road racing, cleverly designed and packaged to fit everyday applications.

Position-sensitive bypass technology is not the only revolutionary feature built into BP-51. It also offers independently adjustable compression and rebound damping. Each BP-51 kit contains a C-spanner allowing you to manually select one of 10 settings located on both the compression and rebound collars, so you can quickly tune the shocks to suit the vehicle's load and the conditions in which you're driving. It takes no longer than airing down your tyres.

BP-51's unique extruded body is manufactured from hard anodised, aircraft grade 6061 T6 aluminium and features a large 51mm bore and remote reservoir for increased oil volume. Suitable for both coil-over and more traditional suspension setups, the shock has been designed in such a way that it can be manufactured en masse, and fitted to specific 4WD models without requiring any vehicle modifications. In fact this is the first bolt on bypass shock that uses all existing components to fit the Toyota Prado and FJ Cruiser. The BP-51's adjustable spring preload (on coil-over models) also means that it can be easily tuned to suit vehicles with or without accessories fitted, such as a bull bar and/or winch.

For further information, visit arb.com.au or contact your local ARB store or authorised stockist.

GIFT IDEAS FOR...



ARB HIGH OUTPUT COMPRESSOR

With a class-leading flow rate, this compressor has been designed for fast tyre inflation and a range of other functions whether they be for work or play. The kit includes a six metre air hose, battery clamps, inflation kit and a durable carry case.

Part no. CKMP12 **RRP \$365.00**



ARB EDGE BEANIE

Stylish and warm, the ARB Edge beanie will keep Dad's head toasty whether he is out on the tracks or out with friends. Made from a premium wool and polyester blend with a Thinsulate™ lined interior, this beanie will be a welcome addition to Dad's winter wardrobe.

Part no. 217584 **RRP \$20.00**



RECHARGABLE LED ADVENTURE LIGHT

With its massive 400 lumen light output, the Rechargeable LED Adventure Light is ideal for when Dad needs to fend off the dark. Providing extensive run times of up to four hours on half power and two hours on full power, ensuring Dad doesn't get caught out in the dark.

Part no. 10500030 **RRP \$107.00**

ARB LED HEAD LAMP

Delivering up to seven hours run time, the ARB LED head lamp features a comfortable elastic head band, integrated hinge for vertical beam adjustment, and an anodised aluminium body with focus adjustment for wide or narrow beam. Also featuring three light functions, it comes packaged with three Energizer AAA batteries for immediate use.

Part no. 10500050 **RRP \$36.00**



ARB COOLER BAG

Insulated to keep Dad's food and drinks cool on warmer days, the ARB Cooler Bag incorporates strong carry straps with a padded handle, external elastic strap for packing additional items, an external zip and Velcro® pockets for smaller items such as keys, wallet and phone. Manufactured from tough PU coated Oxford weave fabric, the ARB cooler bag is a convenient addition to Dad's next off road trip.

Part no. 10100370 **RRP \$41.00**



ARB BLUE STEEL JACKET

Made from a Cordura 500D nylon Oxford with TPU membrane, this jacket has a waterproof rating of 10,000mm and breathability of 5000mg/cm³. The inside of the jacket has a nylon taffeta coated lining for extra warmth and durability and each of the zips are high quality YKK zips. All of the seams and stitches are taped to avoid water seeping in and ensures Dad will stay dry and warm.

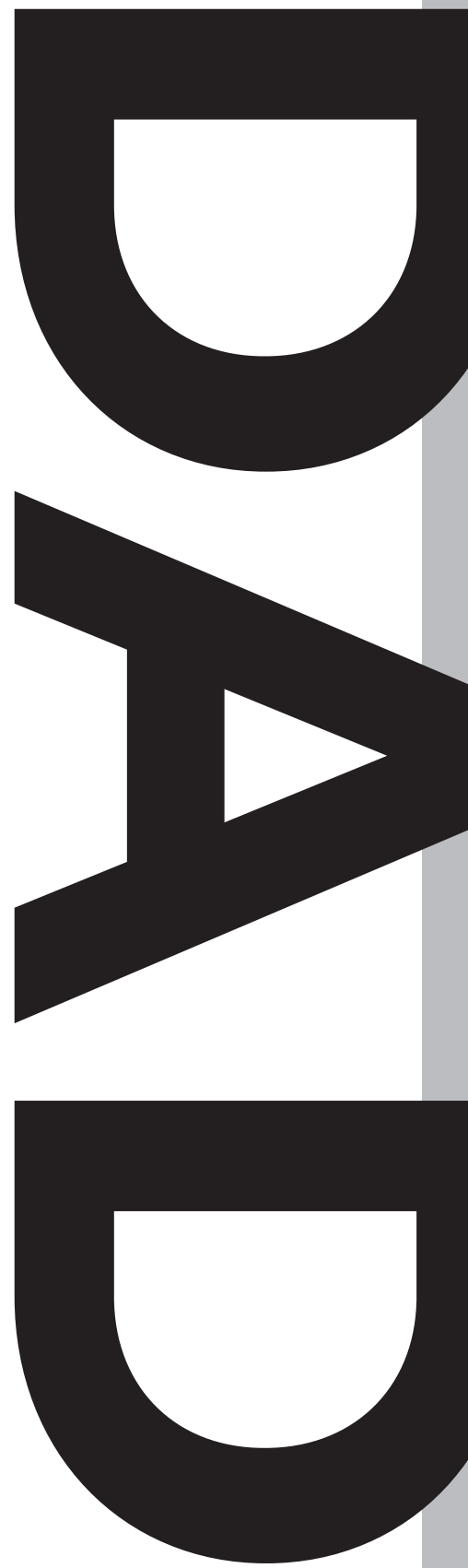
Part no. 217546-217553 **RRP \$200.00**



ARB TOASTIE BRANDER

The ARB Toastie Brander is designed to make toasted sandwiches on the coals of an open fire or portable burner. Consisting of two cast iron plates, the Toastie Brander can cook a variety of sandwiches and as the name suggests, brands the ARB logo onto both sides of the sandwich.

Part no. ARB4206 **RRP \$34.00**



ARB ESSENTIALS RECOVERY KIT

Utilising a smaller recovery bag, the ARB Essentials Recovery Kit can be neatly stored in a standard 220mm high 4WD roller drawer. Containing an ARB 8,000kg recovery strap, 12,000kg tree trunk protector, 4.75 tonne bow shackles and 9,000kg snatch block, the ARB Essentials Recovery Kit represents great value and provides Dad with the necessary gear to get out of any sticky situation.

Part no. RK11

RRP \$300.00



ARB SLEEPING BAG

With a spacious, king single design, the ARB Sleeping Bag is rated to a temperature of -5°C and is a must-have addition to any camping setup. Featuring a removable hood with pocket to insert your pillow, the bag includes genuine YKK continuous zippers with Velcro closure and no left or right hand model for further versatility when combining two together.

Made from 100% cotton brushed flannelette inner lining, the sleeping bag comes with a rectangular shaped stuff sack with compression straps for practical packing and storage. Generously designed at L2460mm x W1000mm, it is available in a sleek black and stone design with topo print.

Part no.ARB4199

RRP \$233.00

**GIVE
DAD THE
GIFT OF
ADVENTURE
THIS
FATHER'S
DAY
WITH ARB.**

ARB OUTBACK SURVIVAL KIT 'SOCKS IN A CAN'

Made from Australian Merino wool, these little beauties are a must have for any four wheel drive enthusiast. Featuring a stylish black and grey design, the socks have been designed for maximum breathability in all conditions.

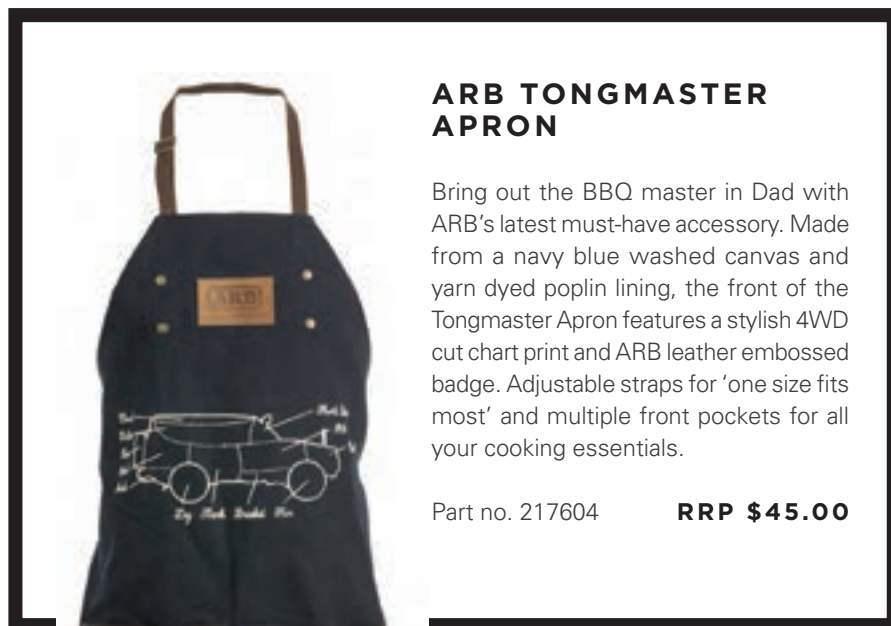
Part no. 217373-217374 **RRP \$23.00**



ARB SPORT CAMPING CHAIR

Rated to 120kg, the ARB Sport and Air locker camping chairs have a host of features, including a padded seat and backrest, convenient drink holder pouch, side pocket with Velcro® flap and a mesh magazine pocket on the rear of the backrest. Manufactured from durable nylon Oxford weave material, the chair also comes with a matching carry bag for compact storage in Dad's vehicle.

Part no. 10500100 **RRP \$77.00**



ARB TONGMASTER APRON

Bring out the BBQ master in Dad with ARB's latest must-have accessory. Made from a navy blue washed canvas and yarn dyed poplin lining, the front of the Tongmaster Apron features a stylish 4WD cut chart print and ARB leather embossed badge. Adjustable straps for 'one size fits most' and multiple front pockets for all your cooking essentials.

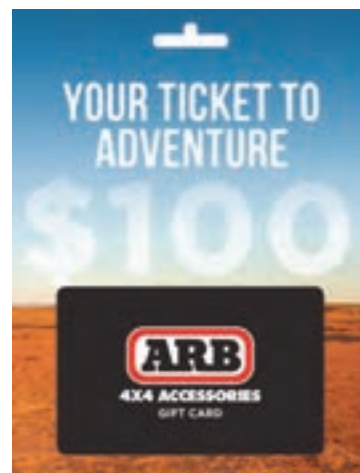
Part no. 217604 **RRP \$45.00**



ARB SPEEDY SEAL KIT

Coming in a compact, high visibility carry case, the ARB Speedy Seal Kit includes all the components necessary to repair tubeless radial or cross ply tyres, without removing the tyre from the vehicle or rim. A pencil type tyre gauge with dual chuck makes setting pressures a snap, while a spring steel insertion needle and hardened reamer tool allow fast tyre repairs.

Part no. 10000010 **RRP \$46.00**



ARB GIFT CARD

Can't decide on what to get Dad? Grab an ARB gift card – available in-store and online at www.store.arb.com.au.

WHITE DESERT

WORDS AND PHOTOS BY
CHRIS COLLARD





JOIN CHRIS COLLARD ON HIS EPIC ANTARCTIC ADVENTURE

The minutes, hours, and days were beginning to meld together into a cyclical and never-ending dream of drive, refuel, eat, sleep, and drive. When the sun was directly ahead of us it was midnight. When it was at our “six” it was noon. A blurry moment later it was directly ahead again. For those of us who live outside the polar regions and have regular periods of darkness, adjusting to continuous daylight can wreak havoc both physically and psychologically. This falls into the realm of a circadian rhythm sleep disorder. After 20 or 24 hours of consciousness, though the body becomes exhausted the mind finds it difficult to shut the system down. In a world without night, do you awake at 0500 hours to have an omelet or a cocktail? Nonetheless, I was becoming semi-acclimated to the routine, catching some shut-eye while bouncing over sastrugi and listening to cyclical rounds of Eric Clapton Unplugged (I think this was Gisli’s [from Arctic Trucks] only album).

ANTARCTICA

The skies were clear for the first 10 hours and we were making good time. The hours were passed discussing our optional leg to the Ross Ice Shelf and admiring prismatic arrays of light reflecting off 360-degree snowbows, or rainbows. If we maintained our current pace and didn't have any delays, not only the Pole, but a full crossing of the continent might be possible.

Snow conditions on the plateau vary from firm to very soft. In some places our boots nary broke the surface, in others they left a 6-inch-deep impression. If you've spent much time driving in snow, you know that success is all about floatation. Our vehicles were fitted with massive 44-inch Dick Cepek Fun Country tyres on custom, 14-inch-wide AT wheels. This combination created a broad, flat footprint and excellent floatation. Air pressure ranged from 7psi on firmer snow, to as low as 1psi in the softest conditions or when we got stuck—which did happen occasionally.

Camp 89: The Call

Latitude: S89°
Elevation: 2691 m
Temperature: -23° C
Time en route: 76 hrs
Distance: 2075 km

Gísli received "the call" on the sat phone midday. It was the Walking With The Wounded team. They were hunkered down in a whiteout at S88°, one of the members had frostbite, and they needed assistance. We jotted down their coordinates and gave them an ETA of four hours. Their condition was not dire, which was good, but we were excited to meet the crew and be able to provide help where we could.

WWTW's charter is to support wounded veterans in gaining skills needed to integrate into the civilian workforce. With the help of a wide cast of volunteers and generous contributors, and notable patrons such as Prince Harry of Wales, they raise funds and develop public awareness, highlighting the fact that the leadership skills a soldier possesses in the battlefield can be a great asset in the business world. The South Pole Challenge Alliance was made up of mentors, guides, and veterans from the U.K., Australia, Canada, and the U.S. They were a hysterically good-natured lot.

We arrived to find them loading skis, sledges, and gear onto their support vehicles. Our job was to assist in moving their camp about 100 kilometers to S89°. I grabbed my camera and crawled into a tent with Ivan Castro, a U.S. Army officer who was blinded while serving in Iraq when a mortar hit his platoon. Considering he was completely sightless, Ivan had a very clear vision of the world. He enlightened me on the virtues of women, the Army, governments, and sporting teams. I left Ivan's tent humbled yet uplifted, and feeling a bit guilty for the trivial things I sometimes whine about.

With gear piled high in the bed and hanging off the sides of the roof rack, we resembled a Saturday Night Live spoof of The Beverly Hillbillies in Antarctica. I climbed in to find Duncan Slater, a Scot, and Englishman Guy Disney in the back seat.

Both had lost legs to IEDs and RPGs in Afghanistan, and were more entertaining than a barrel of monkeys. As any yarn with true Brits will spin, the conversation quickly distilled itself to the attributes of fine whiskey and one of their sponsors: Glenfiddich. They had a bottle of 29-year single malt that Glenfiddich had prepared specifically for their team, and I'd brought a bottle of Mackinlay's Rare Old Highlands Malt; a reproduction of the whiskey found under Ernest Shackleton's Antarctic research hut. Duncan was an expert on the craft (as any Scot worth his salt should be), and though we would wait to crack the seals until we reached South Pole proper, we vowed to save each other a few drams. The storm had lifted, visibility improved, and we maintained a reasonable pace during the 4-hour drive to Camp 89. It had been nearly 24 hours since our day had begun and we were all ready for the sack.

In the morning we extended our appreciation of their service by walking around to each tent with a thermos of hot water. We said our goodbyes and began the short, one-degree push to the Pole.

Amundsen-Scott South Pole Station

Latitude: S0°
Elevation: 2,835 m
Temperature -27° C
Time en route: 80 hrs
Distance: 2,204 km

Standing at the geographic bottom of the earth is surreal. As one who feels he's pretty good at dead reckoning navigation, the Southern Hemisphere has always rendered me a bit off. The sun at any time of the day is analogous to any other time of day. Set me on the confluence of all meridians and I'm seriously discombobulated. Step left and go north. Step right and go north. If all roads lead to Rome, all meridians lead to the very spot I was standing. Pick one, any one, and follow it in a great circle for about 25,000 miles and end up in the exact same spot: ground zero.

Greg had pulled in a few favors and secured a personal tour of the Amundsen-Scott South Pole Station. The facility, which is firmly planted (on adjustable stilts) in the middle of emptiness, is right out of the film 2010: A Space Odyssey. It is a life support system in a place void of life. There are dining halls, recreation rooms, living quarters, and a greenhouse. The environment outside would render an unclothed person a human Popsicle in a matter of minutes. Inside, scientists and maintenance personnel stroll long corridors in shorts and t-shirts. The Russians at Camp 83 said, "station big, everything America do big." They weren't kidding. The current structure, which replaced a variety of renditions since the station's opening in 1956, can house up to 200 people. The ice airfield, which is slightly more straight and level than the sausage-like one we landed on, hosts a daily Hercules C-130 load of tourists and supplies from McMurdo Station. Accordingly, there is a small store with sundries and souvenirs. It is also the only terrestrial place on earth where the sun is continuously visible for six months, and likewise out of sight for six months.



While all this sounds quite exotic, the station's primary function is scientific research: geological, meteorological, astronomical, and biomedical. The most recent is the IceCube Neutrino Observatory, a square kilometer array of subterranean sensors placed up to 2,450 meters deep in the ice. The project's goal is to detect extraterrestrial neutrinos buried under millions of years of accumulated ice. Yes...very technical stuff that went over my head like a satellite. Before bidding our adieus, Greg, whose family owns the Utah Jazz basketball team, presented the facility manager, an ardent sports fan, with a specially made #1956 Jazz jersey in honor of the station's founding. And though we're not passport stamp geeks, we did take great pleasure in inking an Amundsen-Scott South Pole Station stamp and giving it a good press on a now highly coveted page.

The day was still young, and after popping the cork on the Shackleton's single malt and indulging in a celebratory nip, we shifted to plan B. The Ross Ice Shelf and the western edge of the continent lay a mere 600 kilometers away. Considering the distance we'd traveled thus far, the Ross was no more than a short jaunt. Though time would be of the essence, the track across the plateau and down the Leverett Glacier was established and well used. Greg, who prides himself in being an endurance driver, took the lead and set a commanding pace. With luck we could make the Southern Ocean and still have time for the return trip to Novo...barring any issues.

Ross Ice Shelf

Latitude: S85°

Temperature: -12° C

Elevation: 281 m

Time en route: 100 hrs

Distance: 2,784 km

**STANDING AT THE
GEOGRAPHIC BOTTOM
OF THE EARTH IS
SURREAL.**



Considering the fact that we were 10,000 miles from home and in a region visited by few, it seemed odd that I would run into someone from near my hometown in California. While descending the Leverett Glacier, a procession of ants, marching black specks on the horizon, came into view. As we grew nearer, the apparition morphed into a land train of tracked vehicles towing box trailers and sledges. Keith Hall climbed down from his warm cocoon atop a Caterpillar MT865C. He smiled and said, "We don't get much traffic down here!" and queried our pursuit. His team, which began at McMurdo Station, was en route to the South Pole for a semi-regular fuel drop. Behind his Cat was a sledge burdened with eight 3,000-gallon bladders of diesel and jet fuel: a total weight of 168,000 pounds. His posse was reminiscent of a steam engine train crossing the Great Plains in the 1860s. There were supply cars, sleeping quarters, and a dining coach. The journey would take 22 days one way, and they would make two such trips during the summer season.

Standing on the confluence of the Ross Sea and continental Antarctica we scanned the horizon to the north; another infinite breadth of white. Though technically at the water's edge, the shelf's 640,000-km² expanse eliminated any chance of seeing the ocean. I reflected on accounts I'd read about the Amundsen and Scott expeditions and how they used the Ross as a staging point for their pursuit of the South Pole.

**WHILE THIS WAS SINKING
IN, I REMEMBERED A
FAMOUS QUOTE BY
MOUNTAINEER ED
VIESTURS, “GETTING TO
THE TOP IS OPTIONAL.
GETTING DOWN IS
MANDATORY.”**

On December 14, 1912, Amundsen and his team became the first humans to reach the geographic bottom of the earth. Scott’s arrival a month later was bittersweet. Though they had successfully reached the Pole, they were in dreadful shape and grievously disheartened by the presence of a Norwegian flag. In late March of that year, somewhere in the distance, Scott and his companions breathed their last breath.

We savored the sweet taste of victory, the sense of accomplishment, elation, and exhaustion. As we recorded our location and autographed the signpost marking the union of land and sea, Gísli informed us that he believed we were the first Americans to cross Antarctica from coast to coast by vehicle. While this was sinking in, I remembered a famous quote by mountaineer Ed Viesturs, “Getting to the top is optional. Getting down is mandatory.” We turned away and headed inland, south to set up camp in the lee of the Transantarctic Mountains.

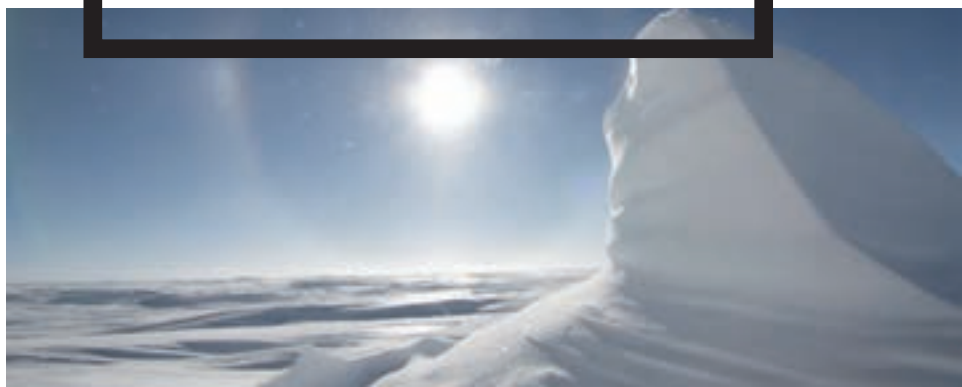
The Last Flight to Cape Town

Seventy kilometers from the signpost, Gísli got a funny look on his face and said, “Something is wrong, we need to stop.” To this point the only mechanical issue we’d experienced was the water separator on Greg’s HiLux freezing up, which was a quick fix. Crawling under the 6x6 revealed something none of us wanted to see: a broken coil spring. A sheered axle or scattered differential would have been much worse, but this was still a major issue. We went about removing the spring, setting up a mobile shop, and repairing it as best we could. Though Gísli is an accomplished welder, coil springs are formed with spring steel, and spring steel does not take kindly to being welded. Gísli and I reassembled the vehicle while Greg and Scott set camp and prepared another scrumptious feast of dehydrated backpacker meals, freeze-dried meat, and vegetables. We’d been semi-awake for 30-plus hours and it was time to crash.

With the 6x6 back together we kept our collective fingers crossed in hopes that if we drove with



Arctic Trucks AT44 and AT6x6
 Vehicle: Toyota HiLux KUN26
 Engine: 3L diesel, turbo intercooler
 Output: 169hp, 252lb-ft torque
 Engine pre-heater: Webasto
 Transmission: 5-speed automatic
 Transfer case: Part time, 2.56:1 low range
 Axles: 8.2-in front, 9.5-in rear
 Differentials: ARB Air Locker, 4.88:1 gears
 Tires/wheels: Dick Cepek 44/18.5/15, steel AT 15x14
 Suspension: Custom, Arctic Trucks
 Bumpers: Custom, Arctic Trucks w/ crevasse bar
 Winch: ComeUp 9.5i on multi-mount
 Roof rack: African Outback
 Air compressors: ARB/Viair
 Utility bed: Arctic Trucks
 Fuel capacity: AT44/280l AT6x6/600L
 Water heater: Arctic Trucks custom



care, Gisli's repair would hold. We passed the fuel train: all was good. Then skier Parker Liautaud and his crew: still good. It was at the top of the Leverett that the weld gave way with a nearly inaudible ping. A call to Arctic Trucks CEO, Emil Grímsson, who was part of the WWTW support team, revealed that they too had broken a coil spring (apparently caused by the extreme cold and type of metal used on a new suspension design). Good fortune was with us this day. There were two spares at Novo and a regularly scheduled flight departed for the Amundsen-Scott Station the following morning.

We had achieved the Pole and Ross Ice Shelf and set forth new goals. Greg's son Oakley and the Expeditions 7 LandCruiser had arrived in Novo. Given our current pace, and if we could expedite the spring swap, we might reach Novo with enough time for a few days of local exploration on the eastern coastline. We were now, as Greg put it, "in rally mode." The South Pole, which had been such a monumental accomplishment just a few days prior, passed with barely a nod. WWTW had reached the pole and were heading back to Novo. We met them en route, swapped in one of their good springs, which they would replace when the flight arrived from Novo, and resumed our dizzying routine: drive, refuel, eat, sleep, and drive.

Retracing our tracks to the fuel depot at Camp 83, we loaded Andre and his crew up with candy bars, cookies, and food we would not need. We then pushed hard to Camp 77, slept, and moved on towards Camp 72 and Thor's Hammer. Just shy of Thor's is when the hammer dropped. The sky closed in and visibility was reduced to a few meters. I was soon hanging out the window in a futile attempt to find traces of our previous tyre tracks. Piloting the lead vehicle with hazy eyes glued to a 3.5-inch GPS screen was taxing. Gisli and I led until we were semi-delirious, traded point duties with Greg and Scott until they were nearly comatose, and then assumed the lead again. The veil slowly lifted to reveal the monolith we'd camped below 10 days earlier. We'd made it.

Within 24 hours we would be reveling in the palatial accommodations of the Oasis, a Russian guesthouse near Novo. Oakley and the LandCruiser had arrived safely, and we spent the next two days soaking in a Russian banya, feasting on home-cooked meals, and exploring the local area.

One might ask why three crazy Americans and an Icelander would risk all to drive to the South Pole, or still yet, drive across Antarctica. It is really a pointless endeavor, one to which I cannot ascertain a logical reason. The Pole, whether north or south, is no more than the confluence of tangents, where each

THE SOUTH POLE, WHICH HAD BEEN SUCH A MONUMENTAL ACCOMPLISHMENT JUST A FEW DAYS PRIOR, PASSED WITH BARELY A NOD.



is rendered to their lowest common denominator. Collectively, all 360 of them equal zero. Toss in the closest parallel and the grand total is still zero. Maybe Antarctica's draw is a bucket list thing; Machu Picchu...check, Great Pyramids...check, South Pole...check. To me it was more than the shallow pursuit of bragging rights and passport stamps. Pitching my tent on the Antarctic Plateau, walking where no human had trod before, and standing at the bottom of the world, at ground zero, was about the sensation of being thoroughly alive while in the same moment grasping my lack of significance on this blue planet we call home.

The Ilyushin landed in a blizzard, a near whiteout... again. We piled our gear on a sledge and were ferried behind a snowmobile through dense fog and blowing snow towards the gray silhouette of an airplane. Climbing up the ladder I looked back at this land of extremes, the White Desert, resting place of many less fortunate adventurers. Visibility was about 100 meters when the pilots climbed in and closed the door. I pulled my lap belt tight as we taxied into the fray and said to myself, "Don't worry, they do it all the time."

Easter Jeep Safari

Words by Matt Glass | Photography by Steven Bisig

Every year the sleepy town in a remote Utah state comes to life the week before Easter. Enthusiasts from across the country travel to Moab for the annual 'launch' of the Jeepin' season. Our man on the ground, Matt Glass, recounts this years' adventures at the annual Easter Jeep Safari.

There is a special feeling that creeps over you on the final stretches of pavement that lead into Moab, Utah. Any visitor to this place will become enraptured with the beauty of the unique terrain. It is a special place that means something to almost every type of outdoor enthusiast. While mountain bikers, rock climbers and hikers have adopted Moab as their Mecca, there is a particular week in early spring that creates a one of a kind pilgrimage.

For almost 50 years, the Jeep community has celebrated Easter Jeep Safari. Jeep owners from across North America descend on the capital of outdoor adventures.

For many folks, this event is the first time in many months that they have a chance to get dirt and dust on their Jeep after having them tucked away for winter.

Chills up your spine begin as you approach Main Street. These shivers are not brought on by the chill in the air; this feeling is different. It is a distinctly emotional shudder of excitement, created by the sights of the towering red rock cliffs, the dust, the Colorado River and the sight of an entire town lined with Jeeps. Moab is a special place any time of year. For those in the Jeep community the Easter Jeep Safari week is like nothing else.

It can be overwhelming and mind boggling to see hundreds of Jeeps filling every

parking lot, at every gas station pump, and red light. This town has a population just north of 5,000 people during any part of the year. During this particular week, over 1,000 vehicles register for the official trail runs, while many, many more enthusiasts visit this week just to be apart of the 'un-official' fun.

Every type of Jeep is welcome to join Easter Jeep Safari. The organisers are quick to point out that any 4x4 is 'officially' welcome, but you can see the Toyotas that are around get a few sideways glances from the Jeep drivers. Similar to driving a moped at a Harley Davidson rally, the looks should be expected.



This event is of such magnitude that Jeep's special skunkworks division, Mopar Underground, builds a series of one-off concept vehicles every year. For the 49th Easter Jeep Safari, the brilliant team at Jeep truly outdid themselves. The public's favorites this year were the Wrangler Africa, Jeep Chief, and the Jeep Staff Car. Each build contains a unique reference to Jeep's history, while also incorporating the latest technology and equipment. These concepts are not confined to rotating autoshow pedestals. Jeep brings their newly finished concepts out onto the trails of Moab to take on the iconic trails just like every other EJS attendee. These are 100% function builds, designed to prove their prowess on the red rock.

It is a treat to see the Mopar builds, but there are truly spectacular builds sitting at every red light in town. It is also amazing to observe how each Jeep at this event is unique. Without fail, a classic Willy's WWII era flat fender will be at a stop light right next to a brand new JK Wrangler that just rolled out of the dealership lot.

The styles and preference of each owner can be quickly seen in their choices of aftermarket accessories. Each owner brings their personality to their Jeep when they accessorise, and this is where they are free to show off that style. There are also very distinct regional styles due to the type of terrain they are built to tackle at their local parks and trails back home. Nonetheless, there is an instant camaraderie shared by all of these Jeep owners. Everyone is there for the exact same reason...nine days of adventures on the most iconic trails in the country.

This massive event has been organised by the Red Rock 4Wheelers Club and is celebrating its 50th anniversary next year. Without their dedicated volunteers and their hard work, this event would never have been able to become such a permanent fixture in the United States 4x4 culture.

The ARB USA team loads up each year and points the company tow rig and Jeeps towards the southeast, making

the sixteen-hour drive from Seattle, Washington to join the enthusiasts during this important week. ARB takes pride in offering the best customer service possible. In line with this goal, the Tech Trailer is brought down alongside ARB's fleet of Jeeps. This trailer allows the ARB Technical and Service Department to have a home-base to work out of for the entire week. Their presence along Main Street allows any enthusiast who have any general or technical questions to stop by and talk with an expert. The Tech staff are also equipped to immediately help with any snags that may have arisen from deep-winter wrenching and last minute installs that may need a few extra adjustments.

To start the week off, ARB and Warn Industries team up to host a Media Trail Day on the iconic Moab Rim Trail. An annual tradition, this fun and relaxing day on the trail allows the two companies to work with the prominent journalists of the industry and demonstrate the newest gear out on the trail. The Old





Man Emu BP-51 shocks for the Jeep JK Wrangler and the Warn Zeon Platinum were the exciting new piece of kit this year. Many of these journalists had a chance to examine the upcoming BP-51 line of products at the SEMA (Specialty Equipment Manufacturers Association) show, but this was their first look at the new suspension technology on a trail.

The praises for this high performance system roll in very quickly after anyone has a moment behind the wheel. The Moab Rim trail provided a perfect location to begin the week. This particular trail combines a mix of steep climbs, ledges, and technical rock crawling with some incredible vista overlooks. The trail begins alongside the Colorado River, west of the Moab town centre. The difficult and technical areas begin right away as the elevation climbs through a series of ledges straight from the trailhead. From the drivers seat, you consistently see blue sky through the windshield and the Colorado River off your shoulder without many other reference points to guide you. A trusty spotter is a massive help. The challenging terrain is worth the work once you reach the top of the plateau.

The overlook at the top is the perfect place to enjoy a cold lunch while looking down directly into the town centre contemplating the adventure back down the ledges.

The following day brought several other trails for the ARB crew. Some of the team split off to tackle a trail with 4Wheel Parts, the largest chain of 4x4 retail stores in North America. The other ARB vehicles joined Ian Johnson, host of the Xtreme Off Road television show. Ian had just finished a marathon of welding, wrenching, and fabricating to finish his latest project in time for the event. His M715 Jeep Kaiser project was given a new lease on life as a hardcore rock crawling beast. He literally saved this old piece of iron from the auto recycling crusher. This piece of history was built with a fresh V8 Hemi engine and one-tonne full size truck axles, complete with Air Lockers.

The Metal Masher trail is one of the classic 'hardcore' Moab trails. While it was challenging, it was not enough to worry such hardcore vehicles. The day started out with a few miles of dust track after everyone in the group aired down. The

convoy of over 40 vehicles was creating quite a cloud as the 37 and 40-inch tyres churned through the track. The beautiful landscape and unique geology of the area is on display as the trail weaves through the rock strata and the group gains 1,300 feet of elevation in only a few kms of trail. As with many trails in Moab, the reward for a hard morning of overcoming ledge after ledge is an amazing vista view. Once on top of Arth's Rim, the dramatic view of the Moab Valley, Arches National Park, and the La Sal mountains was spectacular and enhanced by the dramatic vertical cliff face at the trail's edge. Optional obstacles such as Widowmaker and Rock Chucker Hill have been known to overturn and break some very capable vehicles. Traditionally these were a part of the trail route, but now they are used as optional challenges for those drivers who are feeling invincible.

In addition to these 'business' days on the trail, ARB also sponsors one of the many official Easter Jeep Safari runs. This year the track was Hell's Revenge, another iconic trail that is located just outside the edge of town. A stock 4x4 vehicle is perfectly capable of making its way through this trail, but there are hair raising optional obstacles to tackle if you dare. This slickrock path is considered to be the quintessential Moab 4x4 experience. Just to the northeast of the town centre, the experience begins as soon as you pull off the pavement. A narrow, steep climb up a sandstone fin greets everyone with an eye-opening demonstration that tends to jar the faint of heart. While it is easy to be distracted by the height and impending doom on either side of the trail, technically this is only as challenging as pulling up a narrow driveway. The grippy sandstone is well marked with the black rubber deposits of hundreds and hundreds of 4x4s that tackle this trail each year. If you keep your tyres in those tracks, these high climbs and steep descents will not trouble a well-sorted vehicle. Such is the story for most of the trail.

At the midpoint of the trail, it is well worth taking some time to admire the incredible view of the Colorado River and the cliffs it has created through years of erosion across the barren landscape. The opportunity to spend some time here admiring the view is countered by the

chance to watch the braver members of the group take on the famous Hell's Gate obstacle. This is another optional challenge that creates the unforgettable images of Jeeps precariously climbing a narrow corridor using the grip provided only by the tyre sidewalls on the slickrock. An incorrect turn of the steering wheel can quickly lead to a flop. On this day, all those who chose to tackle Hell's Gate made it up without incident.

While the more adventurous drivers tackled this obstacle, the rest enjoyed watching from a higher vantage point while enjoying some delicious lunch. These lunch breaks are not only a necessity, but bring about strong group camaraderie as everyone in the group discusses and recaps all of the nail-biting action from the morning's obstacles. Oddly enough, ice cream also plays a traditional role in these lunch breaks. In the early years of Easter Jeep Safari (late 1960s), the Jeepers would be delivered individual ice cream packages at lunch via airplane drops. In keeping with tradition, ARB provides ice cream on each of its sponsored trail runs. This year the weather was a tad chilly for the frozen treat, but in years past the ARB Fridge Freezers have served up hundreds

of ice cream sandwiches in 35°C heat. This year, an assortment of ARB recovery gear, Benchmade knives and a GoPro camera were given away among randomly selected participants in the day's trail run.

With the group of Jeeps back underway, it was on to the next iconic series of obstacles. The trail leads past a series of 'hot tubs' which are naturally formed bowls in the sand stone. Each is optional, but dropping down and clawing your way up the opposite side is an experience that is hard to imagine until that particular challenge arises, essentially a rite of passage for the EJS attendees. These tubs often have several inches of rainwater collected, negating the grip provided by the gritty red rock. Often, wheel speed and momentum are a driver's best weapon for this challenge. Once more, a mis-timed turn of the steering wheel can quickly turn into a frightening experience on your lid.

The opposite is true for the next obstacle, Tip Over Challenge. This off camber climb can catch the unaware throttle jockey by surprise. A large crack in the rock that falls away perpendicular to the climb can cause the high side rear wheel to become

unloaded and bounce a fast moving Jeep down the embankment. Such is the story of many obstacles out on these iconic trails. Those who are impatient or inexperienced can quickly find themselves the unfortunate subject of a YouTube video. With no major incidents on any of the harder challenges, the participants in this official 'Sophomore' run all filed back out to the trailhead relieved that they could check off yet another 'must do' trail from their lists.

At the end of the week, ARB joined 130 other 4x4 accessory manufacturers for one of the largest vendor expositions in the country, at the Spanish Trail Arena. This indoor and outdoor exhibit gives the attending enthusiasts a chance to check out all the newest gear on the market. Two full days of exhibiting gives everyone in town enough time to still tackle a trail in the morning or afternoon and have the chance to wander the aisles of this massive show. The vendor exhibition ends with one of the largest raffles in the off road industry. This past year, tens of thousands of dollars worth of gear was given away. The pile of products is really a sight to see. Winches, full sets of tyres, axles, compressors and recovery gear all stacked across the stage.

After nine days of trail runs, the event concludes with Big Saturday. This is a one of a kind coordinated trail ride departure parade of all the registered Jeeps up Main Street, that fan out to tackle 30 different trails as separate groups. The road becomes a roar of tyre tread, horsepower, and soft tops blowing in the wind.

After those last trail runs, all of these Jeeps head back to their homes across the United States and Canada. For some, this is a yearly occasion, while others can say it is a once in a lifetime event. Nonetheless, there will be new adventures and new experiences to have as Moab Utah fills up with Jeepers next spring and the 50th anniversary celebration of the Easter Jeep Safari.



DARK TIMES

In May of 2013, the photography team headed out to Broken Hill to photograph a series of lifestyle images utilising a couple of vehicles, one being the Jeep JK Wrangler.

Now everyone at ARB marketing knows how much I love shooting the Jeep. It looks awesome with all the ARB gear bolted onto it, and the colour is just spectacular.

So whilst we were out there I had the idea of producing some stunning time-lapses of the Jeep in between everything else we were shooting, particularly with the Jeep on a crazy mountain showcasing its Air Locker capabilities.

An extremely cold night was in store for the three of us, waiting for a set of shots which would take over two hours and provide a mere six second piece of time-lapse content.

Positioning the Jeep on this rock was something we have done many times before, but during the night was another story altogether. It takes a team effort to get this right. We placed light panels with large battery capacity on stands, kept firm on the mountain side by shot bags, and positioned the camera on a computer controlled slider, with the plan to capture a 20 second exposure every

30 seconds and move mm's along the rail, before it then captured another 20 second exposure and so on.

Now this was always planned to be utilised as a time-lapse, but I never want to miss an opportunity, so every image was captured as full resolution stills rather than video style. Therefore, ARB can utilise these images for any media size - even a billboard. Massive banners were created from this shoot, becoming the new image for the ARB Air Locker campaign.

So whilst the images were being taken automatically, the three of us sat down the hill with the smallest camp fire, so we didn't alter the exposure of the shots and under freezing temperatures created conversations that only a camp fire could bring. During the shots, a cloud bank came in and we thought it might destroy the look but after processing all the files and building the time-lapse, we discovered that it simply adds to the drama. A huge thanks to Mark Lowry and Adam Bennett for hanging out with me whilst this image was produced.

If you are on the app version of this article, we hope you enjoy the time-lapse attached.

Michael Ellem, Offroad Images





Camera: Canon EOS-1D X
Lens: Canon EF 16-35mm f/2.8L II USM
Shutter Speed: 20 seconds
Aperture: f2.8
ISO: ISO 3200

ON POINT



ARB Recovery points have been designed and tested by ARB's engineers – setting an industry benchmark when it comes to safety and reliability among four wheel drivers for many years.

Each ARB recovery point undergoes considerable research and design involving actual vehicle chassis samples and CAD data relating to critical front sections of the vehicle. Dozens of designs are explored, with the more favourable models created into prototypes and tested to the actual vehicle chassis using ARB's various load and destructive testing equipment.

The range of recovery points on offer at ARB has been extended to suit 2012 on models of the Holden Colorado, Holden Colorado 7, Isuzu D-MAX and the Isuzu MU-X models. The options for these vehicles are rated at 8,000kg, with the main section made from 20mm steel plate. Left and right hand fitment options have been developed due to the mirrored design and each point is complete with the necessary mounting hardware and torque specifications.

The ARB recovery point has a long slot to allow the recommended bow shackle to be fed through the strap, attached via the pin instead of the bow. This is to ensure that during an angled recovery there are no unsuitable forces exerted on the pin. This also allows equal distribution of the recovery force through the shackle to avoid side loads on the pin.

Developed to fit in conjunction with standard bumpers and ARB bars, the ARB recovery points incorporate five mounting points, using a combination of M10 and M12 bolts to ensure there is no torsional twist during angled pulls. Three crush tubes are used to ensure that the factory chassis is not distorted when the recovery point is fitted. Factory tie down points are retained when ARB recovery points are fitted.

ARB Recovery Points are superbly engineered and are rated to go the distance.

REMOTE MONITORING



The ARB remote fridge freezer monitor is the perfect companion for long trips, and ensures your food and drink stays nice and cold, ready to enjoy at your destination. This newly designed product allows you to monitor the operating condition, including internal fridge temperature display, supply voltage and compression status of your ARB Fridge Freezer from the comfort of the drivers seat.

Utilising clever wireless technology, the ARB remote fridge freezer monitor is housed in an engineered quick release bracket, which features 3M tape to securely bond the device to locations such as the windscreen, dash or console. With a large backlit display, which simply turns on with a single push of the mode button (and automatically turns off after 10 seconds), the monitor is easy to read and accessible for the driver to monitor safely while on (or off) the road.

The ARB fridge freezer monitor can display up to two ARB Fridge Freezers with the addition of a second transmitter (sold separately). To ensure you don't

inadvertently monitor another fridge in your convoy, the monitor has an innovative feature which allows you to change the transmission frequency.

The temperature displayed on the ARB fridge freezer monitor mirrors that of the internal fridge temperature as shown on the fridge display, and can be displayed at either °C or °F. The transmitter attaches to the back of the fridge and the antenna mounts to the side of the transmitter, keeping it within the confine of the fridge freezer.

Other features include 30m line of sight or 15m interrupted transmission and a power supply of 12v. Compatible with all ARB Fridge Freezers manufactured from mid 2014, which can be identified by the 'T' shaped receptacle at the back of the fridge and the CH1 option on the fridge display.

The all-new ARB remote fridge freezer monitor is the perfect companion for your ARB Fridge Freezer and will make all of your travels that little bit more comfortable.





History of Thule

In 1942, Thule was founded by the Thulin family, when Erik Thulin, a true lover of the outdoors, put the Thule name on a so called pike fishing trap that he designed and sold to the fisherman of Scandinavia.

It wasn't long before he added other practical things to his company's portfolio. Business grew, gaining profitably year after year.

By the 1960s, the company began to concentrate its business on car-related products that would make it easier for people to bring different gear with them. 1962 saw the first ski carrier and 1964 the world's first roof 'basket', both of which are Thule innovations that have improved adventure travel through the years.

In the 1970s, new product categories were added with the growth of new

sports such as alpine skiing and kayaking as well as the introduction of the roof box.

New markets were also opened all over the world, with the US and Japan as major consumers of Thule gear.

The Thulin family sold the company in 1979 to the stock exchange-listed Eldon Group. But the entrepreneurship and passion remained and Thule Group has continued to grow both organically and through acquisitions ever since.

Today, Thule Group is a world leader in products that make it easy for people



to bring everything they care about – securely, safely, and in style. Under the motto ‘Bring your life’, Thule globally offers a wide range of premium products for active people.

Among their offerings of roof racks, bike carriers, roof boxes, computer/camera/sports bags and child related products, Thule also offers snowchains, trade solutions, luggage, technical packs, and a host of snow, water and cycle sport carriers like child bike seats, joggers, and multifunctional strollers.

The Thule brand sets new standards within its categories, with products sold in more than 136 countries worldwide.

Our approach...

For the Thule Group, sustainability means going one step beyond what

the laws and regulations prescribe, as taking responsibility for our impact on the environment. But it also means being an active and engaged partner to society when it comes to fostering fair and transparent business conditions. Put simply, Thule wants to be part of a sustainable and functioning society.

Of course, we consider and take into account the environment we all live in when we develop, produce and sell our products. But we go further and also get involved in the production, transportation, and other aspects of our operations that fall outside of our own house.

Throughout its history, Thule has always had the fundamental values of sustainability in mind. Thanks to rigorous tests during the design and development phase, Thule builds products to last for a long time – high quality products

with a long lifetime are better for the environment than items that get tossed away after a season or two. A cornerstone in Thule’s sustainability work is the product lifecycle approach, and we are driving our commitment and passion for doing business in a sustainable way by measuring and following up on the results in our environmental focus areas.

What’s more, Thule can, and want to contribute to a good society by actively engaging in and supporting activities that help people live an active life. We also partner with organizations that promote these life-improving benefits for people with disabilities and difficulties, helping them live an active, healthy and independent life.

REDARC **NEW** TECHNOLOGY

Australia continues to follow the emerging global trend in reducing pollution from new vehicles, with tighter emission standards being introduced next year.

As standards have been becoming progressively tighter over recent years, car manufacturers, in their quest to meet the new standards, have had to develop and introduce new technology. As a result, the interconnect to join the ECU and alternator to monitor electrical load has been created.

Prior to 2010, REDARC developed a patented solution, a family of in-vehicle battery chargers known as the 'BCDC' series, designed to charge auxiliary or house battery banks to 100% whilst on the move. They feature a multi stage DCDC battery charge for installing in any 12 or 24 volt passenger, 4WD, truck, bus or marine electrical system. Another key feature of the BCDC in-vehicle battery chargers is the voltage inverter technology that overcomes voltage drop when auxiliary or house batteries are a considerable distance from the charging source - as experienced in caravans, camper trailers, trucks and buses. Furthermore, they boost the low output voltages provided from ECU controlled alternators to your auxiliary battery.

The BCDC in-vehicle charger utilises voltage sensing of the main battery to determine when to charge the auxiliary battery and when to isolate the vehicle start battery. The standard BCDC range will operate on voltage sensing alone in vehicles where the alternator voltages do not regulate lower than 12.7V at any time, such as standard Fixed Voltage Alternators and ECU controlled temperature compensating alternators. The wider range of BCDC variants (LV and IGN models) are used in vehicles



fitted with ECU controlled variable voltage alternators. The activation voltage is sensed at different levels along with an ignition input to the charger, ensuring that the BCDC will charge the auxiliary battery to 100% while effectively protecting the main battery from overdischarge. The BCDC in-vehicle battery charger family continues to grow and is available in 6, 20, 25 and 40 Amp outputs, plus the latest 20A 24V output model, the BCDC2420. These current output options ensure there is a BCDC for all common load and battery charging requirements. The BCDC products incorporate specific battery charging algorithms to suit lead acid, Gel, AGM and Calcium batteries that have been designed by REDARC Engineers.

The BCDC1225, BCDC1240 and BCDC2420 models also feature a MPPT Solar Regulator, which can be used to charge your auxiliary batteries from solar panels. The MPPT Solar charging

algorithm extracts the maximum available power from your solar panels at any given time.

In addition to this range, REDARC recently released a series of in-vehicle battery chargers that feature technology designed to charge your Lithium Iron Phosphate LiFePO4 batteries to optimal charge, the LFP Series. By providing a unique charging profile, the LFP series in-vehicle battery chargers are able to achieve and maintain an optimal charge in your auxiliary lithium iron phosphate battery at all times.

It is important to ensure that the correct BCDC is selected for your vehicle, application, and battery charging requirements.

If you have any questions or require help choosing the right BCDC for your vehicle, contact your local REDARC installer, or visit www.redarc.com.au.

BUSHRANGER NEW RELEASES



Bushranger Safety Flag

Designed to meet the South Australian safety flag requirements for use in the Flinders Ranges and Simpson desert, the Bushranger Safety Flag extends high above the vehicle for maximum visibility.

Features:

- Constructed with three 1m lengths to be used at 1m, 2m or 3m tall as required
- Flag is high-visibility fluorescent orange with silver reflective cross
- Three screw together sections with stainless steel thread
- Handy storage bag keeps poles together and protected from dirt and damage
- Pole made from 12.7mm solid fibreglass
- Stainless steel threaded joiners between sections
- Chrome plated connector and mounting hardware



Bushranger Recovery Hitch

Fantastic for use with your heavy duty tow bar, the Recovery Hitch is the only safe way to attach a recovery device to your towing system (provided your towing system is rated to perform this task). Bushranger's engineering team have developed, tested and manufactured this product to the same high standards that they ensure all their products adhere to. This includes a zinc finish to protect the recovery hitch from the elements and increase the longevity of the products.

Features:

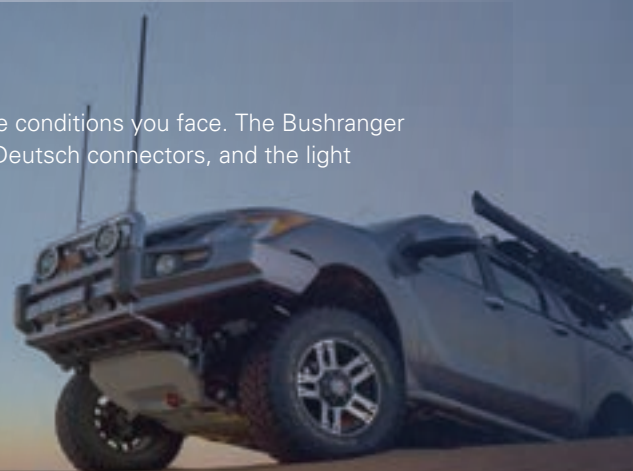
- Two mounting directions
- Turns a suitably rated tow hitch into a recovery point
- Zinc coating for surface protection
- Bow shackle tested to 4.75t
- Tested to W.L.L 5,000kg
- Slots to allow for offset pin on towbar

Nighthawk LED Driving Lights

Nighthawk LED lights are available in either spot or driving patterns to suit the conditions you face. The Bushranger team has ensured the lights are offered with an IP68 rating with waterproof Deutsch connectors, and the light housing is made from a die-cast alloy housing with powder coated finish.

Features:

- Impact resistant & UV stable polycarbonate lens and protective cover
- Cutting edge reflector design
- Multi-position mount designed and vibration tested in Australia
- LED life time: 50,000 hours







ARB ELDEE EASTER EVENT



Our favourite event of the year, the ARB Eldee Easter Event, smashed all records this year with over sixty teams competing. Now in its fifth year, this enormously successful event takes place in the magnificent Barrier Ranges, just north of Broken Hill in Outback NSW. Unlike many other off road competitions, the ARB Eldee Easter Event is squarely aimed at the whole family, demonstrated by the fact there were a hundred or so children running around with big smiles on their faces all weekend.

With a significantly bigger field this year, several new stages were introduced, all set out by 4WDTV's Simon Christie. As in previous years, each stage was designed to test driver skill, teamwork, navigational capability and all round 4x4 aptitude. A huge prize pool totalling tens of thousands of dollars was up for grabs, not to mention over ten kilos of Easter eggs scattered around the property.

Many of the participants chose to extend their weekend and take advantage of Eldee Station's wonderful hospitality. With a range of accommodation options available, Eldee is the perfect spot to explore the surrounding attractions.

ARB will again be supporting this event in 2016, and with numbers already filling fast, interested parties are encouraged to contact Eldee station soon.

For more details and to sign up for the 2016 ARB Eldee Easter 4WD Event, head to www.eldeestation.com.



NEXT LEVEL

Developed specifically to suit the facelifted NX Pajero, the ARB Deluxe bull bar is engineered to deliver incredible frontal vehicle protection, while providing owners with a platform for mounting driving lights, aerials and a winch.

Although visually similar to the outgoing NW Pajero, Mitsubishi have refined the vehicle styling in areas such as the bumper design, grille assembly and the fitment of factory Daytime Running Lights (DRL's). Instead of redesigning the current offering, ARB engineers developed an entirely new bar to cater for these differences in vehicle specification.

The NX bar features ARB's new fog light surrounds, supplied in a natural black finish, with optional colour coding available. For vehicles fitted with HID headlights and washers, the Headlamp Washer Kit (P/N 3500570) is required. The kit includes pedestal washer nozzles, hose reducer, non-return valves and associated mounting hardware. Factory headlight washers are unable to be retrofitted to the bar.

The NX Pajero Deluxe bar features ARB LED clearance/

indicator lights, while provided wiring loom allows the DRL's to function through the LED clearance light, integrating with vehicle electrics neatly and securely.

A rigorous testing program has ensured the new bar has been designed to cope with any situation encountered. Additionally, the renowned air bag compatible mounting system safeguards occupants in the event of an impact, by not affecting vehicle air bag deployment.

As with all ARB Deluxe bars, the NX Pajero bar features twin aerial mounting tabs, durable urethane buffers, laser cut driving light mounts and the ability to fit a range of low mount electric winches. A supplied cover panel completes the top pan when no winch is installed. The bar is finished in a hard-wearing satin black powder coat as standard, and can be colour coded to vehicle paintwork, offering a greater level of vehicle integration.

Visit your local ARB store, stockist or jump onto arb.com.au for more information and for part numbers and pricing.

BRAGGING RIGHTS

Andrew L'Huillier / 2013 Mitsubishi Triton Dual Cab, Turbo Diesel GLXR



Modifications

ARB Classic canopy
ARB roof rack
ARB Deluxe bull bar
ARB side rails and steps
ARB rear bar
Warn winch
GME two way radio
Redarc dual battery
LED rear work lights

ARB air compressor
Rear Air Locker
ARB awning
HiLift jack
Safari snorkel
Old Man Emu suspension
ARB reversing camera
ARB recovery kit
ARB under vehicle protection

What is your favourite 4WDing destination?: I really don't have one yet, I grew up in Western Sydney in Penrith and used to go to the national parks in the Blue Mountains a lot. But every time I watch a 4x4 show about Cape York I'm drawn to it, hence why I'm getting my Triton ready for what I reckon will be a trip to remember. **Why is ARB your choice for 4WD Accessories?:** I believe that ARB products are a grade above the rest and have been tried and tested. ARB stand by their brand and so do their staff because they have the quality to back up their products. **What is your most memorable experience off road?:** I just tested my 4x4 and all its ARB accessories and camping gear near Grasstree beach in Queensland. I think my most memorable experience is still to come when I head up to Cape York.

What is your favourite ARB product and why?: Recently I explored some old fire trails near Grasstree beach and I'll tell you what, the rear ARB diff locker makes getting out of gullies and deep ruts easy as! **What is the next 4WD accessory on your list?:** The next product will be a 125L Long Ranger tank. I'm hoping in the near future to do the Kimberley's but I'm really going to have save my holidays for that one.

Paul Zieman / 2012 Nissan GU Patrol



When did you first start 4WDing?: I first started 4WDing in 2009 when I first got my Patrol. **What is your favourite 4WDing destination?:** Any beach is always good fun.

Why is ARB your choice for 4WD Accessories?: I choose ARB products because they are long lasting and always good quality. **What is your most memorable experience off road?:** Getting stuck in the sand on the beach with an incoming tide the very first day I took my Patrol out. **What is your favourite ARB product and why?:** Intensity LED lights are great, literally turns night into day. **What is the next 4WD accessory on your list?:** A Long Ranger tank replacement.

Modifications

2" lift
33" Mickey Thompson P3 tyres
ARB Deluxe Bull Bar
ARB Aluminium Touring Roof Rack
ARB Touring Roof Awning
ARB Outback Solutions Drawer Systems
ARB Intensity Flood Lights

ARB Simpson III Roof Top Tent
ARB Deluxe Fridge Slide
ARB Fridge Freezer
Dual Battery
REDARC dual battery and boost gauge
Wurton led light bar
Taipan Exhaust
Steinbauer Power Module



Thailand is the birthplace of countless pickups and 4x4s, and after working with distributors in Thailand for the last 10 years, ARB established its own sales presence in 2009.

Known for its tropical beaches, opulent royal palaces, ancient ruins and ornate temples, a 4WD Mecca is not the first thing that comes to mind when thinking of the beautiful island of Thailand. However, this wonderful country is the second largest pickup market in the world and thus is the perfect fit for ARB. Thai people's love for everything outdoors and off road, as well as the diverse landscapes to explore and the number of growing vehicles available, is exactly why ARB expanded, to be able to supply the region directly from its state of the art facilities in Thailand. As an industry leader, ARB understands the pleasure and pride derived from 4WD vehicles in Thailand and we take pride in offering world class accessories and service.

ARB

In 2015, ARB Thailand welcomed its new General Manager, Andy Burger. Originally from South Africa, Andy has been working in the Automotive Accessories Industry for more than 10 years with vast experience in various markets including South Africa, Thailand, Europe and Australia.

"Thailand is now the worlds' foremost manufacturer and consumer of compact size one tonne pickup truck vehicles and accessories, with the four wheel drive accessories market in the ASEAN region rapidly expanding," says Andy. "In my opinion, this market will have continuous growth and I hope to efficiently shape ARB Thailand's future. ARB Thailand targets are to expand our brand awareness in Thailand and neighbouring countries, and to bring on-board more suitable and qualified retailers and installation centres to offer our world leading four wheel drive products to every corner of the country, in order to serve both our current customers and newcomers to the highest standards possible."

Today, ARB is Australia's largest manufacturer and distributor of 4x4 accessories. Further building upon our Australian and Thailand facilities, we also have an extensive international presence, with an office in the USA and an export network that extends through more than 100 countries around the globe. Our philosophy, however, has never wavered from its original course – quality, reliability and practicality above all else.

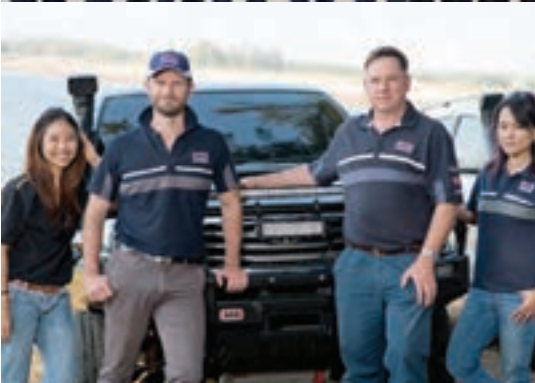


2015 Offroad Trophy

An effective way that ARB Thailand have been supporting and promoting the 4WD lifestyle is through its sponsorship of the 14th annual Offroad Trophy. Organised by OFF ROAD magazine from Grand Prix International, this event is the biggest off road trophy in Thailand, attracting the top off road racers in the country.




THAILAND



HISTORY _ IN PHOTOS





Words and Photography by
Offroad Images

Offroad Images has been photographing product for ARB since back in the film days...

The good old film days... a camera kit would consist of a Mamiya RZ67, a couple of Nikon F5 bodies and the various quality lenses which were available at the time. With 10 shots on a roll with the 6x7 and 36 shots on the F5, 35mm bodies, we really did assess every shot for accuracy before its capture.

The Mamiya was excellent. A massive 6x7cm piece of film capturing much detail, but extremely slow in operation and it was not the most reliable camera. The shutter grease would freeze up in the extremely cold conditions. It had the ability of shooting polaroids, but by the time you had developed the image, the light would change. I would carefully measure the light, shoot a polaroid for the others on set, and just keep shooting. After the sun would go down... I would look at the polaroid and smile. How great was this technology.

With Nikon F5 bodies, carrying film was usually handled in a fridge and budgeting film was always an issue. How many rolls of 36 exposure film would you need for a 4-day long shoot. What if you saw a King Brown snake along the way... you have to shoot that! Better just pack more film.

The release of the digital, Nikon D1X DSLR camera was extremely important to us. I had one of the first cameras delivered in Australia. I would bring it out on editorial shoots to capture many of the smaller images like vehicle details. It was a camera well ahead of its time. The biggest issue would be convincing the publishing houses that digital supply was a good thing. So many people thought that film would never be replaced, and that digital was a waste of time, but with a background in pre-press and the conversion of film to digital information, it became a mission for me to showcase and convince clients of the benefits. After all, the transparency would be converted by an operator into digital information in the form of a scan, creating a second generation image... why did we need that?

Once we started utilising it for production requirements for the ARB photoshoots, we would realise its potential as an amazing resource. We began to capture more imagery of the vehicles in their environment along routes, between the planned shot locations. Whilst many publishing houses, were sceptical of the digital supply, fortunately, ARB's Marketing Manager, Matthew Frost, accepted the file supply as an 'addition' to our film capture, and we would be able to move forward.

But it wasn't until we moved to the newer digital Canon gear that things with digital really began to move forward. This equipment enabled us to create bigger and better, and became a permanent replacement for real film. We could shoot without concern for film budgets, and create extra opportunities along the route, without compromise.



With it, came a new world of opportunity and at the same time, the workload grew. I grew up with a knowledge of pre-press and colour, so adapting to digital was not difficult, but still, there was much to learn and develop whilst ensuring that we were getting the very best out of the gear. One thing for certain though, when the rest of the crew was in their swags asleep, I would be huddled close to a camp fire with a couple of laptops moving files, creating back-ups and generally just checking what we had going.

One experience on a shoot that I will never forget, happened at 2am on the Madigan line. We set-up camp on a clay pan "as Cecil Madigan would do". The clay pan had some beautiful cracked earth lines in it so we captured some low light imagery and cooking shots. On a dark, new moon night, the crew called it a night and jumped in their swags which were strewn all around the clay pan. I was working into the early morning, sitting on a rolled up swag huddled next to a small campfire, with my laptop on a large pelican case. I heard some noise and thought it was one of the guys getting up for a nature stop. But the sound turned to a grunting and seemed way too close. With my eyes adjusted to the light of the screen, I simply couldn't see into the darkness. So I closed the screen down and as my pupils dilated to see into the darkness, there before me stood a huge grumpy looking Camel. It had strolled into camp to check out the situation, walking between the swags almost standing over me. I am not sure who was most frightened as I jumped up off my swag, startled, it moved out of the camp in a hurry.

We have always been interested in creating bigger and better results, and whilst we would always take on newer technologies in camera equipment, other areas needed improvements. So instead of utilising large reflector panels to add lighting to our subject, we invested heavily in lighting gear. We then assessed

the results and purchase better gear, reliable enough to keep the new standard of creativity and accuracy, for every image captured. Usually, adjustment of these lights in even a small increment, would make all the difference, so accuracy in a quality light was essential. This brought a new standard to our image capture, which was met by ARB's marketing team with bigger and better image use. I have always said, that I would produce an image like a good quality shirt, and the designers and marketing team would see the potential, dress it up with a quality suit and tie and send it out to the masses in the form of a stunning advert. I have loved seeing the creative design concepts making great use of our imagery and have to admit, will sometimes have a little tear in the corner of my eye when I see an image which we worked extremely hard to capture, displayed so well. People have no idea how emotional I get about our imagery, but that's just who I am.

With social media on the rise, we need to create more content. No longer are we only shooting for an advert or catalogue, there is now a daily requirement of imagery for Facebook, Instagram and Youtube as well as new website technologies that are all extremely image hungry. So we need to ensure that when we head out, we obtain maximum results of stills imagery and film content. We make all this effort to get out there in fantastic places around this country of ours, so why not create stills and film content with a difference, showcasing ARB products. This has taken us to another world of creativity. People are amazed at how much content we will generate in a small area with a number of vehicles. We might be shooting time-lapses, stills and action imagery with or without studio lighting, panoramics, video and slow motion content, all at the same time. It works for us.

Adding to this, we have always been interested in camera creativity from a moving camera perspective, rather than simply,

on the sticks. So we have experimented with remote vehicle operated cameras over the years, chasing cars with radio controlled cameras or moving a remote camera across a river, or up a hill. The results have been extremely rewarding, but have cost a packet through all this research and development. Another example of film shot with a moving camera was the Bull Bar is born film we produced. ARB wanted to showcase the production of a bull bar from start to finish, however they were quite concerned that I was going to shoot it completely on Go Pro cameras and without ever holding a camera. I guess it would make sense... I have all this expensive gear and won't use any of it to film something this important. The camera would be moving with the production of the bull bar. Well they went along with the idea giving me the support I needed to carry out the filming of a huge production with a huge number of people from ARB's production facility, and the result was well received. This leads us into Remotely Piloted Aircraft Systems RPAS or UAVs (Drones). Over the last few years we have made headway into licensed flight of camera systems to assist us in creativity, which was not previously available. This has taken our filming abilities to another level altogether. Future product focused films will include this new look and be quite enjoyable for the viewer.

People often ask the question, "How do we get the vehicles so clean?" This doesn't happen by accident. We used to carry water in jerry cans to help us clean vehicles. We were able to clean a 4x4 which has been driving on dusty or muddy tracks with 2 litres of water. Mark Lowry, Alan Brooks, Matthew Frost, my wife Gabrielle and myself would come up with the best ways of utilising a chamois and dry sponges to make the vehicle look awesome. We would chuck ideas at each other and try to teach who-ever was with us the technique of cleaning a 4x4 with minimal water. We would work at getting

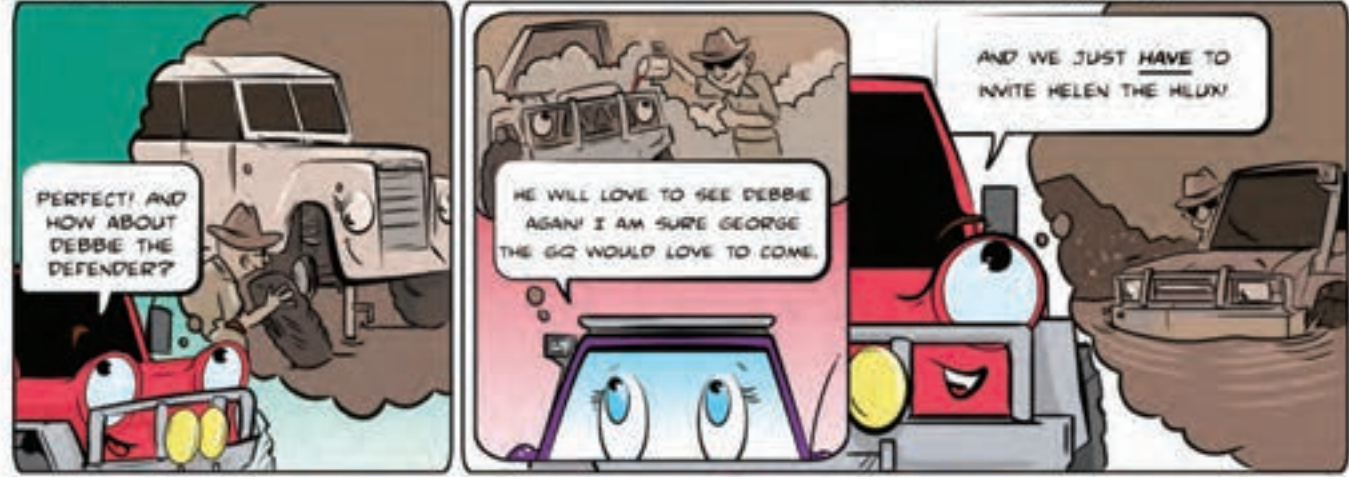
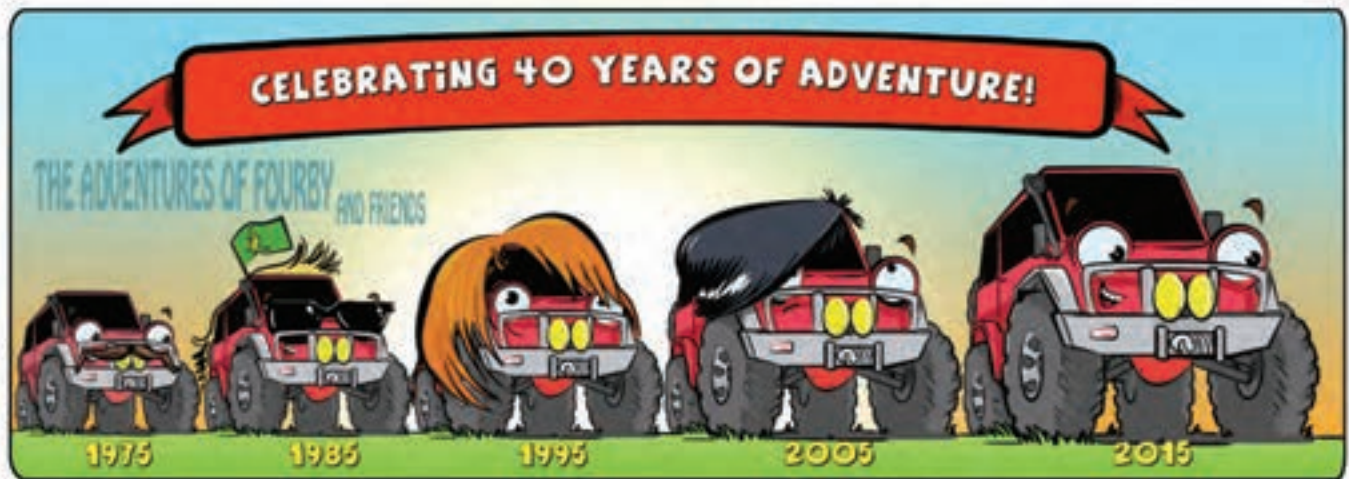
the vehicles clean in the middle of nowhere while the sun was coming up, freezing cold, using nearly frozen water to clean them. So whilst on a trip in Western Australia, we stumbled on some waterless cleaner. It wasn't perfect, but certainly assisted us in our efforts. You would be amazed at how many different varieties of cleaners and micro-fibre cloths we have tried whilst trying to find the best products on the market for cleaning cars in the middle of nowhere.

So whilst photographing ARB product, there is one thing for certain, I think I am one of the biggest fans of the product. I look at it and try to ensure that we take it to the right locations, have captured its best angles, and utilise the product effectively, the way it should be. Whilst shooting the products we usually use prototypes and I will put it through its paces and if there is a negative, I can talk directly with the product manager or engineer and by the time the product comes out, they will have taken my feedback and corrected it prior to market. I love this about working with ARB.

So if I can say anything about photographing with ARB over the years, is that I take everything really seriously and I am a perfectionist. With being a perfectionist, you only want the best results possible. Working with different people in ARB's marketing department, I have had extraordinary support from a wide range of creatives, assisting Offroad Images to create the best imagery for what I believe is the best 4x4 product in the world. I expect a lot from people who work along side me as I expect a lot from myself, but the final results over the years, I hope, have been enjoyable for everyone out there who enjoys ARB product and the creative ways of capturing ARB's imagery, now displayed on a daily basis.

- Michael Ellem Offroad Images





Where's my Coat?

Can you match the animal coats with the right animals?
Draw a line to match them up.



ARB BALLARAT



ARB Ballarat is one of ARB's most recently refurbished stores. In one of Victoria's most populated urban areas, Ballarat was established in 1830 and with the gold rush in late 1851; Ballarat is seen to have kept its large population, with estimates as high as one in eight of 4th and 5th generation Australian families living there. To this day the area is still a very popular tourist destination with plenty of historical places to visit.

Now trading in a larger and more spacious showroom, the team at ARB Ballarat is well settled into their gleaming new home. The new premises is three times the size of the old store with plenty more room for stock and the growing range of accessories ARB has on offer. Expect to see the same friendly faces at the new store and the same professional, friendly advice and service.

So come check out what ARB Ballarat has to offer, now located at 891 La Trobe Street, Delacombe.

If you're looking to set your 4WD up for adventure, don't hesitate to contact the team on their new contact number (03) 5336 4605.

ARB PORT MACQUARIE



Geographically, Port Macquarie is an enviable town, located midway between Sydney and Brisbane on the North Coast of NSW, boasting pleasant climates all year round. While the coastal town enjoys seafront sunrises and the calm shores of the Hasting River estuary, the buzzing area is also known for its abundance of thrill-seeking activities. Accommodating to a lot of visitors seeking respite from the working week, Port Macquarie is abuzz with exciting activities such as water skiing, whale watching, surfing, 4WD tours, horse riding, sky diving and hanggliding just to name a few. It's no wonder ARB has moved in, fitting in with the locals and holiday-goers, ARB Port Macquarie contributes to the town's love for adventure.

Situated at 173 Lake Road, ARB Port Macquarie is bursting with helpful ideas and quality equipment for adventurers and thrill-seekers alike. Carrying 4WD accessories, ARB apparel and all sorts of camping gear, ARB Port Macquarie is sure to be every local's one stop shop for their next adventure.

Michael Giles, previously from our QLD State Office, has been appointed as the new Branch Manager of Port Macquarie.

So next time you're in Port Macquarie enjoying all the pleasures the town has to offer, don't forget to come check out its latest addition, ARB Port Macquarie, for all your adventure needs.



Richard Lavell – Edmonton, Queensland
“Lamb and vegetables in the camp oven in the front yard, it’s a hard life on the cane farm.”



Tauren Coleiro – Pakenham, Victoria
Tauren sent us this delicious looking spit dinner out on his last 4WDing holiday

TONGMASTER COMPETITION WINNERS

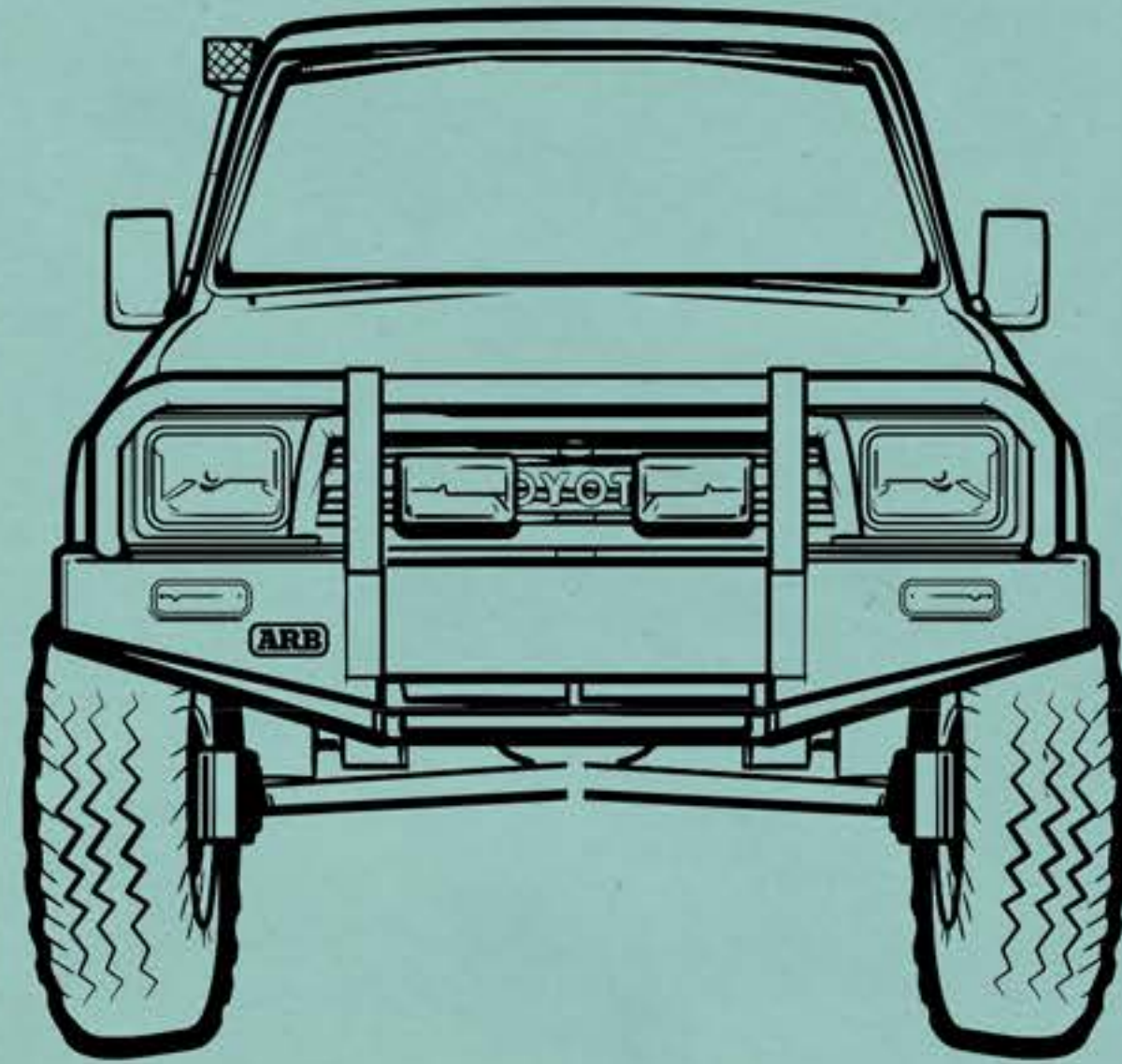
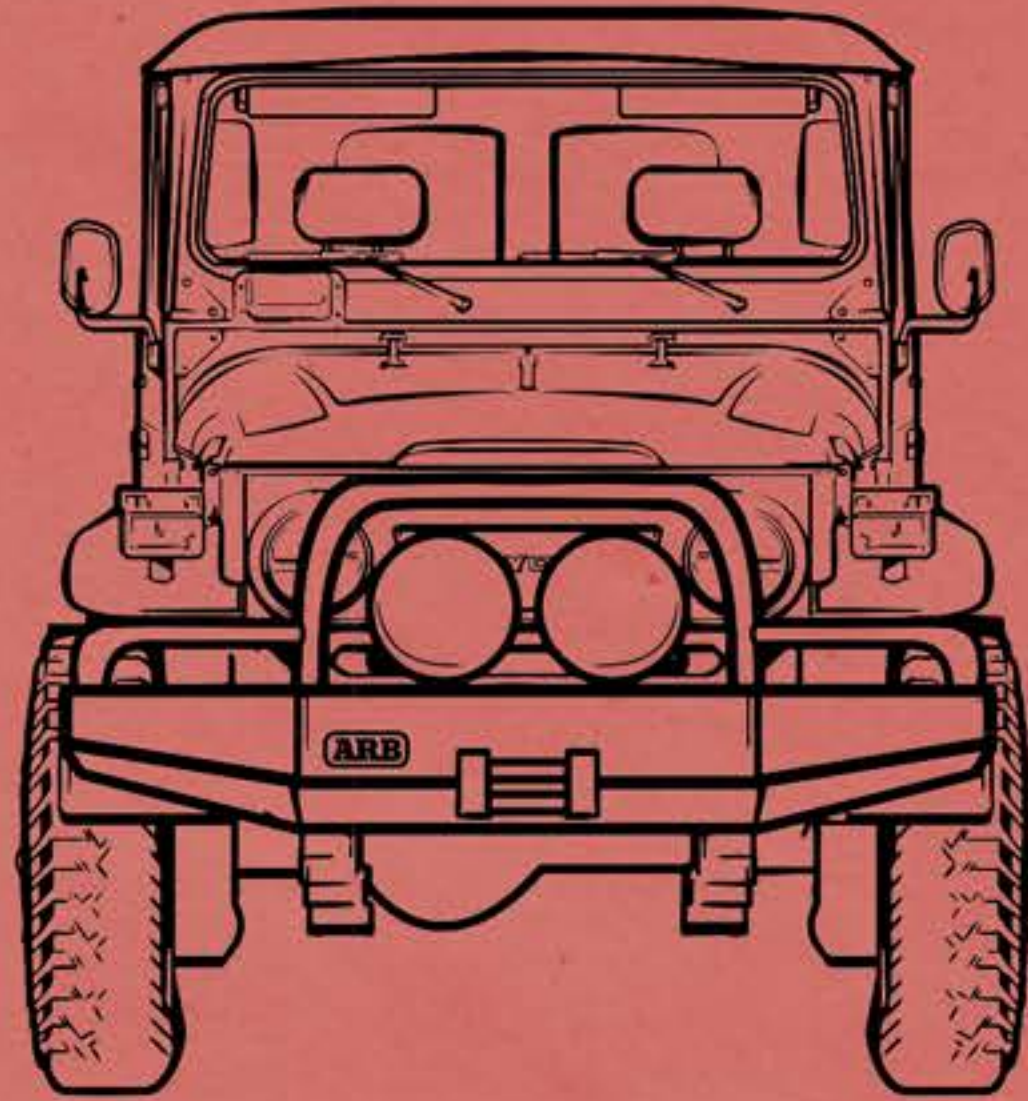
WE ASKED FOR YOUR BEST SPIT, ROAST, JERK, TANDOOR, GRILL, BRAAI OR BBQ SET UP. HERE ARE THE BEST PICS FROM OUR GRILL MASTERS WHO WILL ALL BE RECEIVING AN ARB TONGMASTER APRON.

Daryl Hutchinson – Reynella East, South Australia
“Cooking dinner at Loveday 4x4 Park on the mighty river Murray”



Enock Mochache – Alberta, Canada
“It’s been brutal cold in Alberta, Canada but I promised my wife & daughter a happy birthday grill”
- Good luck Enock!!





VICTORIA

Kilsyth (03) 9761 6622
 Brighton (03) 9557 1888
 Dandenong (03) 9793 0002
 Hoppers Crossing (03) 9749 5905
 Keilor Park (03) 9331 7333
 Pakenham (03) 5940 5500
 Thomastown (03) 9460 9988
 Bairnsdale (03) 5152 1226
 Ballarat (03) 5336 4605
 Bendigo (03) 5445 7100

SOUTH AUSTRALIA

Regency Park (08) 8244 5001
 Morphett Vale (08) 8186 6101
 Elizabeth (08) 8252 1599

ACT

Fyshwick (02) 6280 7475

NEW SOUTH WALES

Moorebank (02) 9821 3633
 Artarmon (02) 9438 4484
 St Peters (02) 9565 2455
 Wentworthville (02) 9631 7889
 Albury (02) 6021 2477
 Broken Hill (08) 8087 9250
 Dubbo (02) 6885 5777
 Newcastle (02) 4953 9555
 Orange (02) 6369 0700
 Penrith (02) 4731 1266
 Port Macquarie (02) 6581 2500
 Tamworth (02) 6762 0541
 Wollongong (02) 4227 1900

WESTERN AUSTRALIA

Canning Vale (08) 6254 2367
 Osborne Park (08) 9244 3553
 Wangara (08) 9409 5764
 Welshpool (08) 9358 3688
 Mandurah (08) 9583 3200

NORTHERN TERRITORY

Winnellie (08) 8947 2262
 Alice Springs (08) 8953 0572

QUEENSLAND

Nundah (07) 3266 3255
 Capalaba (07) 3823 5900
 Caloundra (07) 5491 4500
 Coopers Plains (07) 3277 2020
 Biggera Waters (07) 5537 8800
 Bundaberg (07) 4153 2929
 Burleigh Heads (07) 5535 9223
 Caboolture (07) 5499 1955
 Cairns (07) 4035 3350
 Mackay (07) 4998 6888
 Maroochydore (07) 5475 4011
 Rockhampton (07) 4922 7788
 Toowoomba (07) 4632 1122
 Townsville (07) 4728 0900

TASMANIA

Burnie (03) 6431 4494
 Launceston (03) 6331 4190
 Hobart (03) 6228 6822

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4X4 ACCESSORIES

