

4X4 CULTURE

4x4 Adventure | Travel | Lifestyle

Issue 46



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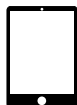
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Over View



Over View

MATTHEW FROST

NATIONAL SALES AND MARKETING MANAGER

Welcome to the mid year edition of ARB's magazine, which you may have noticed has a new name. We started producing this mag back in 2003 as a means of communicating information on new product, activity and events at ARB, with our first issue consisting of just eight pages. I remember sitting down at the time with our marketing team trying to come up with a name for the publication and we settled on ARB 4x4 Action as we figured it was a good fit for what we were trying to achieve. That is, reporting on all of the activity and action that was going on at ARB. Over the past thirteen years the publication has evolved quite significantly and encompasses a lot more than product updates. We've been very fortunate to feature the work of some of Australia's best photographers and travel writers, most of whom are long term customers of ARB.

So rather than being a means of reporting all of the "action" that's going on at ARB, it's become more of a celebration of the culture that four wheel driving is all about. We've really tried to drive the magazine as a means of inspiring our customers to get out and enjoy their 4WDs, and through assisting them with their vehicle preparations, give them the confidence to get out and explore remote regions of the world in safety and comfort. So we think the mag's new name, ARB 4X4 Culture, really epitomises what we're trying to achieve.

To get what 4x4 culture is all about however, you need to experience it for yourself. It's not the sort of thing you can read about or watch on TV. 4x4 culture is about getting together with friends and family, putting the pressures of everyday life aside, and getting out and experiencing nature. Not forgetting of course, having a heck of a lot of fun in the process.

A few of us at ARB recently got a great taste of 4x4 culture over the Easter holidays, kicking off with the annual ARB Eldee Easter event held in the Barrier Ranges region of Outback NSW. This is a family orientated off road competition run by 4WDTV's Simon Christie. Eldee Station is a stunning property located in the foothills of where the Barrier Ranges meet the Mundi Mundi plains. With great Outback hospitality, thanks to the property owners, Stephen and

Naomi Schmidt, the event is a terrific way to spend Easter. After the weekend, a small group of us headed off to the Flinders Ranges in South Australia to photograph and film a number of exciting new ARB products. We visited several locations over the week, with one of the highlights being Willow Springs Station and experiencing the new Skytrek track. This has historically been one of the best drives in the Flinders Ranges but unfortunately was closed some years back due to access issues with a neighbouring property. The track has now been re-routed and takes in a number of stunning locations in the Flinders. The last section of the track needs to be driven in low range and consists of a number of steep climbs making for some exhilarating off road driving. Of course, the reward once you're at the top is some of the best views in the area.

From here we drove to the Gammon Ranges and onto one of the most stunning locations in the country, in my opinion, Arkaroola. This geographical marvel is a privately owned conservation reserve set up in the late 1960s by one of Australia's great explorers, Reg Sprigg. Today, Arkaroola is run by Reg's children, Doug and Marg, and it really is a must-do destination for the four wheel driver. In addition to some great tracks, there are a range of activities including bush walks, wildlife tours and flights over the area. It's also regarded as one of the best places to view the night sky in the Southern Hemisphere, with several large telescopes on the property. Doug Sprigg is a walking encyclopaedia on the area, and leads many of the tours personally.

We had 4x4 Culture's Technical Sub Editor, Dean Mellor with us, who's regarded as one of Australia's top 4WD travel writers, so we'll be running feature articles on both Willow Springs and Arkaroola in future editions of this magazine.

So there's a bit of a background on the name change of the ARB magazine. We've also got a number of other projects in the pipeline centred around the 4x4 culture, so keep a look out over the coming months for some exciting new initiatives aimed at inspiring you to get out and about in your 4WD. ■

Love the Outdoors



ARB 4x4 Culture is pleased to welcome Emma George to the team. Emma is a former Olympic pole vaulter, setting 17 world records during her impressive career. She now spends a lot of her time exploring our beautiful country with her husband and three boys. Creator of 'Love the Outdoors' website, Emma is passionate about ensuring her kids lead a healthy and active lifestyle and is teaching others how they can do the same with their families.

There is nothing better than jumping in our Patrol with the camper attached and seeing our three boys smiling in the back seat as we escape the city and head for the outdoors. Even if it is just for a weekend, it gives us the opportunity to spend quality time together and swap everyday life for trees, bush, a campfire and freedom. Freedom from work and school, freedom from schedules and most of all freedom for the kids to explore, be adventurers, gain confidence and acquire skills they just can't get in the city.

Having children is life changing in many ways, however my husband Ashley and I vowed that our new additions wouldn't stop us camping, fishing and getting outdoors. We took our firstborn camping when he was only eight weeks old, although getting out of the house was challenging and we required a totally foreign array of equipment, the change of scenery was well worth the effort. Newborn babies are easy when they are breastfed as you don't have to pack food, but when they start crawling, things get busy. I soon learnt that a plastic high chair and a fully enclosed screen tent were invaluable. The tent was a safe haven to prevent my young ones from wandering off when I had my back turned, it also doubled as a play area, kept them away from the fire, out of the dirt and stopped them eating every leaf and stick in sight.

As our family grew and the camper trailer became cramped, the boys took to sleeping in their own tent that we would pitch right next to ours. Our third child was only twelve months old and sleeping in a portacot when he joined his three and five year old brothers in the aptly named 'fun tent'. Now that my youngest is six, camping has become more relaxing again, if you can ever use the word relaxing with three boys. The portacot has been ditched for swags; the kids

can pack their own clothes, help set up camp and unpack the car when we get home. These days the first piece of equipment I pack is our portable UHF radios so I can keep in contact with them when they explore further afield.



Above: Bailey was always happy to get in the hiking pack as he was part of the action and I could fish and keep him away from the crocodiles.

Our first big Trip



We love adventures. Our first foray into an extended off road family escapade was in 2011 when we hit the road for three months with our one, three and six year old. The first challenge was Cape York and the Old Telegraph Track, then the Savannah Way to Darwin. We ventured to the top of Arnhem Land, explored the Red Centre and crossed the desert along Gary Junction Road and arrived home in Perth three months later. Ashley conserved his long service leave when we had our babies, saving it for this big trip. Although I would have liked some more help when they were born, I was supportive of him accruing leave as it meant we would have something to look forward to. It ended up being more than just a trip, it was an epic adventure and while some people thought we were crazy going with such young kids, it was the best thing we had ever done.

It was a tough trip, we never really sat down for long. It was a whirlwind of pack up and set up but the experiences we had were phenomenal. We crossed rivers where water was flowing over the bonnet, saw pythons devouring bush rats and fed coconuts to bush turkeys. The kids caught barramundi in Arnhem Land; we saw amazing rock art, walked around Uluru, encountered a thunderstorm in the desert and the boys made friends with children in remote aboriginal communities. By the end of the trip, our family had changed; we developed a special bond and were closer than ever before. We had done and experienced so much together that we were already thinking about our next trip before we even arrived home.



Top: Dining in Uluru

Above: Loved visiting Kata Tjuta, this time round, the kids can walk it themselves!

Opposite Top: Storage tubs are great and can be emptied out for use as a kid's bath.

Opposite Bottom: Our GU Patrol, Tvan and tent for the kids.



'Love the Outdoors' website

There's nothing better than getting the kids outdoors to spend quality family time together and create memories that can last a lifetime. I grew up camping, fishing and four wheel driving, so it's only natural that I want my children to have the same experiences. With the increase in technology and the amount of time children are spending indoors, it is more important now than ever before to foster a love of the outdoors.

If you don't know where to start or want some ideas on how to get your family camping, fishing, boating and off the beaten track, then check out lovetheoutdoors.com.au. There you'll find videos, tips on what to take, activities and checklists with 'how to' sections on everything from catching that first fish to setting up a camp kitchen.

Being a former athlete, I understand the importance of healthy living and keeping not only yourself but also your children active. If you can make getting outdoors easy and everyone has fun, then you will be more likely to go again.



Hitting the road again

Fast forward five years and we are busy preparing for our second big adventure but this time we are going for six months. Although this trip has been in the back of our minds for years, the catalyst was to do it before our eldest child starts high school. I believe that opportunities don't just arise; you make them happen. Ashley has been fortunate to get extended leave from his work and as we already own our car and camper, the main expenses will be fuel, camping fees and a few tours. If we need to, we can redraw on our home loan and our justification is that we have years to pay off our house but we only have limited opportunities to step outside mainstream life, spend time with our children and experience Australia together.

We are on version six of our schedule as our original 12 month trip has been whittled down, but the plan is to head north during winter and make our way around the country as we aim to drive on a bare minimum of bitumen. Our big map of Australia is on the table and everyone has been reading books, from the coast to the outback for inspiration. Whenever someone has a great idea of where to go or something to see, we cry "put it on the list", which is growing

longer by the day. To name a few, we have: Cape Leveque, Bungle Bungle, Mitchell Plateau, Gagudju, Uluru, Cooper Pedy, Lake Eyre, Agate Creek, Moreton and Fraser Island, Point Plomer, Snowy Mountains, The Victorian High Country and a lap of Tasmania before heading back to Perth via the Great Ocean Road.

As I write this, I am busy working out schooling options, getting our '99 GU Patrol in the best shape of her life, organising the camper and trying to ensure we have everything from a satellite phone and comprehensive first aid to spare parts for our vehicle. It is a fine balance between having everything we need but not overloading the car with equipment we may only use once or twice. The credit card is getting a work-out on fat bikes, solar panels, a hot water system, a dual wheel carrier, navigation unit, LED lights and the list goes on. We are refining our trip schedule and sending it to our friends and family in case they want to join us on sections of the trip. The count down is on, we only have weeks to go and I look forward to sharing our experiences, disasters and triumphs as we embark on the adventure of a lifetime. ■



Opposite Top: Water crossings like this are why we need the off road camper.
Opposite Bottom: Having the grandparents join us for the Old Telegraph section of our trip five years ago was great and we hope to meet up with family and friends as we travel around Australia this year.



Emma's top 10 tips for camping with kids

1. Simplicity

Make camping easy and don't over pack as the more you take, the more you have to squeeze in the car. The simpler your camping kit is, the easier it is to set up and pack up. Remember to dry and clean any damp or dirty equipment when you get home.

2. Plan

Get your kids involved in working out where to camp, the activities you want to do, the food shopping and what meals you might like to eat. Planning and generating the excitement of a trip is half the fun, plus kids always like being involved in the decision making process.

3. Arrive early

Try to get to your campsite before dark. That way you can see where to put up your tent and if there are branches overhead or ant nests around. It makes it much easier to have your camp established and the kids fed before it gets too late.

4. Play

Let kids enjoy the magic of being outdoors and use their imagination, create their own games, interact and explore the outdoor environment. Embrace the dirt - how grimy the kids get can often be an indicator of how much fun they are having.

5. Bedding

Make sure you have enough blankets/ sleeping bags to keep warm at night, particularly if you are winter camping. If you are using an air mattress, don't forget the pump and patches in case you get a hole.

6. Torches

Head torches are perfect as you can keep your hands free, but remember to bring spare batteries. If you have a bright torch, pack it, as there is nothing better than spotting animals and nature walks at night.

7. Activities

Bring a book, drawing material or a small game the kids can do in their tent in case they want some quiet time or if the weather is inclement. Don't pack too many as the fewer toys they have, the more likely they are to play outside and create their own fun and games.

8. Food

I like to keep it easy, as I would rather spend time with the kids than cook. I often make extra curry or pasta sauce at home, freeze it and use it when I go camping for a quick and easy meal.

9. Helpers

Kids (even little ones) can help, whether it is collecting sticks for firewood, banging in tent pegs, carting water or doing dishes. It is good for them to be responsible and I find my boys are much better at helping when we go camping than they are at home. They also know that if they contribute, then we will take them camping more often.

10. Safety

Pack your first aid kit and ensure you have plenty of insect repellent, antiseptic cream, Stop Itch, Band-aids, and Panadol or Nurofen. Think about where you set up camp and if you have young children, keep a distance from water and high ridges. Check where the closest town is, if you need assistance and have some form of communication, particularly if you are remote camping.

KEEPIN' IT COOL

THERE'S PLENTY TO CONSIDER WHEN BUYING A QUALITY PORTABLE FRIDGE FOR YOUR NEXT FOUR WHEEL DRIVE ADVENTURE.

The primary objective of any fridge is to keep produce at a temperature where it's not going to spoil. To achieve this, the fridge in your house is plugged into a 240V AC outlet and is rarely moved from its designated location in your kitchen. Oh, and it has to cope with little more than the opening and closing of its compartment doors and climatic variations of just a few degrees throughout the year.

A portable fridge, on the other hand, has many more demands placed on it, yet is still required to keep produce cool and fresh. Bouncing around in the back of a four wheel drive wagon or ute, a portable fridge is subjected to constant movements, extreme angles, ambient temperatures ranging from below freezing to above 50°C, all while operating on your vehicle's 12V DC power supply.

The portable fridge market is packed with options, so choosing the right fridge for your four wheel drive travels can seem like a daunting task. To help simplify matters, here are some of the most important things to take into account when you're in the market for a new fridge.







SIZE MATTERS

If you're heading off on a weekend away with your partner, then chances are you're not going to need a big fridge to keep your food and drinks chilled. But if you're off on an extended trip with the family, then you're going to need something bigger.

Portable fridges generally come in capacities ranging from around 35L to 80L, with several sizes in between. It really goes without saying, the bigger the internal capacity of the fridge, the bigger its external dimensions (and the heavier it will be), so if your vehicle is a Suzuki Jimny, you'll be hard-pressed fitting an 80L fridge in the back along with all of your other gear. Opt for the biggest fridge you can fit in your vehicle, but not at the expense of having to leave other gear at home.

COOLING EFFICIENCY

You don't always have an unlimited, reliable power supply when you're out in the bush, so you need to choose a fridge with an efficient compressor and good insulation. Most fridge manufacturers will list power consumption in Ah (amps/hour). When

comparing power consumption figures between fridge models, it's important to note the cabinet temperature and the ambient temperature in which the fridge was tested by the manufacturer; a fridge will use more power on a hot day than a cold one.

While the efficiency of a fridge's compressor is the most important factor when it comes to cooling down the cabinet quickly, it's the effectiveness of the fridge's insulation that will aid cooling efficiency over a long duration. This isn't critical when you're driving (as your vehicle's charging system will keep the batteries topped-up) but if you're camped out for a few days in the one location, you'll want a fridge that doesn't drain your batteries overnight.

Cooling capacity is also vitally important. Even in ambient temperatures above 50°C (remember, it can get mighty hot in the back of a vehicle) you'll need a fridge that can reliably keep its contents below 4°C (or lower if you're using it as a freezer). Any higher than 4°C and your food can quickly spoil.

Some fridges will have a traditional dial to set the cabinet temperature, which will need to be adjusted as the ambient temperature

changes. More modern designs feature an electronic control system, where you select the desired cabinet temperature and the fridge automatically adjusts as necessary.

BUILD QUALITY

Portable fridges are manufactured from a variety of materials. To stand the test of time, the external cabinet should be made from a tough and durable material; after all, it's going to cop some bumps and scratches when it's stored in the shed or when luggage is thrown up against it in the back of your vehicle.

The design of the external cabinet is also important. Make sure there are no protruding latches or hinges that are likely to catch on luggage, sleeping bags or picnic blankets and the like; check that the power leads (both the 12V DC and 240V AC) fit securely and snugly to the fridge and are not likely to pull free when the fridge is moved; and make sure the fridge controls are recessed so you're not likely to bump them.

By definition, a portable fridge should be, well, portable. So make sure it has decent handles so you can get a good hold of it

when moving it around. These will usually double up as the tie-down points, so check to make sure they're tough enough to do the job.

CONVENIENCE FEATURES

There are a number of features to look for that will make your portable fridge more pleasant and convenient.

Despite tough construction, you won't want a fridge that's so heavy you can't easily move it around or pick it up to place it in the back of your vehicle. A quality portable fridge will be tough but not too heavy. The weight of a fridge is generally listed on the spec sheet.

A fridge with a clever interior design will be more versatile than one with just a basic empty space. Convenient features include a separate area for items such as fruit and dairy products, an easily removed basket in the main section, and a divider to keep heavy items separate from squash-able fresh food items. It's also handy if the divider can be repositioned to suit your immediate requirements.

Other things to look for in a portable fridge are a cabinet light (it sounds silly but not all portable fridges have one), a removable lid (for easy basket removal), a smooth interior surface (for easy cleaning), a drain plug (for cleaning and spills) and rubber feet (for grip and stability, because your fridge won't always be used in the back of your vehicle).

OTHER CONSIDERATIONS

Everyone will have their personal preference when it comes to packing a fridge, but a general rule of thumb is to put the heaviest items in the bottom and light stuff on top. Consider pre-packing items like smaller fruits and vegies into separate, easily

stackable plastic containers; you'll fit more in, food will last longer and your fridge will stay cleaner.

Setting the fridge temperature will depend on its contents but remember, if you have food in there such as fruit, vegies and meats, you'll need to keep temperature below 4°C to keep it fresh. If you have an older-style fridge with a dial, you can turn the thermostat down at night to save power, but if you have a modern fridge with an electronically controlled thermostat you can essentially set and forget.

There's one aspect of a fridge's operation that you won't find on the spec sheet: how much noise it generates. Some fridges are so noisy that you can here them humming and rattling away in the back of your vehicle even when you're bouncing down a corrugated gravel road. Imagine how loud such a fridge would sound when you're lying in your swag on an otherwise silent night. Manufacturers don't list the noise generated by a fridge on a spec sheet, so have a listen to a fridge operating in a store before you purchase one.

Finally, make sure the fridge you buy is covered by a decent warranty, and ensure the manufacturer offers good parts and service back up. If a fridge fails on a trip it can really spoil your fun, so you'll want to make sure there are retailers in regional areas that can help out if you have a problem.

ARB FRIDGES & ACCESSORIES

When it comes to refrigeration on the move, ARB has got you covered with a total of four models in the portable Fridge Freezer range. The 35L model is ideal for short trips or for use as a second fridge on big adventures. Its compact dimensions make it perfectly suited to smaller four wheel drives and SUVs. The 47L Fridge Freezer is one of the most popular sizes in the range. It's big enough

for long trips away and will easily fit in the back of medium to large four wheel drive wagons and utes. If you have a big family or are accustomed to travelling with mates, then the extra space afforded by the 60L model will mean you can keep food and drinks chilled on long trips away. A low profile ensures this big fridge will still suit roller drawer systems. Finally, if you're planning on taking the family away on an extended off road adventure, the huge 78L Fridge Freezer is big enough to keep everyone stocked up with fresh food and cold drinks.

No matter the size, all models in the ARB Portable Fridge Freezer range feature a durable powder coated zinc steel cabinet, a tough two-piece injection moulded removable lid, strong handles that double as tie-down points, recessed control panel, advanced electronic control system, efficient and quiet compressor and loads of insulation. They also have versatile cabinets with a separate compartment for fruit and dairy, a basket with moveable divider, smooth sides for easy cleaning and a drain plug.

ARB also has a full range of accessories including an advanced Fridge Freezer monitor, so you can keep an eye on fridge performance from the driver's seat, a canvas Transit Bag to protect your fridge from dents and scratches, a tie down system to keep your fridge secure, various fridge slides for easy access to the fridge's contents, and 12V and 24V wiring harnesses. ARB can also supply and install a range of advanced dual-battery systems and chargers to ensure your fridge never runs out of power on the track.



Available in four user-friendly capacities, the ARB Fridge Freezer suits a myriad of situations, from fishing and weekend camping to serious off road tours. Contact ARB for part numbers and pricing.

MIDYEAR MAKEOVERS



With a raft of new vehicle models hitting the market, the ARB product development team have been busy developing a range of quality equipment to suit these popular new four wheel drives.

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SUMMIT BAR





The engineering team tasked with the development of ARB's impressive Summit bar have been busy expanding the model range, and have now completed work on the bar for the Mazda BT-50, Toyota Fortuner, Ford Everest, Land Rover Discovery and Toyota 200 Series LandCruiser VX.

Distinctive features of the Summit bar include its durable steel construction and multi-fold upswept and tapered wing design, along with its unique 30mm radius on the wings and centre section, and the large diameter 60.3mm outer frames and centre cross bar. These smooth curved surfaces give the Summit bar a more modern appearance that's well suited to the styling of many modern four wheel drive models.

Like all ARB bull bars, the Summit bar features an engineered air bag compatible mounting system. It also has a split pan design to allow for maximum strength and airflow to the vehicles' cooling systems, with an integrated two-piece grille incorporating a hidden door for access to winch clutch handles (where fitted). Additional features include LED indicator and clearance lights, provision for fitment of optional fog lights and mounting points for fitment of ARB Intensity LED lights and a range of Bushranger and IPF lights. Two antenna brackets are located on the top of the centre frame.

Located beneath the Summit bar's durable two-piece buffers are twin Hi-Lift jack points. The bar has also been designed for fitment of a range of winches including Warn, Magnum, Bushranger and Smittybilt low-mount models up to 12,000lb capacity (excluding Warn M12,000). For applications where no winch is fitted, the Summit bar has a 4mm aluminium press formed winch cover panel; the Summit bar for the 200 Series LandCruiser is an exception, with separate non-winch and winch models available.

While the Summit bar has been available for lower-grade 200 Series LandCruisers for several months, it's only now that the upper-spec models have been catered for. "The VX and Sahara model LandCruisers have got parking sensors in the front, so the bar needs extra holes in it," explains Steve Sampson, ARB's Product Manager responsible for fabricated products. "There are also headlight washers, so these are catered for with press formed apertures in each wing. Also, on the Sahara model vehicle, there's a camera, which is part of the Toyota Multi Terrain view system, and we have to relocate that camera."

With a recent redesign of the Mazda BT-50 hitting the market, ARB's engineers took the opportunity to design a Summit bar to suit. "We have been able to design the Summit bar to suit all BT-50s



from 2011 onwards,” says Steve Sampson, which is in contrast to the Ford Ranger, which underwent a much more significant facelift when the PXII model was launched. “With the Ranger PX and PXII, they have a completely different bar.”

The Ford Everest will share the same Summit bar as the Ranger PXII. “They just require a slightly different cut to the bumper, but in terms of all the other features [including the adaptive cruise control unit] they are very similar,” says Steve Sampson. As well as lower-spec Rangers and Everests, the Summit bar is also available for higher-spec vehicles equipped with parking sensors.

When it came to developing a Summit bar to suit the Toyota Fortuner, ARB’s engineers had a head start thanks to the similarities between it and its HiLux sibling. “The Fortuner Summit bar mounts are based on the HiLux mounts,” says Steve Sampson. “The front

of the Fortuner protrudes further forward than the HiLux, so we have redesigned the top section of the bumper, just so the front section doesn’t protrude too far from the front of the vehicle, so that obviously assists with approach angles and also visually it’s much better with a shorter nose on the vehicle.”

Land Rover Discovery owners can now also access ARB’s stylish Summit bar. “The Summit bar suits the 2014-on model Discovery,” says Steve Sampson. “Development work was performed on the SE and HSE models, and the Summit bar for Discovery will cater to vehicles with or without front parking sensors and Land Rover’s Surround Camera System”.

For more information on ARB’s Summit bar range for your vehicle visit www.arb.com.au/summit

ALLOY AND SAHARA BAR



ARB's Alloy bull bar range has been considerably expanded and this innovative, light weight but tough frontal protection system is now available to owners of Toyota Fortuner, HiLux and 200 Series LandCruiser, as well as Ford Everest and Mitsubishi Triton.

Although significantly lighter than an equivalent steel bull bar, the ARB Alloy bull bar retains exceptional strength through design, while specifically complementing the aesthetics of the vehicle to which it's fitted.

Like the ARB Summit bar, the Alloy bar features an innovative 30mm radius on the wings and centre pan, as well as a split pan design for strength and airflow to the vehicle's cooling system, and upswept wings to maximise vehicle approach angle. Where the design differs, however, is in the Alloy bar's 60mm outer tube and 48mm centre cross tube.

Three different alloys and tempers are used in the construction of the ARB Alloy bar, chosen to provide corrosion resistance and strength against fatigue. The wings and pan use thick 4mm alloy, while the tubes use 3mm alloy. The Alloy bar utilises the same air bag compatible chassis mounts and under panels as employed on the steel Summit bar.

In all applications the ARB Alloy bar is a combination bar, so it can be fitted with or without a winch. Where no winch is to be fitted, the bar is supplied with a recessed aluminium winch cover panel. In winch applications, a steel winch cradle is fitted that can accommodate a range of low-mount electric winches from Warn, Magnum, Bushranger and Smittybilt up to 10,000lb capacity. A hidden door in the split pan grille provides access to the winch clutch handle.

Additional features on the ARB Alloy bull bar include two-piece buffers, provision for fitment of optional fog lights and fog light covers, LED indicator/clearance lights, two antenna mounts and mounts for fitment of ARB Intensity LED driving lights or several IPF driving light models.

In addition to the development of a new Alloy bar to suit the HiLux, the ARB engineering team has also developed a steel Sahara bar to suit the popular Toyota ute. With a similar front-end to the HiLux, the ARB engineers had a bit of a head-start when it came to developing the Alloy bar for the Toyota Fortuner, but they needed to ensure the Alloy bar didn't protrude too far forward, both for aesthetic and approach-angle reasons. Because of this, a shorter bumper section has been employed on the Fortuner's Alloy bar compared to HiLux, although it still offers enough space for the location of a winch control box in applications where a winch is fitted.

Development work on an Alloy bar to suit the Ford Everest has been completed, and a Sahara bar to suit the Ford Ranger PXII is also now available.

At this stage the 200 Series LandCruiser ARB Alloy bar is suitable for fitment to GX and GXL models; keep an eye out on the ARB website for details regarding the release of an Alloy bar to suit VX and Sahara models equipped with front parking sensors and cameras.

ARB has also developed a new Sahara bar for GX/GXL 200 Series LandCruisers that features the same 30mm radius on the top of the wings as the Summit bar. "For all intents and purposes, the new Sahara bar is essentially the same as the lower section of the Summit bar," explains Steve Sampson. "The Sahara bar for the VX/Sahara 200 Series will be available in the third quarter of this year."

The new Mitsubishi Triton is also well catered for with an ARB Commercial bar now available. The steel Commercial bar provides excellent frontal protection at a lower price point than an ARB Deluxe bar. This is achieved through a simplified manufacturing process and less emphasis on the aesthetic characteristics typical of other bull bars in the ARB range.

For more information on ARB's Alloy & Sahara bar range for your vehicle visit www.arb.com.au

ARB — Product Development

SUMMIT REAR STEP TOW BAR





The stylish and functional Summit rear step tow bar (RSTB) is now available to suit the Holden Colorado and Isuzu D-MAX.

The Summit RSTB is like nothing else on the market, combining unparalleled strength and protection with superb aesthetics that complement the design of modern vehicles like the Colorado and D-MAX.

At the core of the Summit RSTB is a 60.3mm steel tube structure that mounts directly to the vehicle's chassis, and is finished in a stylish textured black powder coat. Bolt-on press formed steel wings on each side of the bar match the profile of the vehicle's tub giving the Summit RSTB a superbly integrated factory look. These wings run from behind the rear mud flaps and curve around the rear corners of the vehicle's tub, and they feature a subtle curved indent that adds to the factory look. They can be optionally colour coded to match the vehicle perfectly, or supplied in a standard black powder coat finish.



Not only do the outer wings look good, but being made from tough and durable 2.5mm steel, they offer unequalled protection to the lower sides of the tub. The wings are bolted to the Summit RSTB's tubular core structure, as well as directly to the vehicle's chassis, and are therefore strong enough to easily support the weight of the vehicle. This has allowed for the inclusion of reinforced tabs in the wings that are specifically designed for use as Hi-Lift jack points. The Summit RSTB features an anodised aluminium top tread plate that provides a modern look and offers ridges that extend the full width of the rear step for grip wherever you plant your foot.



As you'd expect of any ARB RSTB, the Summit retains the full 3,500kg tow rating of the Colorado and D-MAX, and it incorporates an integrated tow hitch. A flip-up panel just above the hitch provides access to the pin that secures the tow hitch, two shackle attachment points, the trailer wiring plug, as well as optional 50 amp Anderson plug and air compressor outlet.

Although the Holden Colorado and Isuzu D-MAX are based on the same platform, there are significant differences between the Summit RSTBs for each vehicle. "They have the same basic bar," explains Steve Sampson, "but the wings, under-panel and diffuser are slightly different. There are basically three different part numbers that we've designed; there are two for the Colorado – one to suit no rear [parking] sensors and one to suit factory rear sensors – and then there's one to suit the D-MAX, which is the non-rear-sensor, because the D-MAX doesn't have a factory fitted sensor (they do have dealer options)."

For more information on ARB's Summit bar range for your vehicle visit www.arb.com.au/summit

OME NITROCHARGER SPORT



The engineers in the OME suspension department have also been busy working on new equipment to suit the Ford Everest and Toyota Fortuner, and have developed a range of Nitrocharger Sport packages to suit these popular new wagons.

"Both of these vehicles have borrowed architecture from their dual-cab ute siblings – the Everest from the Ranger and the Fortuner from the HiLux – so we've used those front-ends as a benchmark and in the end we haven't had to change them, but we've tuned the rear ends to match," explains OME Engineer Stuart Fooks. Both the Everest and Fortuner wagons feature coil spring rear suspension set-ups as opposed to the leaf sprung Ranger and HiLux, so there was a fair amount of development work required to get the respective OME suspension kits absolutely spot on.

"We've developed two rear coils for the Everest, both of which are progressive rate springs," says Stuart Fooks. "There's a medium, which is a little bit firmer than OE and offers a 40mm lift, and then

a constant 200kg spring that's designed around somebody having at least 200kg on their car all the time."

There are three spring options for the front of the Everest to suit vehicles without a bull bar fitted, vehicles with a bull bar, and vehicles with a bull bar and winch. Extensive development has gone into matching the front struts and rear shock absorbers with the respective spring packages to balance the level of control versus comfort. "The OME kit gives a good, solid lift that is really well controlled, and will suit our customers who are going to use this vehicle for both trail driving and heavy duty off roading."

There are four front spring options for the Toyota Fortuner to suit vehicles without a bull bar fitted, vehicles with a bull bar, vehicles with a bull bar and winch, and vehicles with a bull bar, winch and additional accessories. The matched front struts offer an extra 10mm of wheel travel, improved ride quality and better control. At the rear of the Fortuner, a 25mm lift was achieved. The two rear



spring options are a medium set-up (optimal performance with 0-200kg load) and a constant 200kg set-up. Two newly tuned shock absorbers have been developed for the rear of the Fortuner. "It doesn't provide a massive lift," says Stuart Fooks of the Nitrocharger Sport Fortuner suspension system. "We found that if we got up to 40-45mm or more of lift, it would bring on driveline vibrations, so that was one of our limiting factors." Even with the moderate lift achieved, the OME engineers have developed a rear driveshaft spacer to ensure there are no driveline vibrations.

"With the Fortuner, we've given it a good lift within the constraints of the vehicle, and really focused on getting some good control out of it without compromising ride quality," concludes Stuart.

For more information on the OME suspension range visit www.oldmanemu.com.au

NEW PRODUCT SUMMARY

MAZDA BT-50

Summit bar
Summit side rails and steps
Under vehicle protection
Auxiliary battery tray

HOLDEN COLORADO

Summit rear step tow bar

ISUZU D-MAX

Summit rear step tow bar

TOYOTA FORTUNER

Summit bar
Summit side rails and steps
Alloy bar
OME suspension

TOYOTA 200 SERIES LANDCRUISER

Summit bar to suit VX and Sahara models
Summit side rails and steps
Alloy bar (GX and GXL models)
Sahara bar
Auxiliary battery tray

TOYOTA HILUX

Sahara bar
Alloy bar

FORD RANGER PXII

Sahara bar

FORD EVEREST

OME suspension
Summit bar
Alloy bar

MITSUBISHI TRITON

Commercial bar

LAND ROVER DISCOVERY 4

Summit bar

The Culture



Nothing beats the buzz of locking up the house and turning the ignition over as you pull out of your driveway to head off on your next adventure.



It doesn't matter if you're heading out for a quick 'over nighter' with your mates, or embarking on your biggest journey yet, there is a freedom from that moment the city disappears over the horizon in your rearview mirror. Comfortably perched behind the wheel, you select your best driving soundtrack and off you go.

Travelling through country towns, you keep an eye out for a good looking bakery that will likely serve up an award winning meat pie. Keeping an eye out for the last pit stop before you escape to total isolation, soaking up the ever changing landscape out the window, arriving at your first destination in no time at all.

Whether you're in the company of friends and family, or you're trekking solo, once you're on the open road, the world instantly becomes a better place. The air gets clearer, the stars get brighter, and you just feel better.

Simplistically, we can identify types of people in this world, 'campers' and 'non-campers'. For a 'non-camper' it's an inconceivable consideration to leave the comforts of hot running water, toilets, espresso machines, television and the 5-star dining that civilization has come to offer.

What they don't know, is what they're missing out on when a vehicle shifts from 2H to 4H. And what they are missing out on is more than the never ending panoramic outback views, it's more than the hidden oasis' and it's more than that incredible feeling of standing in the middle of nowhere, completely swallowed by your surrounds.

What the 'non-campers' are really missing out on, are the characters we meet in the bars of the outback pubs, it's the laughter echoing around the camp fire deep into the night, it's the high fives we give as we sigh in relief after another close call, and it's the "no worries" good hearted attitude of almost everyone met along the way... what they miss by never reaching 4H, is the culture, the 4x4 culture.

ARB was founded in the mid 70's after one man decided he wanted to go further, he wanted to see more, meet



new faces, and feel safe and comfortable in his travels. Our vision, is largely unchanged, as our engineers work towards developing products that help us, 'the campers', to live a life full of experiences.

Away from the concrete jungle we get to enjoy the simple things in life, like the way the food tastes better. There's something special about damper served out of a camp oven, a cuppa poured from a billy and a fresh trout pulled from the river. Even a cracked tin of baked beans sitting on the edge of the coals, quietly bubbling away and later enjoyed in the comforts of a slouched camp chair, gazing into the flames, can rival the best suburban dining experience.

The 4x4 culture is hugely versatile, enjoying all types of activities that without our trusty trucks and gadgets, would otherwise be far less possible. Whether it's teaching your kids fishing knots on the banks of your favourite 'secret location', or tackling a slippery slope into that hidden campsite. The days are filled with memorable moments, close calls and plenty of laughs. We love adventure, and we respect each other's definition. Whether it be your first trip out into





the Outback cruising down the Oodnadatta, or your third run down the gruelling Canning Stock Route, everyone is encouraging of your travels and keen to hear about your experiences.

It's this comradery that is innate in our culture. It doesn't seem to matter what corner of the country you find yourself in, when you come across another 'fourby' traveler you're both always up for a yarn. Sharing advice on road conditions, the landmarks not to be missed and the best pub to stop into for a beer. There will surely ensue a conversation about 'rig setup', and what you particularly like about each other's kit whilst making mental notes of what's needed when getting home.

Four wheel driving offers so much more than reaching isolated and often beautiful areas, while it's a definite attraction, the experience would not be the same without the people and underlying culture that stitches it all together.

Throughout the pages of this magazine, we celebrate the unmatched diversity and breadth of our passion for

off road adventure. Emma George, in her wagon loaded to the hilt and full of kids, has set off on the ever alluring 'Aussie Lap' with the family. Carlisle Rogers is taking the road less travelled, driving the rougher Madigan Line, across the famous Simpson Desert. Toby Price competed in the Finke Desert Race twice in two days, meanwhile Mag Editor, Jess Vigar, headed into the isolated gem of Talbotville, hidden away in the Victorian High Country north of Dargo with mates, complete with swags, camp oven baking and low range exploration. All articles share the familiarity of disconnecting from the 9-5, unhinged, unplugged and completely unwound.

We look forward to continuing to follow the adventures of 4x4 enthusiasts around not only the country but the world, filled with stories of great drives, locations, experiences and outlandish tales with which we can all share a laugh. Ranging from extreme 4x4 comps like the upcoming Outback Challenge to the epic family adventure of Emma George and others, we will bring amazing photography, tips and inspiration to help us all unwind a little as we slip into the depths of the 4x4 Culture.



RETRO IN THE RED CENTRE

**DESPITE THEIR AGE THE
ARB OFF ROAD ICONS ARE
FIT AND READY FOR THEIR
EPIC SIMPSON DESERT
ADVENTURE.**



“THE OFF ROAD ICONS WILL THEN FACE THE ULTIMATE TEST WHEN THEY’RE CONFRONTED WITH BIG RED, THE LARGEST SAND DUNE IN THE SIMPSON DESERT. WITH A COUPLE OF TOYOTAS, A NISSAN AND A LANDY IN THE GROUP”

The ARB Off Road Icons project is nearing its final stage, where a group of once-tired old four wheel drives that have been lovingly rescued, restored and revitalised by different ARB teams from around the country, are now set to take on their greatest challenge: a crossing of Australia’s vast, harsh, yet stunningly beautiful Simpson Desert.

The Off Road Icons consist of a motley crew of vehicles: a 1976 Toyota LandCruiser 40 Series; a 1988 Nissan GQ Patrol; a 1991 Toyota HiLux; a 1995 Land Rover Defender

Tdi; and a 2004 Jeep TJ Wrangler. Four out of the five vehicles have been modified here in Australia, while ARB USA was tasked with the job of rejuvenating the Jeep Wrangler. Unfortunately permits for driving the left-hand drive Wrangler on Aussie roads have proved difficult to attain, so the Jeep will continue to be displayed on the US 4X4 show circuit while the other Icons tackle the red sand dunes of the Simpson Desert.

Although a lot of effort has been put into rejuvenating these vehicles for the task at hand, it needs to be



Above: The Red Centre constantly tells the story of it's unforgiving yet beautiful terrain.

Opposite: The peak of the Ions trip, Big Red in Australia's Simpson Desert.

remembered that they are between 20 and 40 years old, so they'll all get a thorough mechanical going over at Outback 4WD in Bayswater, Victoria before they're shipped off to Alice Springs, the starting point for the Off Road Icons Simpson crossing.

The itinerary for the crossing has been meticulously planned by ARB Marketing Technical Lead, Mark Lowry. From Alice Springs in the NT, the Off Road Icons will spend 11 days travelling through the Outback on their way to Broken Hill in NSW. Along the way, the route takes in a number of iconic off road destinations including Chambers Pillar, The Old Ghan Railway, Finke, Mount Dare, Dalhousie Springs and Poeppel Corner, where Queensland, South Australia and the Northern Territory borders meet.

The Off Road Icons will then face the ultimate test when they're confronted with Big Red, the largest sand dune in the Simpson Desert. With a couple of Toyotas, a Nissan and a Landy in the group, bragging rights will definitely come in to play here, and no one will want to take the easy route across this majestic but challenging dune.

From Big Red the crew will continue East to Birdsville, then head South to Innamincka, Cameron Corner,

Tibooburra, Milparinka, Packsaddle and on to the spectacular Eldee Station on the Barrier Ranges, before the trip concludes at Broken Hill.

Joining an experienced team of outback travellers from ARB will be a select group of four wheel drive journos, from both here and overseas, so you'll be able to read about and see all that happens on this epic undertaking from a variety of perspectives, in various publications. Offroad Images will also be there to capture all the action (both stills and video), and no doubt some beautiful shots of Australia's amazing red centre along the way. With more than a dozen trip participants in total, there will be a selection of current-model ARB equipped vehicles joining the Off Road Icons, which will be used to carry all that's required on an 11 day desert adventure, such as food and water, camping gear, spare parts and tools.

As well as to celebrate ARB's 40th year, the Off Road Icons project was born to showcase the fantastic range of ARB products available to suit both new and old vehicles. A hell of a lot of work has already gone into sourcing and equipping these vehicles for the adventure ahead, and this Simpson Desert crossing will no doubt prove a fitting finale.



MAKING A BETTER TANK

From inception to the marketplace, the development of ARB's range of Frontier polymer diesel fuel tanks has been a long five year journey.

The idea of developing Australia's first polymer long range diesel fuel tank for four wheel drives came about when Stewart Thompson (ARB Product Manager for the Frontier tank) was visiting Automechanika in Shanghai, China in 2011. It was here that Stewart noticed a stand with rotomoulded plastic diesel fuel tanks designed for use in Chinese tractors.

Rotomoulded polymer tanks have many advantages over steel tanks – they are light and tough, and intricate shapes can be achieved to maximise fuel capacity without sacrificing ground clearance. This is why OE fuel tanks are manufactured from plastic. For an aftermarket long range polymer tank to be successful, Stewart and Paul Cooper (Frontier tank Product Development Engineer) knew that it would not only have to offer the above advantages, but also be priced competitively against existing steel long range fuel tanks.

Making a tank

These are the steps involved in developing a new Frontier tank model:

- Sculpt a model of the tank from a block of foam that fits into the vehicle
- Incorporate intricate details to maximise the amount of space that can be used under the vehicle
- Ensure maximum capacity with minimum impact on ground clearance
- 3D scan the foam model (the buck) and ensure capacity meets requirements
- Send scan data to SA based manufacturing facility who generate CAD model
- Develop vehicle-specific mounting system, brackets and hardware for tank
- Ensure components fit into vehicle
- Finite Element Analysis (FEA) testing
- With CAD design finalised, have the tool manufactured
- Get off-tool sample from the mould and validate the hardware and components
- Validate durability of tanks and components under off road conditions with FEA testing
- Impact and deflection tests

Only a couple of months after returning from Shanghai, Stewart and Paul set about developing a polymer tank to suit the Toyota HiLux. They shaped a tank out of a foam block in order to develop a mould and organised to have the prototype manufactured. That prototype proved to be remarkably strong, and Stewart and Paul knew they were on to a good thing.

There were still several challenges ahead, the biggest of which, according to Paul, involved getting the sealing right around the fuel pump and the filler neck. Eight or so different concepts were tried and tested until a successful solution was achieved; a seal that wouldn't leak no matter what temperatures or situations the tank was subjected to. Remarkably, this process took around three and a half years, with Stewart and Paul painstakingly and thoroughly testing every aspect of every sample.

Eventually all of the development and manufacturing was brought in-house and Frontier tanks are now made in one of ARB's facilities in South Australia. In fact, it only took four weeks from setting up the manufacturing equipment in this facility to getting the first orders out, according to Paul Cooper. "The Holden Colorado and Isuzu D-MAX were the first Frontier tanks to be released," he says. "This was followed by tanks for the Ford Ranger, Mazda BT-50, Toyota HiLux, LandCruiser 79 Series, and Isuzu MU-X, and since then the Colorado 7, VW Amarok, Nissan D40 Navara, NP300 Navara and the new HiLux.

"We're now in the process of developing tanks to suit several new model vehicles," says Paul.

Tough as a tank

Paul Cooper reckons it's not easy to convince the marketplace that rotomoulded polymer tanks are tougher than steel tanks. "The idea of making it out of plastic was to make it better, not cheaper," he says.

If you want to see for yourself just how tough the Frontier tank is, you can watch it being pounded by a 50 plus-tonne Centurion tank at www.arb.com.au/frontier-long-range-fuel-tank

FASTER ON FOUR



AUSSIE DAKAR LEGEND, TOBY PRICE, HAS COMPLETED THE FINKE DESERT RACE IN HIS ARB TROPHY TRUCK FASTER THAN HE COULD RIDE HIS DAKAR BIKE. ARB WERE THE PROUD NAMING SPONSOR FOR TOBY'S MAIDEN FOUR WHEEL DESERT RACE.

The Finke Desert Race is the highest order of off road racing in Australia, offering nine 'Car & Buggy' and 10 'Bike & Quad' classes. Australia's fastest and greatest desert race heralds back to 1976, the year after ARB was founded, and has grown to offer over 600 entrants a platform to test mind, body and machine over a gruelling 460km return trip from Alice Springs to Finke via the old Ghan Railway.



TOBY WHO?

In 2010 a young 21 year old from Aberglasslyn NSW (40kms North West of Newcastle) by the name of Toby Price, rolled his bike #587 to the start of the prologue and put down the third quickest time amongst over 300 bike entrants. It was that weekend, seven years ago, that Toby Price began his journey to stardom as he won his first Finke Desert Race.

Toby won the Finke Desert Race in 2010, 2012, 2014 and 2015. Mechanical failure finalised Toby's 2011 campaign on day one and in early 2013 he was involved in a serious motorcycle accident that left him with three broken bones in his neck.

Once mastering the Finke Desert Race, there's only one more stop before being considered the ultimate 'King of the Desert' and that is the Dakar Rally. Hosted in South America, the Dakar is the most treacherous rally in the world, running over 14 consecutive days (including a rest day in the middle), with some days being as long as 900kms.

In 2015 Toby made his first ever attempt at Dakar, largely unsupported and with very little experience in navigating an open course, he finished third. After that amazing result Toby was picked up by

Red Bull Racing for his 2016 Dakar campaign. The Dakar is always subject to unexpected and extreme weather conditions. In 2016 much of the course was altered due to excessive weather and heat. Toby, in his second attempt, became the first Aussie to ever win the Dakar since its origin in 1978 (then called the Paris-Dakar).

RISKING IT ALL

Toby's 2016 Finke Ride was his chance to equal desert legend Randall Gregory's five Finke wins. An aspirational and driven Toby Price recognised that while he was still young enough to do it, he wanted to attempt the double. Dubbed as the 'Ironman' division, Toby wanted to race in both the 'Bike & Quad' and 'Car & Buggy' divisions, which are hosted on the same days, finishing 200kms away from the start line.

Toby had no prior four wheel desert experience, in fact his limited time behind the wheel of a Trophy Truck was his involvement in the Clipsal 500 Stadium Truck series.

In the week leading up to Finke, Toby secured himself a ride in Brad Gallard's 2012 Finke winning 6.0 litre V8 Chev Trophy Truck. The truck, caught up in customs, arrived at Finke on Thursday 9th June, just two days prior to the Prologue run.



ARB & TOBY PRICE

Toby is commonly referred to as one of the nicest, most genuine and down to earth guys in motorsport. Having worked alongside some world class sponsors including Red Bull, KTM and Alpinestars, Toby has a genuine interest in the ARB brand. Naturally, when the opportunity presented itself to support the Dakar champion, as he attempted his first four wheel desert race, ARB could not have been more excited.

Toby would be competing in the X2WD - Extreme 2 Wheel Drive class which is defined as 'highly modified not exceeding 6000CC(P)/7200CC(D)' and was racing to win 'outright' against all competitors in all classes.

SHAKING IT OFF

Having spent very little time on the sand in a Trophy Truck, and given the delays in getting the truck through customs, time for testing was limited. On Friday, Toby finally got behind the wheel to get a feel for being harnessed in a cage with a performance engine attached. A small mechanical issue, saw Toby and his truck rolling down the road.

Winched back onto four wheels and loaded onto a flat bed, the truck was returned to the pits for the mechanics to get to work on preparing the car for the Prologue the next morning.

CARS, BIKES, CHOPPERS AND PLANES

Toby qualified 18th in the Prologue on Saturday morning and would start his race from Alice Springs at 7:30AM on Sunday.

Sunday came around, Toby and his navigator Kyle got up at 5am and hit the tracks at 7:30am. It is a grueling 230kms to Finke, and despite losing a door and bonnet panel, as well as a mechanical failure on one of the engine valves, Toby rounded up 13 other cars and arrived into Finke in fifth position, just 90 seconds behind the lead car.

Toby jumped out of the car, into a helicopter and was dropped off at the airfield to be chartered back to the start line in Alice Springs in a light fixed wing plane. At 11:30am Toby set off on his KTM 500 EXC. With his #1 plate, he led the field for over 1hr and 50mins to his arrival into Finke for the second time that day.

Ice baths, carbohydrates and sleep. Then day two begins. Back in the Trophy Truck in fifth position, the lights go green and Toby and Kyle head west back to Alice Springs. Not 15kms in, Toby suspected the valve collet had failed again, he turned to Kyle and said "We're not going to make it, we're too far out." To which Kyle responded "Nup, keep going, keep up her and keep into it" and that's exactly what he did.

Below: Toby Price and his co-driver Kyle, inspect the damage after rolling the trophy truck the day before the Prologue.





Above: Aussie Dakar Legend, Toby Price was unchallenged, winning the bike lap whilst also competing in the Trophy truck class.

In Toby's words, he 'nursed' the truck through the remaining 215kms of desert terrain. Who knows what he would have achieved without mechanical concerns, as it was, he 'nursed' the car past three other competitors and crossed the line in second place outright, and first in his class.

But now was not the time for celebration. Back on a plane, back to Finke and back on his bike. Toby's return leg was heavily contested with team mate, Tye Simmonds, hot on his heels throughout the whole leg, trailing him across the finish line just 15 seconds in his wake.

Needless to say Toby remains the 'King of the Desert' adding his fifth Finke title and becoming the equal highest Finke winning champ.

TOBY PRICE; FASTER ON FOUR

Toby's winning bike lap was done and dusted in three hours, 46 minutes and 55 seconds.

Toby's class winning and outright second place drive in his Trophy Truck was wrapped up in three hours, 45 minutes and 40 seconds!

Completing the course over one minute quicker than his own winning bike lap, and beating a 100 strong field of car and buggy drivers as well as over 350 motorcyclists confirms Toby Price is no slouch behind the wheel.

The team at ARB are very proud of Toby's efforts and we feel privileged to have been a part of Toby's inaugural four wheel desert campaign.

LOOKING FORWARD

Toby's far from finished, and given this weekend's results, there is a good chance we will see Toby behind the wheel again. We look forward to the opportunity to work with Toby in the future.

The Spectacular



South

Words and Photography
by Steve Fraser



The South Island of New Zealand never ceases to impress me. I love the scenery, the food, an occasional drop of wine and meeting friendly Kiwis everywhere I go. I have a couple of my good mates Farrel and Mark (Buzz and Chainsaw) along for company this time, and we're travelling by motorbike, so we have to pack light. After a short flight across the ditch we arrive in Christchurch, with a plan to circumnavigate the bottom half of the South Island.

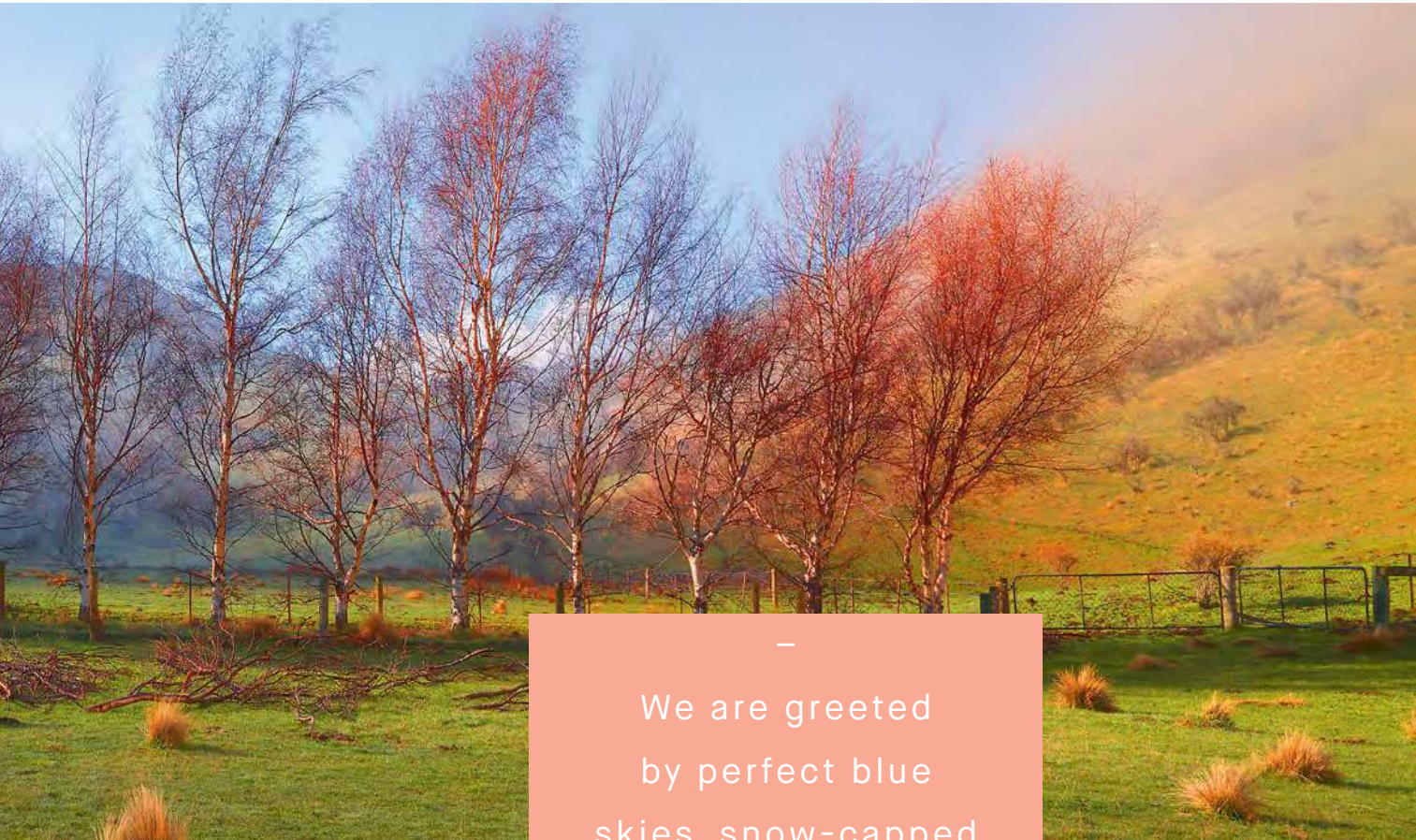
It's an early start the next morning. Once I've loaded up my camera gear there's just enough room for a few pairs of jocks and socks— lucky we are good mates. The weather is being kind, a trend that is going to continue over the next ten days. We head out across the Canterbury Plains. We travel across the plain's flat, straight roads and it's not long before we hit the mountains. Today's destination is Lake Tekapo, 300kms from Christchurch. It's a beautiful small town located at the base of the Southern Alps with Mount Dobson as a backdrop.

We are quick to unpack, grab the camera and head out to capture the beauty of this place. It's getting close to sunset and the chance to get a shot of the very famous Church of the Good Shepherd is too good to resist. This historic church is perfectly placed on the edge of the lake with the mountains in the background. The warm afterglow of sunset makes for an ideal shot. The boys vote Chinese for dinner. Who would think you'd get world class Chinese in a country town in NZ?

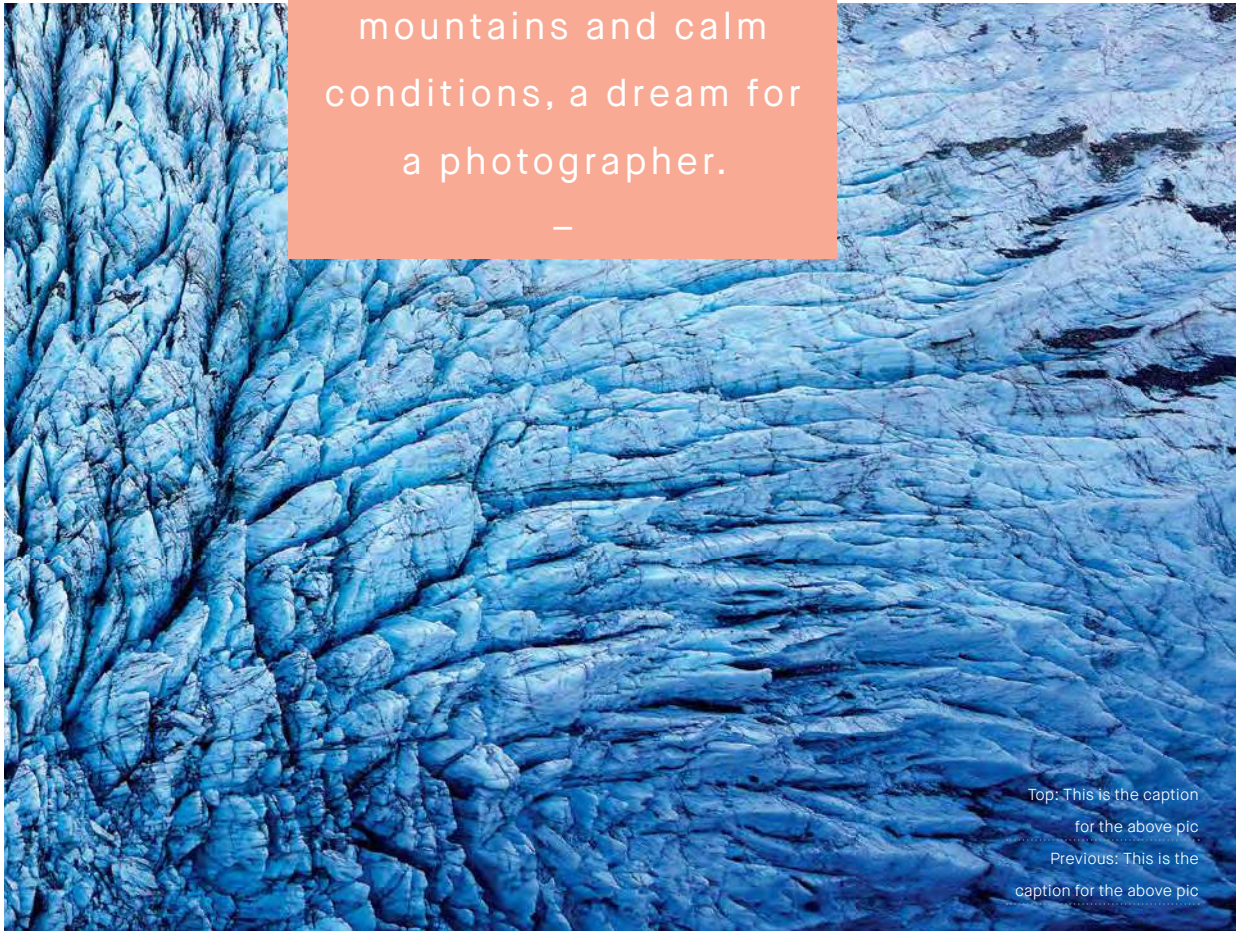
After Tekapo we head for one of my favourite cities. Queenstown, the adventure capital of the Southern Hemisphere. It's home to amazing food, fun and adventure. We ride across the plains for an hour and then turn off for a detour. Mount Cook, New Zealand's highest mountain, is a 57km detour off the main road and follows another breathtakingly beautiful lake. On a clear day the peak is visible, and today's weather is perfect. The closer we get to the mountain, the more in awe we are. We are greeted by perfect blue skies, snow-capped mountains and calm conditions, a dream for a photographer.

The next few hours' drive is through the dramatic Lindis Pass. It's our first real encounter of true South Island mountain roads. This is one of the few places in the world where it's a struggle to do the 100km speed limit. Now you have to remember that it's three boys on hired motorbikes and a perfect mountain road, so when I said it's a struggle, it doesn't mean we didn't give it a good crack. Our motto is: Ride it like you hired it!

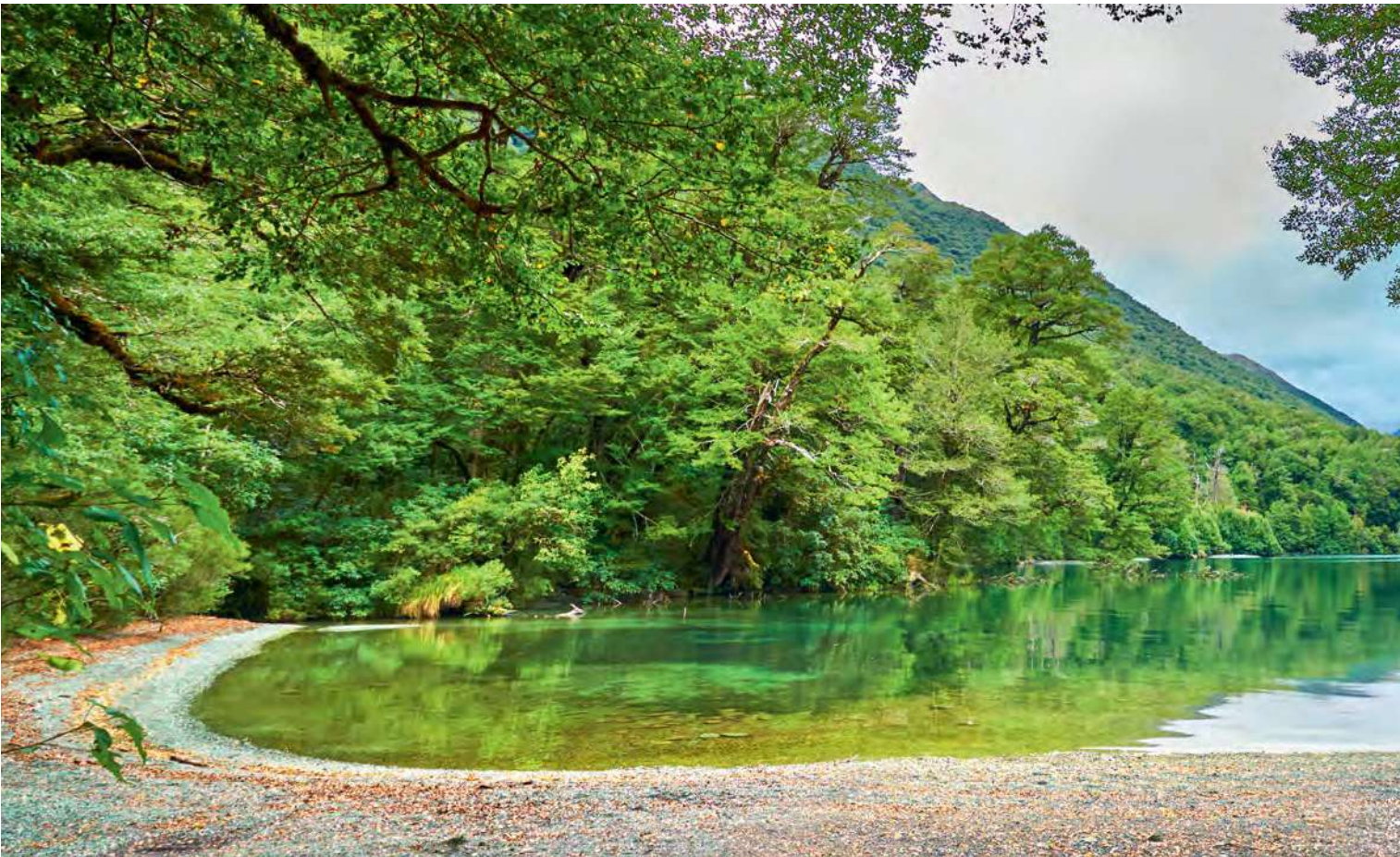


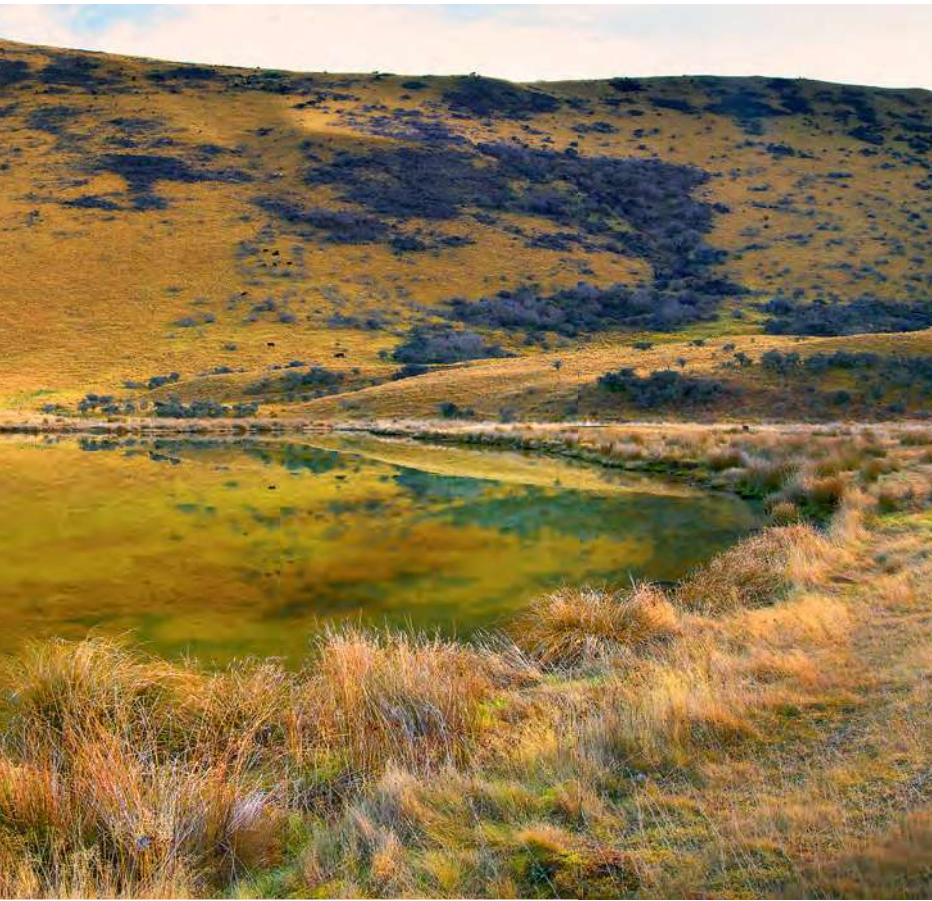


—
We are greeted
by perfect blue
skies, snow-capped
mountains and calm
conditions, a dream for
a photographer.
—



Top: This is the caption
for the above pic
Previous: This is the
caption for the above pic





The smile on my mates' faces as we clear Lindis Pass and cruise into Queenstown sums up what life should be all about. A few mates enjoying the simple joys of a road trip— no emails or phone messages, not a care in the world, just man, machine and a whole lot of fun.

Whether you are the five-star type or happy to camp rough, Queenstown has it all. We get there late in the afternoon so it's just enough time for a quick bite to eat at Fergburger, home of the most amazing burgers. We have to queue up, but it is well worth the wait – trust me.

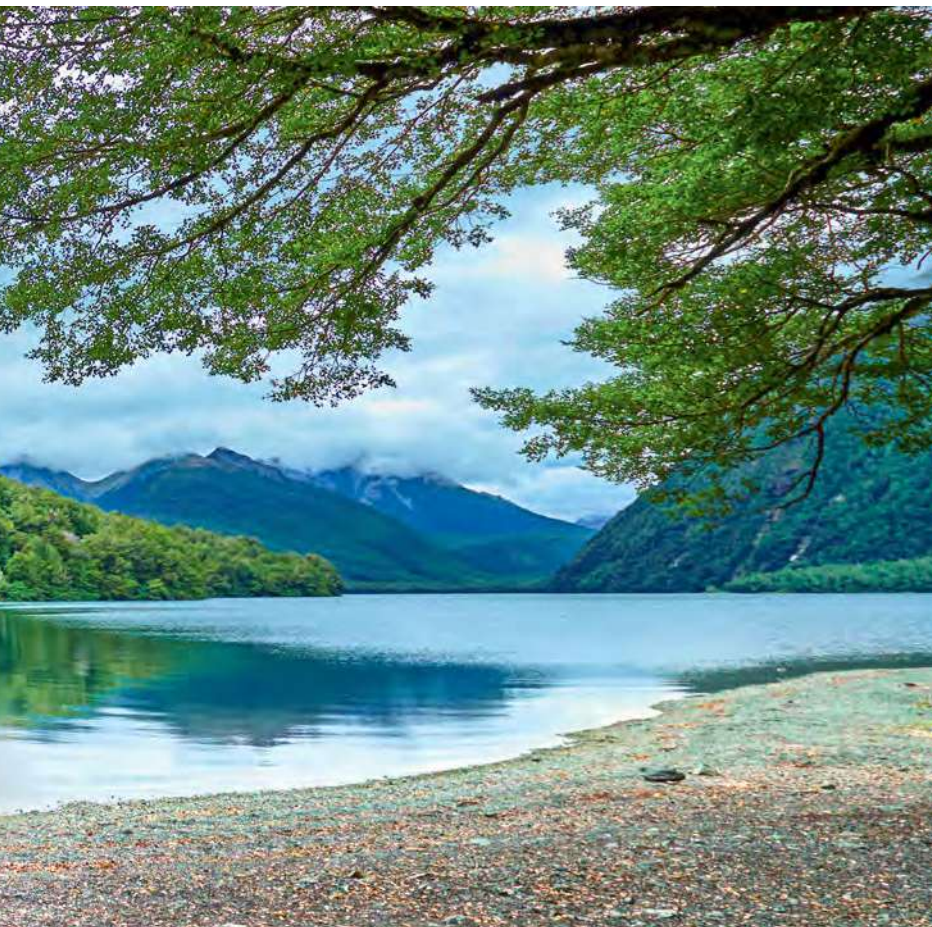
Day three and we head to Milford Sound. It's only about 60kms by air, but the drive through the mountains is 280kms and will take around five hours. This is one drive no one will complain about (unless you suffer from car sickness). The roads are twisty and the scenery stunning. A lot of people choose to stay overnight at Te Anau, as accommodation at Milford Sound is really expensive. We decide to splash out and stay at Milford, so I have the opportunity to photograph sunrise the next morning. In an effort to keep the costs down, we get a single room for the three of us (bad choice as you will soon discover).

After a pit stop at Te Anau, we start the final 100km into Milford Sound. It's a unique environment with thousands of plant species. Native Conifers, Primeval Tree Ferns, Silver Beech, Rimu, Kahikatea and Totara Trees make this incredible area overflow with life.

We wind up the mountains until we reach the Homer Tunnel. The tunnel is 1.2kms long and the gateway to Milford Sound. We exit the tunnel into spectacular, ominous clouds and as we wind down the mountain, the landscape expands. The ride down to the sound is an incredible experience and caps off one of the best drives ever. All we can say is, 'Wow!'

We check-in to our room, which has an incredible floor to ceiling view of the mountains and the fjord. It's a nice single room with three beds—disconcertingly it's a little more romantic than I had pictured!

We head for dinner and it's at this stage that my two buddies start to tell me of their snoring habits. Later that night I discover that Buzz and Chainsaw weren't lying. After a few hours of torture, I retreat into the very cold and squeezey bathroom. It's just my pillow, blanket and blissful silence. The silence is broken around 3am as I am compacted into the toilet bowl. One of my buddies decides it's time for a wee break. Not knowing I am in the bathroom, he uses all his might to shift the obviously stuck door. Let's just say the new rule for the rest of the trip is one-man, one-room.



Despite my bad night's sleep, sunrise the next morning more than makes up for it. We head out on one of the charter boats into the Sound—a must do activity. I have been here a few times before and it has always been overcast and grey. As the sun breaks through the clouds, Milford Sound comes alive with the golden-rose colour of morning. After many years of trying, I finally have my shot of majestic Milford.

Totally satisfied, it's now time to head back to Queenstown, our base for the next couple of days. It's the perfect spot to explore the backcountry in the region and have a go at a few of the extreme adventure activities on offer. The next morning we are in Vudu Café (a good spot for a great breakfast) discussing what activity we should take on. It appears one of the team has a distinct fear of heights. As expedition leader that's my invitation to help him overcome it!

I have never bungee jumped. As it turns out, my travelling companions have also never experienced the rush of bungee, so there's no time like the present.

In one corner I have Farrel, an overly enthusiastic mate keen for the rush, and in the other corner, Mark, a quivering wreck on the border of throwing up. Despite his reluctance (he never stood a chance) we pay our money and take the gondola ride to the top of the mountain. Just twenty minutes later we are standing

on the edge of the platform, all harnessed up. The adrenaline is flowing, heart rate pumping and, as all good mates do, we send our terrified buddy first. He does the team proud. Showing no hesitation, he launches over the edge, quickly followed by the two of us. Some days it just feels great to remind yourself you are still alive, slightly crazy and young at heart. All three of us are on a high for the rest of the day.

Still euphoric the next morning, we head out to Paradise. Yes, there really is a place called Paradise, and it's pretty special. It's a chance for us to get into some real backcountry and give our off road bike skills a bit of a workout. A few river crossings and a couple of big moments later, we make it back to Glenorchy for lunch, a little cold and wet, but very happy. Glenorchy is a beautiful tiny town. Even if you don't make it out to Paradise, make sure you visit Glenorchy. It makes for a memorable day trip from Queenstown.

The next morning we farewell Queenstown and head for the West Coast. We stop at Wanaka, one of my favourite towns in New Zealand. It's the perfect spot to enjoy breakfast in the sun with the most amazing view of the mountains and lake. It's hard to think of a better way to start the day. It also gives us a chance to warm up after the ride across Cromwell Pass, where the temperature had dropped below zero – a bit chilly when you're on a motorbike.





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The adrenaline is flowing, heart rate pumping and, as all good mates do, we send our terrified buddy first.
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We finish another great breakfast and head across the mountains to our next destination, Fox Glacier. There is so much to see on this drive and we allow the whole day so we can stop and enjoy the spectacular scenery. Fox Glacier is a great overnight stop and a chance for an easy hike up to the glacier. However, it is alarming that it has significantly reduced in size since I last photographed it in 2011.

The next morning we are back on the road and enjoying the coast drive to Greymouth and then on to Hanmer Springs. The drive across to Hanmer is again through the mountains and the roads are incredible. We know we are getting towards the end of our trip so the boys are making the most of ideal conditions. We carve through the mountain passes like we are on a hire bike.

Hanmer is an extremely popular weekend escape for Christchurch locals as it's only a couple of hours away. Apart from the famous thermal springs there are so many things to do. If you are looking for a great weekend with the kids, a bit of adventure or a romantic weekend with that special someone then you have come to the right town, Hanmer Springs has it all.

The trip is almost over as we start the run back to Christchurch. We have decided to make a big day out of it and plan on riding out to Akaroa, about 75kms from Christchurch on Banks Peninsula. This is our last chance to get off road and see if our skills have improved in the past ten days. The gravel road climbs for a few kilometres towards the lighthouse before you are greeted by the most incredible view over the bay. It's a great way to end a very special ten days.

Like most trips, this is the moment where you feel a sense of satisfaction and great joy. It's a time to reflect on what matters in life and a reminder that we should do this more often. I am sad to leave New Zealand, but happy to be heading home. It must be time to plan the next adventure ■



Take the Pressure Down

When out 4WDing, tyre pressure can have a huge impact on your driving experience and performance, as well as the longevity of your tyres and your environmental footprint. We're here to answer your tyre pressure questions, from terrain, to towing a trailer and everything in between.

Driving off road can be rough on your tyres, even more so if you are tackling tough tracks or ever changing conditions with incorrect tyre pressure. You could be facing anything from getting bogged in sand or mud to rolling a tyre off the rim that could cause all sorts of expensive and potentially dangerous damage to your 4WD and its occupants. Please note that suggested tyre pressures should be taken as a guide only and you should consult your vehicle manual to confirm the right tyre pressures for your particular car.

Terrain

When thinking about lowering tyre pressure, driving on sand comes to many people's minds, however, you can lower your tyre pressure for any off road surface to give your 4WD the best chance at getting through an obstacle. A lower tyre pressure in sand allows your tyres to remain on top of the sand instead of sinking into it, by increasing your vehicle's 'footprint' and spreading the weight of your car over a larger area.

Lower tyre pressure also provides increased grip and lessens the risk of punctures in slow rock driving scenarios. It can also be of benefit when driving on faster gravel or dirt roads by allowing the tread to conform to the individual stones or sharp protrusions, again, preventing tyre punctures. Lower tyre pressure means more contact with the ground, providing plenty of grip and forward drive, very helpful in steep uphill climbs on loose, wet or rocky surfaces.

Equipment

The worst possible thing you can do is try to guess your tyre pressure, one brand of tyre will look different to the next, even if they are both at the same pressure. Different side wall construction, profile and weight in the vehicle can cause different brands of tyres to look different in the side walls. Keep a quality gauge with deflator in your





4WD at all times, the more often you check your tyre pressure, the better. Tyre gauges at service stations are not always in the best shape and thus their readouts can vary greatly. Tyre deflators are a compact and easy item to have on the track. They offer rapid tyre deflation whilst providing accurate tyre reading. Another handy piece of equipment for keeping a constant eye on your tyre pressure is a tyre pressure monitoring system. These nifty gadgets provide in cab, real time tyre pressure of all four tyres, giving both a visual and audible warning to alert the driver of possible tyre failure.

Another essential piece of equipment is a quality air compressor, no good deflating your tyres for off road driving if you can't pump them back up again when you get back to blacktop. Available in both portable and vehicle mounted kits, air compressors provide many advantages for exploring the great outdoors, not only useful for inflating tyres but for pumping up camping accessories, running air tools, activating Air Lockers or even reseating a tyre onto a wheel.

Side Walls

Side walls are the most vulnerable part of a tyre and can become damaged from obstacles protruding from the side of a track. As the side wall bulges (when the tyres are at a lower pressure), it increases the risk of damage from road debris as well as impact load on the rim. It is essential that you are careful about wheel placement when picking your way through an obstacle.

On the other hand though, the side wall of a low pressure tyre is softer and can allow the rubber to mould or conform to an obstacle shape, reducing the chance of damage. With these conflicting

opinions on side wall protection, the best option is to be as careful as possible and keep your tyre side walls far away from potentially damaging objects. Keep in mind that the inner side wall bulges as well, so watch out for both sides of your tyre.

Trailer Tips

It is important to remember to reduce the tyre pressure of whatever you are towing as well as your 4WD tyres. As a general rule, it is advisable to reduce your trailer tyre pressure the same amount as your vehicle's pressure.

Maintaining sufficient forward momentum is extremely important when towing a trailer, this does not necessarily mean driving fast, but maintaining a constant and steady speed so that your trailer 'skims' across the sand.

Safety First

Tyres must be re-inflated to proper levels once your vehicle is returned to normal road applications and conditions. However, if tyres are over-inflated by as little as 6 psi, they could damage more easily when driving over potholes or debris on the road.

You should check your tyre pressure at least once a month and before each trip. Ideally tyre pressure should be measured when tyres are cold, as when tyres heat up they can increase the air pressure within them by several pounds.

The Lowdown

So, how low should you go? There is no single answer to cover all 4WD's. The larger and heavier your vehicle and the more load you are carrying, the more care you should take to ensure you do not roll a bead off the rim.

If you're driving on harsh corrugations, the general recommendation is to drop your tyre pressure by about 25%, driving on sand would mean around a 50% reduction. As a general rule, the looser the surface, the lower the tyre pressure. If you notice your vehicle is still

struggling, you can drop the psi by between 2 and 4 increments at a time until you are happy with how your 4WD is travelling. Remember that driving quickly with reduced tyre pressure will cause damage to your tyres that could lead to you losing control of your vehicle, so slow and controlled is key.

The below information was provided by Cooper Tires and details a pressure guide for various terrains that you may encounter off road. Narrow commercial-style tyres require higher pressures. You should contact your tyre retailer to get the right pressure for your specific vehicle's weight and tyre size.

Bitumen 32-38 psi

For standard size tyres, use the pressures specified on your vehicle's place card. Higher pressures will be required when carrying heavy loads.

Sand 18-26 psi

This depends on the depth and coarseness of the sand and also the grade. Lower tyre pressure improves your longitudinal footprint and floatation. Sudden or heavy movements of the steering can be dangerous and speed needs to be appropriately reduced depending on the depth of sand.

Be aware that sand can vary and can also build up a lot of heat in your tyres so you may need to rest your vehicle regularly. Of all off road terrains, sand creates the most constant resistance to tyres, gearboxes and motors.

Fast/Smooth Gravel 32-36 psi

Driving on gravel with tyre pressure that is too low can result in loss of steering response and stability, especially if you are driving fast. When driving on corrugated roads, you should reduce your speed as heat builds up quickly on this surface.

Slow/Rough Gravel 26-32 psi

Keep in mind that the higher the speed, the more heat generated in the tyre according to your load and the terrain being driven on. Chipping of the tyres is minimised by lower speeds and lower pressures to improve the tyres resistance to objects and also heat build up.

Mud 22-28 psi

If the mud is thick and has a loose, deep base, lower tyre pressures,

avoid wheel spinning and maintain momentum. If the mud is watery and has a solid base, you can maintain high pressures, also maintain momentum, but never drive fast as you can lose control of the steering and damage engine components or the track. If the mud is medium consistency, you need to drive with enough momentum that still maintains traction to avoid losing steering control and causing as little damage to the track as possible.

Rocky Gravel/Rocks 22-28 psi

Always ensure you drive slowly and in low range across rocks or rocky gravel. Lowering tyre pressure over this terrain improves traction and flexibility over obstacles without impact fracturing damage. Very low pressures (around 20 psi and below) can create the risk of pushing the tyre bead off the rim.



E-Z Tyre Deflator - For Rapid tyre deflation and accurate pressure reading.
Part Number ARB505
RRP \$73.00



Inflator with Gauge - For quick and accurate tyre inflation.
Part Number ARB605
RRP \$54.00



Air Pressure Gauge - Accurately measure your tyres' psi when making adjustments.
Part Number ARB506
RRP \$36.00



Low Air Pressure Gauge - Lower scale for improved accuracy at lower pressures.
Part Number ARB508
RRP \$54.00



High Output Portable Compressor - For tyre inflation, running air tools, activating Air Lockers and more.
Part Number CKMP12
RRP \$377.00



DIY External Sensor Kit - For real time tyre pressure monitoring on all four tyres.
Part Number 819101
RRP \$299.00

Talbotville Trecking





Words and Photography by Jessica Vigar

The Mav was packed to the roof with camping gear, fishing rods and our two dogs, crammed in the corner, excitedly flicking drool throughout the cab (and across the backs of our necks) every few minutes. It was a warm Thursday night and we were headed off to Talbotville for a long weekend of camping, fishing and 4WDing. Leaving from ARB's head office in Kilsyth, we were barely 30 minutes into our drive when I heard a groan from my hubby, Glenn, and the Mav began to slow.

The 4WD we had chosen for this trip (we have quite a collection of running and barely running 4WD's on our property, 'lawn ornaments' Glenn calls them) was our trusty 4.2L diesel Maverick. Although old and a little rusty, she had managed to get us to Cape York and back, plus various 4WDing adventures over the last 3 years. We popped the bonnet and very luckily identified the problem almost immediately. We had recently replaced the clutch and upon winching



the engine back in, my brother, and fellow 4WD enthusiast, had failed to tighten the throttle cable tensioner and it had broken free within the engine bay. We popped it back on and got back on the road.



A few hours later we passed through Dargo, we took Dargo High Plains Road through to Grant Road and then pulled over at the entrance to McMillans Road to pressure down and let the dogs stretch their legs. As we began our ascent up the mountain, a low lying cloud passed over, dropping the temperature instantly and reducing our visibility to no more than a meter in front of the bull bar. We flicked the spotties on and both kept an eye on each side of the road, shouting out when the car drifted too close. Driving this same road out a few days later, during the day, we were surprised to see that the edge of the road was actually the edge of an extremely steep cliff, dropping straight off the mountain.

By pure chance we caught a glimpse of the sign to Crooked River Track and as we descended down it, towards Talbotville, the cloud dissipated. Half way down, we heard the familiar voice of my brother, Mark, crackle across the UHF. He had arrived earlier in the day, setting up the campsite and getting the fire going. It was 12.30am, with throttle cable issues, food & fuel stops and crawling through the fog, a usual 4.5 hour trip took us 6.5 hours. We had sent our tent down with Mark who had kindly set it up, so after a quick nightcap, we hit the sack.

Friday was spent relaxing, fishing and picking blackberries, figs and wild mint along the river.



Talbotville Township Campsite

Talbotville campsite is an idyllic location, very popular during long weekends and holiday periods. Originally named 'Ram Town', Talbotville was established around June 1864 after quartz was discovered between Crooked River and Upper Dargo at a place known as 'Isaac's Shanty'. By 1865, Talbotville had become quite an established town with two doctors, a butcher, baker and blacksmith. The town also contained a chemist, newsagency, library, brewery, hotel and restaurant. In July of the same year, a large meeting was called which resulted in a petition being drawn up to ask the government for a Magistrates and Wardens Court, after being approved, the court commenced operations in August, unfortunately by 1867 it had been used so infrequently that it was shut down.

In April 1867, a new quartz reef was discovered about fifty miles from Grant on Upper Dargo River. The track approaching the Crooked River was so treacherous that one visitor to the district relates "As proof of the difficulty of approaching the Crooked River by mountain track, the

fact has only to be stated that 31 packhorses are lying dead on the route between Bairnsdale and Grant'.

The town of Talbotville by mid 1865 appeared, to an outside observer, as a well settled and permanent civilisation. This, however, for both Talbotville and many of the other surrounding mining towns, was to be short-lived. General production from the mines fell away by 1866 and of the five river townships, only Talbotville survived into the twentieth century. Seldom in Australia's history has the rise and fall of a goldfield been so dramatic as the case of Crooked River.

With the exodus of the mining population, many of the tracks became overgrown and inaccessible, in fact, Talbotville could only be reached via Wongungarra and Crooked River Tracks. After the town became uninhabited, it wasn't until the 1950's that the first wheeled vehicle entered the valley and since then it has become a very popular four wheel drive destination.

Victoria's Forgotten Goldfields, R.W. Christie and G.D. Gray (1981).

Billy Goat Bluff & The Pinnacles

Saturday morning we grabbed a quick bite to eat and headed off for a day of 4WDing. We started South along Crooked River Track, stopping at Kingswell Bridge to lower our tyre pressures to around 25psi. After carefully manoeuvring around a herd of cattle, all adamant on not expending energy we reached Billy Goat Bluff Track. This track is known as one of the tougher 4WDing trails in the Victorian High Country, ascending 1,200 metres in only seven kilometres. It is not recommended for beginners. The trail is made up of jagged, slippery rocks, luckily for us it was a warm, dry day as climbing this track would be much more difficult in bad weather.

As we ascended the mountain, the mercury began to rise and unfortunately for me, the electrics in my window had stopped working so I had to rely on the tepid, non-air conditioned breeze spluttering from the Maverick's vents. Pressing my face against the passenger window I noticed the disconcerting lack of anything next to the 4WD's tyres, the cliff literally just dropped away. Glenn cleared his throat next to me, "this is probably not a good time to tell you that someone rolled off the side of this track only last week" ...no, maybe not the best time. Billy Goat Bluff Track is rated double black diamond by Four Wheel Drive Victoria and is recommended for drivers in groups and with extensive experience. If you are thinking of attempting this trail, I would recommend that your fourby has good ground clearance, all terrain tyres, a winch and recovery equipment. Another essential accessory is a UHF radio, as this track is pretty tight and gets quite difficult to pass oncoming vehicles. Communication is vital.

The track is a lot of fun and the view at the top makes it even better. Turning right at the end of Billy Goat takes you up Pinnacles Road to the Pinnacles Fire Tower. This is definitely worth a visit, the short steep walk from the car park rewards you with spectacular 360 degree views of the countryside. As the sign at the fire tower explains, its key role is reporting and monitoring fires.

Victoria is one of the most fire-prone environments in the world and the state can expect to experience around 600 fires annually, lit predominantly by lightning. In December 2006 a number of fires began because of lightning strikes and eventually joined up to cover an area of 1.2 million hectares. There are over 70 fire towers across Victoria to ensure as much of our parks and forests as possible can be monitored, which is reassuring for those of us who like to use the summer months to hit the tracks.

We headed back towards camp, initially planning to take Castle Hill Track, unfortunately it was closed for tree clearing and a few wrong turns later we were quite lost. One of the best things about 4WDing is that getting lost

generally means discovering new, awesome locations. After a little while we regained our bearings and found ourselves on Castleburn Creek Track, rounding a corner we were immediately stopped by a fallen tree across the road. Glenn got the chainsaw out and very soon we were back on our way. This is another very handy item to pack when going off road, just make sure you are aware of the fire ban rules in your local area as many states do not allow the use of chainsaws in bushland on total fire ban days.

We took Reedy Creek Road to Dargo Road which took us into Dargo township. We had left at 9am and it had taken us just under six hours from top to bottom. This included a stop at the Pinnacles Fire Tower, a couple of wrong turns, the fallen tree and stopping every now and then for me to jump out and grab some photos. Unfortunately, these interruptions had also meant that we missed serving time at Dargo Pub so we headed down to Two Mile Creek to cook up some sausages and have a swim.

That night, Mark (the camping culinary extraordinaire) cooked a pork spit roast, followed by his delicious apple and blackberry sour cream cake (recipe on page 69). It had been a great long weekend with excellent 4WDing, a must-visit for any keen off roader ■

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I NOTICE THE
DISCONCERTING
LACK OF ANYTHING
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4WD'S TYRES,
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Hold Sway



Old Man Emu engineers are constantly striving to raise the bar and provide the ultimate ride for off road enthusiasts. After testing and development work was undertaken on a heavily loaded 200 Series, it was found that improved body roll control and directional stability could be achieved with an upgraded sway bar. The new rear sway bar is made from 33mm heavy duty solid spring steel, powder coated and supplied with high performance mounting bushes. The bar is 121% above the factory rate and is supplied in a DIY kit form, ready to simply bolt on.

Part Number — OMESTAB5

Contact your local store for pricing.

Toyota Under Cover



Often top of mind for any new car owner is keeping that 'fresh off the boat' duco, scratch and dent free. Some owners will even go as far as wrapping their panels in paint protection contact before a big trip. There is, however, an extremely important and often overlooked protection requirement that if ignored, can be far more costly than a respray. ARB Under Vehicle Protection (UVP) is designed to guard vital underbody components including steering, engine sump, transmission and transfer case.

Now available for the 2015 on Toyota HiLux and Fortuner, the UVP is specifically engineered for these two models, consisting of four carefully designed panels. The front, sump and transmission panels bolt directly to the chassis and the transfer case panel bolts to the transfer case, providing continuous under vehicle protection from front bar to transmission.

The UVP manufacturing process involves laser cutting from 3mm sheet steel that is then pressed and folded, zinc plated and powder coated in a silver textured finish. Adding around 20kg to the vehicle once fitted, ARB Under Vehicle Protection is a must-have addition for any new HiLux or Fortuner owner.

Part Number — 5414200

Contact your local store for pricing.

Triton Takes Charge



Offering an independent power source for items such as fridges and camp lights, and providing added power when winching, an auxiliary battery system also offers the four wheel driver peace of mind in the event of a main battery failure.

Owners of the Mitsubishi MQ Triton can now benefit from a chassis mounted auxiliary battery tray, designed around the Optima Range of batteries and Redarc's BCDC range of chargers. Manufactured from 3mm sheet steel, folded and welded with a separate cover panel, the battery tray provides the strength and protection required to safely mount the battery under the vehicle. The tray is zinc plated and then finished in a durable satin black powder coat and is designed to fit on the inboard passenger side of the chassis, between the fuel tank and the transmission.

Part Number — 4245030

Contact your local store for pricing.

Strong Arm



JK Wrangler owners who are interested in customising their caster and pinion angles and fine tuning ride handling will greatly benefit from the recent addition to OME's extensive product line-up, adjustable control arms. Shot peened, zinc electroplated and powder coated to ensure maximum corrosion resistance, the JK Wrangler adjustable control arms are teamed with Max-C Dual Durometer bushes, engineered for off road durability in heavy duty applications. The Max-C bushes are constructed of multiple urethane compounds to deliver significant dampening and elastic characteristics, enabling the joint to perform in a more linear torsional spring rate.

The lower control arms have been designed with a 2" x 0.188" wall DOM steel tube, forged eyelet and rod end for maximum strength. The upper control arms feature 1.25" x 0.188" wall DOM steel tube and stamped steel clevis, forged eyelet and rod end variants. Robotic welding is used during the manufacturing process for a precise and consistent result. As is standard across the entire Old Man Emu range, the JK Wrangler control arms are backed by a 3 year/60,000km warranty and unmatched aftersales service.

Contact your local store for part numbers and pricing.

Winter Warmers

The big freeze is upon us, but that doesn't mean you need to hibernate for the next three months. You can still venture out, past the heated walls of your home, and do what you love this winter, if you have the right gear.

ARB has a range of accessories manufactured from the highest quality materials, designed for maximum warmth during any off road adventure in the winter months.



ARB ALPINE FLEECE

The Alpine fleece is perfect for off road travel regardless of whether you're traversing the Blue Rag Range Track or exploring the Snowy Mountains. The fleece features a blue marle polyester knit and is designed to keep you warm on those frosty days on the track. A convenient softshell pocket with YKK zip is featured on the chest, while dual lower pockets are positioned on either side of the fleece.



ARB SLEEPING BAG

We all know it, when you're ill prepared for those freezing winter nights, camping can be a very miserable experience. Not having a decent sleeping bag could give you one of the longest nights of your life – shivering until the sun eventually hits your campsite to melt your surrounds, and then finally you.

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 is treated with a sanitised anti-bacterial solution and features a nylon outer shell with fire retardant treatment. The generous, rectangular shaped stuff sack with compression straps aids in practical packing and storage.

Generously designed at L2460mm x W1000mm it is available in a sleek black and stone design with topo print.



ARB TOASTY BRANDER

The ARB Toasty Brander is not for the faint-hearted and if you're a true ARB fan, it'll be your best friend around the campfire this winter. Designed to make your favourite toasted sandwiches, the toasty brander actually brands the ARB logo onto both sides of the sandwich. The ARB Toasty Brander consists of two cast iron plates, which are placed over the coals of an open fire or portable burner, with the handles formed from Manchurian Ash timber. This camping accessory makes a quick, warm meal, leaving your tummy and temperature at ease this winter.



ARB EDGE BEANIE

Stylish and warm, the ARB Edge beanie will keep your head toasty, whether you are out on the tracks or at the pub with friends. Made from a premium wool and polyester blend with a Thinsulate™ lined interior, this beanie will be a welcome addition to your winter wardrobe.



OUTBACK SURVIVAL KIT - 'SOCKS IN A CAN'

Dealing with cold, water-soaked socks while camping in the middle of winter is a recipe for an unhappy outdoor experience. ARB knows this first hand which is how the Outback Survival Kit was created. The Outback Survival Kit consists of a tin can with a pair of woolen socks inside, the tin can acting as a protective shield for these little woolen beauties. Made from Australian Merino Wool, which is known for its warmth in extreme temperatures and maximum breathability, this 'Socks in a Can' idea ensures whatever situation you find yourself in, you will always have a spare pair of warm, dry socks to the rescue.



ARB OVERLAND HOODIE

Perfect for cold nights around the campfire, or a night on the town, these new Overland Hoodies are ideal for any outdoor adventure. Gunmetal grey brushed fleece with a subtle black ARB logo across the chest, these stylish jumpers include bonded mesh panels and the signature 'ARB red' hood lining. With YKK zips and rubber moulded logo zip pulls (zip-up jacket version only) these threads will complement just about anything in your wardrobe.




ARB BLUE STEEL JACKET

The ARB Blue Steel jacket will be your best friend during the coldest and wettest conditions. Made from a Cordura 500D nylon oxford with TPU membrane, this jacket has a waterproof rating of 10,000mm and breathability of 5,000MVP. The inside of the jacket has a nylon taffeta coated lining for extra warmth and durability and each of the zips are YKK. All of the seams and stitches are taped to avoid water seeping in on those dreary days, perfect if you're caught in the rain while out fishing or hiking and want to keep those valuables in your pocket dry.

Virgin Snow





Inner city Melbourne dweller and 4WDing virgin, Lisa Ingram, recounts her first off road experience tackling the snowy trails of the Warburton Ranges.

I live right in the heart of Melbourne, and it's exactly where I belong. I'm a city girl and I'm comfortable here. Never would I have thought that a day would arise where I'd leave the city boundaries, hop into a four wheel drive and wind my way up a 1,200m mountain in search for snow.

My vehicle for the day is the 2016 Ford Everest, decked out in an arsenal of ARB equipment. I hoist myself up to the steering wheel and as daunting as it all is, it's not long before a sense of calm blankets my flittering nerves. Let's do this!

Departing Warburton, to our left is the Yarra River, it disappears and then reappears at every turn, dancing with us, crisscrossing downwards as we wind higher.

So far I've felt confident with the drive. Still on bitumen and climbing, barely 30 minutes from Warburton, white powder starts plaguing the sea of green. Snow! Of course, we all immediately jump out and take some snaps.

Only another five minutes and the white overtakes the green, big drops of snow beat down on my windscreen, my heart beats a little faster and I start channelling all my faith into the wheels below.

At 900m we reach the first (snow covered) dirt road of the Big River State Forest. We pull over as I am told we need to lower the tyre pressure. The less air pressure within the tyre, the more contact it has on the ground to grip it. Not only is this a crucial safety feature, as soon as I get behind the wheel I can feel the difference. The improved comfortable ride; it's not bouncing as much when surfaces get rough, or sliding when they get slippery.

Cruising through a well maintained track, the crew decide it's time for me to do some more 'serious' 4WDing. I don't like the sound of this. We veer off to

the right, to a much steeper incline. Although everything is covered in snow, the feeling in my gut tells me the easier track is the one on the left.

I feel like I'm driving blind. Trying to read the snow covered tracks, my heart accelerates and my knuckles are white, gripping tight on the wheel. I put the breaks on and I am advised it's time to lower the tyre pressure again if we want to get out in one piece. Knees deep in snow, we drop the psi down to 18. (It's worth me pointing out that I had an experienced driver alongside me, I wouldn't recommend doing this alone).

At 1,200m we find a wood logging area, a perfect space to set up a campfire and have some lunch. We begin to unpack. With my back turned, hands filled with firewood, I feel a blow to my back, followed by snow flying in all directions around me. A snowball fight erupts. It's everyone for themselves as snowballs are thrown at every angle.

Up here, the term 'winter wonderland' gets a whole new meaning. As I stand here, in the Big River State Forest with the white mountains swallowing the horizon, I realise how insignificant I really am to this world. As far as the eye can see is a blanket of white, and as the snow falls heavier, everything becomes quiet. There are no birds chirping, no curious animals rustling, even the whistling of the wind is faint.

The whole experience, from start to finish was a sensation. Now settled in the warmth of my Melbourne apartment, my body is thankful. My shoulders are relaxed, spine unstiffened, legs and feet are no longer at the mercy of the road. But my eyes, now used to such beauty, my ears, now used to such peaceful silence, and my lungs, now used to such purity, aren't as thankful that this day is over. All I can do is promise them, there will be a next time.

PATROL CONTROL



Old Man Emu is pleased to release the latest application of BP-51 high performance bypass shock absorbers engineered specifically for the Nissan Patrol GU/GQ.

The BP-51 range of high performance, bypass shock absorbers is the result of an exhaustive development process aimed at delivering the ultimate in both comfort and control. Designed, developed and tested entirely in-house by ARB's team of Old Man Emu Ride Control Engineers, BP-51 shock absorbers are vehicle specific and utilise existing mounting locations to provide easy installations without the need for additional vehicle modification.

The Nissan Patrol GU/GQ BP-51 package consists of two front dampers, two rear dampers and two fit kits. Two different lift versions are available. The first application is suitable for lifts up to 50mm (two inch) and the second long travel version suitable for lifts of 75 to 100mm (three to four inch).

The dampers for the GU Patrol have been tuned specifically to the vehicle geometry, weight and OME coils. Extensive testing was conducted to ensure the vehicle has a high amount of roll control but still provides a plush ride that BP-51 is known for. Extreme off road testing was conducted to ensure that the vehicle can handle a wide variety of terrains for a long period of time. The front dampers have been designed with a simple reservoir bracket that mounts to the top of the spring tower of all GQ/GU types. The rear dampers have been designed with another simple bracket that mounts to the fuel tank fasteners. The rear bracket is adaptable to both the OE and ARB fuel tanks.

The BP-51 range is backed by a nationwide network of more than 100 authorised outlets and a three year, 60,000km warranty.

CAN'T GO WITHOUT



What is your number one off road must have? We ask ARB HQ's Export Sales Specialist, James Earle, what item he 'can't go without' when he hits the tracks.

Whether it be a quick weekend getaway or a longer touring holiday, many items can feel like they are complete necessities. Especially if you hit the track, or arrive at your destination and realise you have left them behind. There are however, some items that without which, your entire weekend could be ruined, James Earle knows this only too well.

"I would have to say that my chainsaw is one item that I can't live without when I go away." relates James. "A little while ago, I headed up to the High Country for a weekend away with two other mates. We arrived at our

campsite on the Saturday and immediately the chainsaw came out, cutting up some logs to get a fire going. We spent the night having a few beers around the campfire until the weather sent us to bed.

"We woke up the next morning to find the landscape had completely transformed. A storm had come through and rendered the (one way) track impassable. We were completely stranded at our campsite. It had taken us an hour and a half to get in and by the time we made it out, seven hours had passed. I think by the end we had removed over 50 fallen trees or logs. Without doubt, having a chainsaw meant the difference between a late night home on Sunday and a much longer camping trip."



We'd love to hear from you! Let us know in 150 words or less, what off road item you can't live without and why, and you could win a DIY External TPMS Sensor Kit worth \$299. Email promotions@arb.com.au

Stuffed Bacon Burgers

This recipe was inspired by the culinary geniuses at BBQ Pit Boys.



Ingredients:

1 can beer
1kg beef mince
8 slices bacon
300g antipasto mix
4 tbsp bbq or tomato sauce
4 tsp worstershire sauce
Tobasco or chilli sauce (optional)
Cracked pepper cheese
Grated tasty cheese
4 bread rolls
Camp oven with trivet

Method:

Preheat your camp oven in the campfire.

Start by rolling your mince into 4 round balls. Using your beer can, press it into the centre of the first mince ball and shape the mince around the can to make a well-shape (leaving the base in tact and around 2cm thick). Take your bacon and wrap 2 slices around the burger, cutting to size if required to cover as much of the mince as possible. Carefully remove your can and repeat with the 3 remaining mince balls.

Drain your antipasto of any oil and fill each burger. This is where you can get quite creative. You can put almost anything inside, whether it be leftover meat, bacon or chilli. We decided to

keep it simple for this example, so just stuck with the antipasto mix. Add 1 tablespoon of tomato or bbq sauce and 1 teaspoon of worstershire sauce into each burger and the chilli sauce to your personal taste.

Cut the pepper cheese into 2-3cm cubes and stuff 1 cube into the middle of the antipasto mix in each burger. Top with grated tasty cheese and carefully place each burger onto a trivet in the preheated camp oven (ensure you use a trivet as this prevents the bottom of the burgers from going soggy).

Sit the camp oven on a pile of coals outside the fire and cover the lid with more coals. Bake for 45 minutes, changing coals halfway, or until cooked through and golden brown on top.

Mark's Apple & Blackberry Sour Cream Cake



Ingredients:

1 packet arrowroot/wheatmeal biscuits
125g or 1/2 a block butter
380g can caramel top & fill
400g can apples/apple pie filling
250g tub sour cream
1 egg
Plain flour
Handful blackberries
Cake tin
Camp oven with trivet

Method:

Place biscuits in a zip lock bag, seal it and then crush them with a can or stubby. If you don't have a zip lock bag available, they can be crushed within a clean tea towel. Melt the butter in a pan over the fire and mix in the biscuits. Press the biscuit base into the bottom of a greased cake tin. Pour the entire can of caramel on top, ensuring the entire biscuit base is covered. Scoop the can of apples over the caramel.

Mix sour cream and egg in a bowl. Add flour until the mixture is thick but still pourable. Pour over apple. Sprinkle blackberries over cake and press in slightly to avoid burning. Place the cake on a trivet within the camp oven, with the lid on. Sit the camp oven on a pile of coals outside the fire and cover the lid with more coals. Bake for 40 minutes, changing coals halfway. The cake is ready when a knife inserted into the middle comes out clean. Can be eaten hot or cold.

THE MADIGAN

WORDS AND PHOTOGRAPHY
BY CARLISLE ROGERS

THE MADIGAN

IN THE DESERT I HAD FOUND A FREEDOM UNATTAINABLE IN CIVILIZATION;
A LIFE UNHAMPERED BY POSSESSIONS, SINCE EVERYTHING THAT WAS
NOT A NECESSITY WAS AN ENCUMBRANCE.

— WILFRED THESIGER, ARABIAN SANDS



—

**THIS FAR NORTH
IN THE SIMPSON,
THE DUNES
REMAIN BRUTAL.**

—

Madigan's progress across the desert was slower than mine, but not much slower. Camels can traverse a landscape as brutal as the Simpson Desert at a steady rate of about 4km per hour. The LandCruiser only averaged double that through some sections, with photo stops, and never made much better than 20km in an hour.

Madigan's camps were largely equidistant from each other, but what interested me as I journeyed further into the heart of the desert were the subtle changes I was experiencing in the landscape.

Wattle bushes lined the track in full bloom. Wildflowers laced the ground in some valleys, changing colours and blooms with each new dune crest. Some troughs were featureless but for the spinifex, now in flower this far north, while others were rainbows of wildflowers if you looked close enough.

Nothing gives itself up in the desert very easily. The wildlife is so well camouflaged that you won't see much move unless you're up at night and persistent. She hides her secrets, the desert. You have to be looking if you're going to find anything here.

Perhaps that is why the desert is where men come to find meaning. It is a metaphor for the journey through life, the search that lives on.

The relationships between things out here seem simpler – the tendrils of the ecosystem less tangled than they are in a jungle. In the desert, on a surface level, you can count the disparate parts of the system on one hand it seems: eagle, camel, spinifex, termite, beetle. Unsurprisingly, this is a relatively new neighbourhood for life. In geological terms, the desert has not been around that long, so the plants and animals that inhabit it are all relatively recent immigrants – they are still figuring out the rules of engagement through trial and error.

This far north in the Simpson, the dunes remain brutal. The Colson Track, what looks to be my first relief from the endless climbing, seems to be receding away into the horizon.

I spend another night in a stand of tall dead gidgee trees in the lee of the wind between 10m dunes. Their worn bare limbs reach up to the stars. The ground is getting redder as I travel further west. The wildflowers brighter and thicker. The Northwestern Simpson Desert becomes gradually lusher, as deserts go, with every dune I cross now.





—
THE LESSONS
OF THE DESERT
COME SLOWLY, THEY
COME AROUND
WHEN YOU AREN'T
EXPECTING THEM.
—

The last few Madigan camps are inconsequential, sometimes just a post in the ground. The desert slowly flattens, like a storm swell abating over a few hours, the waves losing punch and height, while the frequency increases. They are smaller, but more numerous.

The lessons of the desert come slowly, they come around when you aren't expecting them. As I doglegged down the Colson Track and out towards Madigan's first two camps I felt the desert slipping away. Gibber plains began to wrestle with the smaller dunes, for dominance of the eye. My old friend spinifex never gave up, but the flatness of the ground felt strange after the rolling swell of the dunes.





Part of me was relieved. It had been an exhausting week crossing the desert, and soon there would be all of the trappings of civilization (that you can find in Alice Springs, at least). And yet I longed to return to the desert, to turn around, to slow down the slow accumulation of modern life that I knew was in front of me. I wanted the stars back, the endless spinifex mazes, the lizards, the silence and the incredible crayon reds, blues and greens of the desert. I had come here looking for something, and the desert had whispered her secrets to me. The desert doesn't change you in ways you can feel. I knew its effects too well when I felt like I was leaving it, and I missed it. I missed the monotony, the endlessness, the simplicity. I knew I was leaving the desert, but I also understood that the desert would never leave me ■



MADIGAN LINE — FAST FACTS

THE SIMPSON DESERT covers an area of approximately 176,500 km² across western Queensland, South Australia and the Northern Territory. The Simpson is known as the world's largest sand dune desert, and is home to the longest parallel sand dunes in the world, which are held in place by vegetation. It is located approximately 950km north of Port Augusta, and access is via the Stuart Highway, via Oodnadatta and Dalhousie Springs, or through Birdsville from the East.

CHARLES STURT is credited as the first European to see the Simpson Desert, after visiting the region between 1844-1846. Ted Colson was the first to cross it in its entirety, and Cecil Madigan led the first scientific expedition to cross the desert.

ACCESS to the Simpson Desert is limited by the fact that it is not crossed by any maintained roads. The most popular routes across the desert are via the French Line, the Rig Road and the QAA line. More difficult crossings, such as the Madigan Line, are also possible, and receive far less traffic.

A DESERT PARKS PASS is required for entry into the Simpson Desert Conservation Park and Regional Reserve, or to travel East of Mt Dare. Passes allow you to camp for up to 21 nights at a time, and prices start from \$150. Passes can be purchased online at www.forms.bizgate.sa.gov.au/deh/parkspasses/desert

HIGH VISIBILITY SAFETY FLAGS must be mounted to the front of your vehicle when driving within the desert, as of March 2014. The desert is closed to visitors from December 1 through to March 15 every year.

INNAMINCKA AND OODNADATTA provide access to the edge of the Simpson from the South Australian side, while Birdsville, Bedourie, Thargomindah and Windorah are the last outposts of civilization on the East. The Mt Dare Hotel is the last fuel stop when accessing the desert from the West.



WOULDN'T READ ABOUT IT



No matter where you go in your 4WD, it always pays to travel safe and be prepared for the unexpected. Unfortunately, as you gain more experience, the list of gear you carry tends to shorten, and often the 'she'll be right' attitude sets in. Nobody knows this better than ARB HQ's Mark Lowry and ARB photographer Michael Ellem who got caught ill prepared in the Victorian High Country.

"We found ourselves in a situation where 4WDers with our experience should never find themselves in" says Mark Lowry, "and it happened far too easily.

"Only two hours from home for a weeklong photoshoot, we decided to use the town of Mansfield as our base. Being so close to home and in two new ARB vehicles, though fully equipped and carrying recovery gear, there were a few items missing from our usual kit. We were carrying plenty of water and food, and communications were not a problem with both vehicles fitted with UHF radios plus a few handheld units and between us no less than four iPhones.

"However, we had no wet weather gear or any means of lighting a campfire. It was heading into summer and the days were warm and as we were staying in a motel, we weren't too worried about getting a little wet. We also weren't carrying a chainsaw or axe, something that should be

standard equipment heading into High Country tracks at any time of the year.

"The first day of the shoot, we had spent around Lake Eildon. On day two we awoke to thunderstorms, but we weren't going to let that dampen our enthusiasm and decided to use the opportunity to check out some water crossings along the Howqua River. Mike checked the weather forecast on his iPhone, 8mm expected across the area, nothing major to worry about. As we came into Sheeppark Flats, we made a last minute decision to head up to Bluff Hut as it wasn't too far away.

"As we arrived at Bluff Hut, the heavens opened and down came the rain. We jumped from the vehicles and ran for cover, hoping the rain would stop after a few minutes. After 10 minutes I expressed my concern about getting stuck at the top as the rain was pretty heavy and looked like it had set in. We jumped back in the cars and as we headed back down the hill, the track began to resemble a river and the windscreen wipers struggled to keep up. Rounding a bend we came across a small waterfall we'd stopped at on the way up, it was now a raging brown torrent of mud, slush and debris. We took a few snaps and quickly returned to the car before the situation got any worse. As we rounded the next bend in the track, it was obvious that we were too late.



"Before us, what was 30 minutes ago another gently flowing waterfall, was now a river of massive gum trees torn from their roots and dragged down the gully by the raging force of water, and hundreds of tonnes of rock and rubble, all of which now blocked our route.

"A quick call to my Dad (who lives just outside of Mansfield) resulted in me receiving calls from the SES, the Mansfield police and Parks Victoria, all confirming we were OK and that we should prepare for an uncomfortable night at Bluff Hut. Parks Victoria would send vehicles out the next morning to try and get through to us.

"Once back at Bluff Hut, we miraculously managed to light a fire with three damp matches and every bit of cardboard we could find from our snack boxes. I slept that night in the front seat of the

D-MAX with a blanket I had luckily brought for padding camera gear. Mike slept by the fire on a makeshift bed of cardboard and foam cell padding.

"The next morning, the rain had stopped and Parks Victoria had sent down three vehicles. Because of the debris and mud rivers blocking the access routes, two Parks Victoria members hiked in to assist us in getting out. We loaded up on as much camera gear as we could carry and hiked the 2km out to the rescue vehicles. We later learnt that the Bureau of Meteorology website (and a much more accurate report than our iPhone apps) had foreseen a much more dire forecast and the area had received over 100mm of rain in the 24 hours that we had been stuck.

"We had learnt a valuable lesson – always prepare for the unexpected!"

**“WE FOUND OURSELVES IN A SITUATION WHERE 4WDERS
WITH OUR EXPERIENCE SHOULD NEVER
FIND THEMSELVES IN”**



Have an unbelievable off road story?

Let us know in 300 words or less and you could win an Essentials Recovery Kit worth \$320. Email promotions@arb.com.au

Easter Jeep Safari, Moab

Fifty Fifty

Words and Photography
by Matt Glass





Looking out across the flat hood (bonnet), the view through the windscreen is something that brings back memories. While I may never have been in this exact spot before, something is triggering nostalgia, bring back a flood of memories that muddle together. It is possibly the best type of *deja vu*. This feeling simply means that I am back in Moab, Utah for Easter Jeep Safari.

The blue sky, without a cloud, red jagged cliffs extended upwards alongside the dry creek wash, the Jeep creeping and bumping along, I swear I have been here before. Out the windshield, I am focused on navigating my way past weathered logs and stumps of downed trees, serrated chunks of fallen sandstone strata from high on the cliffs, while also trying to maintain as steady a speed as possible over the cobblestone-like surface of river rocks.

I may have been on this trail a few years ago, but after tackling many different trails in this particular portion of the La Sal foothills, it is beginning to be hard to tell. One of the beautiful but bewildering features of the Moab terrain is that two trails 50 meters apart, but on different sides of a ridge, ravine, creek bed, or outcropping will be completely unique in their challenges and their scenery.

Areas of these hills and ravines are spider webs of trails overlaid onto some of the most unique terrain of the region. And this particular trail is pushing me right into the center of one of these networks.

What started out as a fairly easy grade turned up a few notches as the miles ticked by. And there it is...the first truly challenging obstacle of the week. Time to fight back that twinge of anxiety and nerves, flip the Air Locker switches on and push this Wrangler Unlimited up the climb.

Today, we are on Strike Ravine with our good friends from Warn and a handful of 4x4 magazine editors and writers. This trail winds its way from a few miles south of town and eventually crosses into the famed Area BFE. The privately owned, 320-acre Area BFE is home to some of the most challenging (nearly impossible) trails and obstacles in the area. Strike Ravine runs through the heart of the park, serving as the best type of highway a Jeep could wish for... although some of the 'exits' are not for the faint hearted. This is home to Blackflag, Dropkick and the infamous Upper Helldorado. Completely free (donations welcome) to the public. It truly is a staple of the off road world and a key part to the Moab experience.

From here, is another solid six days of trails. Each of which will bring on new challenges to overcome, new friends to be made, and time to catch up with old friends. Undoubtedly, it will be a week of long days, potentially some late nights, plenty of trail miles and hopefully tons of sunshine. Just another year in Moab that will pass by too quickly for any 4x4 enthusiast.



KING OF THE HAMMERS

This year was the 10th annual King of the Hammers race, considered one of the toughest off road races on the planet. Drivers race against the clock in highly modified off road vehicles specifically designed, engineered and setup to tackle the high speed desert driving and rock crawling challenges of the course. To be successful in King of the Hammers means building something resembling a Jeep but with ultra everything. This year the event managed to draw a crowd of well over 30,000 fans out to Johnson Valley, California to watch some of the world's best drivers tackle every terrain known to man from mud, dirt, dunes, sand and rocks. This in itself would be a feat without the added complexity of racing at triple digit speed in the open desert to low gear ascents, crawling up rocks bigger than the car itself.

108 registered vehicles entered the Every Man Challenge race but only 37 competitors survived the grueling obstacle course. Many attempt, but only few finish. Taking first place overall and in the



King of the Hammers



Legends class was ARB sponsored team Brad and Roger Lovell in their ARB Air Locker equipped Legends car. Close behind, Jessi Combs and co-driver Martin Castro finished third overall taking first place in the Modified class, also running an ARB Air Locker. The 283km 2016 King of the Hammers race kicked off on Friday and would claim 79 of the 110 competitors with 16 of the 31 finalists utilising ARB Air Lockers to help them cross the oh-so-coveted finish line.

ARB Intensity LED sponsored driver, Erik Miller took first place, winning his second King of the Hammers title. Close behind, longtime ARB Air Locker sponsored driver Jason Scherer drove to a strong second place after qualifying first and battling overheating issues throughout the race.

Fan favorite, Shannon Campbell, finished the race fourth in his ARB Air Locker sponsored car after spending over an hour fixing a broken axle shaft during the start of the third lap. Only 19 minutes later, daughter of Shannon, Bailey Campbell would cross the finish line in fifth place to become the first woman and one of the youngest drivers to ever finish the King of the Hammers race.

In a race where opinions are divided on whether to use solid axles front and rear, independent suspension, or independent front and solid rear, it comes as a true testament to our design and engineering that all King of the Hammers finishers chose ARB Air Lockers over every other selectable locking differential on the market. The Hammers were down and Air Locker reigned supreme!

Eldee Easter Event



Naomi and Stephen Schmidt of Eldee Station once again held the annual Easter holiday at the 2016 Eldee Easter Event. Families arrived loaded up in their 4WD's, ready for some serious fun at the Outback Station, testing their skills and knowledge in an environment where the risk of vehicle damage is controlled and greatly reduced. Most of the challenges were timed and based on competency rather than speed. The event also offered some great kids activities such as the Easter Egg Hunt on Sunday morning.

At night there was a 'meet the sponsors' happy hour, family trivia, complimentary sunset tour, a DJ and the event presentation on Sunday afternoon.

In conjunction with 4WD enthusiast and 4WDTV's Simon Christie, the Eldee Easter event has become the biggest of its type in the country in terms of prize pool value and a definite bucket list item for the keen off roader. Sponsors include ARB, Kaymar, Lightforce, DP Chip and Hema.

The ARB Eldee Easter 4WD Event will be back in 2017 and is sure to be bigger than ever. If you love 4WDing, family fun and lots of free stuff, make sure you book your spot.

Visit www.eldeestation.com for more details.

GET PUMPED



Losing air accessories in the back of your 4WD will be a thing of the past with the introduction of the ARB Inflation Case. Designed to keep all your ARB air accessories secure in the one bag and easy to reach, the ARB Inflation Case is a simple yet highly functional solution.

Designed with six specialised pockets, fit to house ARB inflation and deflation accessories, ARB gauges, ARB hoses and other general air accessories, this simple and convenient case keeps all your accessories organised and secure in the one spot.

Externally, ARB's bright orange topographical design insures the case itself will not get lost within the back of your 4WD. The ARB Inflation Case has also been manufactured to incorporate the highest of quality materials, from the handle to the internal pockets, ensuring longevity of the case. World renowned YKK zippers appear internally and externally, and an abrasion resistant canvas is used to protect your air accessories from the outside elements.

The ARB Inflation Case is designed to fit inside an ARB Outback Solutions Drawer Systems, keeping your inflation/deflation gear well organised and at easy reach.

AMAROK ASCENT

The flagship ARB canopy product range continues to expand with development now complete for the Volkswagen Amarok.

Specifically designed to suit the wide body of the Amarok, the Ascent canopy incorporates many innovative features and offers an exciting, stylish and superior product with a core focus on vehicle integration, security and user functionality.

The Ascent canopy provides additional storage capacity, whilst keeping your gear secure and protected from the elements. For more information visit www.arb.com.au



LIGHT LOCK

By popular demand, ARB have developed a solution to securing your off road lighting investment. The ARB Driving Light Security Locknut Set has been developed to improve the security of Intensity and IPF driving lights once fitted.

Available in 10mm or 12mm thread sizes, each set includes two 'four hole' security nuts and has been developed with security keys that are frequently changed and exclusive to ARB. In addition, two LockRite® washers have been included for superior vibration resistance and to assist with 'locking' the driving lights into position, thus reducing the ability for would-be thieves to spin the light and loosen the locknut.

ORIENTATION DAY

The choice between shooting your photo in a landscape or portrait orientation is an extremely important and often overlooked necessity in order to capture the best image possible.

Shooting portrait or landscape does not restrict a photographer from only shooting landscapes in 'landscape' orientation and portraits in 'portrait' orientation. I often encourage photographers to vary their camera's orientation as this assists in really telling the story. It could be said that the majority of images captured by most consumer cameras are in landscape, due to the easier and more comfortable way the camera is naturally held.

An image should be about more than just good orientation or composition, it needs to tell a story to the viewer. Shooting landscapes in 'portrait' orientation will often allow you to add drama to the image by showcasing more foreground or sky, or it could allow you to focus on an individual feature or subject.

The decision as to what orientation you should shoot your photos in, is completely dependant on the composition and subject. I have provided a quick-look guide, to assist you in making that decision easier.

Portrait orientation when shooting landscapes can create impact through increased cloud or foreground focus.

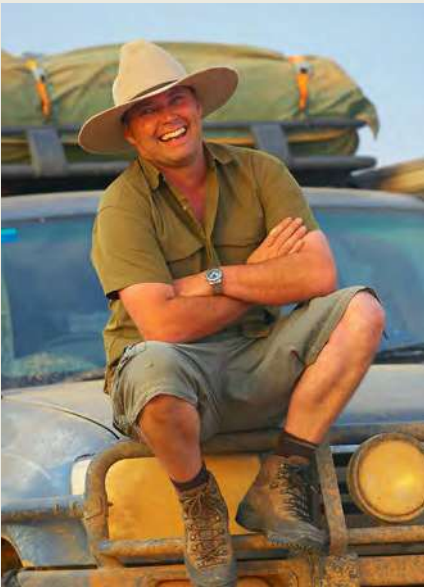


This photo focuses on the vehicles, the hotel and the subjects.

This landscape shot tells a story of Chris Collard photographing ruins at Silverton. Whilst Chris is in the image, the focus is more about the ruins.



This portrait version is all about Chris working with his camera, even though this image was captured in the same location, the orientation has made a huge difference to the focus.



A portrait orientation of Paul Anderson focuses more closely on him and gives you an insight on his mood and enjoyment of the trip.



Shooting Paul in landscape gives you an indication of Pauls 'story', the car he drives and where he loves to spend his free time.



STUPID HOUR



On our last trip to the Flinders Ranges, we had arranged to photograph a couple of vehicles on the ridge top track leading out to Sillers lookout in Arkaroola. Not quite content with the idea of shooting in the midday sunlight in such an iconic location, I spoke with Doug Sprigg about getting to Split Rock for sunrise.

Now, Split Rock is around 16kms in on a rough, low range track and is around 5kms short of the famous Sillers Lookout. It's a high vantage point with the unique characteristic of passing through a section of rock on the track, and I figured that it would face the right way to enable a beautiful image if we can get there early enough.

So that's what our crew did. We headed out at what we call "stupid hour" which for today was 4:00am, and we tackled the track chasing a GPS reference point on the Hema to where this fantastic outlook should be on the Ridge Track.

We aired down to 16 psi as it was steep and rough. The suspension was working overtime and it was slow going especially in the dark, but when we arrived at the location, it was worth the effort. You could just start to see the shapes on the horizon and the colours in the rocks.

The crew worked fast as we detailed the ARB kitted out Mazda BT-50, set up lighting and created some awesome images, including this panoramic. As the sun came up over the horizon, you could see the smiles from all involved and we could all say that getting up at "stupid hour" is definitely worth the effort! What a top spot for creating a photograph and a great place for an early morning coffee.

Thanks Doug and all the team at Arkaroola Wilderness Sanctuary for allowing us access to capture this image.

Michael Ellem, Offroad Images

NO ONE KNOWS DAD LIKE ARB

FROM OUR STAFF TO OUR CUSTOMERS, ARB HAS FAMILY TOP OF MIND.
SO, LEAVE IT UP TO US TO KNOW EXACTLY WHAT DAD
WANTS THIS FATHER'S DAY.



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ALONGSIDE HER
DAD CRAIG AT
ARB'S HEAD
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NOW
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Bushranger LED Lightbar



Bushranger are proud to release a new range of Night Hawk LED Light Bars and accessories.

Engineered and designed with Australia's ever changing environment in mind, Bushranger Night Hawk LED Light Bars provide the ultimate performance and reliability whilst incorporating a diverse mounting system to suit any requirement.

Features include:

- Designed, engineered and tested in Australia
- Slim and lightweight single row design
- High intensity, high efficiency OSRAM 3W LED's with 50,000 hour life span
- Operating voltage of 10-30V DC
- Colour temp of 6000K
- 6063 extruded aluminium alloy body with durable UV stable powder coat finish
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- Sliding cast alloy mounting feet, adjustable with 200 degrees of rotation to suit the majority of mounting applications
- High durability rubber isolators on each mounting foot
- Electroplated and UV stable precision reflectors
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- Light output independently tested by NATA accredited Australian laboratory for every size and beam pattern
- ROHS compliant, CE certified
- IP67 (submersible) & IP69K (high pressure washer) rated with genuine Gore breather and waterproof Deutsch electrical connector
- Over voltage & reverse polarity protection
- Integrated thermal management to protect LED's under extreme conditions
- 3 Year Warranty

Think inside the box



A black roof box looks sensational on your vehicle. For an extra exclusive look and for a limited time only, your favourite black gloss Thule roof boxes are now available in a sleek black matte finish.

Thule's wide range of rooftop cargo carriers fit every need – whether you're living an active lifestyle, going on vacation, or just need extra space.

As with all Thule products, roof boxes are tested for safety that far exceeds international requirements.

Safety is a matter of necessity, but it doesn't mean that you have to give up good design. Thule always keeps a close eye on the industry design trends, because we want our products to both fit your car and suit it.

Our roof boxes are all extremely user-friendly, easy to attach, and full of useful features:

- Pre-installed quick-mount system with integrated torque indicator for fast and secure fitting.
- Dual-Side opening for convenient mounting, loading and unloading.
- Central locking system provides maximum safety. The grip-friendly Thule Comfort key can only be removed if all locking points are securely closed.
- Thule Motion range has been designed for best space efficiency.

More information available at [thule.com.au](https://www.thule.com.au)





Road to Recovery

Owners of 2015 on model Mitsubishi Triton and Toyota Hilux/Fortuner can now benefit from an engineered, vehicle specific recovery point. Manufactured from steel plate, ARB's recovery point range offers a safe and secure snatch or winch point during vehicle recovery.

Specifically rated for use with a 4.75t bow shackle and an 8,000kg snatch strap, eliminating the guesswork involved in snatch strap selection, ARB recovery points have been designed to fit in conjunction with original equipment bumpers, ARB bull bars and ARB Under Vehicle Protection sets. Each recovery point is rated for angled pulls up to the maximum turn angle of the vehicle's front wheels.

To ensure that during an angled recovery there are no inappropriate forces exerted on the shackle pin, the recovery point has a long slot which allows the bow of the shackle to be fed through the recovery point and the strap attached to the shackle via the pin. This allows even distribution of the recovery force through the shackle, avoiding side loads on the pin.

Features

- Vehicle specific design
- Air bag compatible
- Suitable for use as a snatch or winching point
- Manufactured from steel plate
- Durable red powder coat finish
- Engineered and manufactured in Australia



Tow-Pro Classic



REDARC's Australian made Tow-Pro has become one of the biggest selling Electric Brake Controllers on the market. Now there's a Tow-Pro to suit every towing need and budget.

The new Tow-Pro Classic is based on the Tow-Pro Elite platform, incorporating quality and performance improvements whilst retaining the original look and feel.

Simple to install and operate, the Tow-Pro Classic offers a single (user controlled) mode of braking at the turn of a dial with braking force LED indication. Suitable for 12 volt vehicle systems and is AL-KO ESC and Dexter Sway Control System compliant.

Just like the Tow-Pro Elite, the Tow-Pro Classic is able to operate both electric and electric/hydraulic trailer brakes without manual selection.

When it comes to stopping, the Tow-Pro range of brake controllers has a model to suit.

To find out more visit www.redarc.com.au/inverters

THE ADVENTURES OF FOURBY AND FRIENDS

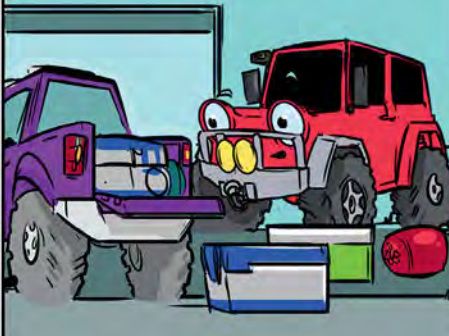


FOURBY AND ARIEL ARE BUSY PACKING FOR THEIR TRIP TO THE SIMPSON DESERT



DON'T FORGET YOUR RECOVERY GEAR AND SWAG FOURBY

OH WE NEED TO TAKE OUR FRIGDES TOO ARIEL



ON THEIR WAY THEY STOP BY ARB



TO MEET MARK THE MECHANIC

HELLO FOURBY AND ARIEL

WE WANT SOME NEW TYRES PLEASE!

AND A FRONTIER TANK!



OFF THEY GO ON THEIR WAY...

THANKS MARK



PAST SOME BEAUTIFUL LANDSCAPES AND LONG WINDY TRACKS



ALL OF FOURBY AND ARIEL'S FRIENDS ARE WAITING FOR THEM AT BIG RED

WE MADE IT



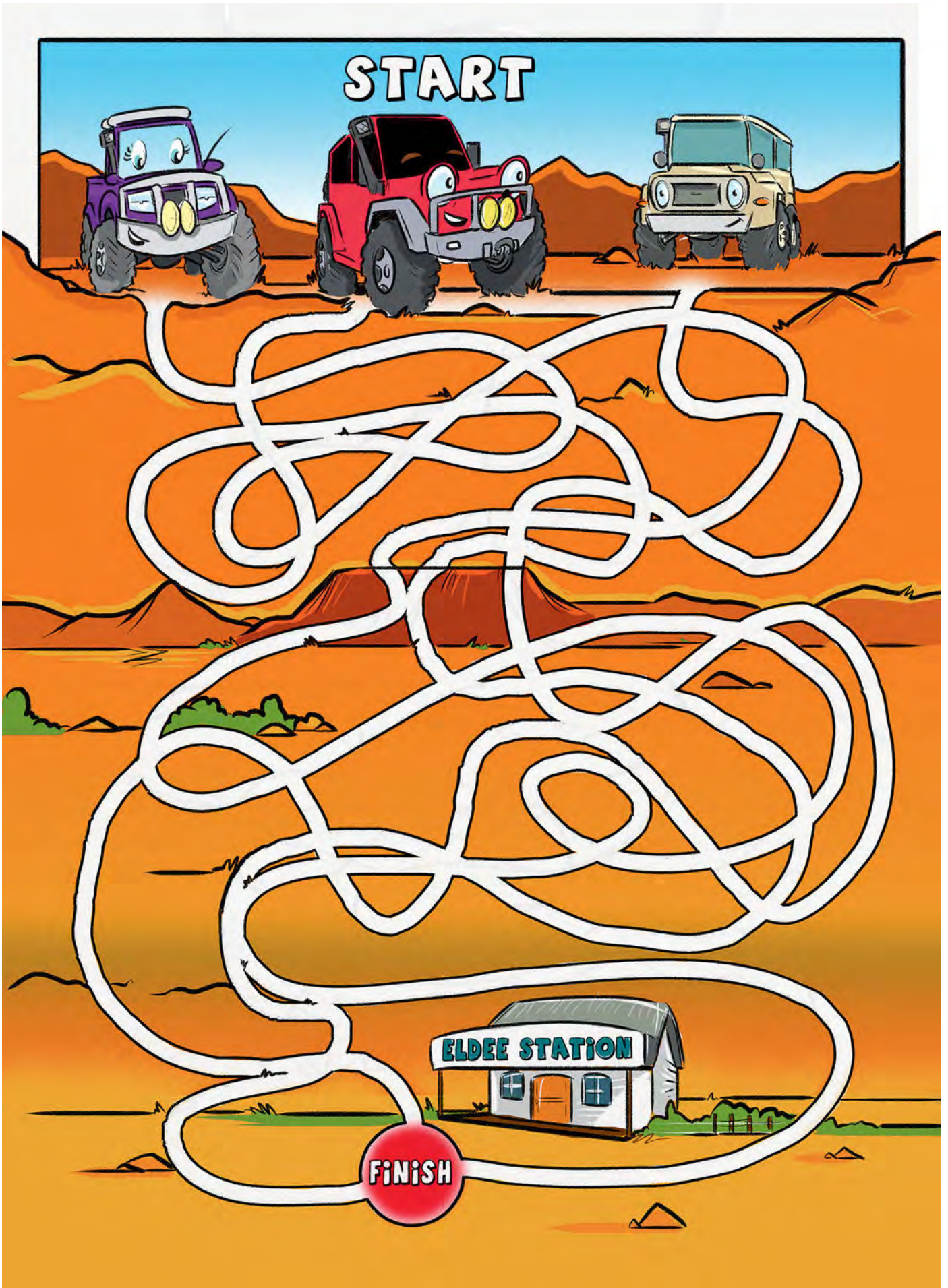
OH LOOK THERE'S FERGUS THE 40 SERIES AND DORIS THE DEFENDER!

I CAN SEE HELEN THE HILUX AND GUS THE GQ TOO



THEY ALL HELP FOURBY AND ARIEL SET UP THEIR CAMPSITE

WHILE TILLY THE TJ COOKS UP A BIG BBQ DINNER.



Competitions



Neil Barry - Stretton, QLD



Ned Johnston - Rainbow Beach, QLD



Gerard Boniwell - Macgregor, ACT



Michael Prior - Yeppoon, QLD

Off Road Creatures



Adam Armstrong - Burwod East, VIC



Robert Bryan - Savannah Way, QLD



Karl Sprogis - Goonellabah, NSW



Jason Slade - Rangeway, WA

We asked for your best Off Road Creatures photos and certainly weren't disappointed. Opposite are just a selection of the fantastic entries we received. Each published entry wins an ARB Personal First Aid Kit worth \$99.00.

Lap Dog Comp



Does your best mate always steal your camping chair?

Send us a photo of your canine friend living the off road dream and we'll send you a spare.

Send your entry, along with your name and address to promotions@arb.com.au to win an ARB camping chair worth RRP \$81.00



ARB STORES

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
 Echuca (03) 5480 2600
 Bairnsdale (03) 5152 1226
 Ballarat (03) 5336 4605
 Bendigo (03) 5445 7100
 Traralgon (03) 5174 9190

SOUTH AUSTRALIA

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

ACT

Fyshwick (02) 6280 7475

NEW SOUTH WALES

Brookvale (02) 8507 3073
 Moorebank (02) 9821 3633
 Artarmon (02) 9438 4484
 St Peters (02) 9565 2455
 Wentworthville (02) 9631 7889
 Wagga (02) 6885 5777
 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

WESTERN

Canning Vale (08) 6254 2367
 Osborne Park (08) 9244 3553
 Wangara (08) 9409 5764
 Welshpool (08) 9358 3688
 Mandurah (08) 9583 3200
 Geraldton (08) 9921 8077

AUSTRALIA

NORTHERN TERRITORY

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

QUEENSLAND

Nundah (07) 3266 3255
 Capalaba (07) 3823 5900
 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
 Caloundra (07) 5491 4500
 Mackay (07) 4998 6888
 Maroochydore (07) 5475 4011
 Jindalee (07) 3715 6400
 Rockhampton (07) 4922 7788
 Toowoomba (07) 4632 1122
 Townsville (07) 4728 0900

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