



4X4 ACTION

PRODUCTS / NEWS / TRAVEL / INFORMATION / ADVICE / LIFESTYLE

ISSUE 39

**WIN AN ARB
RECOVERY KIT**



FEATURE ARTICLE ON

ESC AND OLD MAN EMU

WARN ZEON WINCH

Find out why the latest offering from Warn is a game changer

LATEST ARB PRODUCTS

From Outback Solutions drawers to diff breathers and flip flops, there is a heap of new products in store now

TRAVEL

Explore El Questro, Australia's best beaches and the Ice Roads of Canada

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ARB 4X4 ACTION IS ALSO AVAILABLE AS A **FREE APP ON YOUR IPAD OR ANDROID TABLET.** BACK ISSUES CAN ALSO BE DOWNLOADED FOR FREE.

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WIN! FIND OUT HOW TO GET YOUR HANDS ON AN ARB RECOVERY KIT. VISIT PAGE 24 FOR DETAILS.

SNAPSHOT

Welcome to the first issue of ARB 4X4 Action for 2014!

It's usually around about now that most folks start breaking those new year's resolutions that were started weeks back. Typical ones include losing weight, giving up alcohol and spending less money on toys. The trouble is, this means giving up all of the fun stuff in life. So a few years back, I abandoned the concept of giving things up and decided to learn a new skill each year instead.

Last year I learnt how to sharpen knives, mastering the ancient technique of using Japanese water stones to achieve a ridiculous level of sharpness. We're talking hair popping, squishy tomato chopping, newspaper slicing edges on all of our kitchen knives. The year before I trained with one of Melbourne's top baristas to learn how to make great coffee. This started with sorting through raw beans and removing foreign objects (we found things like nails and broken bits of gas lighters in there), through to roasting, grinding, dosing, tamping and steaming milk. The year before that I did a course to become a dog training instructor.

In 2014 I've decided to become a Pitmaster. Now, most people have absolutely no idea what I'm talking about, as this is an American term used for someone who practices low and slow barbecue. This is a far cry from throwing some snags on the barbie, and involves acquiring specific cuts of meat, brining them, applying rubs, injecting marinades, applying mops and smoking them overnight. All of this is done over wood or charcoal with grill and food temperatures measured with some very hi tech equipment.

The concept of focusing on a specific skill and perfecting it before moving onto the next is very much a philosophy that ARB has adhered to over the years. In 1975 our founder, Anthony Ronald Brown began making bull bars. Once he had mastered that skill he moved onto roof racks, then rear bumpers and the rest is history. As our company has grown, so too has the product line up, and today we're known around the world for making the very best 4x4 equipment available. With a thirty strong team of research and development engineers we've released a plethora of gear over the years including locking differentials, suspensions systems, car fridges, swags and ute canopies to name a few.



In 2014 we're set to launch a monumental new product line that has been years in the making. Customers choosing to equip their vehicles with this product will take their remote area travel experience to a whole new level. From an investment and resources point of view, it will be one of ARB's most significant launches in years. The project team has included engineering, product management, marketing, manufacturing and legal, all overseen by Tony Brown's brother, Andrew.

As much as we'd like to tell you more about this new line now, I'd probably lose my job if I spilt the beans at this stage. And until I can work out how to support my family sharpening knives, making coffee, cooking pulled pork and teaching dogs how to sit, I should probably hang around here for a bit longer.

In the meantime, enjoy this feature packed issue of ARB 4X4 Action, subscribe and make sure you grab a copy of the next one, where we expect to launch something very special.

Matt Frost – National Sales & Marketing Manager



WHAT'S NEW THE LATEST PRODUCTS ARE HERE TO HELP YOU GET THE MOST OUT OF YOUR TRAVELS.



NEW UTE LINERS FOR D-MAX AND COLORADO

Owners of 2012 on Isuzu D-Max and Holden Colorado extra cabs can now take advantage of an under rail ute liner kit to protect the tub from scratches, dents or damage. Utilising impact resistant and UV stable polyethylene, the ute liner is vacuum formed to meet the internal shape of the vehicle tub to ensure a perfect fit. Two can holders are moulded into the tailgate protector for added versatility.

- ▶ PART NO: KUL1366
- PRICE: \$468



ARB FLIP FLOPS

Kick back this summer and enjoy the warmer weather with a pair of ARB Flip Flops. Made from high grade polyethylene for superior comfort and durability, our flip flops feature rubber straps embossed with an ARB logo. The sole also incorporates a topographical print for a unique look.

- ▶ MENS SIZE 9-10
- PART NO: 217525
- PRICE: \$9.95

- ▶ MENS SIZE 11-12
- PART NO: 217526
- PRICE: \$9.95



- ▶ RED
- PART NO: AR09TR
- PRICE: \$60.90



- ▶ CLEAR
- PART NO: AR09
- PRICE: \$60.90



- ▶ BLUE
- PART NO: AR09TB
- PRICE: \$60.90



- ▶ SOLID BLACK
- PART NO: AR09SB
- PRICE: \$60.90



- ▶ AMBER
- PART NO: AR09TA
- PRICE: \$60.90

ARB INTENSITY LED DRIVING LIGHT COVERS

Following the popularity of the ARB Intensity LED driving light range, the team has just released a range of clear, colour tinted and solid coloured lenses. Manufactured from moulded polycarbonate and hard coated for scratch and UV resistance, the Intensity covers are available now in clear, amber, blue, red and solid black. These covers suit a range of driving conditions and customer personal tastes, and deliver protection to the lens and bezel of the Intensity LED light.



COMPETITION DIFFERENTIAL COVER

Delivering differential protection against the hazards of impact during competition or extreme off road use, new red and black ARB competition differential covers are now available to suit the standard Ford 8.8, Chrysler 8.25 and Chevrolet 8.5/8.6 axle assemblies.

Designed to counteract flexing of the axle assembly, the diff covers deliver protection to the vulnerable differential and ring and pinion set, and feature optimised approach and departure angles. Top quality, high power neodymium magnets are used in both the drain plug and dipstick to collect metallic wear particles as the vehicle moves. Among the many benefits is prolonged carrier bearing life due to extra support to the bearing alignment.

► CONTACT ARB FOR PART NUMBERS AND PRICING



ARB DISCOVERY BACK PACK

Sleek and stylish in design, the all new ARB Discovery Back Pack comes with a heap of storage for all of your important items and thingamabobs. Coming in an intense black and red colour scheme, the back pack is made of polyester ripstop material with padded back panels for comfort. The back pack features two mesh side pockets, one made to fit an ARB drink bottle with elastic draw cord and toggle, and a padded laptop pocket. A headphone pocket sits at the top of the back pack for easy access, while a front pocket allows storage for a phone and pens.

► PART NO: 217430
PRICE: \$79.95

WIN! For your chance to win an ARB Discovery Back Pack, explain in 25 words or less why you need a new back pack on your next trip to promotions@arb.com.au. Include your address with your entry. Entries close 30 April 2014. Winners will be contacted directly.

LIFE'S A BEACH



KEN DUNCAN SHOWS US WHY AUSTRALIA IS AN ISLAND PARADISE.

WORDS & PHOTOGRAPHY **BY KEN DUNCAN**

I was on a photo shoot in Florida, USA, looking for beautiful beach images to include in a book I was creating about America, when I heard the radio announcers repeatedly state the slogan 'Florida – the place with the world's best beaches.'

For days I travelled along the Florida coast in a rented Ford Explorer SUV, and every time I heard one of those overly patriotic parrots make that huge call, I thought to myself, 'These people need to get out more!'

Their beaches are nice but, compared to Australia, they are dreaming. Now I don't want to be a galah or get too proud of the paradise I come from, but, honestly, when it comes to beaches, Australia did really well.

Australia has such a selection of magnificent beaches we could even loan a few to our friends and still have thousands to play on. Our island dreamland has all kinds of beaches – sand, coral, pebbles, shelly, squeaky, golden, white, red, grey and many shades and textures in between.

I would love to share with you a few great Australian beach locations off just one of our eastern states, Queensland. These sanctuaries really make my heart sing. Each one has its own unique character and personality. Any of the following locations could be captioned with one of my favourite quotes, 'Never get so busy making a living that you forget to make a life.'





WHITSUNDAY ISLAND

Unless your vehicle has a very long snorkel and submarine mode, you will need to leave it on the mainland for your island adventure to Whitsunday Island, offshore from Airlie Beach.

Whitehaven Beach and Hill Inlet on Whitsunday Island are among my favourite places on earth. Many people go to Whitsunday Island and only visit Whitehaven Beach, missing out on the greatest place of all – Hill Inlet. The sand at both of these locations is almost pure silica. In bright sunlight, it is such a radiant white that you will definitely need sunglasses to protect your eyes from the glare. You will also need plenty of sunscreen – and be sure you apply it well to deal with the reflected sun.

Whitehaven Beach can look deceptively short, but if you choose to walk down to its western end to reach Hill Inlet, keep in mind that it's actually over 6km long. It doesn't get any better than this place for swimming on a good day. Big waves are generally not a problem, as Whitsunday Island is protected by the Great Barrier Reef. The only time you would

possibly see big waves here is during a cyclone and that is not a time I would recommend swimming anyway. The best accommodation option for this location is on a yacht. This way you get to stay when most visitors have left for the day, as the majority of tours run from 10am to about 4pm.

Hill Inlet is accessible by taking the long walk down Whitehaven Beach, and the best time to explore is at low tide. You need to get across to the other side of the inlet to take advantage of the great photo and exploration opportunities, but make sure to be very careful of the tide changes.

By far the best way to enjoy this location is on one of the smaller boat charters that take you into Tongue Bay, west of Hill Inlet. Then it's just an easy stroll over a gentle hill – with a suggested lookout diversion on the way – then down into the inlet. You really need hours to take this place in. Be sure to carry some food and plenty of cold drinks and you truly will be in heaven on earth. If you really want to impress your loved ones (or someone you would like to become a loved one) take them here. Not too many people make it to this haven, as visitor numbers are restricted by park authorities.



**THE SAND AT BOTH OF
THESE LOCATIONS IS
ALMOST PURE SILICA**



FRASER ISLAND

Fortunately, you are still allowed to drive on some of the beaches of Fraser Island, but you do have to be very careful with tide changes. The island is over 123km in length and 22km at its widest point. Fraser Island is the largest sand island in the world and so precious that it has World Heritage listing.

The island has a diversity of accommodation, from 5-star hotels to camping under billions of stars (my personal preference in this location). I have had some great adventures with my friends and family and my trusty LandCruiser 100 Series on Fraser Island.

You really need to spend a bit of time on the island to appreciate its diversity but there are two great beaches that should be on your list for this destination. Seventy Five Mile Beach, on the eastern side, is one of the main access routes to many other locations on the island, so it is pretty hard to miss. It's an amazing beach to photograph as the fine sand compacts well and provides great reflections. Another sandy haven is Lake McKenzie. This turquoise blue, fresh water lake with pure white sand is a swimmer's paradise.





**IF YOU REALLY WANT TO
IMPRESS YOUR LOVED ONES,
TAKE THEM HERE**



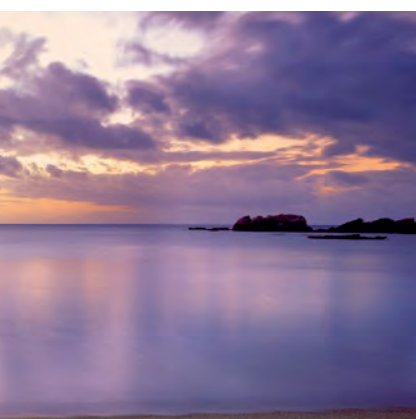
HAMILTON AND HAYMAN ISLAND

For easy access to Whitsunday Island, two good locations to stay at are Hamilton Island or Hayman Island.

Hamilton Island is a blast and offers all levels of accommodation. It also has a whole range of eating options and plenty of activities. You can shoot a 44 Magnum at the gun range, race go-carts, ride the flying fox – you name it and I'm sure they can somehow arrange it. The island is very user-friendly for everyone from families, couples and singles. Children love this island as they can easily misplace their parents and have heaps of fun with newfound friends.

Hayman Island is the place to stay when you want to have a very intimate time and be pampered without distraction from other people or staff. If you are watching your finances, this is probably not the place for you. Hayman Island also offers a range of activities and has some great extra locations right on its doorstep like Blue Pearl Bay and Langford Reef – both perfect for snorkelling.

While visiting this area, do make sure you take a scenic helicopter flight – Whitsunday Island and the nearby Great Barrier Reef are astonishing from the air.



LIZARD ISLAND

To add a little variety to the mix, another great island getaway is Lizard Island, off the Queensland coast, north of Cooktown. There are two ways to get there – by air or by sea.

If you have your own yacht or vessel, you can head on out there for a real Barnacle Bill adventure. The island is endowed with stunning natural beauty and has some of the highest rated diving spots in Australia.

The 5-star resort on Lizard Island is a wonderful place to stay, but if you are looking to meet people, it is probably not the place for you. This accommodation is really for couples or for people who enjoy their own company. The resort caters for limited numbers and is very intimate.

Everyone I dealt with on Lizard Island was very accommodating. I was there with just my cameras, suffering in luxury for you readers. My bed was so big I would change positions through the night just to work the springs. At dinnertime, amidst the flickering candles, I was surrounded by loving couples gazing into each other's eyes. When love is in the air it just isn't easy to strike up a conversation with the couple at the next table who only have eyes for each other. So I got comfortable – like 'Nigel

no friends' – and played solitaire while waiting for my food. All I kept thinking was, 'What am I doing here without my wife?'

But I digress. Let's get back to the point (beaches) and Lizard Island has some beauties. Some are so appealing they could be used for sets in a romantic movie and as I waited, often for hours for the perfect light, occasionally a couple would wander in as if auditioning for a part.

Yes, we Australians are really blessed with our inspiring land. This spectacular place we call home gives us great hope for the future and there is nothing like a beautiful beach to help soothe the spirit. It's great that America has many wonderful locations, but when it comes to beaches, the great land down under definitely ends up on top.

KICKBACK WITH AN AWNING AND ROOF RACK.



4X4 ACCESSORIES

**BUY ANY FULL SIZE OR 3/4 LENGTH
ROOF RACK AND RECEIVE A**

FREE ARB AWNING

TO FIT.



Conditions: Promotion ends April 18 2014. Valid to retail customers only and excludes cab racks and awning brackets. Exclusive to ARB3108 (2.5m x 2.1m), ARB3111 (2.0m x 2.1m), ARB4401 (2.5m x 2.5m) and ARB4402 (2.0m x 2.5m) awnings only. Promotion includes both steel and aluminium racks, canopy racks and must be purchased with fitting kit at full RRP.

TRACK ETIQUETTE



KEEP IT FUN AND FAIR ON THE TRACKS FOR EVERYONE WITH THESE HANDY TIPS.

With the increasing popularity of 4WD vehicles and SUVs in Australia, weekend off road adventures with the family are more accessible than ever. If you're one of the many newcomers to the game drawn in by the lure of the unknown, or even an old hat with many years of experience under your belt, you may not be aware of the unwritten track etiquette that we, as 4WD enthusiasts, like to adhere to. If you're in this boat... read on.

TREAD LIGHTLY

One of the major attractions of 4WD travel is the spectacular places we get to experience along the way. Whether it's a crystal clear mountain stream, a snow-covered hut or a vast expanse of red sandy desert, the last thing we want to find when we arrive is a pile of discarded rubbish.

There's absolutely no excuse for leaving a campsite or picnic area without taking everything you arrived with. That means rubbish, food scraps and, yes, even dog poo. If bins aren't provided, make sure that you have a roll of garbage bags on hand and take everything away with you.

Likewise, drive responsibly. There are more marked 4WD tracks around the country than you'll ever have the time to drive in your lifetime so there's no reason to turn your vehicle into a bull dozer and forge your own path. Stick to the marked routes and, in order to prevent unnecessary track damage, learn to recognise when a track is unpassable before jumping in all guns blazing.

This way, the great Australian bush will remain accessible for our children and their children for decades to come.

BE SELF SUFFICIENT

It's a fact of life that a novice or inexperienced 4WDer is going to get stuck more often. After all, that's how we learn. But, if you're just starting out, it's more important than ever to carry your own recovery gear – a snatch strap, a shovel and some rated shackles at a bare minimum.

After waving down a passer by, convincing them to lend a hand extracting your bogged vehicle, and cringing as you watch them spend what should be time enjoying their own adventure, imagine the added embarrassment of having to hand them back a dirty, wet and muddy snatch strap for their trouble, all because you didn't have your own on hand. Definitely not cool.

This, of course, extends to other essential equipment like communication and navigation gear, food and water. A UHF should be carried during any off road trip, not only to use for outgoing communication, but also to listen for other vehicles

or convoys that may be in the same vicinity as you. With many single vehicle tracks dotting the country, it's always nice to know in advance when you're going to encounter someone coming the other way, in order to find a suitable place to pull over.

Food and water, including enough to tide you over for an additional period of time should you become stranded, are also vitally important.

RIGHT OF WAY

Speaking of single vehicle tracks, 4WD etiquette dictates that vehicles travelling uphill have right of way over vehicles travelling downhill. When you think about it, the reasons for this are actually quite obvious. It's safer to reverse back up a hill than it is to back down. Likewise it's much easier to get underway again when you're travelling downhill.

By using your UHF and making your position known to other vehicles in the area, the chance of meeting another vehicle on a difficult section of track should be relatively remote.

If the situation does occur, attempt to raise the other vehicle over the radio and communicate the plan of attack. Even if they are travelling uphill (and have right of way), they may be in a position to move off the track more easily than you. Communication is the key here.

CONVOY TRAVEL

Convoy travel is a big part of the 4WD lifestyle. After all, an adventure is much more rewarding if you have some mates to share it with (and reminisce with afterwards). Whilst convoy travel is generally a lot of fun, it can also be frustrating if some basic rules are ignored.

During convoy travel, the UHF can be both a source of information and entertainment. However, it's important to remember that your conversations can be heard by anyone else on the same channel. So, keep language 'family safe' and don't spend every waking minute chatting to the other vehicles in your convoy. What might be an interesting story to your group, probably isn't to the ten other vehicles in the area that are sharing your channel.

Finally, to avoid losing someone in your convoy, particularly when the group is spread out. It's good practice to always wait at a turn off until the vehicle following you arrives at the turn (or acknowledges that they can see you turning over the radio).

Keep this etiquette in mind next time you hit the tracks and you'll be sure to get the most out of your adventure.



OLD MAN EMU AND ESC COMPATIBILITY TESTING

ENSURING AFTERMARKET ACCESSORIES ARE COMPATIBLE WITH MODERN VEHICLE SAFETY FEATURES IS PARAMOUNT. READ HOW ARB IS LEADING THE WAY.





Safety, predictability and reliability are at the heart of each development project undertaken by ARB's Old Man Emu engineering team. It goes without saying then, that ensuring compatibility with modern vehicle safety features is of paramount importance.

With electronic stability control (ESC) now a mandatory fitment to all new passenger vehicles sold in Australia, it is vitally important that during development, Old Man Emu engineers ensure the fitment of OME suspension components does not negatively influence the performance of this important safety feature.

As part of each new development project, OME engineers perform a number of tests using both computer modelling and real world driving to assess the impact of aftermarket suspension components, increased ride heights and additional weight, on ESC.

Not prepared to rest on their laurels, however, ARB recently undertook significant extensive computer aided testing with Bosch, Australia's experts in ESC, at the Australian Automotive Research Centre (AARC) in Anglesea.

Testing aimed to assess the effects of aftermarket modifications on Sine with Dwell manoeuvres, the compatibility of OME suspension components with ESC in accordance with Australian Design Rule (ADR) 35-03, and to validate the in-house OME development and testing procedures.



TESTING REVEALED AN
INCREASE IN PERFORMANCE,
PARTICULARLY ON HEAVILY
LOADED VEHICLES



Sine with Dwell manoeuvres are a standard assessment procedure for ESC systems and involve a series of tests in which yaw and steering behaviour can be simultaneously evaluated. Based on double lane change manoeuvres, they are carried out at 80km/h with sudden steering wheel rotations of up to 270 degrees.

Three days of testing involved three different vehicle configurations, each with differing levels of applied load and accessory fitment.

Using a combination of Bosch's specialised in-house measurement equipment and a VBOX SL3 GPS data logger, Bosch engineers measured a number of vehicle parameters during controlled manoeuvring exercises including vehicle yaw rate, wheel speeds, lateral and longitudinal vehicle acceleration, steering wheel angle and side slip angle.

Results from the testing confirmed that the Sine with Dwell performance in each of the three vehicle configurations complied with the relevant requirements described within ADR 35-03.

Testing also revealed an increase in performance, particularly on heavily loaded vehicles.

After receiving the test results, Old Man Emu engineers performed extensive work to further validate ARB's in-house development procedures, ensuring an ongoing compatibility between OME suspension, ARB accessories and ESC.

Customers can take comfort in the knowledge that ARB remains committed to extensive research and development in order to ensure that our products continue to provide the industry leading levels of innovation, reliability and safety for which the company is known.



ARB OPEN DAYS

EXPERIENCE A GREAT WAY TO RECEIVE ADVICE, BARGAINS AND FREEBIES AT YOUR LOCAL ARB STORE.



Throughout Australia, ARB open days give 4WDers the opportunity to meet industry experts, take advantage of special deals and enjoy a day of entertainment, advice and giveaways.

2014 is shaping up to be no different, with open days scheduled for ARB stores and stockists throughout Australia.

Previous open days have hosted a heap of activities and happenings, including:

- Sausage sizzles
- Jumping castles
- Face painting
- Industry personalities
- ARB traction and travel bed
- Prizes and giveaways

To get in on the fun of an ARB open day, visit the Calendar of Events page on the ARB website for details of the open day at your local store.

WHAT'S ON

Keep busy during the next few months with these events.



MARCH

PERTH CARAVAN AND CAMPING SHOW

MARCH 20-24
Claremont WA
www.caravanandcampingshow.com.au

SOUTH QUEENSLAND CARAVAN, CAMPING, BOATING AND FISHING EXPO

MARCH 28-30
Nambour QLD
www.caravancampingexpo.com.au

ARB ORANGE OPEN DAY

MARCH 29
Orange NSW
www.arb.com.au/stores/arb-orange
Tel: (02) 6369 0700

APRIL

BRISBANE NATIONAL 4X4 SHOW

APRIL 4-6
Fortitude Valley QLD
www.4x4show.com.au/brisbane

ARB WOLLONGONG OPEN DAY

APRIL 5
Fairy Meadow NSW
www.arb.com.au/stores/arb-wollongong
Tel: (02) 4227 1900

ARB ELDEE EASTER 4WD EVENT

APRIL 18-20
ELDEE STATION NSW
www.eldeestation.com

NSW CARAVAN, CAMPING, RV AND HOLIDAY SUPERSHOW

APRIL 26 - MAY 4
Rosehill NSW
www.supershow.com.au

MAY

AGFEST FIELD DAYS

MAY 1-3
Launceston TAS
www.agfest.com.au

MACKAY HOME SHOW AND CARAVAN CAMPING EXPO

MAY 16-18
Mackay QLD
www.mackayhomeshow.com.au

CAIRNS HOME SHOW AND CARAVAN CAMPING AND BOATING EXPO

MAY 30 - JUNE 1
Cairns QLD
www.cairnshomeshow.com.au

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Make Model Year

Vehicle #1 _____

Vehicle #2 _____

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ARB4x4



ARB4WD



ARB4x4



ARB4x4

JOIN 250,000 FANS

WE CAN'T GET ENOUGH OF SOCIAL MEDIA AND THE COMMENTS, MESSAGES, TIPS AND, OF COURSE, THOSE FANTASTIC IMAGES OF EPIC ADVENTURES YOU SHARE WITH US.



Often people forget that we too are sitting behind a computer dreaming of the next 4WD adventure. And that's where we all meet on that common ground – working for that next big trip!

With now over 230,000 following and sharing your adventures with us on Facebook, 4.5 million views on YouTube, over 11,000 on Instagram and an ever-growing fan base on Twitter, the inspiration to explore this land (and distant lands) can be found in numerous places, on a range of devices, all over the world.

With competitions run throughout the year and thousands of dollars of prizes already given away, there's never been a better time to get involved and 'like' us on social media!



Facebook: /ARB4x4 | YouTube: /ARB4WD | Twitter: /ARB4x4 | Instagram: /ARB4x4

BREATHE DEEP

ARB'S NEW DIFFERENTIAL BREATHER KIT PROVIDES A HIGH FLOW, ZERO BACK-PRESSURE, ZERO VACUUM BREATHER SYSTEM.



A differential axle breather serves the important purpose on a 4WD vehicle of venting the air pressure in drivetrain assemblies such as the differentials, transmission and transfer case.

Many drivetrain assemblies are fitted with a breather from the factory. These factory breathers are usually a one-way valve mounted directly to the housing or remotely on a short tube. There are many shortcomings to this style, and the ARB differential breather kit is designed to eliminate these by providing a high flow, zero back-pressure, zero vacuum breather system.

Simple to install, this kit is intended to replace your factory breathers and contains enough fittings and tubing to connect at least two drivetrain assemblies.

Manufactured from billet aluminum and then anodised, the manifold is lightweight and extremely compact, and features four axle breather ports to allow up to four breather lines.

The kit comes with self tapping screws, but the manifold mounting holes are large enough to allow mounting using an M6 (1/4") bolt or stud, which is the common size in most vehicle engine bays.

The kit also features a splash resistant air filter with a washable high flow sintered bronze filter cartridge. 8mm heat and water resistant polyethylene tubing delivers improved airflow and reduced chance of oil blockages in long breather lines.



▶ PART NO: 170112
PRICE: \$75.00

WIN AN ARB RECOVERY KIT



TOURING SEASON IS UPON US, SO TO HELP YOU BE PREPARED FOR ANYTHING, WE'RE GIVING AWAY AN ARB RECOVERY KIT **VALUED AT \$399.**

For your chance to win, simply send in a photo showing us just why you desperately need a recovery kit to promotions@arb.com.au. Include your name, address and a caption. Competition closes 30th April 2014.

Winner(s) will be contacted directly.

ROUGH STUFF



ARB HAS JUST GOTTEN BEHIND A LOCAL ACTION-COMEDY FILM ABOUT ROUGHING IT IN THE OUTBACK.

Planned for release in June 2015, Rough Stuff is a local Aussie film best described by writer/director Jonathan Adams as 'Mad Max meets The Magnificent Seven... with 4WDs.' A mud splattered, action packed comedy with plenty of good old fashioned adventure, the film follows a small group of 'Rovers' (ragtag adventurers armed only with their kitted out 4WDs) who team up with an activist documentary crew in a journey through the impenetrable Mamuya Valley in search of the legendary Stray's Gold.

Betrayal, greed and misadventure abound (plus jokes... lots and lots of jokes!) as the Rovers seek not only the gold but to outwit the activists' fanatical leader and an infamous and cunning bounty hunter out to settle old debts.

ARB recently became a proud supporter of this film, and we look forward to seeing 4WDs get the full cinematic treatment. Rough Stuff will showcase all of your favourite old school rigs in what promises to be some of the most exciting vehicle action ever captured on film.

Shooting starts in October 2014. For more information or to earn exciting rewards via Rough Stuff's crowdfunding campaign, visit www.roughstuffmovie.com.

DELUXE GRAND CHEROKEE BAR



Australian engineered deluxe bull bars for the Jeep Grand Cherokee are available now.

Owners of the WK2 Grand Cherokee can now enjoy the benefits of protection and style with the release of new ARB deluxe bull bars specifically engineered for their vehicle.

With the release of the 2014 Jeep Grand Cherokee this year, ARB engineers customised a new deluxe bull bar to suit the latest model's bumper profile, headlights and parking sensor location. The team also engineered from the ground up a deluxe bull bar for 2011 to 2013 Jeep Grand Cherokee 4x4 models which is made to fit all engine and model variations within the WK2 Grand Cherokee model range.

An extensive test program undertaken for both deluxe bars has ensured maximum strength, durability and an improved approach angle ideal for touring, climbing and general off road travel.

Delivering formidable frontal protection, the ARB deluxe bull bars for the Jeep Grand Cherokee feature ARB's renowned multi fold upswept and tapered wing design for optimum strength and approach angle.

Suitable for winch and non-winch applications, the bars will accommodate Warn, Magnum, Bushranger or Smittybilt low mount model electric winches. Air bag compatible, the deluxe bars are finished in a durable powder coat with the option to colour code. Coming standard with twin Hi-Lift jacking points, as well as provision to mount two aerials and ARB Intensity LED or IPF driving lights, the bars also feature extensive under bar protection panels, crucial for off road travel.

Visit your local ARB store or stockist for more details.

> Contact ARB for part numbers and pricing



LET IT SLIDE

Joining the full range of Fridge Freezers, ARB has recently released the new full extension fridge slide. Carefully engineered for easy access, this new product allows 35L and 47L ARB Fridge Freezers to be pulled out to 100% extension.

The ARB full extension fridge slide can be locked into place when fully extended, allowing easy access even when the vehicle is on an extreme angle.

Dual locking positions secure the slide in place during travel, while adjustable anti-vibration pads reduce rattling during off road adventures.

Additional storage is also included in the design with an accessory tray located between the back of the fridge and fridge slide. This clever feature is ideal for storing items such as automotive batteries, water tanks, jerry cans or toolboxes.

The full extension fridge slide can be installed on either the passenger or driver's side and has a flat base for easy mounting and extra space. A solid steel construction incorporating laser cut mounting points allows for the easy fitment of an optional ARB Fridge Freezer tie down kit, ARB cambuckle tie down strap and ARB battery clamp kit.

The fridge slide has a maximum load of 120kg, with 80kg on the main tray and 40kg on the accessories tray. Built to last, a durable e-coat finish with zinc pre-coating and zinc plated hardware makes this fridge slide a reliable addition to any four wheel drive.

The ARB full extension fridge slide will also suit any similar sized chest fridges.



► PART NO: 10900029
PRICE: \$338.50

ICE ROAD

DRIVING THE ICE ROAD IN CANADA'S FAR NORTH IS ONE OF THE WORLD'S GREAT MOTORING ADVENTURES.

WORDS & PHOTOGRAPHY BY **RON & VIV MOON**





You guys have been watching too much of the Discovery Channel!

This came from the smiling Canadian Customs official when we gave him our answer to what we were doing in his country for our holiday.

We planned to drive one of the fabled ice roads, and much of the allure of these routes across the ice and snow covered wilderness of the Arctic had indeed been fuelled by the reality TV show, *Ice Road Truckers*. It's a show that sees truckies hauling huge loads north over temperamental ice roads where every step or turn of the wheel is seemingly fraught with danger. Luckily for them (and us) the truth is not nearly as dangerous, but you never let the truth get in the way of a good story.

From Whitehorse, the capital of Canada's Yukon, we picked up our vehicles (shod with Cooper STT tyres) and safety survival gear and then headed north on the main Klondike Highway, which winds its way north through sensational mountain, lake and river country.

Small hamlets containing little more than a roadhouse offer the winter traveller a chance to fuel up with petrol and hot coffee. In places the road travels beside or crosses the mighty Yukon River and some of its major tributaries – all at this time of the year frozen into static white displays of ice more than 50cm thick.

We easily drove the 535km between Whitehorse and the northern frontier town of Dawson City, but with the temperature dropping to a cool -15°C along with just a touch of wind chill, we deemed it smart to run from the cars to the hotel bar and rooms.

Next morning, after watching the start of the Percy de Wolfe dog sled race (check out www.thepercy.com for details), we waved goodbye to Dawson and turned onto the normally gravel Dempster Highway for the long drive north to the remote Eagle Plains roadhouse and then the small First Nation settlement of Inuvik, nearly 800km from Dawson.

**THE ROUTE GETS
BLASTED BY THE
GALE FORCE
WINDS AND
BLIZZARDS THAT
HOWL ACROSS
THE TUNDRA**



The Dempster is the only road in Canada that crosses the Arctic Circle. Kept open during winter through consistent hard work by road crews, the route gets blasted by the gale force winds and blizzards that howl across the tundra. Regularly too dangerous to drive, the route gets closed, often north of Eagle Plains where everyone is then forced to stop.

Once on the Dempster, the road follows the North Klondike River and then enters the spectacular Tombstone Territorial Park, climbing the ranges of the same name. Cresting the top at North Fork Pass, the route is icy and often windblown, but the view west across the snow-filled headwaters of the North Klondike River to Mount Tombstone is picturesque and memorable.

Further on and 300 unforgettable and eye catching kilometres later, the road climbs a long hill to the crest of the Eagle Plains, and a short distance later you come to the only facilities along the route – the roadhouse of the same name and our overnight stop.

That night the Aurora Borealis, or Northern Lights, put on a grand display for us, made even better by the limited amount of ambient light around the roadhouse. The only difficult

trick, as I was to find, was to take a photograph of these dancing, pulsing ephemeral waves of coloured light while standing in -25°C temperatures!

From Eagle Plains our route dropped down into the Eagle River valley and soon came to the Arctic Circle, where every first time visitor has to stop. From here the route crosses some bare windblown tundra, which the locals call 'Hurricane Alley', before climbing to another high crest where you cross the border into Canada's Northwest Territories.

Winding through the superlative surroundings of the Richardson Ranges for the next 50km, the route then descended to the Peel River crossing and the small community of Fort McPherson before pushing on to the major community of Inuvik on the eastern edge of the Mackenzie River. The Mackenzie is the longest and largest river in Canada, the largest river flowing into the Arctic Ocean in North America and, with its tributaries, one of the longest rivers in the world.

The next day we took the road out of Inuvik and drove down onto the frozen crust of the Mackenzie and turned north. It was as simple as that... no fanfare, just a road sign pointing

TRAVEL PLANNER

The Ice Road we drove to Tuk is due to be replaced with an all-weather gravel road in the next two years. While there are other 'ice roads' in Canada and next door in Alaska, this is the only one north of the Arctic Circle; it is the only one that crosses a section of the Arctic Ocean... and is open to the public. It is by far the best road to experience. If you want to drive it, get in soon!

GETTING THERE

Whitehorse is easily reached by air from Vancouver.
See: www.visitwhitehorse.ca

BEST TIME TO GO

March and early April are by far the best times to go to drive the Ice Roads. For the best road info, go to www.dot.gov.nt.ca and search for 'Road Conditions'.

HIRING GEAR AND VEHICLES

Whitehorse is really the only place you can hire vehicles and cold weather survival gear for such a trip. There are a number of providers in town and for our Chevy vehicles we used the very professional Driving Force (www.drivingforce.ca).

ACCOMMODATION

There's a good choice of accommodation in Whitehorse but elsewhere it is limited or near non-existent during winter. For Dawson visit www.dawsoncity.ca and Inuvik visit www.inuvik.ca.

GUIDES

A number of operations can provide a range of adventure activities in the Yukon or the Northwest Territories. Check out Up North Tours (www.upnorthtours.ca), based in Inuvik – we found them most helpful.



in the direction we had to go. Our destination was the small community of Tuktoyaktuk (or more simply just 'Tuk') 185km away on the edge of the Arctic Ocean.

For most of the way the route sticks to the Eastern Channel of the river, its summer shipping lanes marked by navigation beacons that stand above the shallow marshes and mudflats that sprawl across the delta. In winter, the Channel is just one continuous expanse of snow and ice. We passed isolated log cabins, a deserted village where reindeer had first been introduced into Canada, and then an old military 'ICBM early warning' base, its supposed defensive benefits now superseded by satellites and anti-missile systems.

As we came into the river's delta, the only high point we could see anywhere were the 'pingos' which are small ice

and earth formed hills that are only found in the Arctic. Our destination, Tuk, has one of the highest concentrations of these strange geological formations in the world, with over 1,350 pingos dotting the forbidding terrain.

For the last 35km to Tuk, we slipped out onto the Arctic Ocean, the ice below our wheels becoming the deeper blue of a clear sea. It was an unreal experience and we stopped a number of times to check the thickness of the ice and to revel in this wild and unbelievable landscape (or should I say seascape).

During our time in the Arctic we visited a couple of isolated communities accessible only by the ice road through the Mackenzie delta. Being spring, the locals were in a party and sporting mood and we caught the first of the festivals up there – the Mad Trappers Rendezvous at Aklavik, which was a lot of fun.

All too soon we had to head south, the road and weather having deteriorated since our northward journey but the cars behaved faultlessly, and it was an easy run back to Dawson and then to Whitehorse. Our Arctic ice road adventure was over but it will be a long time before any of us forget it!



WARN ZEON WINCH



RELEASED IN THE LAST EDITION OF ARB 4X4 ACTION MAGAZINE, THE RANGE OF ZEON WINCHES ARE LIKE NOTHING YOU'VE SEEN BEFORE. WE GET AN IN DEPTH LOOK.



Founded in 1948 by Arthur Warn, Warn Industries began by producing locking hubs for surplus World War 2 Jeeps, converting thousands into useful, on road vehicles. The first recreational winch developed by Warn was released in 1959. During the 1970s and 80s, Warn Industries introduced a number of new products, including the industry's first 3-stage planetary gear train and free spooling clutch.

Warn Industries have been synonymous with recreational vehicle winching for over 50 years and haven't rested on their laurels with the new range of Zeon winches.

Redesigned and reengineered from the ground up, and using the M8000 and XD9000 Warn low mount winches as benchmarks, the Zeon represents the future of vehicle winching. The M8000 and XD9000 winches were first introduced in the late 1980s and have provided a platform that has been extensively copied at increasingly cheaper prices and lower levels of quality.

Built on over 50 years of winch manufacturing and design, the Zeon includes a family of winches all designed around the same symmetrical mounting dimensions:

- Zeon 8 with wire rope, roller fairlead (black frame), hook and remote.
- Zeon 10 with wire rope, roller fairlead (black frame), hook and remote.
- Zeon 12 with wire rope, roller fairlead (black frame), hook and remote.
- Zeon 8-S with synthetic rope, hawse fairlead, hook and remote.
- Zeon 10-S with synthetic rope, hawse fairlead, hook and remote.

One of the focuses of Warn's development program was to have a winch that was IP68 rated. IP stands for Ingress Protection. IP ratings are denoted as IPXY, where X is the first numeral and Y is the second numeral. The first numeral denotes degrees of protection against solid foreign objects. This ranges from 0 – 6, with 6 being the highest level of protection. The second numeral denotes degrees of protection against water. This ranges from 0 – 8, with 8 being the highest level of protection (but not waterproof).

The Warn IP rating test involved submerging the winch under a metre of water for 30 minutes, then operating the winch under water for one minute. The IP68 rating achieved means it has the highest rating for keeping foreign objects and water out of the winch.

Warn's engineers started with a blank canvas when developing the Zeon range of winches. Warn's engineers designed the Zeon from the ground up based on extensive customer research, feedback and a lengthy development process. From that the Zeon was born.

Warn have carried over minimal components from their existing range of winches, with the Zeon platform featuring new components including the motor, gearbox, control pack, drum and style – all specifically designed for the new range.

MOTOR

The new motor contributes to the IP68 rating, styling, line speed, efficiency and durability, with aluminium housing providing better heat transfer, longer run time, better heat dissipation and a shorter cool down time. A structural component of the winch and therefore not able to be rotated, the motor features improved sealing with five motor fasteners rather than the traditional two. The motor terminals are grouped together allowing an easier connection point. Connection is 20% more efficient (when fitted as an integrated unit).

GEARBOX

With fewer bolts and therefore fewer entry points for moisture, the gearbox features a newly designed gear train, thicker plates, bigger gears and a new thermal seal to achieve the IP68 rating. The ring gear is internally housed for better sealing and corrosion resistance, while the rotating ring gear itself delivers smoother engaging and disengaging. Rotatable to allow access for different mounting positions, the gearbox also features stainless steel bolts and a new ergonomic clutch lever designed to be easier to grab whilst wearing gloves.

CONTROL PACK

No longer utilising solenoids, the control pack features only contactors, with all motor terminals in the same plane. Delivering improved efficiency, the control pack incorporates a metal cover and a strong tie plate.

DRUM

The larger drum diameter has ensured less wear and tear on the rope cable and contributes to improved line speed. Manufactured from zinc alloy for improved heat dissipation, the drum suits both wire and synthetic rope and features two double lip seals with a mud excluder and spring loaded seal to keep out mud, water, sand and grime. An integrated rope anchor eliminates the need for the rope or wire to be screwed to the drum, with two different wedge types used depending on whether wire or synthetic rope is used.

APPLICATIONS

The 8,000 and 10,000lb Zeon's are suitable for ARB bar applications which currently specify up to and including 9,500lb winches. Current ARB bars that don't list either a large frame Warn M12000 or M10000 have not been load tested to accept a 12,000lb winch. Although a Zeon 12 may physically fit, it should not be used in any bar that is not listed as accepting a 12,000lb winch as damage to the bar or vehicle may result. ARB's engineers have developed Zeon fit kits to ensure optimal fit to relevant bars.





Both the 8,000 and the 10,000lb Zeon winches are available with either galvanised steel wire rope or with Warn Spydura synthetic rope, which includes a temperature resistant sleeve on the first layer, a ballistic nylon sliding sleeve for abrasion resistance, and a polished aluminium hawse fairlead.

The 12,000lb Zeon is only available with the galvanised steel wire rope. Please refer your local ARB store or stockist for further applications and additional fitting kits that may be required.

All Warn Zeon winches are backed by Warn's Limited Lifetime Warranty.

> Contact ARB for part numbers and pricing

BLUE STEEL JACKET

Available in a striking navy, grey and blue colour scheme, the new Blue Steel Jacket offers warmth, quality and functionality. With a waterproof rating of 10,000mm and breathability of 5000, the jacket features Cordura 500D nylon oxford with TPU membrane and a nylon taffeta coated lining for a neat finish. All seams and stitching are taped to avoid water seeping into these parts, while all zips are YKK to ensure long lasting durability in the toughest conditions.

► SIZE: XXS TO 3XL
 PART NO: 217546 - 217553
 PRICE: \$199.95



LATEST SAFARI SNORKEL FOR NISSAN NAVARA D40

Owners of the 12/05 to 2011 4.0 V6 petrol powered Nissan Navara D40 dual cab can soon take advantage of the benefits of having a Safari snorkel fitted to their vehicle. Designed to ensure clean, dry air is always available, the Safari snorkel features UV stable, cross linked polyethylene material, an adjustable air ram and stainless steel plated hardware for corrosion resistance.

> Contact ARB for part numbers and pricing

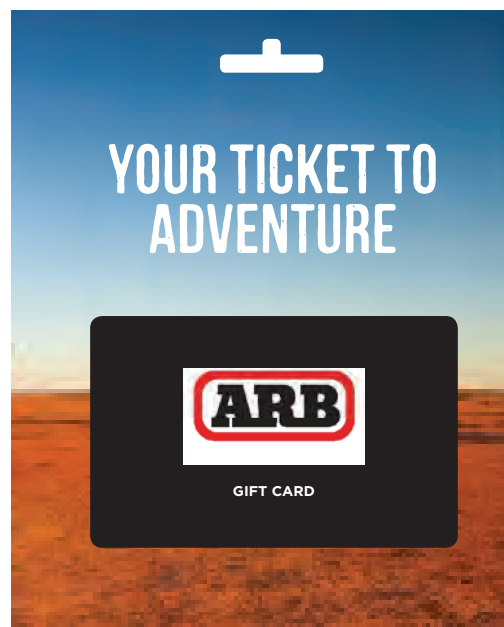


GVM UPGRADE FOR NISSAN PATROL

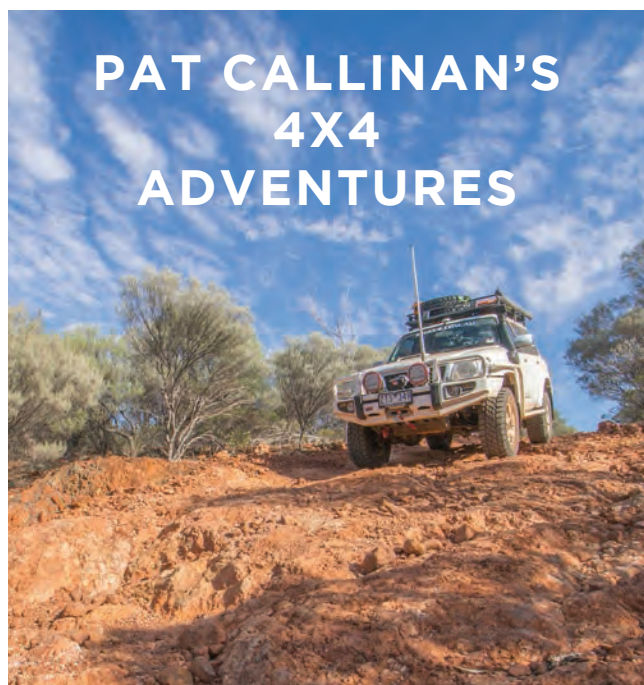
Old Man Emu engineers have been hard at work releasing new suspension systems, including OME GVM upgrades for the Nissan Patrol cab chassis with ABS brakes. Increasing the GVM to either 3,700kg or 3,900kg, the upgrades meet ADR requirements and follow sound engineering principles by staying within the tested and proven capabilities that the vehicle manufacturers have established for their axles, thereby maintaining your vehicle's reliability.

> Contact ARB for part numbers and pricing

GET GIFTED



Not sure what to get that special someone for their birthday? ARB has released a new gift voucher which allows customers to choose the amount they want loaded on the card from \$1 to \$1,000. Valid for 24 months, the gift card can be used throughout Australia at ARB stores and is designed to allow customers to hop online and check the balance anytime they wish. Visit your local store to take advantage of the gift card today.



Pat Callinan's 4x4 Adventures has returned with a new season which is now available on DVD. Available as a box set, season 6 showcases the Gunbarrel Highway, the Victorian High Country, the Coffs Coast, Ann Beadell Highway, NSW's North Coast, Queensland' Scenic Rim, and the Capricorn Coast. A great source of information and inspiration, season 6 features an array of useful tips and techniques to get viewers to the best spots without too much effort.

▶ PART NO: 217292
PRICE: \$59.95

WATER FOR AFRICA CHARITY

Words & photography by Steve Fraser



JOURNEY WITH STEVE TO A MAASAI VILLAGE IN DESPERATE NEED OF A PERMANENT SOURCE OF CLEAN, FRESH WATER.



‘One child dies every fifteen seconds from a lack of water or water related disease.’ This phrase stuck with me after a conversation with Phil and Julie Hepworth, founders of Water For Africa two years ago.

We discussed the possibility of me going to Africa to help photograph and highlight the plight of life in Tanzania without clean water, and the amazing work that Water For Africa is doing. I came away from the conversation really challenged and not being able to reconcile this issue. If this problem was in Australia or America, we would be outraged. Being in remote Africa, it tends not to have the same impact. It took many months before my schedule would make it possible to be in Africa at the same time as Phil and Julie and see the work firsthand.

The trip began with a flight through Doha to Kilimanjaro. Arriving late in the afternoon, I was greeted by the smiling faces of Phil and Julie at the airport. They had started their day at 3am driving from Dar Salem in the south to meet me. They are the nicest people, always positive and excited about being back in Africa and bringing water to three new communities.

Phil and Julie live in Australia. They are normal and yet amazing people – normal in the sense that they are hard



IN MAASAI CULTURE BABIES ARE NOT NAMED UNTIL THEY ARE THREE MOONS OLD BECAUSE THE MORTALITY RATE IS SO HIGH



working people who run their own irrigation business, and amazing because they have a heart and vision for Africa that has seen them put their lives on hold to do everything they can to make a difference to some of the poorest people on the planet.

Their journey started a number of years ago working with an American charity doing the same type of work. Since then Phil and Julie have taken over and formed Water For Africa, based in Australia. They have made lots of trips to install wells in communities in desperate need of clean water, and their love for Africa and its people has continued to grow with each visit.

Our first day started early and we headed out to the local hardware store to pick up cement for the well base and to also search for someone who could weld a winch onto the tripod they use for installing pipe into the well. In typical African style, the old one had gone missing between trips.

The local welding shop looked nothing like any in Australia. The arc welder was older than me, and they asked us to leave it for the day. We were to return that night, as the power was off. I came to learn that the power is off more than it is on. The government doesn't have sufficient infrastructure to supply the entire region, so power is rationed. We were to spend many nights on this trip in accommodation where the electricity and water were off. Welcome to Africa.

We returned later that day to find out nothing had been done as the power was still out. We headed off to find another welding shop and discovered one with sparks going everywhere and no one wearing a welding mask. They proceeded to drag out a welding machine with exposed



wires hanging from the power connections (I made a note to myself not to stand in the water next to the welder).

This turned out to be a good move as they soon blew up the transformer on the power pole. Now the whole street had no power, and in African style, there was lots of shouting and abuse from other storeowners in the street. At this point we made an excuse and left for dinner. We decided the next morning would be fine to pick up the winch.

The power in the street was out again the next morning but the winch was fixed. We headed out to fix a broken pump in a remote village. It was a two hour trip in the LandCruiser along dusty roads (our guide told us that LandCruisers are known as the King of the Road around these parts). It was only 9am but I was already grateful for the air conditioning.

Finally, I found myself in remote Tanzania, living with the amazing Maasai and face to face with the reality of how precious water is. It was around 40 degrees and I watched a woman return from a 34km round trip carrying 40 litres of water. They make this journey on foot every day simply to get a drink, and unfortunately, most of the time the water is polluted as it is shared with animals.





IF YOU ASK THE MAASAI
WHAT WATER MEANS TO
THEM, THEY TELL YOU
'WATER IS LIFE'

If you imagine how hard it is to walk 17km, you can imagine how difficult it is to turn around and make the return trip carrying a 40kg weight on your back.

The area I was in is part of the Rift Valley in Tanzania. It is a harsh, tough place to live with little shelter, constant hot weather and little, if any, water. The Maasai are truly tough people.

At Esilalei Village we were greeted by a group of larger than life Maasai warriors. It felt like a scene out of Indiana Jones.

It was all hands on deck after that, unloading pipes and tools and dismantling the well. This was a painfully slow process as they used a hand winch to pull up 91m of pipe to get to the pump. After about two hours of winching we removed 30m of pipe. Yes, two hours!

I have a beautiful electric winch on the front on my Troopie back home, and every time I took my turn on the manual winch in Esilalei Village, all I could think about was that electric winch. It could have been the 40 degree day or the lack of shade, but I think I might have mentioned the electric winch to Phil a few times too many as he gave me a polite toughen up princess smile.

Eventually, it was time for some lunch. Out came the chai, goat and rice. It was a surreal moment sitting under the only tree in sight, eating alongside some Maasai warriors. One of the elder Maasai told us how he'd killed eighteen lions by hand. Imagine taking your spear, heading into the bush, finding a hungry 200kg lion and then hunting him down by hand! Good luck! I thought croc wranglers in Australia were crazy, but at least they work in pairs.

As we continued to work in the heat of the day, less than 100 metres away from us a herd of at least a thousand wildebeest walked past. About eighty zebra followed them not long after (I told you it was an Indiana Jones adventure).





Over the next ten days we visited three villages and a school and I got to spend way too much time on a winch. However, the moment clean, fresh, safe water came out of that pump I saw uncontrollable joy in the faces of the people, accompanied by exuberant singing and dancing. That's when you know it's worth any sacrifice.

If you've ever been out in a remote area, you will understand the importance of having a good supply of clean water. However, most people simply walk to the fridge or turn on their tap and it's there. We think nothing of it. If you ask the Maasai what water means to them they tell you, 'Water is life.'

There are significant consequences of not having water for the Maasai. They (mainly the women) spend most of their day fetching water. The younger, fitter girls often do this, which means they are taken out of school and end up with little or no education. It also puts them in incredible danger. Once they leave their village, they are at risk of being attacked and raped, which is an all too common occurrence.

At a practical level, it means they have to keep their cattle and goats a long way from the village, which reduces the food supply and splits the village up. Often the young (primary aged children) will be left to tend the cattle kilometres from the safety of their village.

The statistics are bad enough, but when you meet individuals for whom this lack of water is an everyday reality, it becomes very personal and real. One of the most touching and life changing moments for me was when I met a young mother with a two-day-old baby. In Maasai culture babies are not named until they are three moons (around three months) old because the mortality rate is so high. If the baby dies in that time period they believe the name will be cursed.

The likelihood of this Maasai mother's baby surviving before the well was less than 50%. It is a sobering reality and one that no mother should have to face. I got to see the happiness in her face when clean fresh water came out of the well only 300m from her home. It was a look of pure joy, as she knew that her baby's chance of survival had dramatically increased.

All of the hard work, the 40 degree days and the frustration of that damn winch disappeared as I got a glimpse into Phil and Julie's world and how they are transforming lives.

I take photos of beautiful locations all over the world for a living. I get to go on great adventures and experience some incredible moments. In a remote Maasai village in Tanzania, I got to experience some of my finest, most uplifting moments. The photos may not be award winning or even cutting edge, but the memories will remain amongst my most valuable, and stay with me for life.

IN CHARGE

YOU CAN SPEND HUNDREDS OF DOLLARS ON HIGH QUALITY BATTERIES FOR YOUR TOURING SETUP, BUT EVEN THE MOST EXPENSIVE BATTERY WON'T PERFORM OR LAST VERY LONG IF IT IS NOT CHARGED CORRECTLY.



There is a heap of information out there about vehicle alternators and their ability to recharge a flat battery. As 4WDers and tourers, our area of interest is the ability of the vehicle's alternator to recharge our auxiliary battery after we have been using the lights and fridge all night.

The vehicle alternator has been relied on for many years to not only recover the power in the start battery, but also recharge auxiliary batteries in the vehicle and camper or caravan. Most alternators generally put out about 14V, and some modern alternators even vary their output to be even less. Problems arise when a battery needs to be charged at a higher voltage (for example a lead acid battery requiring approximately 14V-15V), resulting in the battery not getting enough charge. Additionally, the alternator has no ability to limit the current to the battery at the correct level for the specific battery type.

So what is the solution? Advancements in electronics design by innovative companies like Redarc has given us the ability to apply a specifically designed charging profile to your batteries via in-vehicle chargers to achieve optimum charging at all times.

Multi-stage DC to DC smart battery charging is the latest way to successfully charge and condition an automotive auxiliary battery at 100%. Smart multi-stage charging is quite simply filling your batteries in a controlled manner, ensuring maximum power back into your batteries.

A good way to explain the theory is to think of your battery as an empty beer glass and your alternator as a full jug of beer. There is more than enough beer in the jug to fill the glass, however it's the manner in which we pour the beer that can drastically affect the end result. For example, if we pour the beer in too fast we run the risk of too much froth. We may have filled the glass but only a small percentage is drinkable. We can overcome this by carefully pouring the beer into the glass, increasing the percentage of drinkable beer.

Smart multi-stage type chargers can be found in the Redarc in-vehicle battery charger family, with specific battery type settings to suit the required charge voltage of the four major automotive batteries, gel, AGM, standard lead acid, and calcium content. Redarc has a range of DC to DC chargers to suit the battery bank you have, ranging from 6 to 40 amps.

To ensure you get the expected performance and value for money from your batteries, make sure you refer to the battery manufacturers' data sheet and visit www.redarc.com.au to select your battery charging solution and make sure you stay in charge.

Redarc's complete range of in-vehicle battery chargers are available at all ARB stores.

Contact ARB for part numbers and pricing.

LATEST CAB RACKS



OWNERS OF THE 2012 ON HOLDEN COLORADO
AND ISUZU D-MAX DUAL CAB CAN NOW ENJOY
VEHICLE SPECIFIC CAB RACKS.

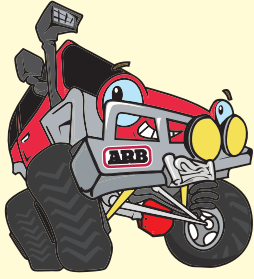
Engineered with a load capacity of 75kg, ARB's strong and aerodynamic cab racks for 2012 on Holden Colorado and Isuzu D-Max dual cab utes are perfectly suited to the structural design and load carrying requirements of off roading.

Available either as a deluxe roof rack cage measuring 1250mm x 1120mm (pictured) or trade rack measuring 1330mm x 1250mm, the cab racks feature a shorter length in order to fit securely on the roof of the dual cab.

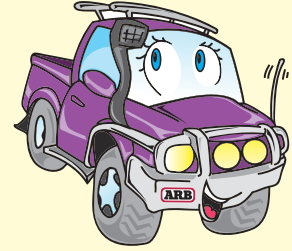
The steel cab rack incorporates an air deflector plate in order to significantly reduce wind noise as well as steel fitting hardware and is finished in a hard wearing millennium grey powder coat with zinc-rich primer for 1,000 hours of salt spray resistance.

The cab racks are available now from your local ARB store and distributor.

> Contact ARB for part numbers and pricing



HEY, KIDS, FOURBY HERE!



CHECK OUT ALL OF THESE AMAZING DRAWINGS FROM AROUND AUSTRALIA! KEEP UP THE GREAT WORK, EVERYONE!



Zac

Hi, My name is Zac and we go camping every year. This year we are going to Hat Head in NSW. Before camping we go to ARB and this year we are going to buy a tray for the roof of the car! (Zac, age 7)



Aaron

Aaron (age 5) sent in this great drawing of his 4WD tackling a serious climb!



Charlie

This is a drawing of Dad in his 4WD truck taking the boat down to the river for a fish and a swim (Charlie, age 6).



Ash

8 year old Ash sent us this awesome drawing of a rainy 4WD trip and 2 blokes working hard to dig themselves out of a very muddy situation.



Clayton

I like 4x4s because they are tough and they have all sorts of cool stuff on them (Clayton, age 6)



Lachie

Lachie (age 11) sent in this great colouring in of Fourby helping Santa winch out his sled.



Ken

4 year old Ken did a fantastic job of colouring in this picture.



Lachlan

This ARB truck is a support vehicle in the Dakar Rally and the helicopter is filming the rally (Lachlan, age 9).



Mitchell

This is a picture of my dream Hilux Ute. When I get old enough I am going to drive around Australia in my 4WD Ute (Mitchell, age 8)



Rachele

This is a picture of my Dad's Nissan Navara about to drive up a dirt hill (Rachele, age 9).



Sabian

Sabian (age 10) sent in this bright green 4WD, thanks Sabian!



Fergus

8 year old Fergus sent us this fantastic picture of his dads kitted out Defender.



Lawson

I love going to the mainland each year to go on holidays with Dad, Mum and my little sister Laura (Lawson, age 8).



Jake

Jake (age 9) sent us this drawing of a Navara bush bashing, great work Jake!



Maya

3 year old Maya sent us this fantastic drawing of a 4WD tackling some rocky terrain!

Every issue we'll give our favourite entry a \$50 voucher and Fourby plush toy. All other entries that are printed will receive an ARB Kids' Pack.

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

Send your letters, drawings and photos, including name, age, address and telephone number:

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

Email: fourby@arb.com.au

THE ADVENTURES OF FOURBY AND FRIENDS

IT'S A VERY HOT DAY...
FOURBY AND ARIEL ARE SCORCHING!

ARIEL SUGGESTS THAT THEY
GO DOWN TO THE RIVER FOR A SWIM!

AT THE RIVER THEY RUN INTO
THEIR GOOD FRIEND WINSTONE,
THE WALLABY.

WINSTONE REMINDS THEM
TO ALWAYS CHECK HOW DEEP
THE RIVER IS BEFORE THEY GO IN.

AFTER WINSTONE WADES THROUGH,
FOURBY AND ARIEL DECIDE IT IS
TOO DEEP FOR THEM...

...SO THEY HEAD DOWN STREAM TO FIND
A SAFER, SHALLOW CROSSING TO COOL DOWN.

HOW REFRESHING!



SPOT THE DIFFERENCE

Can you spot the **10** differences between these two photos?



IN GOOD TIME

Photography Specifications

Camera:	Canon EOS-1DX
Lens:	EF24-70mm f/2.8L II USM
Shutter speed:	20 seconds
Aperture:	f11
ISO:	100

Captured using a panoramic head at intervals of every 10 degrees and stitched together in Photoshop.

When you photograph some of the iconic locations in Australia, one thing for certain is that you will have moments of frustration when you try to create an image from a tourist destination. Most people will not want to see the scene littered with backpackers and tourists from all over the world each doing their best to capture photographs of themselves with this awesome landscape. And why shouldn't they have the opportunity? But that's not the shot I want... it's better to come back later.

On a recent adventure with my family to Fraser Island, I couldn't help myself but bring some camera gear with me

on our holidays... actually, maybe more than a little bit of gear.

After capturing shots of the Maheno shipwreck in previous years, I needed to get my fix. But every time we arrived at the wreck, there were people literally hanging off this great piece of history. How do you get a shot of it that will do it justice? Better to come back later.

On the last day of our stay, I had decided to get to the Maheno before anyone else, so my son Tim the 4WD nut and I headed up the beach at 4am surrounded by rain and storms. I figured that this was either going to be flat and



useless and I would be getting wet, or I might be able to create some magic between the downpours. But one thing was certain: people would not bother coming out in this weather.

So we crossed Eli Creek and the various obstacles in the depths of night and approached the dark silhouette on the horizon, finding that there were no other vehicles anywhere in the area. We pulled up and planned the shot as a panoramic, keeping a close eye on the wave patterns, and stuck it out amongst the waves as the dawn colours began to build. It was perfect. The rain reduced to a slightly irritating spit, the sunlight built some fantastic patterns on

the horizon, and the bad weather created an awesome backdrop of contrast by showing the story of the kinds of weather the Maheno has endured over the years since it became stranded on the shores of Fraser Island.

I hope that you like this image as much as I enjoyed sharing the experience with my young bloke, Tim – the only other person interested in being out there in this crazy weather.

- Michael Ellem, Offroad Images

A BIG DRAWER FOR ADVENTURE

ANDREW BELLAMY OFFERS UP PERSONAL EXPERIENCE ON HOW TO SELECT THE MOST APPROPRIATE STORAGE SYSTEM FOR YOUR VEHICLE.

I recall one of my early trips with my very first four wheel drive. It was a short wheel base MQ Nissan Patrol, a little rough around the edges but it was my pride and joy all the same. It had an ARB bull bar, UHF radio, Old Man Emu suspension and that was about it. The naturally aspirated diesel engine was reliable but left me in no danger of breaking the speed limit. It was my freedom machine and I loved it.

This particular trip was into a southern region of Victoria's Alpine National Park. This is a fantastic area of the world if you ever have the opportunity to visit. I spent hours packing all my gear into the back of the vehicle, making sure I had everything I might need that weekend. Each article had its specific location and was carefully placed to fit perfectly between the items around it – heavy things placed on the floor with lighter items on top. The space case of recovery gear went to the back, cooking items, fry pans, billy and food to the right, tools and spares to the left and swag on top. For good measure, I looped a strap across the lot to hold everything down snug. I thought I had everything stored just perfect.

Fast forward a few hours to one of the most enjoyable trips I've had. The terrain was dry, rocky and challenging for the relative novice I was at that time. The poor little short wheel base Patrol bounced around as I climbed and descended steep and rutted tracks, doing my best to pick a comfortable line. It was so much fun and I was enjoying the

Alpine country so much that I didn't notice what was going on in the back of my vehicle.

When I opened the back doors after arriving at the night's campsite, it was clear my attempts to pack were not effective. Everything had moved, jostled around and now resembled a tossed salad rather than the organised and ordered utopia I had started with.

At the time I didn't know of a better approach, however today in my role as a product manager, I know the solution is easy. A roller drawer system, like ARB's Outback Solutions Modular Roller Drawers, provides an organised and accessible method of securely storing all your gear. The top floor provides a flat and strong platform to anchor a fridge or tie down a load, and even has options to roll out for better access.

So what is important to consider when choosing a roller drawer system?

The first things to consider are the features of the drawer itself. Ease of use is very important. Opening the drawer or roller floor must be a simple one-hand job. Closing must be just as simple with slam shut locks. You have to remember that your hands are going to be full at some point and an inconvenient opening and closing procedure will soon become a frustration.





Once a roller drawer is installed in your vehicle, it becomes an important part of your vehicle's interior. Therefore, the roller drawer finishes must be robust and be complementary with modern vehicle interiors. All weather carpets and reinforced plastic trims stand up to the rigours of 4WDing, touring and everyday life.

Squeaks and rattles fast become annoying whilst driving. Cleverly designed drawer runners and anti-rattle mechanisms are critical to pleasant driving experiences. Stainless steel runners are preferable to galvanised runners because galvanising will wear and transfer onto the bearings over time, making for rough and lumpy operation. Telescopic ball bearing runners, like those used on tool chests, are prone to accelerated wear from dust and quickly start to rattle. The drawer should also have an anti-rattle mechanism that prevents movement when the drawer or roller floor is closed.

Ideally, the drawer should strike a compromise between the size inside the drawer and storage space around it. Convenient lockable floors should provide access to the

vehicle's jack and to additional storage. These spaces should be large enough to fit your gear, but tight enough to hold everything in place.

An anti rollback feature prevents the drawer or roller floor from closing unintentionally and keeps it in the open position until you're ready to close it. It is these types of features that make a drawer a joy to use and something you will be glad to own.

A good roller drawer system offers the flexibility to be transferred to another similar sized vehicle or reconfigured if your needs change. Roller drawers are more than just storage, they provide a safe and secure way to organise your vehicle and leave you to focus on the good things in life.



IN THE TOW

THE TEAM AT HAYMAN REESE REVEAL THE PROCESS BEHIND THEIR TRUSTED TOW BAR SYSTEMS.



Most of us take tow bars for granted, yet they are the critical link that allows us to tow caravans and trailers weighing as much as 4.5 tonnes. What we don't often appreciate is the effort that goes into the design and manufacture of these components.

As we entrust our lives to them every time we tow, we invited the Hayman Reese team to shed some light on how their tow bars are made – so the next time you tow, you can have faith your tow bar is up to the job.

Hayman Reese is Australia's leading manufacturer of tow bars and towing accessories. It's important to note that not all tow bars are the same. Hayman Reese tow bars are designed specifically for each model of vehicle to ensure optimum strength and performance. Some bars are also designed to tow heavier loads than others, which largely reflect the types of vehicles they are fitted to.

DESIGN

After inspecting the configuration and mounting points on the vehicle chassis, the first stage of making a Hayman Reese tow bar is computer modelling. Conducted by a team of highly skilled engineers, each tow bar is designed to Australian Standards using computer aided design (CAD) software.

Due to the power of the modelling environment, a Finite Element Analysis (FEA) test is carried out to ensure each tow bar will meet operational requirements, before a single bar is even made.

In conjunction with the tow bar design, wiring requirements are assessed by a team of electrical engineers and a suitable wiring solution is developed for the towing vehicle. With the demanding power requirements of modern caravans and



trailers (including LED lights, electric brakes, break away systems and multiple appliances), wiring connections can be challenging. Added to this is the ever increasing complexity of vehicle electronic computer systems and ESC braking systems.

To cater for this, Hayman Reese has developed a series of 'plug and play' wiring solutions that directly connect to the vehicle's nodes or ECU.

Known as SmartClick™, each wiring solution seamlessly integrates with the vehicle's electronics (including ESC braking systems), adequately handles all caravan and trailer power requirements and streamlines the wiring installation process. The modular nature of their wiring systems also allows additional Hayman Reese wiring accessories to be connected including additional wiring looms, brake controllers and tails that work with reverse parking sensors.

TESTING

Once the tow bar has passed FEA testing, a sample will be built so it can be run through a number of physical testing procedures. In a controlled environment that surpasses Australian testing requirements, each bar is tested by simulating real world operating conditions. Set up on special testing rigs, tow bars are put through millions of cycles that replicate extreme braking, accelerating and cornering, all with the maximum load being applied on the tow ball.

With the process often taking weeks to complete and simulating years of use, tow bars will only pass testing when they consistently exceed Australian Standards. Weight distribution and sway control systems are often tested in conjunction with tow bars to ensure they optimise the towing experience.

Wiring applications are also tested at this stage, with a number of on-vehicle tests conducted using multiple caravan and trailer configurations.

THE MANUFACTURING PROCESS

Once each Hayman Reese tow bar and its wiring solution have passed testing, the manufacturing process begins. Raw materials for the tow bars arrive at the Melbourne manufacturing facility ready to be cut, shaped and welded.

Hayman Reese utilises the latest in laser cutting technology to ensure each component is cut to the tightest tolerances to guarantee easy installation and secure fitment. Automated laser cutters work around the clock to produce individual tow bar components, including any profiling and holes required, with remarkable accuracy and speed in sections that range from 1mm to 100mm in thickness.

After the individual parts are cut and shaped, they are placed into fabrication jigs ready to be welded into a completed component. While some robotic welding is used, manual welding is still required depending on the format and complexity of the tow bar design.

The welded tow bars are placed onto an overhead production conveyor system for transportation through a state-of-the-art coating line.

To ensure the ultimate product finish is achieved, the bars are first shot-blasted using a peening machine (which



involves blasting each bar with thousands of tiny ball bearings), before undergoing extensive pre-paint treatment in a cleaning tank. The peening process not only prepares the surface for coating but also has the added benefit of relieving any weld or construction stresses within the product.

The fully automated finishing line then sends each bar through e-coating and powder coating. The coating process ensures UV protection and provides many years of endurance under the harshest conditions.

The end-to-end manufacturing process takes between one and two days, while design and testing can take between two weeks and two months, depending on the complexity of the bar and vehicle wiring requirements.



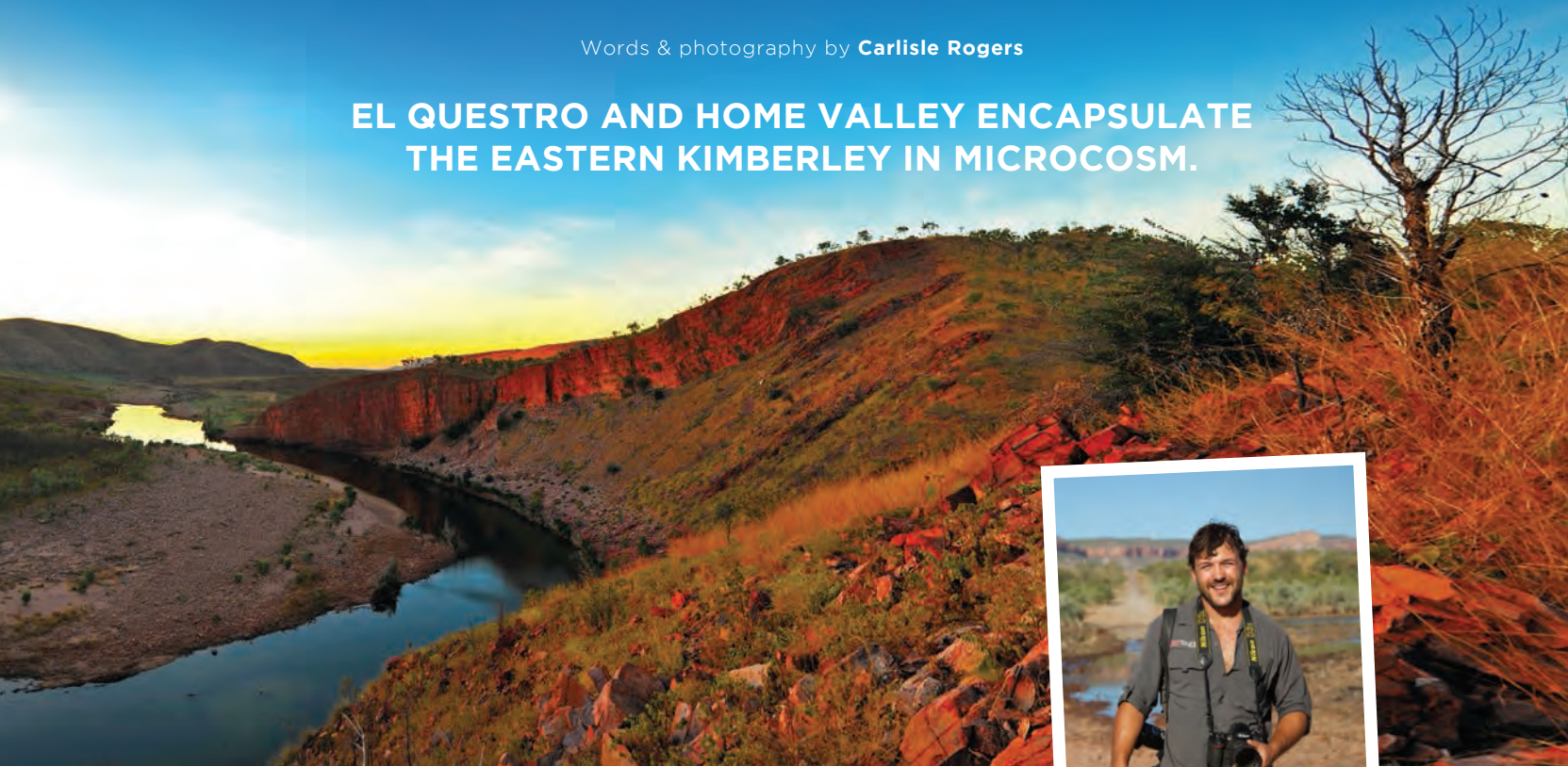
When you consider the importance a tow bar has to the performance and handling of a towing vehicle, it comes as no surprise that the process to design and make them is complex. What is reassuring is that manufacturing processes that are put in place to exceed Australian operating standards, such as those at Hayman Reese, means we can continue to have faith that our tow bars are built for purpose.

To find out more about Hayman Reese and products available for your vehicle, visit www.arb.com.au or contact your local store.

SPIRIT WORLD

Words & photography by **Carlisle Rogers**

EL QUESTRO AND HOME VALLEY ENCAPSULATE THE EASTERN KIMBERLEY IN MICROCOSM.



The Gibb River Road is a diminutive journey, really. The mere 650km it traverses are nothing like the transcontinental routes that are necessary for about 85% of the Australian population to take just to get to Kununurra or Derby, the boundaries east and west of this old cattle route. And yet, along those dusty kilometres lie a Disneyworld of diversions. Every glance out of the window yields a new, changing landscape. Ochre mountain ranges full of diamonds slide into plains between the cliffs of the Cockburn Range. Innocuous turns lead to gaping blood red chasms with black water pouring through them, and, further west, knife-edged ranges slice the Gibb in two, rain-sharpened remnants of a coral reef that thrived here a millennia ago.

About halfway between Kununurra and Wyndham, the Gibb River Road begins for most travellers. As late as the 1990s, the eastern end of the Gibb River Road was still a badly corrugated track. Today, the first few kilometres are paved, granting easy access to El Questro's million-acre property and its five-star accoutrements. But, while you can get a room for well over \$2,000 at the Homestead here, the more adventurous can eschew a few creature comforts for a

better view of the heavens at night. There is a campground near the bar and shop that offers a compromise between roughing it and the simple pleasures.

My personal favourite places to stay at El Questro, though, are the riverside camps further afield. Spaced apart adequately so that you don't ever feel like you have neighbours, this is bush camping with the caveat that there is still a bar just up the track. And while further downstream the Pentecost River is host to saltwater crocodiles and massive barramundi, the water here courses over rounded grey stones and you can slip in for an evening cool-off without worrying about life or limb being taken by a saltie.

What makes El Questro unique in the Kimberley is the range of environments and activities you can pursue. There are two rivers running through the property – the Pentecost and the Chamberlain, each with its own personality and fauna.

The range of gorges to explore is staggering. It would take a week to visit everywhere you can get to easily on the property, and probably years to find all the places that are only chopper-accessible. The jewel in the crown is



Emma Gorge, a deep shaded horseshoe-shaped chasm with a small waterfall and great swimming. The hike up to the gorge takes around half an hour, but Emma Gorge is postcard beautiful, if a little crowded some days. Amalia Gorge and Zebedee Springs on the south side of the Gibb are worth visiting, too.

The 4WD tracks that wind through the property can be challenging – the Explosion Track is a classic. The opportunity to get into low range is a rare one along the Gibb, and crossing the Chamberlain is an experience my differentials and I won't forget soon.

West along the Gibb River Road the next stop, perched opposite the Pentecost River, is Home Valley Station. A couple of years ago I came here and went fishing on the river with the manager. We happened to arrive as the tide was coming in and I had my first experience of walking backwards to avoid the crocodile-infested water lapping at my ankles. Twenty minutes after a 90cm barra took my popper from the surface, I dragged her up the mud bank for a grip and grin... my first barra ever and my first real taste of the magic of fishing in the Kimberley.

When I found myself back at Home Valley, I didn't think the odds were great that we'd catch any barra again. We had just arrived in the Kimberley after a harrowing journey across the Savannah Way, one of the best barra destinations in the country, without a bite from this finicky fish. My hopes weren't up. They weren't even awake. But you have to be in it to win it... so we headed down to the river with Tom, the fishing guide. He shared my un-enthusiasm, warning us that we'd be lucky to drag a mud crab up to the banks with a bit of bait on a hook.

We pull in a few tiny barra – too small to put up much of a fight. Tom and I stand on the bank about to do some filming for the TV show – one of those lamentable segments where you try to justify why you're filming nothing happening, because it's a beautiful place.

I reel in my last cast and feel something bite. There is a flash of silver in the water. Tom looks at the water, then at the whirring reel, then up at me with a grin. You can tell he lives for this stuff, even vicariously, and he says something like, that's a good fish, about three times under his breath. Then he's doing the good guide thing, telling me just to let the fish



for five – an equally ambitious bowl of chips and there aren't enough Michelin stars for this simplest of Outback delicacies.

The accommodation options at Home Valley range from riverside camping on the Pentecost to five star huts that overlook one of the creeks running through the million-acre station. Over the years I have stayed in each option. I like the riverside campsites for their relative remoteness, and the fishing right at hand. The caravan park has the obvious benefits of being right next to the bar and swimming pool. The hotel rooms are better than many I've stayed at in Melbourne and Sydney. The safari tents are perfect for families looking for that little touch of convenience, and the five star cottages are cheap for the experience. Further afield, you can camp up at Bindoola Falls with permission from Home Valley, but there are no facilities.

The two million acres that define the boundaries of Home Valley and El Questro are just a drop in the ocean of



take some line, because there's nothing worse than losing a good fish because you're impatient or clumsy.

When we finally pull the girl in, she's dead on 80cm. A good fish, after all, and the largest, to the millimetre, that one can legally eat in WA. I'd heard that the kitchen back at the massive outdoor Dusty Bar & Grill did a nice fresh barra platter for guests – what better opportunity is there than this?

A few minutes later, Craig pulls in a 60cm monster. That's two good barra in about 15 minutes, cameras rolling the whole time. We decided that we better leave some fish for the paying customers and headed back to the bar to see Simon, the head chef. The biggest platter he had was too short on both ends for the fish. We slathered it in butter, lemon, herbs and bruschetta mix and threw it in the oven for 40 minutes.

There might be such a thing as a better lunch along the Gibb but I seriously doubt it. A minutes-fresh barra big enough



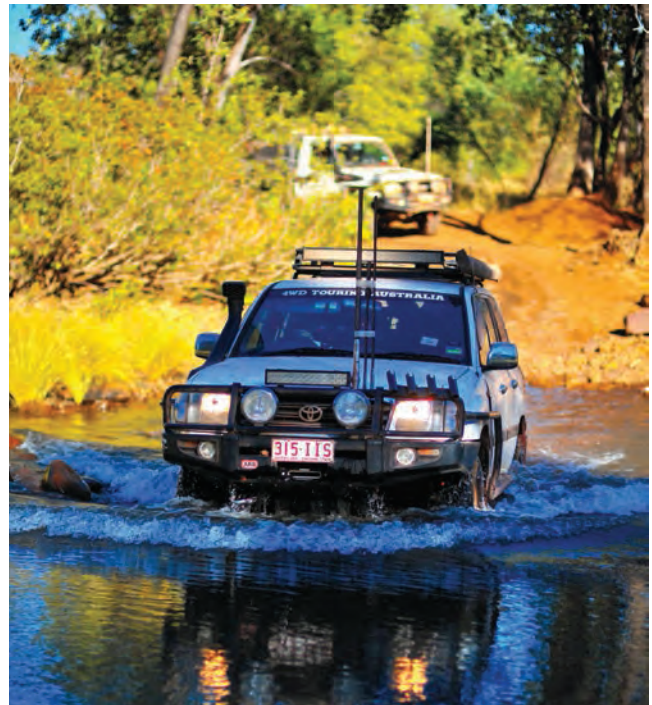
Kimberley rock, and while they may not seem like roughing it, these two properties are a good, soft introduction to everything the Kimberley stands for – wild gorges, wild fishing and overwhelming beauty.

The last gasp of civilisation before you head north on the worst public road in the country is Ellenbrae Station. If you are a fan of scones, then this is your Graceland. I've had the scones here, and they are good.

The boab out the back has a tap running through it connected to the well. In days gone past, the old owners would sell 'boab water' to APT bus tourists at a dollar a glass... ingenious, really. The old boab ensuite is still intact, but you have to go looking for it now.

In the future, Ellenbrae's considerable property will become more open to the public, with tracks and trails, but all of that is in development now, so stay tuned.

More stories from Carlisle Rogers are available in 4WD Touring magazine (www.4wdtouringaustralia.com.au).



FAST FACTS

HOME VALLEY STATION

A pastoral lease and cattle station located along the Gibb River Road in Western Australia's Kimberley region, Home Valley is located approximately 114km from the town of Kununurra. Home Valley sprawls over a huge area of almost 3,500,000 acres and is bound by the Pentecost River and the neighbouring El Questro station. The station has been open for tourism since 2006 and offers visitors a range of accommodation.

EL QUESTRO

A former cattle station, El Questro is now a privately owned wilderness park located 110km to the west of Kununurra and can be accessed via the Gibb River Road. The park encompasses an area of over 1,000,000 acres and extends approximately 80km into the heart of the Kimberley. Visitors to El Questro have the option of staying in safari cabins at Emma Gorge, bungalows or campsites at The Station, or hiring a luxury room at the Homestead.

ELLENBRAE STATION

Located 476km from Derby or 229km from Kununurra along the Gibb River Road, the station offers travellers accommodation in double and twin huts. Visitors are welcome to stop and enjoy tea or coffee in Ellenbrae Station's gardens and sample the famous homemade scones.



A REAL BEAD BREAKER!

PERFECT FOR ANYONE FROM HARD CORE 4WDERS TO TRADIES, THE TYREPLIER KIT IS A HANDY 4WD ACCESSORY.

Tyrepliers Engineering has manufactured innovative, quality manual tyre changing and repair equipment for almost three decades. A must-have insurance policy for all touring and remote 4WDers, the Tyrepliers kit comes in far cheaper than the cost of a new tyre.

Any experienced 4WDer knows the amount of precious space a spare tyre can take up, not mentioning the difficulty of access if a second tyre is stored on your roof rack. The Tyrepliers kit eliminates the need to cart a weighty rim whilst also adding secure storage space within the spare tyre carcass itself. The kit's compact design also allows it to easily fit behind or under a seat and boasts a significant 3.4kg lighter weight than the leading competitor.

Never compromising on quality, Tyrepliers are the biggest manufacturer in Australia that still hot forge levers, which



results in every Tyreplier lever being sold with a lifetime guarantee.

Recognised worldwide for numerous awards including SEMA in Las Vegas and the Australian Motoring Industry Awards, Tyrepliers is renowned for quality, innovation and the toughest tyre changing equipment in the market.

Fully tested and used by the Australian Defence Force for over 20 years, Tyrepliers are an accredited NATO supplier. To ensure the strict processes and materials are maintained to retain this accreditation, all of Tyrepliers equipment is made in Australia to the utmost standards.

Simpler than you may think, the Tyreplier kit makes removing tyres, breaking beads, fixing split rims and tube or tubeless repairs a breeze. Included in the kit are tyre levers (suitable for both steel and aluminium rims), bead breaker, puncture repair kit and fully comprehensive instruction booklet.

ARB stocks the quality range of tyre levers, bead breakers and puncture repair kits for both tube and tubeless tyres. Contact your nearest store for more details.

BUSHRANGER
4X4 GEAR

TO THE MAX



THE BUSHRANGER MAX AIR III IS SPECIALLY DESIGNED AS A QUICK AND EASY INFLATION AND DEFLATION COMPRESSOR.

Built to last in the toughest conditions, the Max Air III compressor is a portable system featuring a convenient storage bag and 9m hose ideal for reaching your vehicle, caravan or trailer. Suitable for any 12V application utilising battery clamps, the compressor delivers 72 litres per minute for fast inflation.

Quality manufactured with a heavy duty power lead and 40 amp inline fuse for compressor protection, the Max Air III features thermal overload protection, a rubber mounted

vibration dampening base plate, trigger style inflation gun and three additional nozzles handy for inflating footballs, bike tyres and more.

Backed by a 5 year warranty, the compressor also comes with a hard mount kit to permanently mount the compressor as an onboard system, requiring only a tank as the pressure switch is already installed.

> Contact ARB for part numbers and pricing

THE GUIDE OF THIRDS

Words & photography by **Michael Ellem**

DEVELOPING AN UNDERSTANDING FOR DIFFERENT PHOTOGRAPHY TECHNIQUES IS NOT ONLY REWARDING, BUT IT CAN ALSO BE QUITE EXCITING.



When teaching photography, I often receive the comment, 'How did you do that?' or 'How come your shot looks so good?'

But after discussion, trial and error, the individual develops an understanding for this new technique – it's amazing to

see the lights turn on and the smiles develop as they begin to create the look in an image that they had only dreamed of minutes before.

Seeing this is one of the most rewarding parts of teaching photography for me.



RULE OF THIRDS

Something that you can learn for yourself quite quickly with even an iPhone, is the Rule of Thirds. While some people will get this quicker than others, one thing for certain is that the rule of thirds can play a vital part in your creativity... but knowing when to use it and when to break it is the key.

The rule of thirds is a system for composition of the image you are capturing that divides your camera into thirds of imaginary horizontal and vertical lines. In many situations, this will act as a guide for better composition of your image.

When used, the rule of thirds will usually help balance an image and assist in creating a little space.

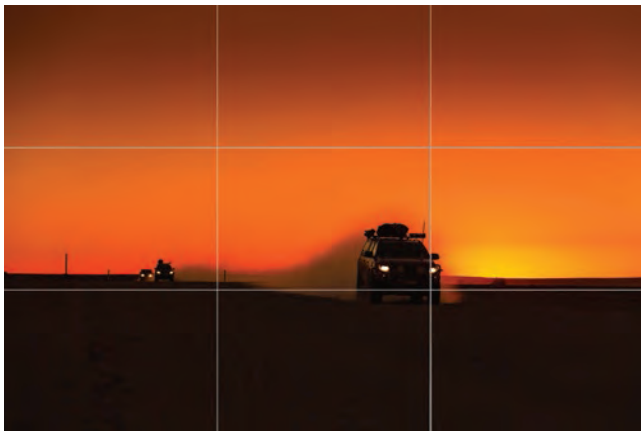
As the photographer, you will aim to place the important subjects either on or around these imaginary lines or where these lines intersect. This might be extremely obvious when setting up the shot, as it simply looks great.

Now if you work towards this rule of thirds in your photography, you might just discover that it can be extremely rewarding in helping you create fantastic looking images quickly.

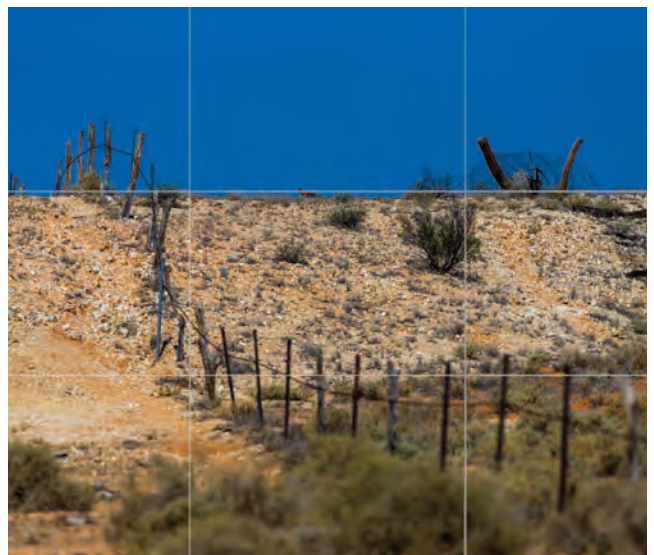
So instead of simply placing the subject smack in the middle of the frame, try the rule of thirds and create a little balance to your imagery. A good way to get started is to utilise the imaginary horizontal lines to give you either one third ground and two thirds sky, or two thirds ground and one third sky. Take some images like this and then incorporate a subject a third of the way into the frame to intersect with one of these vertical lines.

How good does that look by comparison of the subject being centre of the picture?

After some concentrated effort in setting images with intentional use of the rule of thirds, you will find that it just starts to become a part of your photography.



THINGS DON'T HAVE TO LAND PRECISELY ON THESE LINES IN ORDER FOR IT TO WORK



Now that you understand the basics behind the rule of thirds, you might like to also understand when you should break these rules in photography. First of all, things don't have to land precisely on these lines in order for it to work. Second, as a guide when shooting silhouettes, the horizon should be at the base of the image to avoid that horrible 'big

black blob' looking base. Finally and most importantly, the rule of thirds is not the be all and end all... if it doesn't look right through the viewfinder, it probably isn't, so move on to a new composition. It's simply another way of creating good looking images.



TRY THIS ON YOUR IPHONE

We talked briefly about composition in an article from March last year in ARB 4x4 Action magazine about getting the most out of your smart phone. I would recommend that you use your smart phone to practice this technique, as it is much easier to obtain an understanding of how it works by looking at the screen of the image composition with the rule of thirds grid overlay, as though it is a photograph.

So how do we set up this grid? Go to your smart phone settings and select camera, switch on the grid guides (every phone will be different) and see for yourself how easy it is to use the rule of thirds.

When using the camera on your smart phone, you should now see an imaginary grid that allows you to place the horizon or subject as discussed in the March 2013 article. This will make a huge difference to all your social media updates.

Don't forget to follow Michael on facebook (fb/Offroadimages), and if you are keen to learn photography from him, check out his workshops at www.offroadimages.com.au/Workshops.html or the Offroad Images galleries at www.offroadimages.smugmug.com.



THULE
SWEDEN

LATEST FROM THULE



THULE CARAVAN BIKE CARRIERS

Easy, strong and perfect for your caravan, the Thule Caravan Bike Carrier is the convenient, simple way to carry your bike.

Featuring a manual lockable platform that protects your bikes by preventing movement during transport, the carrier can be extended to carry up to three bikes (set for third bike is sold separately).

The Thule Caravan Bike Carrier can be mounted to either the left or right rear door, while still retaining full access to the caravan interior.

For more details and to check out the full range of Thule bike carriers, visit www.thule.com.au.

> Contact ARB for part numbers and pricing





IN THE BAG

The Thule Chasm 40L duffel bag is the latest addition to Thule's adventure-ready, tough luggage range. With an oversized, large mouth opening, and removable back pack straps, these rugged, weather resistant bags provide a tough and practical solution for carrying your gear.

Cleverly designed to make packing and access easier, the Thule Chasm bag comes complete with exterior stash pockets, a wider mouth opening and side access to the main compartment from any angle.

The straps quickly convert the bag from a back pack to a duffel and stow away cleanly along the side when not in use. External compression straps prevent the bag contents from falling to the bottom of the bag when in back pack mode and daisy chain lash points let you attach the duffel to a roof rack or extra gear to the bag itself.

Practical internal mesh pockets help keep your gear organised whilst the padded bottom and locking zippers ensure your contents are safe and secure.

Stylish colours available include Dark Shadow, Mist, Cobalt, Zinnia and Aqua.

> Contact ARB for part numbers and pricing

ON YOUR BIKE

The challenge shouldn't start until you get on your bike, and with the simple, easy to use Thule Sport A-Frame Bike Carrier, all you need to worry about is the ride.

The innovative design features detachable, rubber coated bike frame holders, ensuring loading of bikes is fast and convenient while protecting your bike's frame.

The bike carrier is tiltable for easy access to the storage area and is equipped with user-friendly wheel fixation straps for further peace of mind.

Engineered with a large distance between the wider V-rails, this clever design makes it easier to position the bikes without interference.

> Contact ARB for part numbers and pricing



ON THE TRAIL

WORDS & PHOTOGRAPHY BY CHRIS COLLARD

JOIN AN OVERLAND ADVENTURE ALONG THE TRACKS OF THE AMERICAN EMIGRANTS.

A brisk breeze whipped over the snowcapped peaks of the Ruby Mountains and descended on our camp. In the valley below, at the edge of the South Sump, coyotes patrolled sage and reed in search of their nightly kill. Behind us to the west, the daylight faded in gradients of cobalt, indigo and sapphire. Several deer had been spotted in the higher elevations: a formidable commission for a lone coyote, yet a pack could dispatch one with little issue.

We were camped near Hastings Cutoff in eastern Nevada on one of the numerous pioneer trails of the mid-18th Century. Five days earlier we'd pulled away from Fort Bridger, Wyoming, in a quest to follow the network of American emigrant trails to California.

My family didn't come across the Great Plains in a covered wagon (rather a '38 Plymouth) but I've long been intrigued by tales of dusty ox-drawn wagons, crusty trappers, bearded mountain men and fortune hunters who ventured west in search of wealth and adventure. From Independence,

Missouri, or Council Bluffs, Iowa, they set off in wagon trains or on foot, not knowing what the future would bring.

Many books have been penned on the colourful pasts of the California and Oregon Trails. I'd read several of them as well as hundreds of diary and journal entries from settlers of the 1840s and 50s. But I had yet to follow their wagon tracks, witness what their eyes witnessed, and smell what they smelled. Friends Matt and Kimber Hoey shared my curiosity, and over a coldie one night we decided it was time to retrace the fading paths of our forefathers.

Our final destination would be Vina, a small town at the western base of the Northern Sierra Nevada, California. Vina was the site of Danish emigrant Pete Lassen's ranch and extensive land holdings. Lassen, in an attempt to draw settlers to the region, concluded the best way to do this was to become a guide and lead unknowing clients across a new, 'shorter and easier' route to California. This would be an appropriate terminus for a 1000+ mile overland trek.





As the crow flies, it's only 620 miles distance from Fort Bridger to Vina. Google Maps pegs the most direct route to be 941 miles, a short 15-hour drive. But our plan was to follow sections of the California Trail and its spurs as best we could, then turn to the northwest at Lassen Meadows, to the Applegate-Lassen Trail through the Black Rock Desert – a significantly longer path.

Like water, the emigrants followed the path of least resistance, often along relatively flat river valleys. Unfortunately, when automobiles and independent travel increased in the early 20th Century, highway engineers also followed many of these same paths. Fortunately, the West is peppered with mining camps and ghost towns, some living and some long forgotten. We'd use the highway's encroachment to our advantage, searching out the hidden treasures of America's Wild West.

FORT BRIDGER, THE OREGON TRAIL, AND THE FIRST TRANSCONTINENTAL RAILROAD

Fort Bridger, established by Jim Bridger and Louis Vasquez in 1843 as a supply depot for emigrants on the Oregon Trail, was a natural starting point for an overland trek to California. The depot was acquired by the Mormons in the early 1850s and later converted to a military post near the end of the decade. From inception, it was a hub for western expansion and used by the Pony Express, Overland Stage, and Union Pacific Railroad. During the 1850s, Fort Bridger was where



spurs of the Oregon and California Trails turned to the northwest, diverging at Fort Hall, Idaho. To the southwest was Hastings Cutoff, which followed the Mormon Pioneer Trail as it falls off through Echo Canyon towards the Great Salt Lake. Today, Fort Bridger is part of the Wyoming State Parks system. It's easily worth the entry fee to wander through this nugget of American history.

Due to Interstate 80 following the Hastings route through Echo Canyon, concealing most of it, we opted for the northern route towards Idaho. We would rejoin Hastings Cutoff at the Nevada border. While most emigrant routes are well documented, they often pass through private land or terminate at a fence or highway. Such is the case leaving Fort Bridger.

Our first detour was to the once-bustling town of Piedmont, 15 miles west along the Mormon Trail. In the 1860s, the nearby Utica Mountains were rich in timber, and the town's charcoal kilns became a key provider of fuel for mining smelters in Utah. A half dozen decaying wooden structures remain, as well as three limestone kilns.

North, through a maze of unmarked tracks and cattle gates, we searched for a place to ford Muddy Creek and pick up

the Oregon-California Trail. Progress was slow, and with a thousand miles of ground to cover, questions arose.

Exiting Wyoming Territory, we passed the site of Smith's Trading Post. If there is one thing that can be guaranteed about an overland trip through the American West, it's that an interesting story lies around every bend. In 1848, Pegleg Smith, who is said to have amputated his own leg 20 years prior, packed a plough and farming tools from Salt Lake City to a small valley on the Bear River. Though his farming efforts reaped limited rewards, the 1849 flood of emigrants through his land resulted in a profitable horse, cattle and mercantile business.

The region is woven with creeks, rivers and mountains, all of which were formidable obstacles for settlers. Their path was along the eastern edge of the river, which is now occupied by Highway 89. Admittedly, we were on a fair bit of pavement (about 85 miles) between Smith's Trading Post and Lava Hot Springs, Idaho. However, at this point it appeared that we could negotiate dirt tracks through the Elkhorn Mountains, Pleasantview Hills, Sublett Range and all the way to California.



MANIFEST DESTINY

Manifest Destiny, the widely held belief that America should spread through and occupy all of North America, or at least to the Pacific Ocean, was alive and well in the mid 1800s. However, an overriding concern with supporters of the concept (there were many opponents) surmised that the ability of holding such a vast nation together with merely stock-drawn wagons and Calvary would be impossible. To populate California, the newly admitted 31st state of the Union, the budding United States needed a railroad.

Three companies were commissioned for the task: the Western Pacific Railroad, responsible for rails between San Francisco and Sacramento, Central Pacific, who engaged in one of the most ambitious engineering undertakings to date (a rail line over and through the glacier-scarred granite Sierra Nevada), and Union Pacific, who laid track across the Great Plains. Crews from the Central Pacific and Union Pacific met at Promontory Summit, Utah, on 10 May 1869. The tying in of the two rail systems, and the 'Iron Horse,' would forever change the landscape of the continent. Steam-powered trains required a lot of water, and sidings (or water depots) which were staffed year round, were erected every dozen miles.

With full tanks and fresh provisions, we continued north and west from Salt Lake City to Last Cut, the final obstacle and major excavation for the Union Pacific Railroad before reaching Promontory Point. We camped in a shallow aggregate pit below the cut, which was most likely a source of fill material for the elevated rail bed that threaded its way west across the Great Salt Lake Desert.



Rather than maintaining unused rail lines (and paying taxes to Uncle Sam for each mile of track), the railroads eventually pulled up the tracks, save for one section at Gold Spike National Historic Site. With replicas of Union Pacific's No. 119 steam engine, and Central Pacific's Jupiter, this is well worth a planned stop. A cast of period-dressed characters re-enact the festivities of the setting of the final 'golden' spike, which connected the Atlantic and Pacific oceans via rail. Arriving on a Saturday morning, we were lucky—re-enactments only take place on Saturdays and holidays.

The railroad was decommissioned in 1942, and crossing many of the once-sturdy timber bridges is now less than reassuring. Fortunately, in the dry season there are bypasses below on the salt flat. A number of notable stops along this route include the cemeteries at Kelton, Terrace, Lucin and the Sun Tunnels.

The Sun Tunnels, four sections of 9ft diameter concrete conduit placed at opposing 90 degree angles in the middle

of the salt flat, is bizarre. Created by Nancy Holt in 1976, the tunnels are a curious example of the art movement of the 1970s. A dozen holes drilled in each represent the constellations Draco, Perseus, Columba, and Capricorn. As the sun passes overhead, respective constellations are projected on the inside of the tunnel (I think I'll have whatever Nancy was drinking).

Turning south on TL Bar Ranch Road deposited us at the Utah border near Wendover, Nevada. Unlike the emigrants, we were able to stop for a room, a much-needed shower, and a hot meal.

HASTINGS CUTOFF AND RUBY MOUNTAINS

In 1845, Lansford Hastings penned *The Emigrants' Guide to Oregon and California*, which claimed to provide 'All necessary information relative to the equipment, supplies, and the method of travelling,' and 'a description of the different routes to those countries.' What it lacked was any tangible details.

By most accounts, Hastings was an ambitious and flamboyant character, bound by a passion for adventure and a dreamer of an empire to which he would preside. He migrated to Oregon in 1842, but his aspirations led him to Alta California, a territory of Mexico. Enthralled with the opportunities, he returned to the States in 1844 and published a guide to entice Easterners to the region, possibly advancing his political objectives in the process. He'd never travelled the route that would come to bear his name, but promoted it as the most direct path between Oregon and the bay of San Francisco.



In midsummer of 1846, Hastings rallied westbound settlers at Fort Hall, Wyoming, to follow him on his unproven route. By mid-July, four companies arrived at Fort Bridger, the rendezvous point, the last of which was the Donner Party. Party leader James Reed wrote, 'New road, or Hastings' Cutoff...is said to be a saving of 350 or 400 miles in going to California, and a better route.' Reed also wrote of Jim Bridger, '[he] informs me that the route we design to take, is a fine level road, with plenty of water and grass...'

This was a pivotal moment, and the beginning of the end for the Donner Party.

We joined Hastings Cutoff just west of Wendover and followed it east across Fowler Pass in the Pequop Mountains, and south along the Ruby Valley. Fowler Pass presented a reasonable challenge for ox-drawn wagons, but the sandy bottom of Clover Valley would have made for slow progress. We turned west at an opportune sign that read 'Overland Lake,' and set up camp on the lee slope of the Ruby Mountains just north of South Sump.

The morning was crisp and clear, and the sun's first rays drenched the Ruby's snowcapped peaks in buttery hues. Matt spotted several deer while hiking, and we deduced that they'd had a luckier night than the coyotes. The Hastings, despite our need to head west, beckoned us

further south. The route eventually took us to the southern reaches of the Ruby range, and would have added 125 difficult miles for the emigrants unfortunate enough to have been persuaded by Hastings or his guidebook.

The trail fades in and out of existence in Huntington Valley, partially due to cattle fences that have restricted access for many decades. Descendants of early settlers still ranch these lands, driving their cattle between grazing areas by horseback. We yielded to a group of wranglers who spanned three generations. We sat on the road as they passed in a slow moving cloud of dust. At Sadler Ranch we diverted to the graded dirt road until just short of Jiggs Reservoir, where the trail lead us to within a mile of present day Elko.

Camp this night was a narrow canyon along the Humboldt River near Palisade. We explored the ruins of an old railroad camp, which included a thick concrete structure. Our best guess placed this as an explosives shed. As the evening drew late, we stoked the fire with liberal amounts of fuel. Its amber glow flickered off the vertical canyon walls, illuminating the occasional freight train and prompting repeated soundings by the conductor. As the sun crested the canyon walls, I assumed duties as camp cook, preparing coffee and egg burritos.



A few miles to the west was the storied site of Gravelly Ford. Settlers of the 1840s discovered Gravelly Ford, a fairly slow moving section of the river, and the stony bottom allowed for the overburdened wagons to pass without becoming bogged in the mud. While a pleasant crossing for wagons, much controversy swirls around its eddies and currents. This is said to be the final resting place of Lucinda Duncan, a site known as the Maiden's Grave, though several disputed accounts of her death exist. It is also rumoured that this was the place where James Reed of the Donner Party killed John Snyder in self-defence, and was then ousted from the group.

Whatever the truth in the matter, the hard fact is that emigrant life was taxing on mind and body. Medicine, as we know it, was non-existent. It was a time of vigilante justice, amputations were performed with a bottle of whiskey and handsaw, and bloodletting was still a commonly accepted treatment. The attrition rate was high, and death was an equal opportunity recruiter. It is said that a grave every 500 feet, or 20 per mile, would accurately represent the number of traiside casualties along this 2,000-plus-mile route.

Continue the emigrants journey with Chris Collard in Issue 40.

SEVENTH HEAVEN



THE HEMA NAVIGATOR HN7 OFFERS AUSTRALIA'S MOST TRUSTED TOURING AND OFF ROAD NAVIGATION PACKAGES WITHIN A NEW 7 INCH TOUCHSCREEN.



Hema Maps has dedicated the last 30 years to delivering mapping excellence for 4WDers and tourers who travel across Australia's vast off road landscape. The new Hema Navigator HN7 is the latest addition to the extensive range of maps, GPS navigation systems and apps for smart phones and tablets Hema has released since 1983.

The new portable system allows owners to explore Australia with street and 4WD navigation, and showcases over 6000 camping and touring points of interest. New campsite photos take full advantage of the HN7's large, high resolution display (800 x 480px).

The Hema Navigator HN7 is fully stylus free and features a user-friendly interface with larger menu screens, keyboards and buttons to ensure all OziExplorer content is optimised for finger touchscreen use – making navigation during off road adventures simpler than ever.

Featuring over 2300 site photos and more than 6000 Camps Australia Wide points of interest integrated into the street navigation, the HN7 means users can discover Australia's greatest free or low cost campsites and caravan parks. The Camps Snaps site photos offer a visual preview of

campsites or caravan parks before you arrive, enhancing detailed descriptions, facility icons, road comments and contact numbers for each site. Catering to the broader needs of 4WDers, the unit also indicates if pets are allowed, whether there are powered sites or mobile coverage, and whether big rigs are accepted.

The Hema Navigator is also the only GPS navigation system with Hema 4WD maps preloaded and backed by the unique mapping and updating process that Hema Maps has been perfecting since 1996. Exclusively featuring the entire Hema digital 4WD map collection, the HN7 covers all of Australia with base road and topography maps, state maps, regional 4x4 maps and national park maps.

For driving around town, the HN7 has the latest Australia-wide street mapping from NAVTEQ in partnership with turn-by-turn navigation from iGO Primo. Intelligent features like speed camera alerts, multi-point routing and speed warnings simplify street driving, while navigating to out of the way destinations is seamless with every Camps Australia Wide point of interest fully integrated.

Standard with two years of free map updates, the Hema Navigator HN7 is available from your local ARB store now.



EASTER ADVENTURE

**GET THE BEST MIX OF OFF ROAD RACING,
FAMILY FUN AND CHOCOLATE!**

HEAD TO ELDEE STATION
THIS EASTER AND GET
INVOLVED IN A WEEKEND OF
FAMILY FUN AT THE ARB ELDEE
EASTER 4WD EVENT.

Running from the 18th to the 20th of April, the event is a family 4WDing competition run at Eldee Station, near iconic Broken Hill, NSW. Open to 4WDers who want to test their skills and knowledge in a range of off road challenges, the event focuses on competency-based challenges that ensure families are able to compete together throughout the weekend.

Set up by 4wdTV's Simon Christie (and benefiting from his considerable 4WDing know-how), the event allows competitors to enjoy Eldee Station's superb hospitality and

stunning surrounds whilst being challenged by extreme terrain and unpredictable weather that makes for the perfect conditions to test drivers and machines.

Eldee is a four wheeler's paradise with numerous trails running through the ranges that can be explored independently or on a tagalong tour. The stunning station, located in the Barrier Ranges, is owned by Stephen and Naomi Schmidt, who have welcomed four wheel drivers to their home for many years.

The Easter weekend event promises extra entertainment for families, with a trivia night, sunset tour and a two course dinner on the Sunday night. Competitor and spectator packages are available with a range of options including food packages and powered or unpowered sites.

For more details and to sign up for the 2014 ARB Easter 4WD Event, visit www.eldeestation.com.







CAPTIVATING HISTORY

PAT CALLINAN TALKS ABOUT THE MOST REMARKABLE EPISODE HE FILMED THIS SEASON - THE GUNBARREL HIGHWAY

Words by **Pat Callinan**. Photography by **Sam Purcell & Pat Callinan**

Standing there as the sun sunk slowly over the northern dune, I experienced one of the most moving experiences of my 4x4 career. It had taken plenty of research, permits and ruts to get here, but that soon paled into insignificance upon finding the spot.

And that spot, was the location where the last nomadic aboriginals had inhabited this continent.

They were discovered in 1977 amidst fears that if anyone actually inhabited these Western Australian desert lands, the drought that year would surely kill them. Imagine that. As late as 1977, nomadic aboriginals were roaming the deserts, drinking from natural soaks, and surviving off quandong and lizards. Personally, I see this event as more significant in the annals of history than the bumbling adventures of Burke and Wills, but maybe that's just me.

The nomadic aboriginal couple to which I refer are Warri and Yattungka. When they were young, they fell in love. But like all good love stories, it was a forbidden love. Tribal law determined that they were not allowed to marry. So at age 17

and 18, they fled their tribal lands in the night and ventured far north where they could not be found. If they were found, their crime was considered so great that they would be subjected to severe punishment, perhaps even death.

They lived in the Gibson Desert for over 40 years amidst the spinifex and the desert gum. The only reason they were found was because they allowed themselves to be found. In 1977, tribesman Mudjon from Warri's tribe set out to find the couple, accompanied by a documentary film crew. With a severe and protracted drought that had lasted some years, Mudjon was concerned that the waterholes sustaining Warri and Yattungka would have dried up. It really was a rescue mission.

After passing numerous dried up soaks, the rescue party lit signal fires to alert the couple that they were in the area and wanted to talk. After many days of trekking cross-country in 40 Series LandCruisers, their fire signal was returned.

Mudjon was ecstatic and raced across the dunes to be reunited with Warri. There were no hugs or joyful reunions,

CAPTIVATING HISTORY



as Warri was still concerned that he would be subject to punishment upon returning to his homelands. Hours later, Yattungka appeared with a fresh load of bright red quandongs carried on her head. She too shared no emotion on the reunion.

Despite being told by Mudjon that there would be no repercussions for their unlawful marriage, Warri remained hesitant, needing to consider whether he wanted to return to Wiluna to his tribe. He opted to join the tribe the next morning, and it's thought that this was due to his injured leg. Unable to hunt, it was left to his wife Yattungka to provide for him. Normally, this would be done by the younger generations, but the couple lacked this support.



Warri and Yattungka climbed into the back of the strange trayback 4WD, and covered themselves with blankets on the long return journey back to Wiluna. They lived there for two years until Warri passed away. In an incredible closing chapter to this story, the devastated Yattungka chose not to eat after Warri's passing, and she too passed away just two weeks after her husband.

This story is told in the award-winning documentary *The Last of the Nomads* (Ronin Films). We were granted permission to use some of the footage of Warri and Yattungka in our Gunbarrel episode, and the sight of this emaciated couple emerging from the desert is truly something to behold. It is a colour snapshot in history which can never be repeated. The fact that the moment was



filmed is nothing short of extraordinary. And in terms of a purpose for a 4x4 adventure, few come close.

The Warri and Yattungka site sits off the Eagle Highway, which runs north of the Gunbarrel Highway. We started our journey in Western Australia's Wiluna, and our extraordinary adventure ended at Uluru. Talk about highlights!

The first leg of the trip is easy going. You'll top up the tanks at Carnegie Station and enjoys good road conditions for the first 100km or so. After that, the Len Beadell surveyed road becomes much rougher. You'll get patches of great surfaces, but they are few and far between. Mostly it's a case of washouts, corrugations and a bucking bronco-like ride.



Turning north to the Eagle Highway is a case in point. It starts nice and smooth, and then the track slowly gets skinny and more overgrown. Then it opens up as you hit the spinifex country. You even need to get out and regularly clear under your vehicle to lessen the chances of fire.

After the Warri site, the Eagle Highway then heads east-south-east to meet up with the Gary Highway. And it's on this stretch that the track often simply disappears. With one eye on the land, and one on the HEMA HN6 Navigator, it was a lot of fun. On one occasion, our crew Patrol took a wrong line, ending up bogged while trying to exit an ochre red erosion ditch. With a CUB camper on the back, they weren't going anywhere. But a quick tug with the ARB snatch strap and they were back on track.

Following the Gary Highway, you'll venture back onto the Gunbarrel, a road pioneered, built and surveyed by the infamous Len Beadell. There wasn't much in the way of traffic out there on the track – in fact in the 700km we travelled between Wiluna and Warburton in WA, we didn't pass a single vehicle. It's a splendid isolation, occasionally broken up by incredible features like Mt Beadell.

SEASON 6 DVD - PAT CALLINAN'S 4X4 ADVENTURES

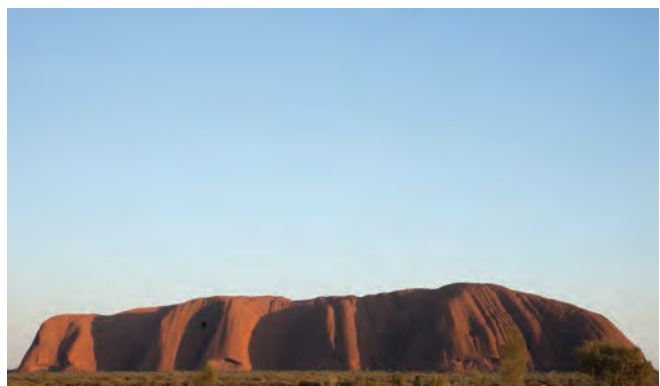
The Gunbarrel Highway episode, plus six other great 4WD adventures, are available right now in the season 6 DVD boxed set of Pat Callinan's 4X4 Adventures. Each episode features additional slideshows and great stories that just couldn't fit into the TV show. Other episodes include the Coffs Coast, Victorian High Country, NSW North Coast, Rockhampton and the Capricorn Coast, and the Anne Beadell Highway. Head into your local ARB store for more details.



Mt Beadell features a gnamma hole, which is a rock hole on a mountain where runoff water is collected. Local aborigines found the perfect sized rock to cap the waterhole, allowing less water to evaporate and stopping animals from drinking or getting stuck and putrefying the water source. From about 30km outside of Warburton, the road conditions begin to improve, and they stay pretty good all the way to Kata Tjuta (the Olgas).

From Warburton onwards, you land on the Great Central Road, which is designed for dirt road caravans, trucks and 4WDs. It's far easier on the vehicles, but far less 4x4 fun. We had originally opted to take the Old Gunbarrel Highway, but the slow-going on the first leg of the track meant that we ran out of time. Still, nothing like a good reason to go back out into this country again!

Uluru at first light was a superb way to cap off an epic journey. If you can swing it, I'd recommend putting this journey high on your 'to do' list. Just be sure to grab all the appropriate permits, and treat this country with the reverence it deserves.





TWIN PORTABLE 24V AIR COMPRESSOR KIT

ARB'S AWARD WINNING COMPRESSOR RANGE HAS JUST EXPANDED.

Few accessories offer as many advantages to four wheel drivers as a premium quality air compressor. After much demand, ARB have developed a 24 volt version of our popular twin motor portable air compressor.

This model features a twin motor design specifically engineered to fulfill the need for a relatively compact yet extremely high volume compressed air source. The 24 volt portable air compressor suits a variety of needs, including tyre and recreational equipment inflation, plus the operation of many air tools.

Providing an immediate source of compressed air anywhere a 24 volt power source is available, the compressor comes in a quality carry case featuring internal pockets for the included inflation accessory kit and 6 metre durable high temp air hose.

This model joins an extensive range of proven and reliable air compressors from ARB. Manufactured in Australia from

lightweight, high strength engineering grade materials, ARB's twin motor on-board and portable compressors are built with sealed components for moisture and dust resistance, and are equipped with professional in-line circuit protection.

All ARB air compressors are individually leak tested, come with a comprehensive 2 year warranty and each air compressor is fully serviceable with replacement parts available worldwide.

Sold exclusively by ARB, the new ARB 24 volt twin motor air compressor range is available at ARB stores and stockists throughout the country.

For more information or details of the stockist nearest you, head to www.arb.com.au.

► PART NO: CKMTP24
PRICE: \$790

KICK OFF YOUR SHOES AND GET INSPIRED BY THESE PHOTOS FROM 4WDERS LIVING THE DREAM.

Hey guys, here's a pic of my shorty from our last trip to Beachport and Robe, SA. **Cassy Clarke**



Just like to share this pic of my 2004 120 Series Prado. It's been fully kitted out with every ARB option and was taken on the Old Telegraph Track. Love the car. It's never let me down. **Kris Maroney**



This was taken at White Hills beach in Mandurah, WA. **Chris Kable**



Taking the Defender on Fraser Island was brilliant. **Allison Sheridan**



I took this on the Franch Line in the Simpson Desert. **Brock Budgen**



Here's a shot on the Blue Rag Track in the Victorian High Country. **Savvas Giannoukas**

OFF THE TRACK

Here's a shot from Kalbarri, WA. **Allan Love**



This was taken on the Dampier Peninsula, north of Broome, WA. **David Lappan**



After a day of competition in Davao City, the Phillipines. **Dennis Bastillada Garcia**



Hey guys, here's a pic of the family rig at Red Canyon on Fraser Island, QLD. **Michael Pearson**



This was near the summit of Mt Stirling in the Victorian High Country. **Lee & Brad King**

WIN! For your chance to win an ARB Speedy Seal kit, send in a photo and caption from your own 4WDing adventures to marketing@arb.com.au.



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All ARB 4x4 accessories are available from these ARB stores, and stockists in most major regional towns. Please contact the ARB office in your state for details of the one nearest you.

Prices shown in this magazine are ARB's Australian domestic recommended retail prices inclusive of GST, and do not apply to international markets. ARB reserves the right to amend these prices without notification. In some regions of Australia, additional freight costs can be expected. Prices shown do not include supplementary charges such as fitting or colour coding.



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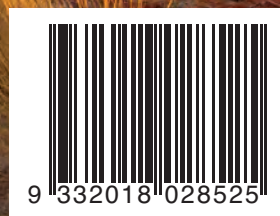
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