



4X4 ACTION



FEATURE ARTICLE ON

NEW SKYDOME SWAG RANGE

FEATURES › LATEST LANDCRUISER 200 SERIES ACCESSORIES
› GEAR FOR THE ALL NEW MAZDA BT-50
› PHOTOGRAPHY TIPS & TECHNIQUES

TRAVEL › ROAM THE SEAS IN SEARCH OF KINGFISH
AND VISIT THE ANDES FOR HIGH ADVENTURE

WIN
AN ARB
SKYDOME
SWAG

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EDITOR: Kelly Teitzel

CONTRIBUTORS: Mark Allen, Jess Bailey, Andrew Bellamy, Rob Boegheim, Sam Boden, Wayne Butchart, Pat Callinan, Andrew Collings, Daniel Bongard, Michael Ellem, Matt Frost, Tony Knight, Kate Lilley, Shayne Mayers, Al McGlashan, Greg Milton, Ron & Viv Moon, Mark de Prinse, Luke Watson

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ARB SNAPSHOT

A few weeks ago we spotted a thread on a 4WD forum where the topic related to ARB 4x4 Action. Most of the folks who participated in the thread thoroughly enjoyed receiving this magazine for free every three months, but a couple of the posts suggested that the publication was too biased towards ARB, and there were even suggestions that competitor product should be featured in our magazine. For anyone who falls into this latter category, I highly recommend that they stop reading this snapshot article now. For everyone else, please read on.

A couple of hundred years ago or so, someone in Australia came up with the brilliant idea of grabbing their bedding and belongings, rolling them up and going on a road trip. Thus the swag was born, and to this day, perhaps nothing better illustrates the freedom we as 4WDers enjoy than throwing a swag in the back of our fourby and heading bush with a few mates.

Over time the swag has evolved significantly with some really well thought out designs conceived and executed, and by now you would have thought that there wasn't much else that could be done to improve the swag. Well, think again.

Several months ago, a team of people at ARB were given the responsibility of designing what they considered to be the ultimate swag. All of the crew involved were keen off road enthusiasts who had slept under the stars in just about every corner of the globe. People like Mark 'Lowmount' Lowry, whose various off road activities had proven to be punishing on swags over the years, were instrumental in the testing phase. Numerous discussions and indeed arguments took place before concepts were made and eventually a design was settled upon that all of us were



extremely happy with. The end result is the SkyDome, a feature packed product that is simply outstanding.

You can read all about the key features later in this magazine, but in a nutshell, this swag will appeal to everyone. Even those who previously wouldn't have considered sleeping in a swag due to the claustrophobic nature of many of them will love the SkyDome due to its spacious and airy design. For a full overview, check out the videos section of the ARB website, or if you're reading this magazine on an iPad, just click play. To demonstrate just how comfortable these things are, our biggest challenge when filming the video was keeping the models awake whenever they were in the swags.

So my apologies if this opinion seems a little biased, folks, but having used SkyDomes during treacherous weather conditions in the Snowy Mountains when we filmed the video over a couple of nights, I reckon they're brilliant.

The other major product launches in this issue of ARB 4x4 Action relate to the all new Mazda BT-50 and the latest Toyota LandCruiser 200 Series. We have released a host of new accessories for both of these vehicles, and have again provided supporting video content on the above mentioned electronic platforms. We sincerely hope this expanded level of content will assist our customers with the decision making processes involved in preparing their vehicles for that next Outback trip.

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

EXTENSIVE UNDER BAR
PROTECTION PANELS DELIVER
ADDITIONAL PROTECTION
WITHOUT ADVERSELY
AFFECTING APPROACH
ANGLES CRITICAL
FOR OFF ROADING



SAHARA SOJOURN

THE NEW HILUX SAHARA BAR IS READY FOR THE ROAD.

When exploring the muddy tracks and trails in your facelift HiLux, you want a reliable and versatile frontal protection system. ARB's Sahara bar has a host of features delivering exceptional protection and useful solutions for a heap of situations on the track.

With durable steel construction delivering maximum protection, the Sahara bar incorporates a multi-fold upswept and tapered

wing design for optimum strength and approach angle. A split centre pan has also been engineered into the bar for superior strength and airflow to the engine.

ARB's engineers have also integrated extensive under bar protection panels on the centre and sides of the Sahara bar, delivering additional protection without adversely affecting approach angles critical for off roading.

Designed for winch and non-winch applications, the bar is suitable for Warn and Bushranger winches up to 9500lb. The vehicle specific design also features provision for IPF driving lights and twin aerials,

while the centre pan incorporates dual, reinforced Hi-Lift jacking points. Retaining the original tow points, the bar also allows provision for original fog lights.

The Sahara bar joins a host of accessories already available for the facelift Toyota HiLux, including Old Man Emu suspension, Air Lockers, roof racks, canopies, deluxe bull bars, commercial bull bars and nudge bars, recovery points and under vehicle protection. Visit www.arb.com.au for the complete range.

// Contact ARB for part numbers and pricing

CROSSING THE ANDES

Words & photography by Ron & Viv Moon

RON AND VIV MOON TAKE THEIR ARB-EQUIPPED PATROL THROUGH SOUTH AND CENTRAL AMERICA WITH NEIL AND HELEN COCKS.

The big Ford was bogged!

What had started out as a seemingly simple recon to find a campsite was turning quickly into a debacle. In a scene more reminiscent of a Monty Python film clip than a well-run recovery operation, we struggled to shift the Ford F250 from its gravelly grave.

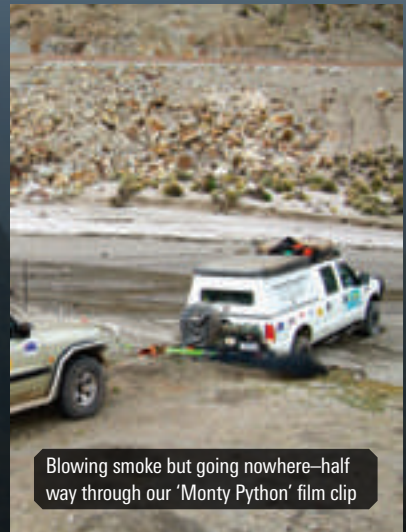
We were at 3800m (about 12,500ft) high in the Andes on yet another crossing of this incredible mountain chain, and we and the vehicles were feeling the altitude effects. Two swings on the shovel and I was panting like a steam train, while my 4.2L turbo Patrol was wheezing like an asthmatic, producing just enough power to pull the skin off a custard tart. Meanwhile, Neil's V8 Ford was making plenty of smoke but responding lethargically, albeit better than the Patrol.

After a couple of hours of digging (have you ever tried that at 3800m?), combined with copious

use of our MAXTRAX and ARB recovery gear, the Ford was back on solid ground. The temperature had headed south as soon as the sun slipped behind the high peaks, dipping below -5°C that night. Near stuffed from the exertion, we set up camp where we were.

Our journey in South America had started four months earlier as we unloaded our vehicles from a container ship and then headed south out of Chile's vibrant port city of Valparaiso. Our first crossing of the Andes happened through the 'Lakes District' as we wound amongst volcanoes and verdant mountains to cross into Argentina near Bariloche. Just a couple of months later, this delightful alpine town, more reminiscent of a Swiss village than anything you'd imagine from South America, was smothered in volcanic ash.

After wandering down Argentina's famous Ruta 40, which runs most of the length of the Argentinean



Blowing smoke but going nowhere—half way through our 'Monty Python' film clip



Chile's Carretera Austral passes through spectacular scenery



WE DROVE THROUGH WATER FOR MILES BEFORE CHICKENING OUT AND RETREATING

Andes, we headed back into the high country. This led us along the edge of turquoise lakes shadowed by the snow-capped, saw-tooth peaks of the Andes.

The drive along gravelly and sometimes rock-studded roads turned out to be one of the best drives we have ever done. The route first follows the edge of Lago Buenos Aires before it changes its name in Chile to Lago General Carrera—it is a big lake. In places, the steep-sided bluffs plunge into the cold blue waters while our route clung to the sides of the sheer cliffs like a rock climber's belay on a nasty pitch at Arapiles (Australia's premier rock climbing location).

From the southern terminus of the lake, we reached Chile's Carretera Austral road, which runs with the odd break here and there from Puerto Montt to the tiny remote outpost of O'Higgins and through some of the wildest country on earth. It's still not possible to drive all the way south and stay in Chile.

As we turned back towards Argentina, we followed the wild, frothing blue waters of the

Rio Baker that roars out of the aforementioned lake on its way to yet another natural catchment. We camped that night on its untamed edge, the peaks of the Andes towering above us while the tips of glaciers from the vast Patagonian Icecap sat in the intervening valleys. It was magic—but a bit like sleeping beside your household freezer with the door open.

Back in Argentina we headed south again on Ruta 40, which for most of the way is a good gravel road. Unfortunately, it is slowly being bituminised, which will help destroy part of the adventure of this classic route. Near the tourist enclave of El Calafate, we visited one of the tongues of ice, the Perito Moreno Glacier, which flows from the icecap, and then camped nearby in a more remote spot in the surrounding national park—the ranger who checked on us was the only other human we saw that evening.

A couple of days later we crossed the border back into Chile on our way to the impressive spires and rock towers of the Torres del Paine National Park. Unless you tramp deep into the park or climb a

mountain or two, don't expect to be 'remote'—there are tour buses and travellers everywhere. But even so, it is worth it!

As the mountainous spine of the Andes began to peter out, we crossed the Straits of Magellan to Isla Grande de Tierra del Fuego (which translates to 'Grand Island of the Land of Fire'). After wandering through forest-clad hills and beside pristine mountain streams for a couple of days, we crossed the border yet again into Argentina and our final, southernmost destination of Ushuaia.

Once again, you can't get away from the tourist throngs—this is a major port for travellers heading to Antarctica or cruising the Southern Ocean, along with a smaller number of overland travellers... so much for the remote ends of the earth!

From our southernmost point, we headed north across the pampas of Argentina, the green hell of the Chaco of Paraguay and through the jungles and swamps of south-western Brazil.

We were in Brazil at the height of a big wet season and were met with swept away bridges and flooded



Camping on the Caribbean coast of Columbia



The road to Torres del Paine NP



We visited the ARB dealer in La Paz, Bolivia



roads whenever we attempted to head away from a main road. At one point while trying to penetrate deeper into the Pantanal (one of the greatest swamps on earth), we drove through water for miles before chickening out and retreating.

We came to Bolivia and, after a few days of wandering through the humid flooded lowlands, experienced yet another meeting with the mighty Andes and our Monty Python bogging affair.

For the next few weeks we remained high on the great plateaus between the even loftier ridges of the Andes, camping on the barren edge of Salar de Uyuni (the largest salt pan on earth) where everything—LPG gas bottles and water containers in the camper—froze as the thermometer went below -15°C.

In an effort to get away from the rarefied air and the cold, we plunged down the western edge of the Andes to suck in some thicker oxygen along the desert coast of

northern Chile. Then we climbed back over the Andes, winding between the conical towers of magnificent volcanoes to La Paz and onto the spectacular 'Death Road', which plummets down the eastern face of the Andes into the Amazonian jungle. Think the Billy Goat Bluff or Blue Rag tracks in the Victorian High Country and you'll have some idea of the road, but here in the Andes the drop-offs are steeper and much deeper!

Back high again in La Paz, we headed for Lake Titicaca and Peru but a political demonstration closed the border. Getting into Peru and to Puno, the home of the 'Floating Islands of Lake Titicaca' just 100km away, meant a 1700km detour back down the Andes to the Chilean coast, north into Peru and then back up through the mountains to the great lake once more.

Once up on the vast plateau that has seen cultures come and go from well before the Inca ruled the land, we headed to Cuzco and then followed the Sacred Valley on the eastern edge of the

Andes to one of the Inca's greatest achievements, Machu Picchu.

Once we left that spectacular, sacred place we climbed back over a series of lofty parallel ridges to a high pass through the Andes (at 4750m/15,600ft) then wound our way down the eastern side through an impressive series of gigantic switchbacks to Nazca and the sea once more.

On the way you pass 'Cerro Blanco', the tallest sand dune in the world. Even if you know nothing about dunes, this mighty mound of sand stands out from the crowd of hills and peaks around it. At 1176m from its base to windblown crest (or 3860ft in the old money), this pile of drifting sand gives some of our more well-known Aussie mountains a good run for their money.

After a watery detour on a charter boat around the Galapagos, we were climbing up from the coast of Ecuador to the crest of the Andes once more. We had tried to dodge going through Quito, the country's



The impressive Perito Moreno Glacier

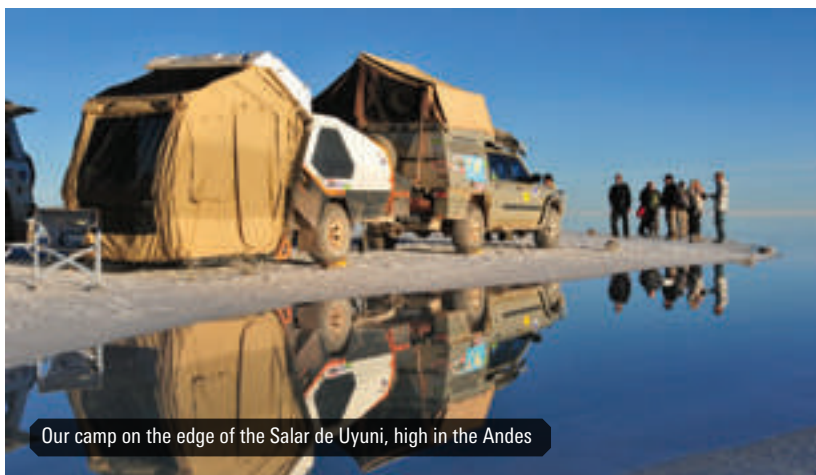


On Bolivia's 'Death Road'

capital, but fate took us there. We didn't stay long, preferring the country to the south where we drove along 'the avenue of the volcanoes' as the 19th century explorer, Alexander von Humboldt, christened this high, wide valley. Eight of the country's ten highest summits are found here (all around 6000m) and it made for an impressive drive before we turned north along a declining Andes mountain chain into Columbia.

A few days later, we wound our way down a mountain side for a final time, towards the Caribbean Sea and the northern-most point of the South American landmass. In all we had crossed the Andes nine times before our adventure on this dramatic, dazzling continent with its friendly, vivacious people was over. Central America lay ahead for us.

If you want to read more or find out how to do such a trip yourself, visit www.guidebooks.com.au and follow the link to the Americas over land.



Our camp on the edge of the Salar de Uyuni, high in the Andes



On Ruta 40

CONGRATULATIONS TO **ADAM**, WHO IS OUR PORTABLE AIR COMPRESSOR KIT WINNER FOR THIS ISSUE.

EVERYONE ELSE WHO APPEARS ON THESE PAGES WILL RECEIVE AN ARB SPEEDY SEAL PUNCTURE REPAIR KIT TO REWARD THEIR EFFORTS.



STARTING OUT

Hi ARB,

Firstly, let me say I was never one for the 4x4 lifestyle. That was until a friend dragged me to one of your factory tours and I was amazed and impressed by all the hard work you all do. Since that tour, I thought I would get into the 4x4 action. I have purchased a 2012 Nissan X-Trail and according to friends that particular vehicle is not 4x4 capable.

My question is can ARB do anything to help me with this predicament in regards to advice, accessories or modifications I can make so I can make my debut into the 4x4 world? I have already purchased an ARB recovery kit and a CB radio to help me on my way. I don't have anyone who is being

positive about my new purchase. All I keep getting told is to sell my car and get something else.

Any help would be greatly appreciated.

- Adam

Hi Adam

Thanks for contacting us.

Rest assured, the Nissan X-trail is more than capable of getting you to some of the best campsites around, and I would rate it near the top of its class for 4WD ability. Being lighter than most full-sized 4WDs, it's a great performer on sand and will hold its own on a lot of bush tracks. I actually had a similar introduction to 4WDing, with my first vehicle being a Mazda Tribute, which is of the same ilk as your X-Trail. I was constantly

surprised where it took us and at the time it fitted very well with my level of experience.

The main limiting factors when comparing the X-Trail to the larger 4WDs on the market is its lack of low range gearing and ground clearance. Low range gearing allows vehicles to climb steep tracks more easily and provides greater control when descending.

With this in mind, one of the best things you can do to increase the off road ability of your X-Trail is to purchase some good quality All Terrain tyres. These will give you better traction off road and provide greater protection against punctures whilst retaining good on road performance.

A mild increase in ride height would also be beneficial. This can be achieved by installing some slightly higher springs in your suspension. ARB sell replacement Old Man Emu springs for the X-Trail which would give you an estimated 35mm increase over the factory ride height without negatively affecting other important driveline components.

Don't let your mates put you off hitting the tracks and getting the X-Trail dirty. It'll provide you with plenty of fun and is a great starting point in the world of 4WDing. Once your experience grows and you become interested in exploring some of the more challenging tracks, you can look at upgrading to a vehicle with low range.

Until then, get out there and enjoy it.

Cheers,

- Sam Boden, Marketing

PRIZE FOR LETTER OF THE MONTH

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

Send your letters (250 words or less) including your address and daytime phone number to:

› Email: marketing@arb.com.au

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

› Facebook: www.facebook.com/ARB4x4

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



OME SUSPENSION AND ESC

Hi ARB,

Firstly, I would like to say thank you for giving my family peace of mind over my last three vehicles that have been protected by ARB deluxe bull bars. They have allowed us to tour with confidence, and given us the convenience of being able to fit a Warn winch and IPF lights!

I am in the process of ordering a new Ford Ranger and would like to install Old Man Emu suspension to give me some extra ground clearance for those rough high country tracks. However, the dealer has mentioned that aftermarket suspension can affect the stability control on the vehicle. I am a little confused as whenever I have fitted Old Man Emu in the past, I have found the car to have more control on the highway.

Please help!

- Dave

Hi Dave,

I wish you all the best with your new purchase of the Ford Ranger. We quite often get questions about ESC (Electronic Stability Control) and the impact Old Man Emu suspension has on this system.



ESC is a driver assist system that aims to maintain control of the vehicle in all situations, particularly when emergency manoeuvres are required. The ESC system computes the level of dynamic stability by taking inputs from a number of sensors. If the ESC system determines that the vehicle is out of control, it can apply brakes to individual wheels and cut throttle to keep the vehicle on its intended direction.

One of the key objectives in Old Man Emu suspension development is to optimise both vehicle capability and control. The introduction of ESC hasn't changed this objective and our suspension development philosophy complements the engagement of the ESC system. The Old Man Emu suspension system has been tuned to achieve equivalent levels of dynamic control

at the increased ride height and has been tested to ensure the operation of ESC is not affected.

As part of the suspension development process, our engineers put the vehicle and suspension components through extensive testing. Included in this testing process is a specific in-house swerve test to verify that the ESC reacts and behaves in the same manner as when the original suspension is fitted. Extensive data logging and video is taken during the test and then analysed to ensure that fitting Old Man Emu suspension will have no adverse affect on the Electronic Stability Control.

I hope this helps clarify your confusion on the matter.

- Mark de Prinse, Manager
Old Man Emu



HOW MANY LOCKERS?

G'day,

I recently purchased a 78 Series troopy and I want to make it a fully sick machine. To do so, ARB Air Lockers are pretty much a given.

So my queries are, is one locker enough? How much more beneficial is it to have both? Also, if lockers aren't used for an extended period of time, will they still engage and disengage just as well?

I'm grateful for any knowledge you can pass on.

- Gilz

G'day Gilz,

Thanks for writing in.

If you plan to lock only one axle, then I recommend you fit the Air Locker where the greatest weight is. If your troopy will usually be empty, then you could consider the front as troopys are reasonably light. Otherwise, the rear is where you will get the most work out of your locker.

But if being double locked (i.e. having both front and rear Air Lockers fitted) is a possibility for you, then we would highly recommend it.

Generally speaking, when you're off road hitting the rough stuff, you will always have at least one front and one rear wheel firmly planted on the ground. An unlocked axle with one wheel in the air has zero driving force, so the non-lockable axle will end up as your intermittent two wheel drive conversion. If you fit both front and rear Air Lockers, you can be assured that both of those wheels on the ground have got maximum pull, keeping you going in difficult terrain.

As for your second question, not using your Air Lockers for extended periods is not a problem. The seals that ARB uses are all high grade certified elastomers and they will not crack, dry out or compression set. And the oil in your axle assembly will keep everything from rusting up or seizing. Just keep an eye on your oil and change it if you take on any water.

If you do plan to take your troopy off road, or even out onto slippery gravel or rainy roads, then we think you'll end up using your blue dash buttons a bit more than you think you will, anyway.

Cheers,

- Daniel Bongard, Engineer
ARB Air Locker

WINCH MAINTENANCE

Hi ARB,

I have conducted a number of 4x4 courses and have been off roading and camping with my family since I was shorter than a wheel arch. But, funnily enough, I still don't have the foggiest idea about winch maintenance.

I know the physics behind winch use and have plenty of practical experience under my belt. However, winch maintenance has just never been covered in the courses I've been trained on, and the family is full of mixed advice (who isn't, right?).

I have heard from a trusted mate in a 4x4 club that, before use, I should unravel and then rewind my winch (it was factory fitted and is unused to date). Similarly, my brother says I should unravel it and grease it. Yet my father says 'she'll be right' as it stands.

Before I start anything with my new pride and joy, what maintenance should I conduct and how often? Or are there specialised mechanics for jobs like this?

I would value your professional advice and guidance.

Cheers,

- Scott

Hello Scott,

Winch maintenance, eh? At the risk of sounding like a politician, I'm very glad you asked that question. This is one area where the term 'she'll be right' is definitely not appropriate.

Like lead acid batteries, the winches we see that are in the worst condition have been installed and simply never used. Their deterioration comes as quite a surprise to the uneducated user.

There are a lot of different types of winches. Warn manufactures a huge range from tiny ATV winches and the range for 4x4 vehicles, to commercial winches for tow trucks and the huge, fully plastic-dipped and submersible military winches.

DC Electric Recreational Vehicle Recovery Winches are what we bolt onto the front of our 4x4 vehicles.

First and foremost, the wire rope on the drum of your new winch was installed in the factory to look neat and tidy but is not under any tension. If you go and start using the winch with wire rope in this initial state, unless you have all the rope out to the final layer of the drum, you will pull the top layer down through the other looser wraps and bind and damage the wire rope and create a set of kinks in it that are very hard to correct.

You need to unwind it somewhere where you can get most of the rope off down to the last five wraps around the drum. You then need to fasten the hook to a tree or another vehicle and either with your foot on the brake whilst another person operates the winch or with the handbrake on to create some resistance, power the rope in under this load, stopping occasionally to check that it is spooling neatly onto the drum.

This procedure is covered in your winch manual, but there is also another excellent publication available for download on Warn's website called Warn's Basic Guide to Winching.

All winches require regular care and maintenance, despite what some manuals tell you.

The worst thing anyone can do is not use or operate their winch until it's needed. A winch is an electromechanical device that is effectively out in the weather all the time and subjected to water blasts from driving rain, car washes, mud holes and creek crossings. If you ever drive through floodwater,



you can also expose the winch to horrible chemical mixtures that are sometimes present in the water.

A recreational vehicle recovery winch also gets hot when in use, and that means the air inside it expands until the internal space needs to be vented. This necessary venting can also let water in—and if not removed somehow, this water starts corrosion that can eventually hamper or stop the operation of the winch or jam its brake mechanism.

So any time you expose your winch to water ingress in a creek crossing or car wash, you really need to operate the winch as soon as possible in order to get it sufficiently warm enough to dry out any moisture.

By doing this, you will prolong the life of the winch and reduce the need for any major maintenance for some years. It's a good idea nonetheless to fully strip down and inspect the unit every three or four years and also when you're preparing for any big trips or events.

Such a major service should include the following: wash, degrease, check the gears, regrease, check

bearings/bushes where fitted, check motor coupling, replace gaskets where necessary, check armature for overheating and melting of protective coating, inspect brushes for wear, check brake operation, replace tie rods where worn, check drains are clear and inspect the rope for damage.

I'd also check the control box for dirt and debris that stops solenoids from earthing on the backing plate. Plus I'd check the nuts that hold cables for looseness and corrosion, check remote pins for damage and the plug for corrosion, and then I'd operate the winch once reassembled. Be sure to re-spool the rope under load.

You mentioned greasing the wire rope. This is something done in the construction industry with cranes. We do not recommend it. It is a good way to get a very dirty and grotty winch rope with lots of abrasive materials stuck to it.

Thanks again for your question. Hopefully you and other readers will all have benefitted in some way from the answer.

**- Greg Milton, Manager
National Products & Services**

MOUNTAIN CLIMBING

DRIVING IN STEEP TERRAIN CAN BE BOTH EXHILARATING AND TERRIFYING, BUT IF YOU'RE UP FOR THE CHALLENGE, YOU'LL BE REWARDED FOR YOUR EFFORTS.

The Victorian High Country, one of the pinnacles of off road driving in Australia, is known for its rugged mountains, challenging tracks and breathtaking views. Like many of the other great 4WD destinations across the country, a sound knowledge of steep terrain driving, both up and down, is required to get the most out of any adventure.

For the uninitiated, staring a long, steep track in the face can be a daunting experience. Fear not however; with a few basic techniques up your sleeve, you'll soon be wondering what all the fuss was about.

TYRE PRESSURES

Like most 4WDing scenarios, tyre pressures play a big part when driving on steep tracks. Reducing the pressure in your tyres has two main benefits. It increases the tyre's footprint, which means that more of the tyre is in contact with the track, increasing traction. It also allows the tyres to mould themselves over rocks and tree roots, which reduces the risk of punctures.

For gravel-based or rocky tracks, a pressure of around 25PSI is a good starting point (depending on your wheel size and tyre profile). If you're faced with slippery clay or mud, try dropping your pressure down a bit further.

Reducing your tyre pressures can leave the side walls more susceptible to damage however, so keep this in your mind when picking your line.

PICKING YOUR LINE

Speaking of picking your line, the first thing you should do when faced with a steep uphill or downhill section of track is to get out of your vehicle and survey the track. Walk up to the next flat section (where you'll be able to stop and re-assess), take note of any large rocks, ruts or holes in the track, and plan a route around them if possible. A lot of the time, if you can't drive around a large rock or obstacle, it's better to drive over it rather than trying to straddle it, which can expose your undercarriage to potential damage.

Deep ruts on uphill sections of track are one exception to this rule. These should be straddled if possible to avoid getting hung up on the centre ridge. Conversely when travelling downhill, particularly in slippery conditions, it's best to try and stay in the ruts, as they'll help guide the vehicle down.

A good rule to follow when assessing steep tracks is this—if you can't safely walk up (or down) the track, don't attempt to drive it in your vehicle. Instead, stop and find another route to your destination. Sometimes, having to change your plans mid trip is half the adventure!

THE RIGHT GEAR FOR THE JOB

The next thing you should consider before taking the plunge is which gear to select. In automatic vehicles it's easy—put your vehicle in low range and select 'D' or 'Drive' for uphill, and '1st' or 'Low' for downhill.

For manual vehicles, there's a bit more to it. Gearing differs substantially between vehicles and there's never one correct gear that will suit everyone.

Generally, second or third gear is preferred for uphill driving, and first gear for downhill. If you haven't done a lot of off road driving in your 4WD, it's a good idea to find an easier section of track and have a play with the different gears to get a feel for what suits your individual vehicle before attempting any really steep stuff.

DRIVING UPHILL

So by now you've reduced your tyre pressures, surveyed the track, picked your preferred line and selected the right gear. What next? Well, now it's time to start driving.

If you're in an auto, it's simply a matter of slowly making your way up, ensuring you keep to the line you chose earlier on. If you're in a manual vehicle, it's important to stick to the one gear, as attempting to change gears midway will cause you to lose valuable momentum. If you find you've chosen too low a gear, then try and persist (albeit a bit slower than planned) until you reach a flat section to change up. If you've chosen too high a gear, a lot of the time it's better to stall your vehicle in gear and perform a stall recovery, than trying to change gears mid-hill.

DRIVING DOWNHILL

Let the engine do the work! That's the main consideration when driving downhill. As much as possible, stay off the brakes and never touch the clutch pedal. Engaging the clutch downhill negates all of the advantage of your low range gearbox and transfers all of the work to your brakes.

In some automatic vehicles, which typically have higher gearing than manuals, it may be necessary to feather the brakes on some occasions but this should be kept to a minimum where possible, as brakes can overheat and fail if they're ridden for long periods.

GENERAL DRIVING TIPS

- Vehicles travelling uphill have right of way
- Engage traction devices early to prevent wheel spin and track damage
- Avoid driving across steep sections of track to prevent rollover
- Allow the vehicle in front to ascend/descend steep sections before following
- Learn how to perform a stall recovery and practice in a safe environment
- If the track is exceptionally difficult, use a winch to prevent vehicle damage
- Don't drive down a track if you're not confident of being able to drive back up it

STALL RECOVERY PROCEDURE (FOR MANUAL VEHICLES)

If you find yourself in too high a gear when ascending a steep track and subsequently stall your vehicle, follow these steps to safely reverse back down. The important thing here is not to panic.

1. Leave the vehicle in gear and apply the foot brake (don't touch the clutch)
2. Apply the hand brake
3. Take a deep breath... you're now nice and secure
4. Ensure there are no people or vehicles behind you
4. Select reverse gear and remove your foot from the clutch
5. Disengage the hand brake
6. Slowly release the foot brake, allowing the gearbox to hold you in position
7. Start the vehicle in gear
8. Carefully reverse your vehicle back down the track, slightly feathering the brake pedal if required to maintain control (don't touch the clutch)

You can use the same technique if you stall heading downhill, except you'd select first gear instead of reverse and continue in the same direction. Make sure you practice this technique before hitting the tracks.

SKY'S THE LIMIT





THE SKYDOME RANGE OF SWAGS SET A NEW STANDARD IN SPACIOUS, COMFORTABLE SLEEPING QUARTERS FOR OFF ROAD ADVENTURERS.

An iconic part of Australia's history, swags have come a long way since their Outback origins in the late 1800s. Back then, swags were the mainstay for wandering rural workers or 'swagmen' who walked from job to job while carrying their belongings, including a blanket, spare clothing and tucker bag, in a square piece of canvas. Using their spare clothes as a pillow, the swagmen would curl up for the night under their blanket on a section of the canvas, and would then throw the other side of the canvas over their body to protect themselves from the wind, rain and frost.

Swags these days are far more elaborate and comfortable and are better suited to slinging on your roof rack than over your shoulder. The materials and construction have changed considerably as well, and now use water resistant materials, a good quality mattress, sheet and pillow, and often have a dome design to keep you warm, dry and free from most bugs and insects. And instead

of using the swag to transport all your worldly goods, these days travellers choose to sleep in a swag because of the convenience, portability and the fantastic views they grant of the night sky.

For ARB, designing a new swag was an easy choice. Many staff had experienced sleeping in a swag at some stage while out 4WDing, and the team behind the development process knew first-hand what features in common swags worked and what features could do with improvement.

ARB saw an opportunity to produce single and double swags that combined a host of convenient and unique features, and so development of the ARB SkyDome range began in 2011.

ARB SKYDOME

From the outset, the SkyDome swags had to meet a set of meticulously researched criteria to ensure they matched ARB's standards and delivered more features than other swags on the market.

ARB product managers Mark Lowry and Rob Puts teamed together to produce a development brief based on research and their firsthand experiences sleeping in swags. Having personally experienced camping in swags

WHEN IT COMES TO WET CONDITIONS, THE SKYDOME IS UNIQUE.

that flooded, dripped, were poorly ventilated, uncomfortable and offered little protection against insects, they had some particular demands for the design.

We spoke to Rob Puts about the design.

“One of the key things that has always bothered me is the claustrophobic feeling you get inside a swag,” Rob says. “So a key element in the SkyDome design was to have very generous length, width and height. The height from head to hip in the SkyDome is actually industry-leading and gives you plenty of space without feeling confined under the canvas.”

Another key element to the design was fantastic ventilation to reduce internal condensation within the swag. “This is why we’ve designed large doors and also windows at both the head and foot of the swag,” Rob says. “And they all have mesh to keep the mosquitoes and midges away.”

“We wanted people to sleep easy, too, so the mattress is made from high density, 75mm thick foam with anti-microbial additives to reduce allergies,” Rob says. “Plus the mattress cover is breathable and machine washable.”

“The SkyDome swag was also designed to be freestanding,” Rob says. “This is so you can roll out the swag on a flat piece of real estate away from potential falling branches or on surfaces where guy rope deployment and tethering is difficult.” A series of bows and rods made from non-corrosive 11mm anodised aluminium provide the structure of the SkyDome.

“The SkyDome range is also designed to be versatile to suit differing weather patterns,” Rob says.

For hot climates, the canvas door (or doors for the double swag) and external head and foot awnings can all be rolled up and secured on the toggles for improved air circulation, with mosquito mesh covering all openings and entrances. “The awnings can also be deployed horizontally to provide shade from the sun.”

In windy conditions, users can shut each awning independently and still keep some ventilation

open. “But if a dust storm approaches,” Rob says, “the additional internal storm flaps can be zipped up to help stop dust from getting inside.”

“When it comes to wet conditions, the SkyDome is unique. It’s got a heavy duty 820gsm PVC base with PVC welded seams—it’s fully waterproof,” Rob says. The PVC base extends 75mm up the sides of the swag to prevent water seepage from puddles or during light flooding. “We also specified heavy duty canvas that is water and rot proofed to Australian Standards.”

Other key features that had to be incorporated into the swags include internal accessory pockets, mosquito mesh and even an Akubra hat holder.

The design and development process spanned over twelve months, with the final samples put through their paces at Broken Hill and during a very wet and dreary couple of days at Kosciuszko National Park in NSW. Each time, the swags performed brilliantly.

Available as a single or double, the SkyDome swag is available from ARB in August 2012.

ARB SkyDome – Double
// Part no: SDS200

ARB SkyDome – Single
// Part no: SDS100

FEATURES

THE EXTENSIVE LIST OF FEATURES MAKE THE SKYDOME SWAGS COMFORTABLE AND USER FRIENDLY AT ANY CAMPSITE.



Free standing dome design incorporates heavy duty 450gsm water and rot proofed canvas tested to Australian Standards.



Large sleeping area measuring 2150mmL x 1400mmW for the double swag and 2150mmL x 900mmW for the single.



Waterproof heavy duty 820gsm PVC base with a 75mm high return for protection against water ingress. Welded corners and PVC anchor tabs prevent water wicking through seams.



Large entry with nylon mesh door provides easy access, excellent ventilation and exceptional view of night sky.



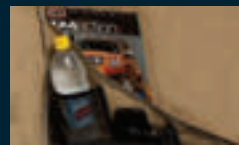
All doors and windows feature YKK zips, while a rain gutter is incorporated into the main entry door to inhibit water ingress.



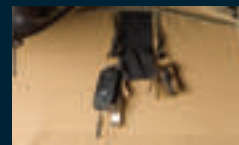
Comfortable 75mm corrugated foam mattress with anti-microbial additives and a non-rustling, machine washable cotton cover.



Head awning with wide brim hat holder is accessible from inside or outside the swag.



Four integrated internal accessory pockets allow storage of items such as phone, wallet and drink bottle.



Two internal, high mount hooks and Velcro holder suitable for items such as torches, lamps and keys.



Head and foot awnings feature multiple attachment points for reflective guy ropes and a solid support bar for reduced movement in windy conditions.



External awnings provide protection in foul weather, while zippered internal head and foot storm flaps reduce dust entry.



Nickel plated brass eyelets for corrosion protection.



Durable, elasticised 11mm aluminium bows for easy assembly and storage.



Soft grip carry handle and heavy duty buckles for easy transportation of the swag roll.



Heavy duty accessory bag with multiple compartments to store the pegs and bows.





BOOTSWAG

PROTECT YOUR BOOTS FROM THE ELEMENTS.



It's not unusual to leave your boots outside your swag or tent before hitting the sack. However this leaves them exposed to the elements such as rain and dew, making for an uncomfortable day once you put your boots back on.

To address this problem, ARB has just released the BootSwag—a small, rapid set-up swag specifically made to protect footwear from the elements at night.

Manufactured from PU coated Oxford polyester for maximum

water shedding ability, the BootSwag also has a waterproof, heavy duty PVC base and mat. The free standing design can be set up within seconds and incorporates fibreglass bows and rod, a YKK zipper and nickel plated brass eyelets for corrosion resistance. Four pegs and a PU coated Oxford polyester storage bag are also included.

The ARB BootSwag is available now.

// Part no: BSWAG

WIN AN ARB SKYDOME DOUBLE SWAG!

Want to get your hands on your very own ARB SkyDome double swag? It's easy! To be in the running to win, all you have to do is send in a photo that best showcases your favourite campsite.

The winning entry will be selected by ARB's marketing department, and we'll print a selection of our favourite photos in an upcoming edition of ARB 4x4 Action. The winner will be contacted directly and must collect the swag from their nearest

ARB store. Competition closes 31st August 2012.

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

Email: marketing@arb.com.au
(with 'SkyDome' in the subject line)

Please include your full name, state and email address or telephone number with your entry. Include an SSAE if you would like your photo returned.



CALENDAR

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

AUGUST

Mid North Caravan Camping, 4WD, Fish and Boat Show August 3-5

Wauchope Showground, Wauchope, NSW
www.campingshow.com.au/RS2012/2012mnc.php

Eyre Peninsula Field Days August 7-9

Cleve Airstrip, Cleve
www.eyrepeninsulafielddays.com.au

ARB St Peters Open Day August 11

500 Princes Highway, St Peters
Ph: (02) 9565 2455

Commonwealth Bank AgQuip Field Days

August 21-23

Liverpool Plains, Gunnedah
www.farmonline.com.au/events/agquip

National 4x4 & Outdoors Show and Fishing & Boating Expo August 24-26

Melbourne Showgrounds, Ascot Vale
www.4x4show.com.au/melbourne/index.shtml

SEPTEMBER

Automechanika

September 11-16

Booth no. 4.0 D71, Frankfurt, Germany
www.automechanika.messefrankfurt.com/frankfurt/en/besucher/willkommen/erleben.html

Orana Caravan, Camping, 4WD, Fish and Boat Show September 14-16

Dubbo Showground, Dubbo
www.campingshow.com.au/RS2012/2012orana.php

Henty Machinery Field Days September 18-20

Cookardina Road, Henty
www.hmfd.com.au

Riverland Field Days September 19-20

Barmera, SA
www.riverlandfielddays.com.au

ARB Launceston Open Day September 22

48 Holbrook Street
Invermay, TAS 7248
Ph: (03) 6331 4190

OCTOBER

SA Boat and Fishing Show and 4WD Adventure Show

October 5-7

Adelaide Showground, Wayville
www.saboatshow.com.au

Sydney 4WD and Adventure Show October 12-14

Sydney Dragway, Eastern Creek
www.sydney.4wdshow.com.au

Australian National Field Days October 16-18

563 Borenore Road, Borenore
www.anfd.com.au

Canberra Times Home, Leisure, Caravan, 4WD & Camping Show October 26-28

Exhibition Park, Mitchell
www.rncas.org.au/homeshow/site/index.php

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Vehicle #1 _____

Vehicle #2 _____



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www.youtube.com/ARB4wd

4X4 ACTION

BEEFED UP BT-50





ARB HAS BULL BARS, CANOPIES, OME SUSPENSION AND MORE FOR THE MAZDA BT-50.

ARB has always spent considerable time and funds on the research and development of 4x4 accessories that withstand the toughest terrain, and products for the new Mazda BT-50 are no different.

Accessories now available include deluxe bull bars, canopies, roof racks, under vehicle protection, and Old Man Emu suspension.

The deluxe bull bar for the BT-50 features ARB's renowned multi-fold wing design, which delivers an enormous amount of frontal

DIRECTLY BOLTED ONTO THE CHASSIS, THE UNDER VEHICLE PANELS PROVIDE MAXIMUM PROTECTION FOR COMPONENTS SUCH AS STEERING, ENGINE SUMP AND TRANSMISSION



protection. Equally suited to winch and non-winch applications, the bar is air bag compatible and incorporates a split pan that combines exceptional structural strength with superior airflow to the engine.

Manufactured from durable steel for maximum protection, the deluxe bull bar also features extensive under bar protection panels with large apertures built into the central panel for further airflow. The under bar protection panels give the underbody of the Mazda added protection from debris such as rocks and fallen branches.

Other practical elements incorporated into the deluxe bar's design include reinforced Hi-Lift jacking points and provision for IPF driving lights and CB aerials,

while injection moulded housings with turn signals and optional fog lights complete the overall look of the bar.

In addition, ARB has released a canopy to increase the versatility of the BT-50. Available in either a smooth or grained exterior for both freestyle and dual cab models, the canopy comes with a lift-up front window for easy access, and the choice of sliding or lift-up side windows to suit the requirements of BT-50 owners. The canopy is able to accommodate an ARB canopy roof rack or bar system. Supported by an internal steel frame, the roof racks and bars permit a load capacity of up to 100kg.

For owners looking for the ultimate in underbody protection, ARB has developed an under vehicle

protection system manufactured from laser cut, pressed and folded 3mm steel. Directly bolted onto the chassis, the panels provide maximum protection for components such as steering, engine sump and transmission.

Old Man Emu suspension is also now available for the Mazda BT-50. The OME engineers undertook an extensive development and testing program to ensure noticeable improvements in ride, handling and load carrying capability. Numerous spring rates and heights were tested, and extensive valve work was undertaken to cater for any aftermarket accessories owners might fit onto their vehicle.

The engineers worked to ensure that fitment of OME suspension did not adversely affect the BT-50's



electronic stability control (ESC). Testing was undertaken at a secure site to ensure that improvements in vehicle control were achieved in all terrain, and that the Mazda's ESC activated appropriately in all driving situations.

A number of other products are now available for the Mazda BT-50, including side rails and steps, Long Ranger fuel tanks and Hayman Reese tow bars. ARB will continue to increase the range with accessories such as ARB Air Lockers, rear step tow bars and Outback Solutions drawers currently under development. Visit the website (www.arb.com.au) for the latest information on the range.

// Contact ARB for part numbers and pricing



DRIVE 4 LIFE 2012

Words by Sam Boden. Photography by Sam Boden, Andrew Collings & Shayne Mayers

6 DAYS, 56 VEHICLES, AN ICONIC 4WD
DESTINATION AND \$50,000 RAISED FOR CHARITY.
IS THERE A BETTER WAY TO SPEND A WEEK IN
THE GREAT OUTDOORS?

A line of 4WD vehicles, including a silver Toyota Land Cruiser in the foreground, is parked on a dirt road. The background shows a vast mountain range under a blue sky with some clouds. Two people are standing on the road in the distance.

THE CRISP MOUNTAIN AIR HEIGHTENS THE SENSES AND NOURISHES THE SOUL

The Drive 4 Life concept was born back in 2005 by a group of keen Sydney-based 4WDers. Fed up with the negative press being generated about 4WDers and wanting to do something good for the broader community, the idea was pretty simple—gather a group of keen 4WDers, ask them for a tax deductible donation to a worthy charity and head to the Victorian High Country for a week of fun and excitement.

Since then, Drive 4 Life has raised over \$400,000 for Northcott Disability Services and, in the process, has improved the lives of countless disabled Australians, their families and their carers. With the running costs of the event covered by sponsors, it's refreshing to know that 100% of the money raised through attendee donations goes to Northcott.

This year's tour kicked off in the beautiful and picturesque

township of Harrietville, at the foot of the Victorian High Country. The autumn months showcase this area at its spectacular best, as the leaves on the many Poplar trees flanking the streets turn magnificent shades of red and orange, and the crisp mountain air heightens the senses and nourishes the soul.

First on the agenda as we rolled into town on the Sunday afternoon was ensuring all of the vehicles were suitably set up and well provisioned for the week. With 4WDs gathered en masse at the local cricket ground, experienced group leaders armed with scrutineering checklists looked over (and under) each vehicle whilst group members were acquainted and rear windows were plastered with the obligatory plethora of sponsors' stickers.

The following morning, as each of the six groups prepared to depart, speculation was rife amongst the

troops as to the adventures that may lie ahead after Murphy and his law had made an appearance during the night and dumped a huge deluge of rain on the entire area. Let the games begin.

Over the next five days, the groups would cumulatively cover thousands of kilometres on some of the most breathtaking tracks Australia has to offer, in an area stretching from Myrtleford in the north to Dargo in the south and everything in between.

Heading north out of Harrietville, the chatter on the UHF from Group 5 was constant. It's amazing how short a time it takes for twelve previously unacquainted blokes to feel comfortable hanging the proverbial you-know-what on each other. So typical of the Australian sense of humour!

Before long, we'd reached the end of the blacktop and the sound of air being expelled from the mixture of All Terrain and Mud Terrain



IF YOU'VE NEVER EXPERIENCED SNOW IN THE HIGH COUNTRY, IT'S DEFINITELY ONE TO ADD TO YOUR BUCKET LIST



tyres soon followed. The trip preparation notes, sent out to all participants well in advance, had specified that a minimum of All Terrains be used on the trip and, as we soon discovered, this was prudent advice.

Wild Horse Gap Tk, which runs off the Upper Rose River Rd, was a great way to ease into low range and build some confidence amongst the group, particularly for those with less 4WDing experience. From the turnoff, it's only about 20km of moderate driving to the ever-popular Pineapple Flat Camping Area, which provided the perfect backdrop for a quick cuppa and a bite to eat.

Despite the drizzling rain, it was easy to see why this area is so popular during peak periods. Situated right on the banks of the King River, and only a short drive to many of the iconic High Country huts, it's a great spot from which to base yourself for a few days whilst exploring the area.

As luck would have it, we bumped into (not literally) a friendly couple making their way through in the opposite direction, who



advised us of numerous track closures in the area due to rain over the preceding days. After a brief discussion, we quickly realised that our plans for the afternoon would have to change. Unfortunately, this meant we'd have to take a raincheck (pardon the pun) on visiting Craig's Hut and, ultimately, we'd have to find an alternative camp for the night.

There are four main tracks heading south from Pineapple Flat and with two known to be closed and a third reportedly very boggy, we were left with no choice but to tackle the black diamond rated Weston's Tk. An easy-as-she-goes approach saw all vehicles ascend to the intersection of Number 3 Tk and we were rewarded with panoramic views back to Mt Buller before heading on towards Tomahawk Gap and eventually down to Buttercup Road.

There are some great little campsites along Buttercup Creek and, with night falling, we took the opportunity to roll out the swags and get the fire burning in readiness for a couple of quiet ales and a good night's sleep.

Just a few kilometres out of camp the next morning and Murphy had struck again, this time in the form of a broken clutch. Despite the rigours of the previous day, it was an innocuous little creek crossing that put an end to the week for one of our group. Coupled with another early retirement resulting from a leaking rooftop bag, eight vehicles had suddenly become six and we were in need of a pick-me-up.

Fast forward a few hours and we got exactly that. Having towed the broken Jackaroo into Mansfield, topped up with fuel and coffee and wound our way down past Sheeppark Flat, Tunnel Bend and up to Bluff Tk, the first flakes of snow began to fall. If you've never experienced snow in the High Country, it's definitely one to add to your bucket list.

Huddled beneath the welcoming veranda of the recently rebuilt Bluff Hut atop Mt Lovick, we watched in awe as muddy tracks turned a crisp white, the Snow Gums began living up to their names, and the whole area transformed into a magnificent winter wonderland.

With the snow becoming increasingly persistent and the condition of the tracks deteriorating quickly, the decision was made to make use of the hut for the night, a decision welcomed by those contemplating another cold night in their swags. With an open fire, enough coffee and red wine to last the night and a wannabe Master-chef dishing up delicious sweet and savoury dampers, things could've been a lot worse.

Initial concerns over waxed diesel the next morning were quickly allayed as each of the vehicles fired into life. The morning had brought with it clearing skies and melting snow, and by the time we passed through Lovick's Hut, a further half an hour up the track, the snow was all but gone.

From Lovick's Hut, Buff Tk continues on past Picture Point and down to the beginning of King Billy Tk. The lookout at Picture Point provides uninterrupted views across the valley to Mt Buller, Mt Stirling and Craig's Hut and is definitely worth a stop. Another worthwhile stop along this section of track is the heritage-listed King Billy Snow Gum, which has been



used as a reference point for the High Country Cattlemen for years and dates back to the mid 1800s.

King Billy Tk links Mt Lovick with the Howitt High Plains, meandering its way down into the valley, before crossing the Macalister River and climbing again to become Howitt Rd. If I

IF YOU MANAGE TO TAKE A BAD PHOTO UP HERE YOU'RE DOING SOMETHING WRONG

sound like a broken record then forgive me, but the views from the Howitt High Plains once again provide unlimited opportunity for capturing the rugged beauty of the area. If you manage to take a bad photo up here, you're doing something wrong.

Passing the turnoff to the iconic Zeka Spur Tk, which is the main access route into the Wonnangatta Valley, we continued on to Moroka Rd and further along to Horse Yard Flat where we met up with another of the Drive 4 Life groups who'd set up camp for the night amongst the gums. Upon hearing of our plans to descend Billy Goat Bluff Tk that afternoon, they warned of a tricky obstacle in the form of a broken

Volkswagen Touareg perched midway up the final climb, requiring a 'think-skinny' approach in order to safely negotiate.

With this in mind, and with only a few hours left before sunset, we pushed on, stopping briefly to climb the fire lookout tower at the Pinnacles which, you guessed it,

offers amazing 360 degree views of the area. If you only have time to stop at one lookout when you're up this way, then this is it. Unless you have a fear of heights, that is.

Billy Goat Bluff Tk includes some of the steepest sections of track that the High Country has to offer and can be a real challenge in the wet. Heading downhill towards the historic township of Talbotville requires low range first gear and careful wheel placement. Maintaining your concentration can be difficult as you descend along the ridgeline with new vistas presenting themselves around every corner. From the bottom of the track, it's only a short drive to the start of the Crooked River Tk and a further

12km from there to the Talbotville campground, which would be our base for the next two days.

Making our way across the six river crossings on the way in proved interesting as the light faded and darkness slowly crept down the mountains and flooded the valley.

The campground at Talbotville stretches for several hundred metres along the banks of the Crooked River, and the large expanses of lush green grass provide an excellent spot to roll out the swag or set up the camper trailer for a couple of days. Due to its popularity as a base camp for High Country adventures, you're best to try and plan your trip outside peak times to get the most from your escape.

In stark contrast to the snow at the beginning of the week, the skies cleared for our final couple of days and with the landscape bathed in balmy sunshine, we set about exploring some of the fantastic sites in the area including the historic township of Grant and the infamous Dargo Pub (I can recommend the burgers wholeheartedly).

Of course, that didn't mean an end to the 4WDing. In some respects we'd saved the best until last, with



the remainder of the Crooked River Tk (how does 24 river crossings sound?), Bulltown Spur Tk, Collingwood Spur Tk and the pièce de résistance, Blue Rag Range Tk, all struck from the list.

The latter proved to be everything we'd imagined and more. Blue Rag Range is a dead end track that winds its way through crooked snow gums and over undulating hills to a ridgeline so skinny that at some points it's impossible to see any track on either side of the vehicle. The final climb to the trig point is not for the fainthearted but those brave enough to point their vehicle to the sky will be rewarded for their effort.

Perched there at the top of the track, with cameras in hand and not a worry in the world, we reflected on an amazing adventure where challenges were faced and conquered, new friendships were made and memories that would last a lifetime were imprinted on the fabric of our beings.

For more information on the Drive 4 Life organisation or to get involved in one of their upcoming trips, visit www.drive4life.com.au.



THE NEW SERIES





ARB'S RANGE OF PRODUCTS FOR THE FACELIFT TOYOTA 200 SERIES LANDCRUISER IS AVAILABLE NOW.

Owners of the latest model Toyota 200 Series now have access to an extensive range of accessories following months of research and development from the team at ARB. Among the many products now available are deluxe winch and non-winch bull bars, rear bars with wheel carriers, Old Man Emu suspension, roof racks and Air Lockers.

The frontal chassis characteristics of the 200 Series necessitated the

development of the most complex and sophisticated mounting system ever developed by ARB. This has resulted in a mounting system that actually strengthens the vehicle's chassis, ensuring the bull bar provides a huge amount of protection, and, in the case of the winch bar, serves as a superb winching platform.

One of the major considerations that ARB engineers focused on during the design process was bull bar placement in relation to

the vehicle. In off road situations, approach angles and ground clearance are very important factors, and it was crucial that the ARB bar did not compromise either of these. Our engineers first established the optimum position for the bull bar in terms of functionality and appearance, and then designed a mounting system to suit. The end result is a bull bar that maximises vehicle functionality in off road environments by delivering

optimum ground clearance and approach angle. A great deal of work also went into ensuring that the mounting system, and the bar itself, was fully compatible with the vehicle's air bag system.

Both bull and winch bars for the 200 Series are available, with the winch compatible version suitable for Warn low mount models up to 12,000lb. All bars incorporate Hi-Lift jacking points in the pan for additional recovery capability,

New Toyota 200 Series owners who like to venture off road or carry heavy loads can also enjoy the benefits of Old Man Emu suspension with the release of GVM upgrades and fully integrated suspension systems specifically designed for the latest model. For maximum benefits, OME engineers match Nitrocharger Sport shock absorbers to Old Man Emu springs for noticeable improvements in off road handling and load carrying ability.

THE REAR BARS UTILISE STEEL CONSTRUCTION WITH FULL TUBE BRACING IN THE WINGS FOR EXTRA STRENGTH

and feature provision for CB antennas and IPF lights. As an added feature, the pan underneath the wings helps prevent mud and dust ingress and protects electrical components while giving the bar a neater overall finish.

ARB roof racks are also available for the 200 Series. ARB has specifically designed rails to fit the factory roof mounting points so that a large range of roof rack sizes and styles can be accommodated.

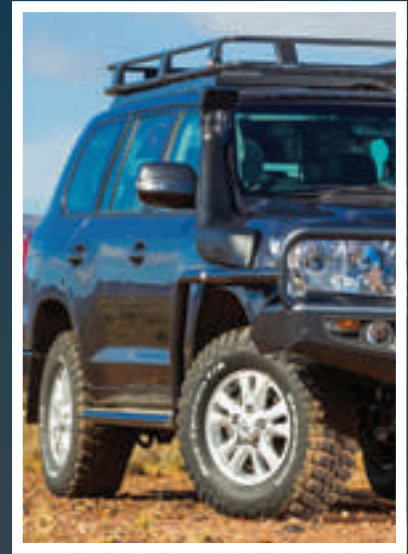
The mounting rails utilise 3mm folded steel, maximising strength and maintaining the load rating, while the roof rack cage is manufactured from round steel tube for a strong, aerodynamic design. Built to withstand the harsh conditions of the Australian Outback, the entire assembly is finished in a millennium grey powder coat for a flawless and long-lasting appearance. With stainless steel and zinc plated hardware, these racks are rated to carry 100kg and are available in two widths of 1120mm and 1250mm. Owners also have the option of fitting an aluminium roof rack, which is 40% lighter than the steel models and allows owners to remove and refit their rack between trips.

ARB has released side rails and steps to deliver protection for exposed lower panels from road debris and obstacles. Fully compatible with the vehicle's side air bags, the side rails and integrated steps are manufactured from steel tube formed into shape using a mandrel bender, ensuring uniform thickness throughout. The integrated step utilises tread plate for easier access to the vehicle interior.

Rear bars with or without wheel carriers and jerry can holders are also now available for the 200 Series. While ARB generally manufactures only one style of rear bar for each vehicle, considerable development and design by ARB's engineers has given 200 Series owners the option of selecting either a standard rear protection bar or the ultra-functional rear bar with wheel carrier and jerry can holder.

Manufactured to be exceptionally strong, the rear bars for the 200 Series utilise steel construction, with full length tube bracing in the wings for extra strength. Both bars are also designed with optimum approach angles, an important feature when venturing off road.

For owners who do not require the spare wheel to be relocated



from underneath the vehicle, ARB's standard rear protection bar is the ideal answer and features dual Hi-Lift jacking points and integrated reflectors.

For users who require greater functionality, the rear bar incorporating a wheel and jerry can holder is a better solution. Able to accommodate up to two tyres or a tyre and a jerry can holder, the rear bar will accept twin 33 inch tyres or a single 35 inch tyre. The convenient multi-fit spare wheel stud system means that alternative rim styles can be selected without the expense of extra parts. If two carriers are not necessary, a single carrier can be fitted, or the bar can be fitted without any carriers or jerry can holders whatsoever.

In addition, front and rear Air Lockers are available for the 200 Series, providing vastly improved traction across all terrain. Safari snorkels, Outback Solutions drawers and ARB auxiliary battery systems have been released, while ARB Sahara bars are currently under development and will be available shortly. Check the ARB website for the latest information.

// Contact ARB for part numbers and pricing



INTO THE WILD



ARB'S
MARKETING
MANAGER,
MATT FROST,
JOINS CRIKEY
DAVE FOR THE
LONG-AWAITED
RELEASE OF SUI
THE WOMBAT.

In the Spring 2010 edition of ARB 4x4 Action, we introduced readers to Sui, a baby wombat who was plucked from the pouch of her mother days after she was killed in a road accident. Sui was saved by Crikey Dave, a 4WD enthusiast, ARB customer and wildlife rescuer who scours the roadsides of Melbourne's outer northern and eastern suburbs picking up injured and orphaned animals.

Weighing in at just 185 grams, little Sui's chances of survival looked slim, but after just a week in an incubator, she started putting on weight. It wasn't long before she was strong enough to be relocated to a wildlife rehabilitation facility

in Yarrambat, Victoria, where she was lovingly cared for by Jane and Doug, friends of Dave who have devoted their lives to the wellbeing of Australia's native wildlife.

Fast forward to a beautiful autumn morning in 2012, and little Sui wasn't that little anymore. She had grown to over 20kg and, along with her equally stocky buddies Huey and Rachael, had outgrown her accommodation. It was time for Sui to be returned to the wild.

In the weeks preceding this, Dave had been scouring the ranges northeast of Melbourne looking for a suitable relocation point. He had settled on a large property near Strathewen.

The circumstances leading to the suitability of this property are really quite tragic. The area was ravaged by the Black Saturday bushfires in 2009 and it has been estimated that this event led to the deaths of millions of native animals. Despite taking refuge in their holes, wombats stood little chance of escaping the heat, which has led to countless vacant holes in the affected areas.

Dave hiked throughout the property until he found what he considered to be the ideal spot—an empty wombat hole in a heavily forested area, right next to a permanent water source but miles from any roads. It provided the perfect opportunity for Sui to be



gently reintroduced into the wild. She wouldn't be on her own though, as it was also time for her pal, Rachael, to be released. Dave decided that Huey would have to wait a little longer, however. With two new girls in the area, it wouldn't be long before every eligible wombat bachelor on the property would come to check out the new arrivals. Being a juvenile, Huey would most likely get bashed around by the resident males, so he was safer back at the shelter until he stacked on a few more kilos.

The only challenge with the site that Dave chose was its inaccessibility. Four wheel drives would get us a certain way in, but after that we were on foot. Normally this is not a problem, but hiking in with 50kg of wombats and a steel crate up and down gullies and through dense vegetation presented a problem. Fortunately, Dave was able to recruit the assistance of Bruce Watt from Loaded Dog Pty Ltd, the Australian distributor of the Landmaster UTV range. Not only would one of these vehicles be able to effortlessly cart the wombats to their new home, it would be able to achieve this with minimal stress to the

animals. Being battery powered and running an incredibly supple suspension, the Landmaster was able to transport the wombats smoothly and quietly through some very unforgiving terrain.

So, bright and early one Sunday morning, we all met at the wildlife shelter in order to face the first hurdle—that being the task of getting the wombats out of their enclosure. Despite having a perfectly good shed to live in, the wombats had burrowed and were living underneath the structure. As the owner of two Rottweilers, I felt more than qualified to handle the situation, but surprisingly, neither animal responded to my commands of 'come', 'heel' or 'walkies'. Not even 'wanna bikkie' drew any reaction whatsoever.

It soon became very apparent that there is only one way to get a 20-odd kilo wombat out of its hole, and that is to wait for it to come out. So Dave patiently waited for Sui to poke her head out before grabbing her. It wasn't long before Rachael followed and then both wombats were secured in the back of one of the vehicles on their way to their new home.

Immediately upon our arrival at the Strathewen property, the

crate was transferred to the Landmaster ready for the final leg to the release site. The vehicle then weaved its way along narrow tracks made by kangaroos while the rest of us followed on foot. We were able to negotiate our way to within 50m of the final destination, at which point Dave and I carried the crate the remainder of the way. Once at the site, there was no mucking around. Both wombats were released immediately in front of the hole, though they seemed to be more interested in exploring the surrounding area. Eventually they checked out their new abode, at which point we figured it was time to depart, but not before leaving some food for them.

Sui and Rachael weren't on their own for long, though. After a quick bit of lunch, Crikey Dave headed back to the wombats complete with a swag and six pack. Sui and Rachael would be spending their first night in the bush under the watchful eye of their mate, who provided the rest of us with regular updates via SMS throughout the night.

To learn more about Dave and Crikey Wildlife Rescue, visit www.crikeywildliferescue.com.



PREPARED TO EXPLORE

TAKE AN INSIDE LOOK AT HEMA'S IMPRESSIVE AND FULLY KITTED OUT MAP PATROL VEHICLE.

When the new Hema Map Patrol drives past, heads turn. It's quite literally a 'marketing machine' and that's exactly what Hema's Managing Director and chief explorer, Rob Boegheim, wanted to achieve when he decided to commission a new Hema Map Patrol.

The purpose of the Map Patrol is to explore and precisely map Australia, constantly updating and verifying the content for the massive range of Hema Map products. Good looks aside, the vehicle has to meet strict criteria, as it is required to explore the often harsh Australian Outback in trying conditions and difficult terrain.

"I like to work with companies that do things really well," Boegheim says.

A case in point is the choice in vehicle. The foundation of the new Hema Map Patrol is a 2012 Nissan Patrol 3.0L DX leaf-sprung ute with a factory galvanised steel tray. On the back is a Travelander Premium GEO-Convert 2 tray-back camper. Just like the last five Hema Map Patrol vehicles, the bulk of the

4WD accessories are supplied and fitted by ARB Nundah, Brisbane.

Continuing the theme of choosing 'bulletproof' and class-leading accessories, the ute has been kitted out with new Cooper ST Maxx tyres (size 285/75/16) mounted on Dick Cepek alloy wheels.

The Hema Map Patrol's imposing presence may well inflict neck injuries from rubber-necking, but it's the attention to detail that really creates an impression with the public.

Starting from the front, let's take a tour around and inside the Hema Map Patrol.

Protection is a big priority, and defending the vehicle's vitals is an ARB steel deluxe bull bar with fully integrated steel side rail and steps that protect the vehicle's vulnerable lower panels. The bull bar serves as a handy mounting frame for aerials for the GME UHF radio and satellite as well as two IPF 900 XS spotlights.

Hema spares nothing when it comes to recovery gear, with the Warn Endurance 12.0XE air-cooled winch with a maximum load of

12,000lbs plus a complete ARB recovery kit. The kit includes a snatch strap, winch extension strap, tree trunk protector, snatch block, bow shackles, recovery damper and gloves. It's all stowed away neatly in a heavy duty spacecase strapped to the ARB roof rack and topped off with a set of MaxTrax.

The GPS, satellite phone and 3G broadband aerials are also mounted on the roof rack, with extra storage available in two under-tray tool boxes fitted behind the rear wheels. A 30L ARB water tank is mounted forward of the left-hand rear wheel and the Safari snorkel rises above the water and dust and helps the engine breathe easier.

For getting out of the proverbial, it should be of no surprise that the Hema Map Patrol has ARB Air Lockers installed. By flicking a switch on the dashboard, the Air Lockers prevent wheel spin by locking the offending wheels. When approaching a tricky hill, rocky terrain or deep ruts, you don't need to use brute force which could result in damage to the vehicle. Applying Air Lockers



allow a more measured approach to getting through the obstacle. The under-seat mounted ARB CKMA12 air compressor supplies air to both the lockers and the tyres as needed.

Driving stability and control is enhanced by the combination of heavy duty springs and OME Nitrocharger Sport shock absorbers, with the added flexibility of adjustable rear air bags. So whether it's empty or fully loaded with the Travelander camper, the Map Patrol is sure-footed both on and off road.

Under the bonnet, the most noticeable extra is an ARB auxiliary battery system with a Redarc Smartstart SBI dual battery isolator, which are both very handy out in the bush when running equipment off the 12V system. If the main battery goes flat, the simple act of pushing a button will access the second charged battery and start the vehicle—a nice safety feature indeed. When the engine is running, it also charges the two dry cell batteries in the camper, again a full Redarc system that can also handle additional solar power.

Diesel engine performance was maximised by installing a Steinbauer engine chip from Diesel Care (an ARB stockist) in Goondiwindi, along with a Beaudesert Exhaust system. When dyno-tested, there was a 28% power boost at certain speeds.

Inside the cab, it's all bells and whistles and comfy chairs. The aftermarket Recaro seats are a treat for the mapping explorers who spend long hours in the saddle. The overhead Outback roof console maximises cabin space by adding valuable storage space in the single cab. It is a handy spot to store and access paper maps and the GME UHF radio, plus it houses the 747-like switches for all the hi-tech mapping gear.

It goes without saying that the rig is kitted out with the state of the art GPS and mapping equipment. The Hema Navigators HN5i and HN6 sit on the dashboard. The GPS mapping equipment, which is accurate to half a metre, is documented by a rugged and robust GETAC touch screen laptop on an equally rugged swivel mount.

With all these power requirements, behind the seats looks a bit like the control systems for a jumbo jet. There are state of the art inverters, GPS systems, Bluetooth capabilities and a 240V power board. But there isn't a power cord to be seen thanks to the professionals at Global Satellite Phones & Data Communications in Ipswich. To top it off, there is a SPOT satellite tracking system running through an iPhone app that even enables two-way satellite text messaging.

With the Travelander firmly secured onto the steel tray, the Hema

Map Patrol is a home away from home. Whilst on the road, the rig acts as home and office for the Hema mapping team while being more than capable off road and comfortable for the Hema Explorers. The solid floor provides ample working space for writing up the day's trails in the evening, too.

The Travelander camper has both 12V and 240V systems, making it easy to run all the appliances needed on the road, including computers. It comes with a queen-size bed, two fridges, three burner stove, hot water system and water pump for the kitchen sink and shower. The shower even has a frame and screen for privacy. The best bit is finding a campsite and using a remote control to electronically open the camper—all done in ten minutes. No lifting or stretching required!

The Travelander's flexibility is why Hema Maps chose it. It can either be used on the single cab tray back for two people or the entire camper pod can be moved via its detachable legs to a fibreglass and galvanised steel trailer and towed by one of the Map Patrol wagons.

So if you see the Map Patrol out there on the road, give them a wave or have a chat with the Hema Explorers. They'll be out there mapping your next adventure.

Safe journey...



NAVIGATE YOUR WAY

MATT FROST GIVES US THE RUNDOWN ON THE NEW HEMA NAVIGATOR 6.

When we announced the release of the original Hema Navigator in ARB 4x4 Action back in 2008, we described the product as groundbreaking. The Navigator impressed so many people at ARB that many of our staff bought them, including our head of product development.

It would have been very easy for Hema to kick back and enjoy having developed such a successful new product, but on the contrary, the company has continued to evolve and improve the device. This latest version, the HN6, is again a big step forward and will further cement the Navigator's position as being in a league of its own in the GPS world.

The key benefit to the Hema Navigator is the fact that it contains a huge inventory of Hema 4WD and touring maps stored onto the device. If you have just read the article on Hema's new mapping vehicle, you'll have an understanding of the lengths the company goes to in thoroughly exploring remote regions to ensure the data that is collected is comprehensive and accurate.

The new, high resolution six inch screen that is featured on the HN6 model provides the user with a superior experience, providing amazing detail and clarity. Like previous Navigators, off road navigation is supported using OziExplorer. However, the HN6 takes advantage of the latest Hema Ezi Ozi interface, which significantly simplifies the process of performing tasks such as adding waypoints and routes.

THE HN6 FEATURES IGO PRIMO STREET SOFTWARE, WHICH IS EXTREMELY USER FRIENDLY

Another of the Navigator's strongest attributes has always been its suitability for on and off road use thanks to its inbuilt street Navigation software. Like the HN5i model, the HN6 features iGo Primo street software, which is extremely user friendly. When operated in this mode, users are also able to identify Camps 6 Australia-wide locations, which is invaluable

when it comes time to pitch a tent or park the caravan for the night.

The HN6 comes with a German engineered windscreen mount, in car charger, carry pouch, USB cable to facilitate connection to a PC, and a video adaptor cable which enables the Navigator to serve as a video screen when connected to an ARB reversing camera. As previously mentioned, Hema maps come preloaded via a micro SD card and the unit also comes with an excellent quick-start user card.

Travelling in remote, hostile regions such as Outback Australia presents a number of challenges and risks. Knowing your precise location at all times mitigates many of these, and certainly provides the four wheel driver with an immense sense of security.



// Part no: ZENNAV08

WARN GOES SYNTHETIC



A NEW SERIES OF WINCHES WITH EXCLUSIVE SPYDURA™ SYNTHETIC ROPE HAS JUST BEEN RELEASED BY WARN.

With over half a century's experience producing electric winches, Warn is at the forefront of winch innovation and design. Warn introduced the industry's first three stage planetary gear train and free spooling clutch, which has proven to be reliable and efficient in the most strenuous conditions imaginable.

A range of Warn winches—M8000, 9.5XP, 9.5cti, XDC and XD9000—can now be purchased with Spydura™ synthetic rope. Constructed of an ultra high molecular weight polyethylene, the Spydura™ rope provides

extreme protection against wear and abrasion and features a high temperature urethane coat, increased UV protection and a ballistic nylon black sliding sleeve. A red temperature resistant sleeve is fitted to the first layer on the drum, providing protection for the rope while also indicating to users when the first layer of rope is reached.

The rope anchor at the drum utilises a spliced loop with a machined puck for increased holding, while the winch features a full radius Hawse fairlead with a mirror polished surface to reduce wear. The synthetic rope and black abrasion

sleeve require fitment in the field for maximum installation flexibility.

The winches with Spydura™ synthetic rope are available now from ARB distributors.

M8000

// Part no: W88552

9.5XP

// Part no: W88850

9.5CTI

// Part no: W95050

XDC

// Part no: W88750

XD9000

// Part no: W88550

IN CHARGE

Designed to charge any commonly used automotive battery to 100%, the Redarc BCDC1225 in-vehicle battery charger is a three stage DC-DC charger that operates from any input between 9 and 32V DC. With an output regulated to 25 amps, the charger is perfectly suited to small and medium battery bank applications, such as 4WDs, camper

trailers and boats. The charger also features a MPPT solar regulator, which allows you to charge your auxiliary batteries when 12V or 24V is not present. The MPPT solar regulator extracts the maximum available power from your solar panels at any available time.

// Contact ARB for part numbers and pricing



BULLO RIVER TRAIL RIDE FOR CHARITY



KEEP AN EYE OUT FOR RODGER PARKER AS HE RIDES FROM MT MEE IN QLD TO THE NT'S BULLO RIVER STATION WHILE RAISING FUNDS FOR THE RFDS AND PROSTATE CANCER.

Travelling 3,600km by horseback is no easy feat, but Rodger Parker has set off to do just that. Starting on the 2nd of July 2012, Rodger will be undertaking the epic journey from Mt Mee, northwest of Brisbane, to Bullo River Station in the Northern Territory—and all to increase awareness of prostate cancer and to raise \$150,000 for the Royal Flying Doctor Service and The Prostate Cancer Foundation of Australia.

Rodger had worked in the Northern Territory as a teenager and had always wanted to go back, but the idea to make the journey to the Northern Territory by horseback germinated almost thirteen years ago. Now at the age of 57, Rodger is driven to make the journey while raising funds for two worthy charities via the Bullo River Trail Ride for Charity event.

"The Royal Flying Doctors are a very important part of the Australian Outback and having worked out there for a short time, I understand the importance of the RFDS," Rodger says. "I think that unless you have been to the Outback, you can't get a true picture of the vast spaces between locations and the importance of the RFDS to Outback Australia."

"The Prostate Cancer Foundation of Australia is also a charity that is important to many Australians, and I understand there are over 200 types of cancer. In 2008 my own life was affected as I was diagnosed with Non-Hodgkin's Lymphoma. It was quite a shock to me, as it would be to anyone. The BRS Trail Ride for Charity was already in my mind, and it was ironic that I just happened to get sick."

Rodger and his small support crew expect the journey will take close to 90 days.

"We plan to travel about 40km a day, give or take a kilometre, and if this is the case it will take around 80 days," Rodger says. "But I expect it will actually take every bit of the 90 days and maybe even a bit more."

ARB's Nundah store has gotten behind Rodger and the charity trail ride, and has provided accessories for his Nissan Navara support vehicle, including a canopy, roof rack, UHF radios, auxiliary battery system, 47L ARB Fridge Freezer and an awning for the horse float. Another 47L Fridge Freezer has also been donated as a raffle prize to raise much-needed funds.

Everyone at ARB wishes Rodger and his crew good luck and safe travelling.

The full story and contact details can be found at www.brstrailride.com.



NO BARRIER TO QUALITY

PRODUCT MANAGER ANDREW BELLAMY GIVES US THE BACKGROUND STORY BEHIND HAYMAN REESE'S CARGO BARRIERS.

When we think about towing and tow bars, we can't help but think of Hayman Reese. But an interesting fact many people don't know is that Hayman Reese has also spent the last 30 years quietly developing and manufacturing cargo barriers for the car manufacturers' market.

And the good news for vehicle owners is that Hayman Reese now makes their cargo barriers available to the public.

Engineering cargo barriers to meet Australian Standards requires some serious testing. Most manufacturers would farm this job out, but not Hayman Reese—the only way for them to confidently control the engineering process was to obtain accreditation as a testing facility themselves.

Today, Hayman Reese boasts a NATA standard (AS/NZS4034.1) accredited testing facility in South East Melbourne, which ensures each and every cargo barrier produced is compliant with Australian safety standards.

Cargo barrier tests are carried out using the best-practice drop test method, which involves having up to 200kg dropped four metres onto a cargo barrier. Importantly, this method of testing allows Hayman Reese's engineers to test the barrier, its mounting arms and the sections of the vehicle's body the cargo barrier is anchored to. Modern vehicles can be constructed from steel as thin as 0.8mm, and so confirming that the body section of the vehicle that will take the load is adequate or is suitably reinforced is just as important as knowing the barrier itself is up to the job.

Impact rating is only one of the safety features built into Hayman Reese cargo barriers. Traditionally, rear view vision can be restricted by the cargo barrier mesh, but Hayman Reese provides the best possible vision through the barrier with a unique, diminishing grid design. The Hayman Reese design ensures the grid spaces are optimal for vision at eye level and are denser within the impact zones for maximum safety.

Every effort is made to complement the interior of the vehicle as well, with trim plugs sympathetic to the vehicle's interior used to disguise mounting hardware where required. An attractive glossy grey scratch resistant powder coat finishes the cargo barriers.

With such a meticulous approach to design, manufacturing and aesthetics, we expect the Hayman Reese cargo barriers to become as much of a household name as their towing equipment.

For more details and to see what Hayman Reese products are available for your vehicle, visit www.arb.com.au.





NEW K-GUARD KAYAK CARRIER

SPEND MORE TIME IN YOUR KAYAK AND LESS TIME LOADING AND UNLOADING WITH THE ALL NEW K-GUARD KAYAK CARRIER.

From streams and rivers to oceans and lakes, kayaks are designed to master the water. But take them out of their element, and kayaks are bulky and difficult to transport.

Many kayak hulls are made from light, sensitive materials and shapes that can vary considerably from model to model, and therefore it is a challenge to design a universal carrier that can accommodate all

types and also ensure the safest possible transportation.

The new K-Guard from Thule is a breakthrough kayak carrier in both design and function. Very quick and easy to fit to Thule load bars and other brands on the market, the K-Guard's rubber hull supports are designed to adapt to different-shaped kayaks whilst maintaining good pressure distribution along the base of the hull.

CityCrash tested and approved for kayaks up to 45kg, the K-Guard tilts to a wide angle for easier loading and unloading of the kayak. Security of your kayak is also considered, with the K-Guard featuring a key lockable strap with an inner steel core to resist cutting.

Visit your nearest ARB store for more information.

// Contact ARB for part numbers and pricing

SNOW IT ALL

Thule's extensive range of snow chains has just expanded with the new CK7 available this season. Designed with special twisted links to reduce chain thickness to 7mm, the CK7 is a solution for low clearance problems that exist between the inner tyre section and suspension components.

Featuring anti-scratch nylon bumpers to protect alloy wheels and a micro-regulation tensioning system, the Thule CK7 snow chain is available now.

// Contact ARB for part numbers and pricing



THULE
SWEDEN

NEW VERTEX BIKE CARRIER

For customers seeking a high quality, entry level bike carrier, the new Thule Vertex range is available to transport 2, 4 and 5 bikes. Featuring Thule's new hitch rack and an advanced cradle structure, the Vertex range is designed with an arched mast and arms and delivers increased ground clearance compared to other bike carriers on the market.

Hold fast cradles with anti-sway technology help prevent movement between the bikes, while lower bike arms provide easy access when loading a bike.

The Thule Vertex range is available from ARB, along with an extensive range of other equipment from Thule.



// Contact ARB for part numbers and pricing



APEX HITCH MOUNTED BIKE CARRIER

Customers seeking a bike carrier that delivers protection, convenience and security can now take advantage of the new Thule Apex range of hitch mounted bike carriers.

Featuring hold fast cradles with road dampening technology for the ultimate in bike protection, the Apex range is available to transport 4 or 5 bikes, with a tilt function incorporated into the design to gain access to the rear of your vehicle. Alternatively, the Apex Swing model is designed to transport 4 bikes and features a swing-away function for excellent boot access.

The Thule Apex range features an integrated bike cable lock and Snug-tite Stinger for exceptional security, while greater spacing between the bike cradles allows for easy and convenient loading. Reinforced straps and a soft touch anti-sway cage helps keep the bikes secure, while the EasyMount mounting system incorporates an auto-pin, knob and integrated carrier lock.

The new Apex range is available from ARB stores and stockists now.

// Contact ARB for part numbers and pricing



FEATURE

PAT CALLINAN'S 4X4 ADVENTURES

A white 4x4 SUV with a roof rack is driving through a rocky river in a forest. The water is turbulent and white with foam as it flows over the rocks. The surrounding forest is dense with green trees under a clear blue sky.

PAT FINDS HIS CANADA

Words by Pat 'Mr 4x4' Callinan. Photography by Tony Knight AIPP



'THE COOL THING ABOUT BEING FAMOUS IS TRAVELLING. I HAVE ALWAYS WANTED TO TRAVEL ACROSS SEAS, LIKE TO CANADA AND STUFF.' - BRITNEY SPEARS

Yep, Britney and I are like kindred souls, and while she might be ever so slightly more famous than me, we share a dream to travel to places near to home.

My most recent adventure involved an area that was literally in my own backyard. The area between Bathurst and the Blue Mountains comprises mostly of farmland, but it's the pockets of parks and wilderness in between these locations that we're keen to explore.

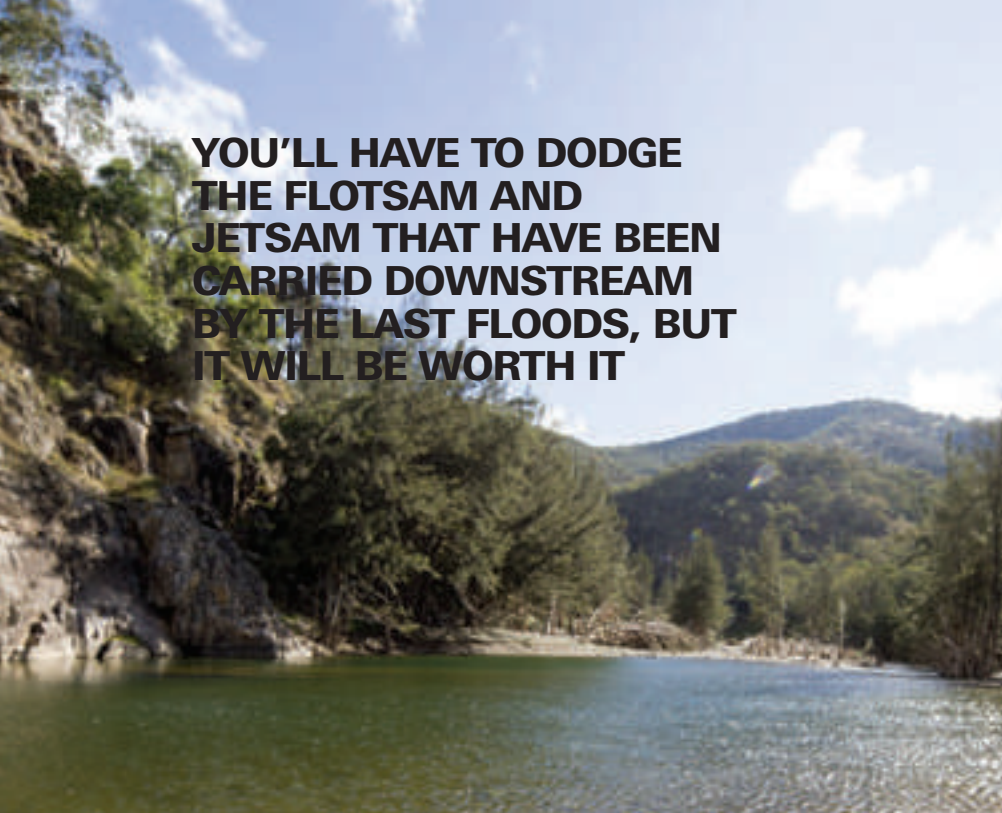
The starting point is the convict-built Bridle Trail, a slender mostly single lane track built in the early 1800s to stretch out to the goldfields around Ophir and Hill End. The construction would have been painstaking, with much of the track being built by stacking rocks and rubble onto the sides of

mountains. Darting off the side of the track are numerous mines and shafts, most of which are pretty unstable these days.

As a four wheel drive journey, the Bridle Track is a doddle. The main thing you need to consider are vehicles coming the other way. We didn't have that problem, though, because 17km out of Hill End, a 40 tonne rock had tumbled onto the track. Years ago, this would have been blown to smithereens with a few hundred sticks of jelly, but now it seems the Bathurst Council can't afford the repair.

But don't let that stop you from exploring the track. There is a local action committee working on clearing the track, and fingers crossed it will be done sometime soon; besides, you can still head in through Sofala to Hill End and beyond.

YOU'LL HAVE TO DODGE THE FLOTSAM AND JETSAM THAT HAVE BEEN CARRIED DOWNSTREAM BY THE LAST FLOODS, BUT IT WILL BE WORTH IT



For the most part, the Bridle Track follows the route of the Turon River, and there are a number of concrete causeways to cross. Unless there has been heavy rain, no snorkels are required and it's an easy run across. There are numerous campsites along the river, and most are signposted and close to the track, so there's no chance of getting lost.

But getting lost (figuratively speaking) is what some of us 4WDers love to do. The very reason we purchase an escape machine is because we don't like to camp on top of our neighbours. And if that's your idea of fun, simply look for tracks crossing the river and head on over. The crossings are generally pretty obvious, and one such crossing is at Mary Flynn's campsite. There are a number of campsites on the eastern side of the river, but head across and you'll find countless more secluded ones. You'll have to dodge the flotsam and jetsam that have been carried downstream by the last floods, but it will be worth it as you discover areas where few others have camped.

When you're crossing these creeks, the water level is usually not the problem, but the rocking and rolling boulders can be. Take it nice and slow (no bow waves required), otherwise you could

land on the other side with bent steering arms or sad looking diff pumpkins. For a smoother, more controlled ride, dump your tyre pressures down to around 16PSI on the way across, too.

With the many native pine trees on the banks of the Turon River, like my friend Britney, I felt like I had found my Canada, too. In fact, it's in this area where ARB has shot images for their North American catalogues. Sorry team, secret's out!

After camping for a few days by the Turon and experiencing some spectacular solitude, we wound our way into Hill End. If you want to explore the town, you can camp in The Village campsite. There are hot showers here, and it's also a quick walk (nay, stumble) to the Royal Hotel. It's a National Park campsite, and there are even powered options available—although try not to lob here over the chaotic Easter Weekend.

If you have even a fleeting interest in history, you would be mad not to devote at least a few days to exploring Hill End. Once Australia's largest inland settlement, Hill End boasted 27 pubs in its heyday. It is, quite simply, a gorgeous town. The remnant buildings give you an inkling into what the area would have been like, and they all tell a story of the past.

To learn that story, you'll want to go on a Discovery tour with fourth generation Hill End resident Sandra Thompson. While growing up in town, Sandra used to hang out with the old townfolk after school, as she loved listening to their stories. Now you can benefit from her lifetime of research as you walk with her through the streets of Hill End. For me, the tour was an absolute highlight.

Just outside of town you can also jump onto a tour of the Bald Hill Mine. Our tour guide (Glen) really knew his gold history, and the way it was explained was simply brilliant. The tour starts in a base mine shaft and then winds its way up the mountain through a series of ladders. The slender shafts aren't for everyone, or at least anyone suffering claustrophobia, but for most of us it's just good fun. The tour takes around one hour.

From Hill End we ventured towards another great gold town, Sofala. If you like your photography, this is yet another town in the region where you'll get a sore trigger finger. Just past town (on the road to Capertee) there is an expansive campsite by the river, where we grabbed some brilliant misty early morning shots. After Sofala, the road again sticks to the Turon River, but as you're travelling upstream,



the waterway gets a little less broad (but no less pretty). You'll have to travel through a few farms up this way, so make sure you leave the gates as you find them.

On nearing Capertee, we turned into the Turon National Park and I popped up my ARB rooftop tent at 'The Diggings' campground. It's a steep drive down the hill, so you'll want to use low range, and once you hit the river it's simply brilliant. There are oodles of great campsites, and the tracks meander through the valleys and creeks, so you'll always be able to find a secluded patch of grass.

The beauty of this whole journey is that the whole time you're just 2-3 hours west of Sydney. It does make for a brilliant weekend adventure, but if you can swing in for a week, you'll manage to see so much more.

For the full story on this adventure and many more, check out the latest edition of Pat Callinan's 4x4 Adventures magazine. It's a great read, and is available at newsagents and selected retailers right across Australia. Pat's four seasons of DVDs, taken from his Network Ten TV show, are available through ARB stores and stockists nationwide.





PHOTOGRAPH SPECIFICATIONS

Camera: Canon EOS-1D Mark III
Lens: 400 f 2.8 plus 2x extender
Aperture: f5.6
Speed: 1/100
ISO: 800



GALAHS AT MUNGERANNIE

It's fabulous to get into the Outback and just blend in with our awesome landscape. This is a classic photo in which I did exactly that, and capturing it made me smile.

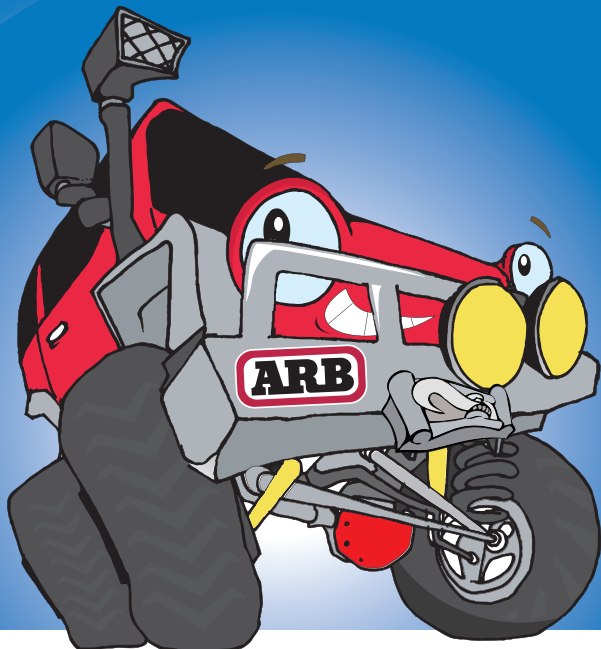
I was on a trip down the Birdsville Track, spending some time with Phil and Pam from the Mungerannie Hotel. I had headed down to the waterhole with a lens that would assist me in capturing some wildlife. The land had been dry for some time but the introduction of a little rain seemed to excite the locals. I had seen a couple of galahs hanging around this chunk of wood, and as these are one of my favourite birds to photograph, I figured that I would sit low to try and create some interesting images.

Settling into a spot amongst the reeds, I placed a couple of pieces of an old stump in amongst the mud to stop me from sinking under. I remained still, hoping that the galahs would home in on this safe watering perch.

Within minutes, the galahs arrived and began fighting for the best position to take on the much-needed water. They were almost dive bombing each other with the intent of knocking others off their perch.

It was so surreal being there—a fabulous location, the sun was setting, and I was really homesick from missing my family, and yet these crazy galahs reminded me of my kids fighting for position on that 'blow-up floaty thing' in our pool. My timber raft had sunken into the mud and I was going under, the mossies were enjoying their afternoon meal, Phil had a nice cold Coopers waiting for me at the bar, and I just kept snapping frames and having a giggle about how the individual personalities of these birds actually reminded me of my boys back at home.

- Michael Ellem

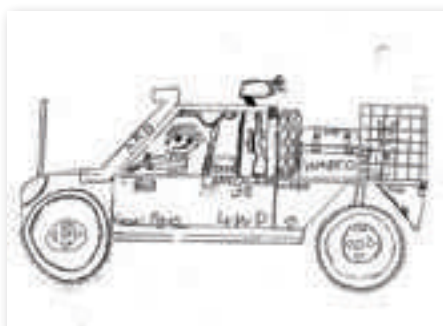


HEY, KIDS, FOURBY HERE

Thanks to everyone who has written to me over the past few months. It sounds like you're all having heaps of fun in the great outdoors. I've been on a few 4WDing trips, too, and look at how dirty I got! Stay warm, everyone, and keep sending in your fantastic drawings!



* Hi Fourby, my name is **Brady** and I am 12 years old. Here I have drawn my favourite 4x4 – the LandCruiser.



* We went on a trip to the Cape and took the dogs just in case. Fun trip! From **Brandon** (age 13)



* I like going bush bashing and camping with our 100 Series LandCruiser. It has a 3 inch lift, Rhino Rack, ARB bull bar with Hella lights and Bridgestone tyres. **Bailey** (age 10)



* **Curtis** sent in these great pictures of him and his dad going 4WDing in Victoria. Great work, Curtis!



* This is my 4WD truck. His name is **Forbe** and he likes 4WDing. From **Jye**



* Hi there. My name is **James** and I am 4. My dad and I drew this picture together and this is a picture of me at the 4x4 show in Melbourne. I love going 4x4ing and going in big bog holes and deep ones with Daddy.

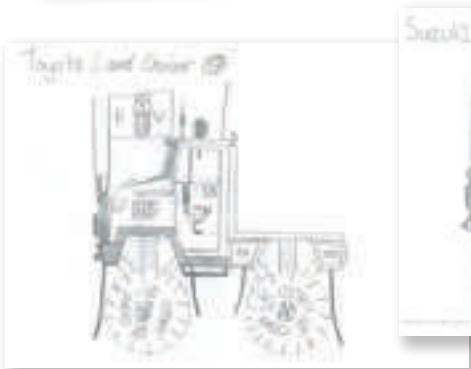
Please get in contact with us, James. You didn't give us an address to send your prize to!

WINNER!



We thought Sidney's drawing was really great. Well done, Sidney, there's a Toys R Us voucher and other goodies coming your way!

Hi, my name is **Sidney** and I am 9 years old. I drew this picture of my dream 4x4 with a snorkel and roof rack.



To ARB, I am **Alex** and I am 12. These are some pictures of a Suzuki and a LandCruiser. ARB and four wheel driving rocks!



Sofia sent in this great drawing of an ARB equipped vehicle in the Outback, complete with kangaroos. Awesome work, Sofia!



My name is **Charlie**. I drew this picture of my dad working on his Jeep. I play inside Dad's car when he fixes it. Charlie (age 5)



My name is **Riley** and I am 7 years old. This is my Uncle Nathan's HiLux ute. I like going off road to the coast at Yeagerup, WA.

You could WIN an awesome ARB Kids' Pack



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

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

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

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

Email: fourby@arb.com.au

THE ADVENTURES OF FOURBY AND FRIENDS
IT'S BEEN RAINING FOR DAYS AND DAYS, AND FOURBY AND AREL ARE BORED FROM BEING STUCK AT HOME.

THEY RECEIVE A CALL FROM THEIR FRIEND, LOCKE. HE'S BEEN CAUGHT IN A FLOOD!

FOURBY AND AREL KNEW IT WOULDN'T BE EASY TO REACH LOCKE.

LUCKILY, THEIR SNORKELS ALLOW THEM TO DRIVE THROUGH A FLOODED CREEK.

FOURBY AND AREL THEN HAD TO CONTEND WITH SUPER STICKY MUD HOLES...

... AND USE THEIR AIR LOCKERS TO NAVIGATE THE STEEP AND SLIPPERY HILL.

FOURBY AND AREL FINALLY REACH LOCKE'S CAMPSITE. IT'S VERY DARK AND QUIET.

LOCKE AND ALL OF THEIR FRIENDS HAVE THROWN A PARTY TO CHEER THEM UP!

FOURBY AND AREL DON'T MIND THE RAIN NOW!



COLOURING COMPETITION!

THIS ISSUE WE'RE RUNNING A COLOURING COMPETITION AND THERE ARE SOME AWESOME PRIZES UP FOR GRABS!

Send in your entry and you could win a Toys R Us gift voucher, Fourby plush toy or ARB teddy bear. Winners will be announced in the next issue. Remember to include your name, age and address on the back of your entry. Competition closes 31st August 2012.

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

Email: fourby@arb.com.au

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

KING OF THE REEF

Words & photography by Al McGlashan

IF YOU THOUGHT WINCHING YOUR CAR OUT OF A BOG WAS TOUGH, TRY TAKING ON A KINGFISH. AL MCGLASHAN PUTS ON THE GLOVES TO DO BATTLE WITH THIS INSHORE HEAVYWEIGHT.

The bite was almost delicate. Then, seconds later, the line ripped away off the spool uncontrollably. For a moment I let it go and then eased the drag up and immediately took the full weight of the fish. This was a mistake, as I underestimated what I was hooked to and suddenly found myself slammed into the gunnel, desperately trying to stay in the boat.

A second later, it was all over and I was left with nothing more than a busted line to wind in.

For my next attempt I was much better prepared, but still I got bricked. It is like those moments when you are 4WDing down a track and suddenly you lose traction and start sliding off the track. The helplessness is the same.

Finally on my third shot I came up trumps and managed to survive the first run, stopping the fish just before the reef. The battle was fast and seriously hardcore, but before I knew it I had a huge kingy boat-side.

I love catching kingfish. They are tough as hell, pull like freight trains and seem to win more battles than they lose. Once upon a time, anglers hated them because they were simply unstoppable, but now thanks to improvements in tackle we are finally pulling kings and winning the battle. Better still, the numbers are on the increase and they are now prolific right around the southern half of the country, where they can be found anywhere from a remote rocky headland in WA to right below the Sydney Harbour Bridge.

KING COUNTRY

An inshore coastal species, kingies are very structure-oriented, favouring distinct locations such as reefs, bommies, ledges, rocky islands and manmade structures like wharves and navigation buoys.

Having a relatively predictable nature, kingfish tend to favour specific locations. In most cases these spots are no secret, be it Montague Island and the banks on the NSW south coast or Coffin Bay in South Australia.

To find kingies in your local waters, the first step is to drop in to the local tackle shop or use one of the fishing forums on the net. If you're old school then you can simply look at marine charts and identify any major structure that is subject to current. Kingfish will stack up

SINCE KINGFISH SPEND A LOT OF THEIR TIME NEAR THE BOTTOM, A DEPTH SOUNDER IS AN ESSENTIAL TOOL



around the structure facing into the current.

Since kingfish spend a lot of their time near the bottom, a depth sounder is an essential tool that will help you locate not only the right grounds but, more importantly, the fish themselves. Being a schooling fish, they will show up really well on the sounder. Although there are variations between different units, kingfish will generally show up as a series of red arches or lines on colour units. In particular, anglers jigging for kingfish over deep reefs rely heavily on depth sounders to locate schools.

Kingfish will also regularly enter bays and harbours, especially when there are large quantities of baitfish. Areas such as Sydney Harbour enjoy huge influxes of fish during the summer months.

The one key point to finding kings is bait, and the more bait the better. Regardless of whether it's schools of yakkas rippling on the surface or schools of garfish stacked up in the shallows, when

you find the bait, the predators won't be far away.

TIMING IS EVERYTHING

Being very temperature tolerant, kingfish can be found in water ranging from 16°C to 25°C but are most comfortable in water around 19°C to 23°C. On the east coast of Australia, this means that the northern areas fire up in the winter and spring, and the south picks up during the warmer months as the East Australia Current (EAC) pushes the tropical waters south. In cooler regions such as South Australia, kingfish are best targeted in the spring when the water is warmest.

Notoriously temperamental in nature, kings can bite ceaselessly one day then shut down the next. This can make king fishing very frustrating, especially when you can see them on the sounder. The most reliable period is early to mid morning, particularly during the warmer months, while in the winter I prefer late afternoon sessions.

The tide also plays a role in the daily habits of kingfish and they will often

come on the bite around the tide change, irrespective of what time of day it is. The moon also seems to influence kingfish activity. One of my favourite times to fish is during the build up to the full moon. It can pay dividends to keep a diary of the moon phase and your catch rate of kingfish to determine the best time to target them in your area.

CATCHING THE KING

Being aggressive with just about every technique will work on kingfish, from fly fishing to casting metals, but if you want big ones then the best technique is live baiting. Slow trolling or drifting with live baits like slimies or yakkas is fantastic but the kingfish's all-time favourite meal is squid.

Both alive and dead, squid are right at the top of the king menu, so long as it is fresh (and when I mean fresh, I mean caught that day). You can't skimp and buy packet squid from the servo—you have to go and catch your own.

Irrespective of which bait you use, always hook live baits in the nose



or in the case of squid through the mantle—this will keep the bait alive and healthy for longer. Avoid hooking the bait in the tail because it will quickly tire and drown, whilst if pinned in the head they will swim for ages. Circle hooks offer the best hook up rate, and since they always lock in around the jaw hinge, they are much easier to release.

When slow trolling live baits around headlands and over inshore reefs, I like to run two outfits—one on a flat line while the other has a sinker attached to hold it deeper in the water column. One trick I employ is to stop when I mark fish on the sounder, allowing the weighted baits to sink down to the fish.

In water deeper than 25 metres, the best approach is to drift over specific spots like wrecks and reef edges where the fish are marking up. It is really important to use the sounder and GPS to get you right on top of the action because, just like humans, if you put it right under their nose they will eat it.

At times particularly during the cooler months, large schools of kingfish hold over deep reefs. Live baits will certainly work but jugging



KINGFISH WILL REGULARLY ENTER BAYS AND HARBOURS, ESPECIALLY WHEN THERE ARE LARGE QUANTITIES OF BAITFISH. AREAS SUCH AS SYDNEY HARBOUR ENJOY HUGE INFLEXES OF FISH DURING THE SUMMER MONTHS

is a great alternative when bait is hard to come by. The new high speed jigs are easy to use and the kings will climb all over them. If the fish are really on the chew, you can expect to catch them all day on jigs or at least until you are completely worn out!

There is a wide range of jigs out there and the basic rule is the deeper the water, the bigger the jig. Using the depth sounder, position the boat directly over the school and free spool the jig right to the bottom, then crank it back relatively fast with a jerky stop-start action. Be warned, though, because kingfish hit like a runaway train, so hang on!

The final, highly exciting method worth mentioning involves fishing with surface lures. Poppers like the infamous Roosta popper can create some insane strikes when the kingies are on surface feeding. Apart from targeting schools of

surface-feeding fish, you can also score blind strikes when casting around bommies and manmade structures like navigation markers.

To get the most out of surface lures, vary the speed of your retrieval. Generally speaking, a slow stop-start approach will produce the best results. Remember, kingfish have a very temperamental nature so it pays to try anything at times to get a bite.

TAKING ON THE KING

Few species excite southern anglers as much as the kingfish. The best part is you don't even need a boat. Drive to a remote headland that drops away into deepwater and start firing metal slices out, and chances are you will connect. Landing it, however, is a whole new challenge but that is half the fun of taking on the king of the reef.

I guarantee you will enjoy the fight!

TACKLE

Kingfish are a tough opponent and require serious tackle to beat. This is particularly so when fishing in heavy reef areas where there is a very real chance that the fish will bury you. As a result, the best way to handle kingfish is by simply using heavy tackle.

Overhead reels were once used exclusively for mega kingfish but the modern spin reel like the Stella is now cable of tackling the biggest fish.

With no sharp teeth, a short 20-40kg trace is usually enough to handle these fish, although heavyweight specimens in the 15kg plus category are better off targeted with at least 50kg trace. There is no need for long traces and in most instances 1-2m will suffice. When it comes to hooks, live bait style in sizes from 5/0 to 8/0 are the most popular for squid, while 7/0 to 10/0 circles are best for fish both live and dead.

When it comes to hooking a kingfish while using bait, it is important not to feed the fish too much line. Being a very wary creature, kingfish will quickly detect when something is amiss and will immediately head straight for the bottom—if you don't set the hook quickly, then you will end up in the reef. This is particularly the case when fishing with live baits. Don't bury the hook in the bait; always have the hook tip well exposed to maximise your chances of getting a secure hook up.

Once you hook up, load up on the fish and if you are in shallow water, drive the boat out and try to coax the fish with you. Just remember there are kingfish out there that you will never stop, and it is the fish you lose that drag you back time and time again to do battle.

SELECTING THE RIGHT APERTURE

AS MIKE ELLEM EXPLAINS, GETTING THE RIGHT SHOT IS ALL ABOUT FOCUS.

Have you wondered how to get that photographic look to your images? If you have just purchased your first DSLR, then you're quite possibly using it on either 'P' or 'Auto' program mode.

But in order to make the photographs on your next 4x4 trip outstanding, let's talk about how to get the most out of the camera lens and its ability to show the viewer exactly what you want them to see.

Moving the mode selector to 'Av' or 'A' will put the camera into aperture priority mode. With aperture priority, the camera is still using all of its computing power to capture the correct exposure, but you are selecting your desired aperture for the shot. By selecting the aperture manually, you can create a huge difference between a shot taken by any happy snap camera and your DSLR.

So what is the aperture, you might ask? Aside from composition, I believe that the aperture of the lens is the single-most important element in photography, allowing you to express your thoughts to

the viewer when creating the image—something I think is pretty important. I have said before to many people, that when they

actually the bigger openings and the bigger numbered f stops are the smaller openings. You might say that it sounds like the opposite,

ASIDE FROM COMPOSITION, I BELIEVE THAT THE APERTURE OF THE LENS IS THE SINGLE-MOST IMPORTANT ELEMENT IN PHOTOGRAPHY

understand what the aperture actually does, their photography will start improving tenfold.

Basically, the aperture is the size of the opening within the lens which, when combined with the shutter speed (the time which the shutter allows light to pass through the lens), provides the exposure on the image to the sensor. This is then converted to a file written to the card in your camera.

A bigger aperture (i.e. f2.8-f4), allows for more light to travel through the lens, resulting in a faster shutter speed. A smaller aperture (i.e. f11-f22) allows less light to travel through the lens, resulting in a slower shutter speed.

This can get confusing because the smaller numbered f stops are

but when you get your head around it, it will all make sense.

So what does aperture do, other than affect exposure?

The adjustment of the aperture will result in a different depth of field. At f22, the image will visually show a great depth of field—in other words, the subject that was set as the focus point, as well as most of the foreground and background, will be sharp and in focus. Changing the aperture to say, f2.8, will result in the image showing a more shallow depth of field. This means the subject that was set as the focus point will be sharp and the foreground and background will be soft or blurred.

If you're taking a photograph of a person in a scene where you



This photograph was taken using a Canon 85mm f1.2 at f16 for a greater depth of field.



Taken using a Canon 85mm f1.2 at f1.8, this photograph has a very short depth of field.

IF YOU'RE TAKING A PHOTOGRAPH OF A PERSON IN A SCENE WHERE THE BACKGROUND IS EQUALLY AS IMPORTANT, YOU SHOULD UTILISE A SMALLER APERTURE



A relatively short depth of field is shown here by utilising an aperture of f5.6. The shot was taken along the wire to ensure the out of focus components would draw your attention to the wire swirl.

have decided the background is equally as important as the subject, you should utilise a smaller aperture (i.e. f11-f22). When the audience looks at the image you've captured, they will be looking at the complete image, with their eyes subconsciously wandering around the complete scene looking at everything in the picture.

If you want the subject to stand out and be the only thing that the viewer will see, change the aperture to be the largest the lens has available (i.e. f2.8-f5.6). This will result in the subject being sharp and in focus, and the foreground and background will be soft or blurry. When the audience looks at your image, their eyes will be drawn to what is in focus.

You are the artist here and you get to create photos where you are telling the audience what is important in the image.

Experiment with your camera by setting it on a tripod and looking along the length of a timber fence or a brick wall. Place something obvious, such as tape, Blu-tack or a nail on the structure and make this your focus point. Now adjust the aperture to the very smallest available (the bigger number) and take the shot. You should be

able to see most of the structure in focus.

If you change the aperture to the biggest available to your lens (the smaller number) and take the shot again, you should be able to see that the focal point is sharp and the foreground and background is soft and out of focus.

By working through the complete set of available apertures on your lens, taking a shot with each, you'll see how the subject on your structure goes from being the centre of attention to simply becoming part of the overall image.

By utilising various apertures on each of the lens' magnification, and studying the effects, you should be able to predict what will and will not be in focus at a selected aperture. Of course, as it's digital, you can simply zoom in and have a good look at the detail of the image on the camera's screen.

So, if you want to gain more control over your images and highlight the components you want your audience to see, move your selector over to aperture priority mode and start getting the most out of both your camera and your lens.



This shot required a smaller aperture to showcase the complete scene including the rubble on the ground and the clouds in the sky. The coarse nature of the foreground contrasting with the soft sky helps make the image.



This tombstone was singled out as a feature within a group. It was shot with a bigger aperture to make it stand out from the surrounds.



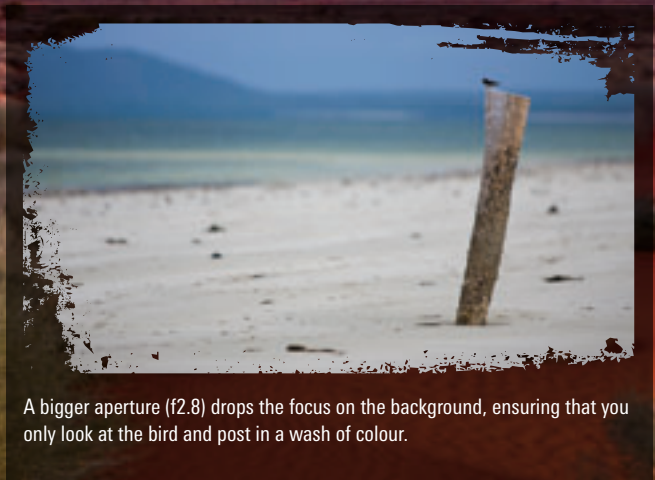
A smaller aperture (f11) is used here to show the full detail along the fence line, as the wire is as important as the silhouette.



This image was photographed at f4 on a 200mm lens, ensuring the busy background was less visible.



Using f5.6 here ensures you see the complete post and wire. The bigger aperture makes certain that you are looking at the post in the green background, but if we used an aperture of f2.8, the focus would drop off past the wire.



A bigger aperture (f2.8) drops the focus on the background, ensuring that you only look at the bird and post in a wash of colour.



This guy has some features which needed capturing, and so care was needed to ensure that both eyes are still in focus, so f5.6 was selected.



Jo, an Outback NSW property owner and her working dog, was photographed with a long lens set at f6.3 to ensure there was enough detail in both subjects. At f2.8, the dog's fur and nose would have been out of focus.



The full detail along the structure is as important as the complete scene, and so a smaller aperture (f11) was selected.

SILVERTON HOTEL



GETTING SOCIAL

Join over 10,000 other people online and get the latest ARB news, access to behind the scenes pics, entry to a range of great competitions and much more by becoming an ARB fan on social media. Here's what's been happening lately...

FACEBOOK



INSTAGRAM



TWITTER



JOIN THE CONVERSATION

Get online and involved on facebook, twitter, Instagram and YouTube.



www.facebook.com/ARB4x4



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www.youtube.com/ARB4wd



[@arb4x4](https://www.instagram.com/arb4x4)

DONATE FOR A CAUSE

**GET INVOLVED
WITH VARIETY – THE
CHILDREN’S CHARITY
AND THEIR 2013 CAPE
YORK ADVENTURE.**



TAKE IT TO THE TOP

Travelling up the Old Telegraph Track in Cape York puts you and your vehicle to the test, but the rewards are bountiful. The area is steeped in history and offers breathtaking landscapes, stunning tropical sandy beaches and waterways teeming with different species of fish.

Combine this with raising funds for Variety—the Children’s Charity, and you’re in for an incredible and satisfying adventure.

Variety—the Children’s Charity is dedicated to providing children who are sick, disadvantaged or have special needs with opportunities to increase their quality of life. The majority of Variety’s fundraising income comes from special

events, and in 2013, the team is running the 4WD Explorer event.

A 10 day 4WDing adventure, the Variety 4WD Explorer event takes participants along the iconic Old Telegraph Track to the tip of Australia, stopping at locations including Cooktown, Bloomfield Waterfalls and fantastic, unspoilt scenery.

Participants are required to fundraise \$5,000 as part of the entry fee. This amount is fully tax deductible, and Variety offers support to those who haven’t had much experience in the fundraising domain before.

Les Riley, CEO of Variety Queensland, experienced the 4WD Explorer event back in

1996. “For someone who always wanted to travel to the northern tip of Australia in a 4WD but wasn’t game to do it on my own, this was the answer,” Les says. “In the company of others and with people who knew what they were doing, it was just an unforgettable experience made even more memorable by the kids we met and assisted along the way. Just do it — you’ll never regret the decision!”

Places for the 2013 ‘To the Top’ Variety 4WD Explorer are strictly limited. Participants pay a provisions levy per person, which covers meals, accommodation and special events. Visit www.varietycld.org.au for more details.

WIN AN ARB 47L FRIDGE FREEZER

Be in the running to win a 47L ARB Fridge Freezer valued at \$1199 when you complete your registration for the 2013 ‘To the Top’ Variety 4WD Explorer!

Simply visit www.varietycld.org.au or contact (07) 3907 9300 and

complete your registration (including registration fee) before Friday 17 August and you will go in the draw to be the lucky winner of the ARB Fridge Freezer.



MILFORD CABGUARD

The Milford CabGuard™ offers a completely new dimension in occupant protection and professional load management for your ute. Available for a growing range of vehicles, including HiLux, Ranger, Navara D40 and BT-50 models, the CabGuard™ utilises Milford's patented Load Arrest technology, which negates the need for bulky or complicated mounting systems, and features new Shock

Block technology for additional shock absorption during an impact.

Rated to 60kg and rigorously tested to meet Australian Standard AS4034 for vehicle load restraints, the CabGuard™ utilises turret-punched, powder coated materials and is securely fitted to the vehicle's tub. The growing range of CabGuard™ products is available now from your local ARB dealer.



// Contact ARB for part numbers and prices

3500KG ADJUSTABLE BALL MOUNT

HAYMAN REESE OFFERS THE SOLUTION TO MISMATCHED HEIGHTS BETWEEN A TRAILER COUPLING AND YOUR VEHICLE'S TOW BALL.



It is not uncommon to experience a height mismatch between your trailer and tow ball, and an adjustable ball mount offers a simple solution. Most adjustable ball mounts traditionally come with a rating of just 1250kg, which is too low for many caravans and trailers. Hayman Reese, however, has recently released a model rated to a massive 3500kg.

The Hayman Reese adjustable ball mount meets or exceeds the factory tow rating of all passenger vehicles and is manufactured from a steel fabricated head and cast shank.

Featuring a preinstalled, 50mm chrome tow ball, the 3500kg ball mount has an adjustment range of 200mm, which is made possible via eight holes in the cast shank. The ball mount can raise or lower the tow ball by inverting the cast shank into the tow bar's hitch receiver. In an inverted orientation, the fabricated head and tow ball will be above the hitch receiver.

The shank itself also incorporates three hitch pin holes to facilitate adjustment towards or away from the vehicle's body.

Suitable for all vehicles with a 50mm receiver, the 3500kg adjustable ball



mount is available now at your local ARB store or stockist.

// Part no: T70200

NEW FLINDERS RANGES GUIDEBOOK

RON & VIV MOON UNVEIL THEIR LATEST GUIDEBOOK



Recognised travel writers and experienced 4WDers Ron and Viv Moon have just released a new book—The Flinders Ranges An Adventurer's Guide. This comprehensive guidebook covers all you need to know for an enjoyable and unforgettable 2WD and 4WD touring, camping, caravanning, walking or cycling holiday to the Flinders Ranges.

Featuring hundreds of camping sites, dozens of 4WD tracks, top fishing spots, station properties and accommodation, plus walking and cycling routes, the guidebook is an essential companion to exploring the Flinders Ranges.

The Flinders Ranges An Adventurer's Guide is available now.

// Part no: 215946

WIN!

To celebrate the release of Ron and Viv Moon's latest guidebook on the Flinders Ranges, we're giving away 10 copies of Flinders Ranges An Adventurer's Guide. To be in the running to win, simply write 25 words or less on why you want to visit the Flinders Ranges. Entries will be judged by ARB's marketing department, with extra points awarded to humour and originality.

To enter, email your 25 words plus your name and state to marketing@arb.com.au with 'Win Guidebook' in the subject line. Competition closes 31st August 2012.

IPAD 3 WINNER

In the Autumn 2012 edition of ARB 4x4 Action, we ran a competition in which readers had to explain in 25 words or less why they needed an iPad 3 and Hema 4WD Australia app. We received countless entries, but the prize goes to Candace Veeder:

ARB magazine will set the tone

Show me how and where to roam

If I'm lost, I'm not alone

Hema maps will guide me home



FAULT FINDING

Words by Mark Allen. Photography by Mark Allen & Offroad Images

TAP, TAP, TAP; KNOCK, KNOCK, KNOCK; GRIND, GRIND, GRIND. WHAT THE HELL COULD THAT NOISE BE?

Ever been trundling down the track and become aware of an unusual noise coming from your 4x4? Carrying on and ignoring the warning signs of impending component failure is not suggested practice, and neither is turning the stereo up in the hopes that the noise will go away... that's just plain stupidity.

Fault diagnosis is an art in itself. A muffler dragging on the ground or a loose tie-down flapping on the roof are obvious and easy faults to find and rectify. When the noise is coming from internal driveline components or bearings, then that's a whole different ball game.

SAFETY FIRST

Always practice 'safety first' when working on motor vehicles. Never get under, in front of or behind a vehicle while it's jacked up and in gear.

Be careful where you point the end of the hose or stethoscope; don't get too close to the fan blade, belts or other moving objects. The other end—well don't stick it in your ear too far!

Be aware of what is going on around you while concentrating on tracking down that mystery noise.

ON THE HUNT

Determine roughly where the noise is coming from—front, back, left hand side or right, inside or out. This may not be an easy task, as noises have the uncanny ability of travelling from the source.

Now, here is where you will surely impress your passengers—or maybe they will raise an eyebrow in disbelief at first. From your well-stocked toolbox, pull out a short length of tubing—a half metre of garden hose is ideal. With one end held firmly against your ear, hold the other end closely to the general area you think is causing the unusual noise.

Let's presume you are searching the engine bay; with your hose, follow the fuel lines along each injector, or in the case of an older petrol engine, along each spark plug and hi-tension lead. While you may not know specifically what you should be hearing, what you are seeking is a change or uncommon noise from one component compared to another. Try listening to the tappets, the side of the block, bottom end (down near the sump) and even the carburettor or air induction system. You will be amazed at what you can hear!

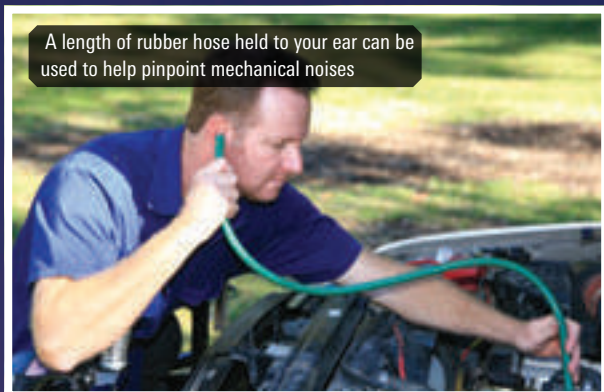
CALL THE DOCTOR

Many mechanics would have a typical doctor's stethoscope as part of their kit. Yes, the same gadget as used to listen to a patient's heart, but when used by a mechanic the patient is your motor vehicle and the flat (cold) disc is replaced by a pointer or probe.

The offending noise travels up the solid probe, through the stethoscope and straight into the doctor's, er... mechanic's ears. The same principle is used with the hose—noise travels from a direct area, up the tubing and straight into your ear, giving you more of a chance of tracking that mystery noise while miles away from the comfort of your regular mechanic.

HIGH TECH METHOD

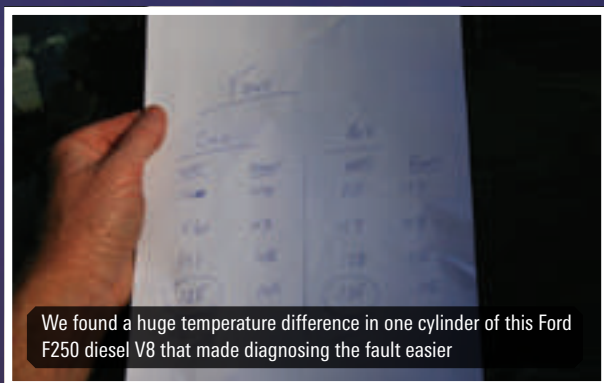
Another way of fault finding is by way of a thermometer; again, similar to how a doctor does it... but different. I recently helped find a fault in a Ford F250 that was running rough (both at idle and speed) with a non-contact infrared thermometer. While we had no idea on the exact cause of the problem or how to fix it, we managed to track the problem to one of the eight cylinders via the temperature readings we took.



A length of rubber hose held to your ear can be used to help pinpoint mechanical noises



A non-contact infrared heat gun can be used to detect temperature differences



We found a huge temperature difference in one cylinder of this Ford F250 diesel V8 that made diagnosing the fault easier



A length of hose makes it easy to pick the bung wheel bearing on trailers—jack the wheel up and spin it; you'll be amazed at what you can hear

One cylinder gave a much higher temperature reading than the other seven (we measured the engine while it was cold then when hot to find the same problem), plus (having twin exhausts) one exhaust was running hotter than the other. While we had no idea what the temps should be, the fact that one cylinder was always 10 to 20 degrees hotter than the others gave our mechanic enough info to get it sorted pronto.

THINGS TO NOTE

Take note whether the noise occurs with the clutch in or out, when turning a corner, under acceleration, braking or even if it can be heard with the engine switched off. The next big give away is frequency. Can the noise be heard at the same frequency the wheels are turning, twice or four times as often, or in the case of the engine, is it happening on each cylinder firing or once, twice or more per second?

Within the driveline, everything revolves regularly and in set ratios. That is, the wheels may turn once for every four revolutions of the tailshaft. Therefore if the inherent noise is happening four times per one revolution of the road wheels,

the problem may be associated with the driveline between the rear of the gearbox and the diff centre. Start running the magic rubber hose over this area and nine times out of ten you'll have tracked the source of the problem.

DESCRIBE, DON'T DIAGNOSE

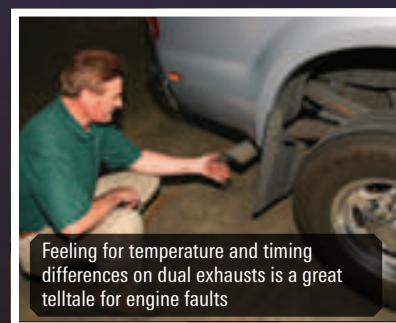
One point worth noting when passing on your info to a mechanic is if you're not totally sure of the problem, then describe the noise instead of diagnosing it. As in... 'kind-of sounds like a hammer hitting metal really fast. It happens no matter whether I'm parked at home or doing a 110km/h down the freeway.'

This is of more help than 'mate, I reckon it's the tappets out of adjustment by 10 thou.' If you happen to be wrong, it'll send your friendly mechanic up the garden path, which then leads to a higher bill to you in the long run. All males take note of that—don't let your mechanical ego get in the way here; it's okay to not know everything about your vehicle!

Go on, give it a go; grab a piece of hose and listen to your engine, bearings, pulleys, injectors, carbies and anything else that moves.

You'll be gobsmacked at what you can hear and how easy it is to pick where a problem might be.

Remember, early diagnosis is paramount to the overall longevity of your 4x4, so don't let that initial noise get the better of your wallet.



Feeling for temperature and timing differences on dual exhausts is a great telltale for engine faults



A stethoscope performs the same job as the hose, but looks much more professional

HAYMAN REESE CARGO BARRIER FOR FJ CRUISER

Hayman Reese has just released a new cargo barrier for the Toyota FJ Cruiser. Suitable for vehicles with side curtain air bags, the cargo barrier sits behind the second row of seats to safely separate the cargo area from the passenger space. Finished in a premium powder coat, the cargo barrier incorporates child restraint inserts and comes with a Hayman Reese lifetime warranty.

// Part no: T41265R



LONG RANGER TANKS FOR RANGER & BT-50



Long Ranger has recently released 132L and 150L auxiliary fuel tanks to suit the latest Ford Ranger and Mazda BT-50. Both tanks are designed for off road use, with the 150L model retaining the vehicle's standard approach angles, while the 132L offers an improvement compared to the original fuel tank and finishes flush with the chassis rails. Australian made and constructed

from 2mm aluminium coated steel, the Long Ranger tanks come with a three year warranty and are available now from ARB.

132L

// Part no: TR71S

150L

// Part no: TR71L

AIR LOCKERS FOR NISSAN MODELS

The ARB engineering team have just released a number of two-piece Air Lockers to suit Nissan models that utilise the R180A differential. Designed for vehicles such as the Navara D22, Pathfinder 2.5L diesel manual ST & ST-L, and Navara D40 king cab ST-X CC, the Air Lockers feature ARB's patented 'timed' locking mechanism to offer ultra fast unlocking and significant strength for reliability in any terrain. Visit your local ARB distributor for the full list of applicable vehicles.

// Contact ARB for part numbers and pricing



NITROCHARGER SPORT RANGE INCREASES

As part of the ongoing expansion of the Nitrocharger Sport range, Old Man Emu has just released shock absorbers for a number of current and older model vehicles.

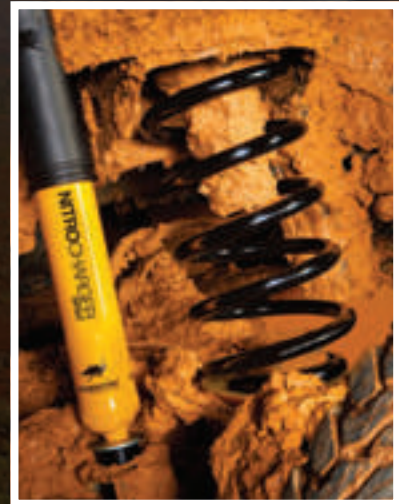
New Nitrocharger Sport shock absorbers are now available for Nissan Navara D40 (2005-on), Jeep YJ Wrangler, Jeep ZJ Grand Cherokee and Toyota LandCruiser 40 Series.

Nitrocharger Sport is the most advanced and innovative 4x4 shock absorber on the market.

Designed by a dedicated team of OME ride control engineers through an exhaustive vehicle specific development program, the Nitrocharger Sport delivers the best control, durability and ride comfort over all terrain.

Fully compatible with Old Man Emu's extensive range of springs, bushes and hardware, the new Nitrocharger Sport shock absorbers are available now from your local ARB distributor.

// Contact ARB for part numbers and pricing



NEW GVM UPGRADES

The Gross Vehicle Mass (GVM) of your vehicle is the maximum a vehicle can weigh when fully loaded. Everything placed on or in your vehicle, such as fuel, bull bar, tray body, and passengers, adds to your overall GVM. Exceeding these limits can result in voiding your insurance, costly fines and an unsafe vehicle.

To combat these issues, Old Man Emu has recently released a number of GVM upgrades in line with ADR requirements. The latest GVM upgrades for new vehicles include a 3500kg upgrade for the Toyota LandCruiser 200 Series GX, 3330kg for the Mazda BT-50 and Ford Ranger, and a 3600kg upgrade for the Toyota LandCruiser 76 Series wagon.

Unlike some GVM upgrades on the market, all OME GVM upgrades



are based on the combined front and rear axle loadings, as published by the vehicle manufacturer. This follows sound engineering principals by staying within the tested and proven capabilities that

the vehicle manufacturers have established for their axles, thereby maintaining the vehicle's reliability.

// Contact ARB for part numbers and pricing

* These GVM upgrades are Australian specific.

COMPETITION

WINNER

FINISH MY FOURBY COMPETITION WINNER



IT'S TIME TO ANNOUNCE THE WINNER OF THE INAUGURAL FACEBOOK COMPETITION, FINISH MY FOURBY

With over 1600 entries, the marketing team had a hard time picking the eventual winner. In the end, the creativity shown by Shayne Mexon got his entry over the line. Shayne is now the proud owner of a spanking new ARB Sahara bar and IPF lights.

As part of the prize, Shayne and his family also got to head bush on a professional photo shoot with ARB photographer Mike Ellem from Offroad Images. Congratulations Shayne!

WINNING ENTRY





IN REVERSE

Words by Andrew Hemming. Photography by Andrew Hemming & Offroad Images

FREELANCE TRAVEL WRITER ANDREW HEMMING GIVES HIS THOUGHTS ON THE ARB REVERSING CAMERA AND MONITOR SYSTEM.

How many times have you heard someone say they wished they had eyes in the back of their head? As far as little kids know, all adults have eyes in the back of their heads (we wish!).

How about an extra set of ears... that you can use to listen over the purr of your beast?

Cast your mind back to a difficult 4WD situation, where you needed a spotter in front of you, behind you, beside you, on top of the roof and under the belly of your 4WD. Wouldn't it be great if you could leverage the available eyes you have to see more?

How about in on road situations? Reversing into a tight car park? Is some old lady standing behind you at Woolies? How about the

kids? Are their toys put away or are you about to turn them into scrap metal as you drive out of the driveway? Even more importantly—are the kids put away? What about reversing out of your driveway—you don't want to run over the postie or meet towbar to tow bar with your neighbour as you both race out for work. How about connecting up the trailer or boat...need we say more?

ARB's latest toy can do all of this for you and more. ARB has recently developed a reversing camera and monitor system that displays directly from your rear view mirror. That's right; you don't even have to add another screen to your already cluttered dash—just pop off your old mirror and stick on the new one.

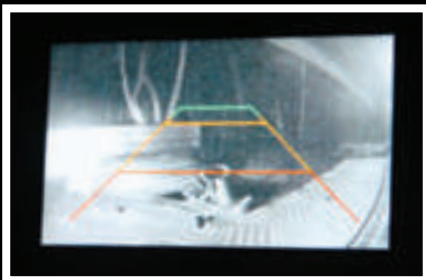
The sharp screen display of their new reversing bundle has been cleverly integrated into the rear view mirror of your vehicle, but it doesn't detract from the use of the mirror. The whole system is integrated to provide ease of use.

Wired into your car, the camera is alerted when you select reverse, and instantly a small image (3.5" OLED) lights up in the corner of your rear view mirror. When you deselect reverse, the image disappears again and your mirror returns to standard, with a few extra buttons to add interest.

The rear view mirror can display your 'behind the car' image at all times as well. Just select for permanent display and you can keep an eye on the caravan to ensure it hasn't fallen off or take



YOU DON'T EVEN HAVE TO ADD ANOTHER SCREEN TO YOUR ALREADY CLUTTERED DASH. JUST POP OFF YOUR OLD MIRROR AND STICK ON THE NEW ONE



note of the registration of the person tailgating you at the lights. With a 160° wide angle lens, the ability to see what you need to is fantastic.

There is also a tiny microphone incorporated into the small waterproof camera casing to allow easy communication between someone behind your car, directing you, allowing you to follow commands with ease or to listen out for small children.

When getting used to turning the volume on and off, I would frequently wonder what the terrible clunking noise coming from the roof of the car was, only to realise it was the chains of the trailer being picked up by the microphone—a trap for young players.

I never believed a reversing camera could be of so much use, but I find new uses for it every week. It is always ready to show you what you need—no booting up the sat-nav and checking your connections are right; no getting confused with which AV to select. Just clear images and instantaneous feedback.

There is also an infrared auxiliary camera available from ARB that illuminates up to 10m behind you for stealth mode reversing.

As an added bonus, if you do have a caravan, camper or boat, you can also hook up an auxiliary reversing camera to view what is happening behind your rig. It connects through your trailer plug/wiring and then you have the ability to see the image from either camera on your review mirror.

I wish I'd had one of these on a recent trip through NSW. Unfortunately, while performing a 17 point turn on a narrow greasy track (with trailer attached), I mildly rearranged the back end of my camper trailer. I now have some fibre-glassing work to do on my rear stairs...

It is no wonder the federal government is putting considerable thought into making reversing cameras mandatory in all new vehicles, but for the rest of us who have older cars without fancy gadgetry, ARB has come up with a solution to our problems.

If you are handy with electrics, you could no doubt install it yourself, otherwise, your ARB dealer would be more than happy to help you out.

INLAND IN SIGHT PART 3

Words & photography by Jess Bailey

JESS BAILEY
EXPLORES THE
OUTBACK FROM
ARKARoola
TO ICONIC
LAKE EYRE.

The winding, rocky road into Arkaroola gives away none of its secrets.

A wildlife and land preserve owned by the Sprigg family, who have dedicated their lives to returning the area to its natural state, Arkaroola is believed to contain geographically important sites created over 400 million years ago. The property is also home to incredibly old fossils and a number of endangered animal species, including the Yellow-footed Rock-wallaby.

Reg Sprigg, a geologist and biologist, and his wife Griselda, could see the geological importance of keeping Arkaroola in its natural state, and although Reg played major roles in the mining industry throughout Australia,

he and his family recently won full legislative protection from all mining applications. The 610 square kilometres that encapsulate Arkaroola contain uranium and other valuable mineral deposits.

When you're standing amongst the rock walls and desert grass, it's hard to fathom why anyone would want to destroy this land for mining—dump trucks, graders and high visibility uniforms don't belong here, and thankfully won't be seen any time soon.

Arkaroola boasts a full array of facilities, including accommodation, a restaurant and bar, store and wi-fi internet access. Arkaroola has also won many ecotourism awards for its environmentally friendly setup, and we opted to take the Ridge



**NOTHING CAN
PREPARE YOU FOR
THE SIGHT OF SUCH
LARGE QUANTITIES
OF WATER IN AN
OUTBACK REGION**



Top 4WD Tour, which is apparently famous worldwide. Our naivety left us completely unaware of what was to come.

A LandCruiser ute pulled up with a half-cage, half-seat tray on the back that looked like it belonged on safari in Africa. Adam and I nervously hopped on board and quickly discovered that the Ridge Top Tour is an absolute must for anyone venturing through the Flinders Ranges.

Informative and breathtaking, the tour allows you to take in some of the most amazing views in Australia while gaining a new understanding of the importance of conservation for many regions. If you're lucky enough to spot a Yellow-footed Rock-wallaby, you won't be able to spit out the name quick enough. Arkaroola

will certainly leave some great memories for many years to come.

After the tour, we once again headed back to Parachilna for more great 'Flinders Feral Food' at the Prairie Hotel, which has long been one of my favourite places to stop. Purchased by Jane and Ross Fargher in the early 90s, the hotel has a great atmosphere. Despite Jane and Ross being involved with film locations, local attractions, flights, Nilpena Station and many other activities, you will no doubt see one of them on any given day at the hotel. Both are genuinely lovely people and will always take the time to chat.

With some regret, we packed up and continued inland with a promise to come this way on the dash home to Victoria. Parachilna, Leigh Creek, the Leigh Creek





coal fields and Copley were now signposts in the rear view mirror.

We diverted to the Ochre Pits, which lie approximately ten minutes from Lyndhurst. These wonderful pits were quarried by hand by local Aborigines over many years. Ochre was used as a currency system and traded amongst tribes, and was also mixed with animal fat to create bright red and cream paints used to decorate bodies for ceremonies and the like.

At first you don't quite realise the size of the pits, but upon closer look the intense colours start to jump out from the earth. You can't access the pits directly, and any attempts to do so is highly offensive to the Aboriginal owners and can cause great damage to the ochre veins.

I'd mentioned to Adam that we had to swing past 'Talc Alf', who resides just a short drive out of Lyndhurst and who I would describe as both eccentric and wonderfully interesting. Cornelius Alferink is a Dutch born artist, bush poet and philosopher and is commonly known for his support of the new Australian flag and for his talc sculptures. A self-taught artist, his talc sculpting has earned



him his now world-renowned nickname of Talc Alf.

Alf took us through his workshop to his outdoor gallery. A true gentleman and one who was a pleasure to spend an afternoon with, Alf is a talented artist who sources much of his talc from the Lyndhurst region—its soft nature and smooth texture is perfect for sculpting. Alf's larger works are not for sale, as he prefers to keep them for everyone to view, but you can purchase many smaller sculptures either in plain talc or ochre-coated. They are very modernist in their depictions and range from local identities to Alf's beliefs on many things and all things Australian.

With dust billowing off the LandCruiser's mud terrains and the heat climbing into the 40s, we soon made our way to our next overnight stop at Maree. Home to a small population of around 70 people, Maree sits at the junction of the Oodnadatta and Birdsville tracks.

Maree is a town filled with historic significance. Originally named 'Hergott Springs' after the botanist who travelled with explorer John McDouall Stuart, the town was renamed Maree during World

War I. In earlier times, the Afghan cameleers and Europeans lived side by side in Maree in relative harmony, and the town also supported workers of the Overland Telegraph and the Old Ghan Railway.

Sites of interest around town include the museum park opposite the hotel, which includes the mail truck that Outback identity Tom Kruse used to complete the mail run between Maree and Birdsville. Other places of interest include an old train station with an original engine from the Old Ghan, a replica of an early Afghan mosque, the Arabunna Aboriginal Centre, a camel sundial and of course the Maree Hotel.

It's from the hotel that you can take a GSL Aviation flight over Lake Eyre. We'd stopped for a quick drink at the hotel with intentions of catching a flight and that's when we met Jayne. At 28, Jayne was working the tourist season in Maree as one of the aeroplane pilots and had a smile to light up a room and a contagious laugh—we knew we were in for a great flight.

With fashion being at the forefront of our minds, we donned the headsets and microphones, of

which Adam quickly discovered Jayne could hear every word and noise coming from his mouth, and then we took to the air. The cattle trails, wells, fence lines and kilometres of station tracks below reiterated the isolation of this area. And then we saw the lake.

At 15m below sea level, Lake Eyre is both the lowest point and largest lake in Australia and is also the 18th largest lake in the world. Its name originates from explorer Edward John Eyre, who was the first European to sight it in the 1840s, but its Aboriginal name is 'Kati Thunda'.

The lake is famous for its birdlife, while its salt flats are renowned for land speed attempts and its rare floods make the headlines every time. But to see Lake Eyre in the flesh is something else, as no one's second hand stories or photos can prepare you for the sight of such large quantities of water in an Outback region.

That is the natural marvel of Lake Eyre.

Join us in a future edition of ARB 4x4 Action as we continue our inland adventure.

BRAGGING RIGHTS - YOUR 4X4

READER VEHICLE OWNER:

Wayne Butchart

VEHICLE MAKE: Toyota

VEHICLE MODEL:

LandCruiser 80 Series VX

VEHICLE YEAR: 1990

ENGINE: 4.2 turbo diesel with auto transmission (modified for towing)

ACCESSORIES FITTED: ARB winch bull bar, Warn 8000lb winch, IPF 900XS HIDs, ARB roof rack with ARB awning, Kaymar Hi-Lift jack and shovel mount, Kaymar rear step bar, long range tank, GME UHF Radio mounted in an Outback overhead console, Codan AR voice HF radio with Codan antenna, an Outback roller drawer system with fridge slide and 80L fridge/freezer, Milford cargo barrier, Safari snorkel, BFG 285x75x16 All Terrains, OME suspension, ARB recovery gear and Hi-Lift jack.

FAVOURITE ARB ACCESSORY:

This is a hard one because the bull bar and winch give us the protection and reassurance to go that bit further while travelling on our own and the roof rack allows us to take all our gear, including the surf boards and body boards. So I would have to say the bull bar.

FAVOURITE 4WD SPOT: This would have to be Cape Arid. We love the beaches and bays down there.

WHY I LOVE 4WDING:

I just love getting away from the civilisation with the family and friends to explore our beautiful country and experience the unbelievable night skies while around a campfire.

MEMORABLE 4WDING

MOMENT: While camping in sand dunes at Dunns Rock, WA, a storm came in during the night. Having spent the night ensuring the tent was secured to the vehicle

and trailer and not sleeping a wink during rain and gale force winds, I exited the tent around 6am to see another huge front coming in off the Bight. I decided it was time to break camp and find a cover, only to find that the track we had drove in on was now a 12ft deep river flowing out into the ocean. Our two young daughters had slept through the storm and didn't want to leave as they enjoyed playing in the sand dunes. But, mother nature was kind enough to let us break camp and get out of there before the next front hit.

ADVICE FOR 4WDERS:

When going off road, especially in sandy conditions, let your tyres down and tread lightly. It's not a competition to see how far you can go before you have to let the tyres down. And have your own recovery gear—don't rely on the next bloke coming along to have the recovery gear to rescue you, your family and your vehicle.



WINNER!



OFF ROAD WITH ARB

VEHICLE OWNER: Sam Boden, ARB Marketing

VEHICLE MAKE: Toyota

VEHICLE MODEL: Prado 150

VEHICLE YEAR: 2010

ENGINE: Creamy smooth and powerful 4.0L V6 petrol

ACCESSORIES FITTED: ARB deluxe winch bar, IPF 900XS lights, ARB under vehicle protection, 2 inch lift kit, Safari Snorkel, ARB awning, Rhino platform rack, rear storage drawers and cargo barrier, GME remote head UHF, Bushranger Black Max compressor, Redarc dual battery system, Redarc electronic brake controller.

FAVOURITE ARB ACCESSORY:

The under vehicle protection. After puncturing the sump on my first 4WD in the middle of the High Country, UVP will always be one of the 1st things I install on any new 4WD. They're cheap insurance

and provide peace of mind when off road.

FAVOURITE 4WD SPOT: The Walhalla area in Victoria, as it's within an hour and a half of home with great 4WDing and camping.

WHY I LOVE 4WDING:

4WDing allows me to experience some of the best parts of Australia with my family. Whether it's a weekend playing in the bush or a month in the Outback, there's nothing that relaxes me more quickly. The adrenaline rush and sense of achievement that comes after conquering a challenging track is also very addictive.

MEMORABLE 4WDING

MOMENT: Recently, I was lucky enough to represent ARB on the 2012 Drive 4 Life tour in the Victorian High Country. The plan all week was to leave the famous Blue Rag Range Tk until the last day and, after experiencing a



range of weather during the week (including snow), the weather gods delivered in spades. We woke to clear skies and mild temperatures enabling us to soak in the 360 degree views from the Trig Point at the summit of Blue Rag Range.

ADVICE FOR 4WDERS:

If you're new to 4WDing, then I can't recommend highly enough that you take part in an accredited 4WD training course. The combination of theoretical and practical training not only teaches you the basics of off road driving, it also allows you get to know your vehicle, its strengths and its limitations in a safe and controlled environment.

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



ROGER VICKERY

THIS EDITION, WE CATCH UP WITH ROGER VICKERY, ARB'S QLD STATE MANAGER AND A REGULAR FACE ON TV SHOW CREEK TO COAST.

SO WHAT'S THE STORY BEHIND YOU AND ARB?

I joined the team back in 1983. At the time I was working for a rural supplies company, and when ARB approached me to work as the Queensland state manager, I happily took it. The Browns were family friends, and prior to officially working for ARB, I would help out on occasion, so I knew a bit about what was going on behind the scenes.

I undertook six months of intensive training at the ARB head office, which was based in Bayswater, VIC, before heading up to Brisbane. At the time, ARB had only three stockists in Queensland, and now we have twelve ARB branded stores and stockists reaching all across the state.

HOW DID YOU GET INTO 4WDING?

I worked at an Outback cattle station as a mechanic in my early twenties. It was my first exposure to 4WDs, as there was a brand new 1979 HJ45 on the property. Prior to that, I travelled through the Outback in a HG Holden ute, which really gave me a taste of what's on offer when you leave the city behind.

After joining ARB, I owned a HiLux single cab, but it was so gutless that having the lights on high beam made it go slower. I have a H3 Hummer now, and it is an awesome machine. I have a real connection with it.

WHEN DID YOU LAST GO OFF ROAD?

Well, I got the tractor bogged on the weekend. I had to dig it out with a shovel by cutting a trench in front of the wheels. I managed having to avoid getting the 4WD and winching it out.

But in all seriousness, my last 4WD trip was in a 200 Series to LandCruiser Mountain Park, which is about two hours out from Brisbane. It's a great park completely dedicated to 4WDing and camping. I was with a crew from Creek to Coast and we were working on a story on diff locks.

YOU'VE BEEN A PRESENTER ON CREEK TO COAST FOR FOUR YEARS. WHY DID YOU GET ON BOARD?

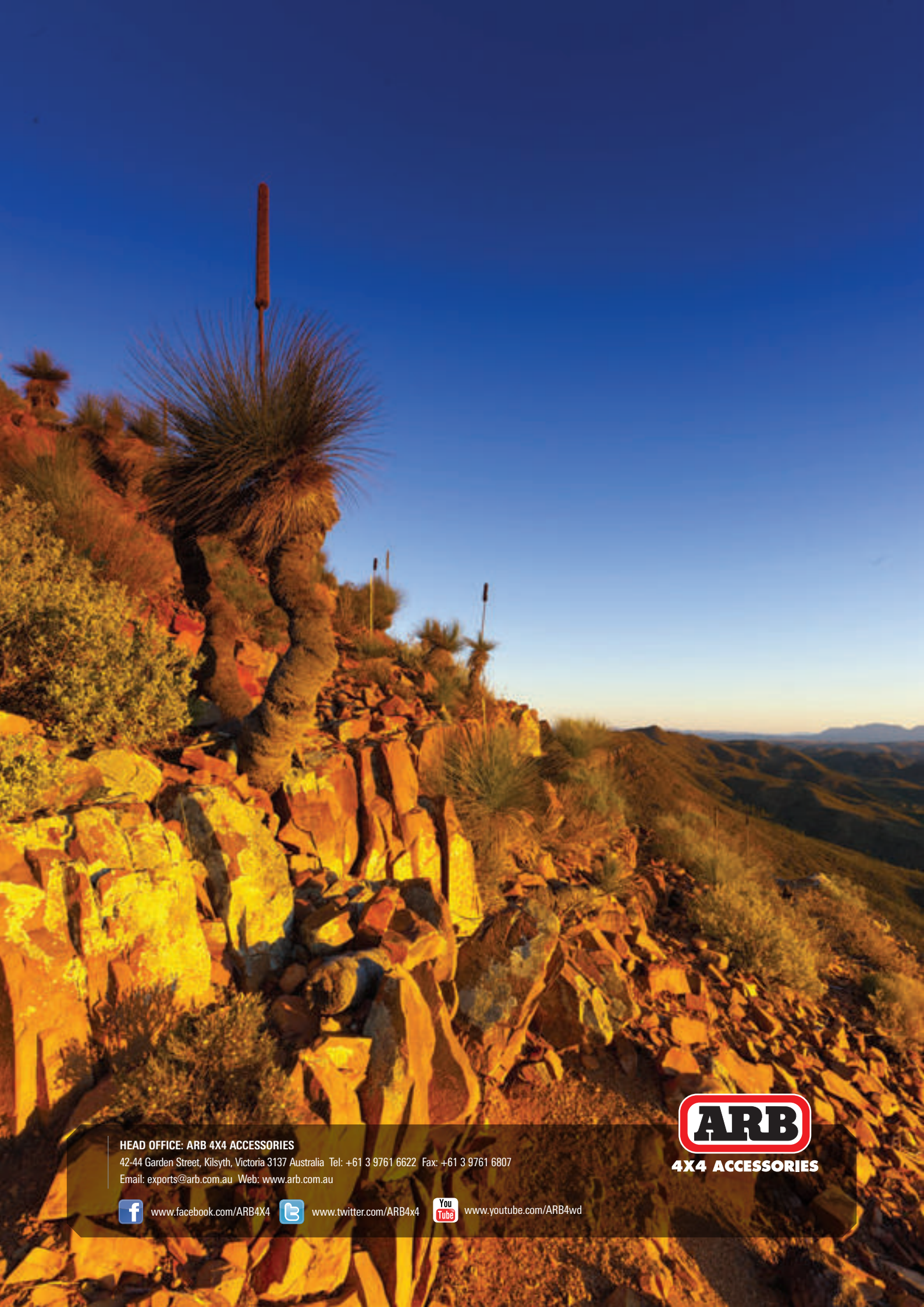
The Creek to Coast show is all about getting the most out of your leisure time, and I really enjoy showing people what they can do with their 4WD.

Whether it's discovering fantastic locations, camping in secluded areas or using your vehicle to carry your kayaks or hang gliding gear, 4WDs give you the opportunity to enhance your lifestyle. The team at Creek to Coast really understand that, and one of their key goals is to show that reaching great locations is often just a matter of hopping in a 4WD and driving.

ANY ADVICE FOR 4WDERS?

Take the best gear you can afford off road. You might never need to use it, but you need to know you can rely on it should the situation require it.





HEAD OFFICE: ARB 4X4 ACCESSORIES

42-44 Garden Street, Kilsyth, Victoria 3137 Australia Tel: +61 3 9761 6622 Fax: +61 3 9761 6807

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



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