



# 4X4 ACTION

PRODUCTS / NEWS / TRAVEL / INFORMATION / ADVICE / LIFESTYLE

ISSUE 37

WIN  
\$5000  
OF ARB  
GEAR!



FEATURE ARTICLE ON

## FORD RANGER ACCESSORIES

### LATEST ISUZU D-MAX PRODUCTS

Includes ARB protection equipment,  
Air Lockers & OME suspension

### NEW ONLINE STORE

Get the latest ARB apparel &  
promotional items

### SIX OF THE BEST MOTORSPORT EVENTS

ARB Eldee Easter Event, King of the  
Hammers, Elephant Charge & more

# CONTENTS

## PRODUCTS

- 4 Side Rails for Holden Colorado
- 5 ARB Towel
- 14 Latest Ford Ranger Accessories
- 20 Mini ARB Adventure Light
- 22 Online Apparel & Promotional Store
- 34 Isuzu D-Max Products
- 36 New Bushranger Winch
- 38 ARB Sahara Bar for Toyota LandCruiser 200 Series
- 41 Old Man Emu Suspension for Nissan Patrol Y62
- 54 Thule's New Roof Bars
- 82 ARB Touring Accessories

## MOTORSPORT

- 26 ARB Eldee Easter Event, NSW
- 39 Drive 4 Life, VIC
- 42 King of the Hammers, USA
- 64 Malaysian Rainforest Challenge, Malaysia
- 66 Elephant Charge, Zambia
- 74 General Tire NORRA Mexican 1000, Mexico

## TRAVEL

- 6 Treasure Hunting in Tonga
- 56 Inland Insight, Part IV
- 70 Hat Head National Park, NSW
- 78 Lincoln National Park, SA

## REGULARS

- 10 Ask ARB
- 12 Driving Tips & Techniques
- 19 Subscribe to ARB
- 48 ARB Kids
- 52 Behind the Shot
- 60 Photography How To

Editor: Kelly Teitzel

Contributors: Jess Bailey, Chris Bates, Ric Black, Sam Boden, Cassandra Carbone, Chris Collard, Patrick Cruwagen, Rich Currie, Mick De Graaff, David Dennis, Michael Ellem, Steve Fraser, Matt Frost, Rebecca Goulding, Darren Hellmund, Mark Lowry, Anita Pavey, Mike Pavey, Steve Sampson, Scott Randall-Smith, Luke Watson, Candice Wright.

Graphic Design: Vanzella Graphic Design

Major Photography: Offroad Images

Pre-press: Splitting Image

Printing: Offset Alpine



ARB 4x4 ACTION IS ALSO AVAILABLE AS A **FREE APP ON YOUR IPAD OR ANDROID TABLET.** BACK ISSUES CAN ALSO BE DOWNLOADED FOR FREE.

**WIN!** WE HAVE \$5000 WORTH OF ARB ACCESSORIES UP FOR GRABS. VISIT PAGE 11 FOR DETAILS.

# SNAPSHOT

Four years ago, in this magazine, I wrote about my experiences with the first high tech 4WD I'd ever had, a Land Rover Discovery 3. I took delivery of the vehicle in 2005 and was a little nervous at the time about the level of sophistication and reliance on computers that were a characteristic of this vehicle. I replaced it with an updated Discovery 3 in 2009 and relinquished the keys to that vehicle last week. This equates to eight years driving back to back Discos, much of this time spent touring remote regions such as the Simpson Desert, Flinders Ranges and Victorian High Country. My concerns about electronics and their complexity have largely been dispelled as a consequence of both vehicles not exhibiting a single fault in the quarter of a million kilometres I travelled in them.

Over the past few years, more and more four wheel drives have followed the Land Rover model by offering advanced safety features, height adjustable air suspension and variable computer controlled driving modes. The latest Nissan Patrol, for example, bears no resemblance to its predecessor, to the point that Nissan is actually still selling the original GU Patrol alongside the latest model.

So what does this all mean to the four wheel drive enthusiast? Well, not surprisingly, it makes many people nervous. The worrying issue is of course what happens if the vehicle throws a wobbly in the middle of nowhere. A recent episode that happened to a friend of mine illustrates this perfectly. His vehicle lost the ability to engage low range, so he took it to the dealership to get it looked at. The service department plugged it into a computer and emailed the diagnostics report through to the vehicle manufacturer. It took a couple of days to get a reply and the manufacturer provided instructions on what part to replace. We had a good chuckle about this, envisaging what he'd have done had the vehicle been in the middle of the Simpson Desert when the fault occurred.

But there's another side to these advanced systems that I got to experience recently on my way home from work on a wet, dreary evening. I was halfway through a roundabout when a young P plater pulled out in front of me. She wasn't driving erratically or hooning, but just appeared to be a young, inexperienced driver. She panicked midway through pulling out and stopped directly in front of me. I was convinced I was going to slam into her, but instead

the Discovery pulled to a stop within about an inch of her window, which equated to about six inches from her head. I'd never had to do an emergency stop in this vehicle before and was absolutely blown away with how quickly a 4WD, which has a GVM of over 3000kg, could come to a stop.

From ARB's perspective, the increasing complexity of modern vehicles presents numerous challenges from a research and design point of view. In the twenty years I've been with the company, we have increased the size of our engineering team tenfold, and invested millions of dollars in state of the art equipment at our main manufacturing plant in Melbourne to ensure we can produce accessories that meet impeccable standards for quality, accuracy and consistency. This major commitment to in-house design and manufacturing means we can confidently produce accessories that truly integrate with these modern vehicles and perform the job they were intended to.

We've also beefed up our fitting capacity around the country to ensure that the installation of our accessories is performed to the highest standards. Gone are the days when a bull bar can be fitted in under an hour. With things like impact absorbing mounting systems, additional panels aimed at protecting vulnerable under body components and electrical equipment relocation brackets to contend with, it's not unusual for a bull bar installation to take the best part of a day on some vehicles.

What this means to the customer, though, is that we can take a modern, sophisticated 4WD vehicle and turn it into a thoroughly capable bush tourer.

Unfortunately we can't help with a situation where a vehicle computer has a meltdown, but by all accounts as the manufacturers get better and better with designing electrical systems, problems seem to get scarcer and scarcer.

Even if the worst happens and your vehicle does let you down one day in the middle of nowhere, with an ever increasing range of camping accessories we're offering these days, at least you'll be waiting for the tow truck in comfort.

Matt Frost—National Sales & Marketing Manager



# WHAT'S NEW

FUN AND FUNCTIONALITY ARE AN EASY MIX WITH ARB'S LATEST PRODUCTS.



## ON THE SIDE

Owners of the latest model Holden Colorado and Isuzu D-Max can now benefit from improved side protection and cabin accessibility with the release of ARB side rails and steps. Manufactured from mandrel bent tubing and aluminium tread plate step, the side rails and steps are finished in a durable black powder coat with the option to colour code.

► Contact ARB for part numbers and pricing



## AUXILIARY BATTERY KIT FOR 70 SERIES

This auxiliary battery kit is available to suit diesel ABS Toyota LandCruiser 70 Series models. An ARB auxiliary battery kit offers an independent power source for items such as fridges and camp lights and gives you peace of mind in the event of a main battery failure. This kit is supplied with a tray and mounting hardware, factory terminated wiring and an Australian made Redarc SmartStart SBI12 Solenoid.

► Contact ARB for part numbers and pricing



## ARB KIDS DRINK BOTTLE

Perfect for the little 4WDers, this 650ml Fourby and Ariel drink bottle features a screw top lid, easy pull out drinking spout and is both dishwasher and freezer safe. Made in Australia from premium LDPE plastic, the drink bottle is available now.

► PART NO: 217480

## SOMETHING DIFFERENT

ARB's Differential Cover now comes in black. Available to suit the standard Dana 44 and Dana 30 axle assemblies, the black ARB Differential Cover offers protection for your differential against the hazards of competition or extreme off road use. Featuring optimised approach and departure angles, the cover is manufactured from high tensile nodular iron structure and protects the differential and ring and pinion set from off road obstacles. For full details, visit your local ARB store or stockist.

► Contact ARB for part numbers and pricing



## ARIEL PLUSH TOY

Following the success of the Fourby plush toy, his best friend, Ariel, is now available as a plush toy as well. Cute and cuddly and super bright purple, she's sure to be a big hit with the young and young at heart. Made from 100% polyester, she is machine washable, suitable for all ages and measures 30cmW x 23cmH. She also comes with a handy ute tub that's ideal for storing life's miscellaneous essentials like lollies, mobile phones and the dog's tennis balls.

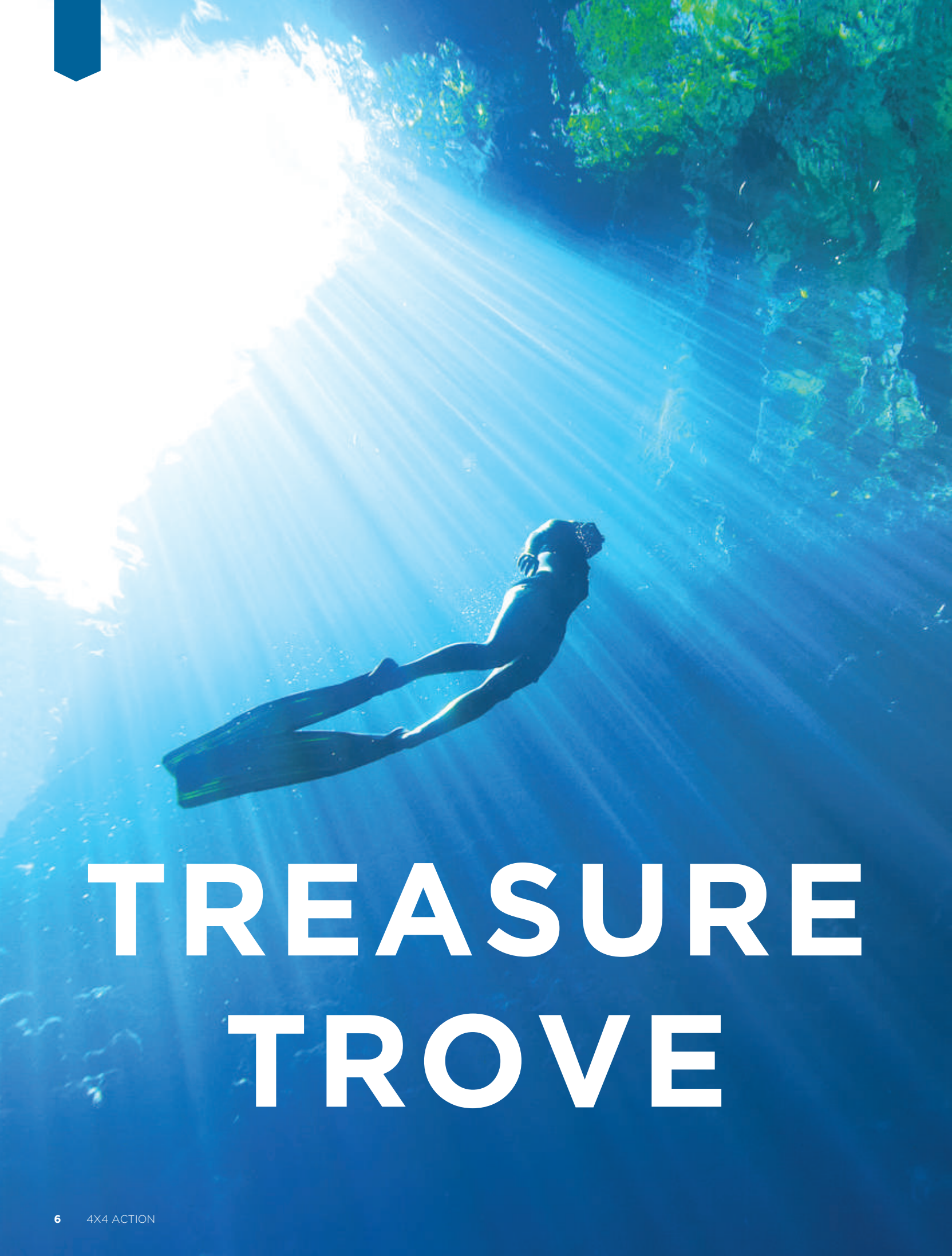
► PART NO: 217481



## ARB TOWEL

This large, premium 750g cotton towel measures in at 160cm x 80cm, making it perfect for drying off after having a splash during your off road adventures. Featuring a big ARB logo, the towel also includes a discreet corner zip pocket to store valuables and a dual purpose storage/laundry bag.

► PART NO: 217482



# TREASURE TROVE

# AUSSIE LANDSCAPE PHOTOGRAPHER STEVE FRASER GOES ON THE HUNT FOR ADVENTURE AND TREASURE IN TONGA.

WORDS & PHOTOGRAPHY BY STEVE FRASER

The phone rings and someone says, "How would you like a few weeks in Tonga? It will involve treasure hunting, swimming with whales and photographing a rare active volcano. Interested?"

How could I possibly say no? Everybody loves a good treasure hunt. It's a bit of a boy's dream come true. If it's in Tonga searching for sunken ships that have never been discovered before and the possibility of real treasure, it's even better.

Teaming up again with my good mate Don McIntyre, one of Australia's most amazing adventurers, was exciting. His list of achievements make me feel very lazy. Don has built the ultimate expedition ship named ICE. I was to be onboard for a few weeks, with the chance to get up close and personal with whales, sharks, active volcanoes and maybe even a little sunken treasure.

I met the boat at Lifuka Island in the middle and most isolated group of the Tonga Islands (no tourists and heaven for a photographer). Arriving on an ex-WW2 Dakota DC3 was an experience and special as my dad flew them during his time in the RAF.

Once onboard ICE, I settled in and got my equipment ready as we headed out early the next morning for Tofua. This is where Captain Bligh of Mutiny on the Bounty fame was set adrift by Fletcher. It's a very remote island even by Tongan standards.

After a full day of sailing, we arrived at the uninhabited island, which has an active volcano. It was difficult to anchor in deep water as a decent swell was running. This is not great if you suffer from seasickness... someone pass the Quells!

The next morning, we loaded the Zodiac for the day. Low cloud cover made it impossible to actually see where the active part of the volcano was. After a tough landing,



Above: Steve Fraser heading out from beautiful Eueiki Island.  
Main: Kylie the free diving cave explorer.

the final crewmember had to swim ashore as there was nowhere you could beach the Zodiac on the lava-edged coastline—some days there are advantages in being the photographer and getting off first.

Then it was time to start walking upwards. We followed a small track to what was once a village. Still unable to get a clear direction, we followed a goat track heading upwards into the clouds. It's a tough trek, especially with a couple of large cameras and a bunch of lenses in the backpack and a large tripod over the shoulder. About halfway up I started wondering if I really needed all this expensive (and heavy) gear. Surely a point and shoot would have done the job? After a couple of hours we reached the cloud-engulfed summit.

With Don leading the group, we headed further into the cloud after taking an educated guess at which direction the volcano was. We arrived at a very high ridge and decided it was time for some food. As we were sitting there we heard the volcano explode every few minutes. Then, before our eyes, the cloud parted slightly and we realised we were right there. This volcano, rarely visited, and possibly never photographed this close up before, was spectacular.

We worked our way around the ridge and found an ideal angle to capture the image. One thing you need as a landscape photographer is patience. The cloud cover stayed in for most of the day. Don sent the rest of the crew back to the boat and he and I stayed to see if conditions would improve before the light faded.

Finally, just for a few moments, the cloud cover lifted slightly. It was time to move fast and make the most of this brief, clear moment. Finally we had the image.

The hike back to the coast seemed a lot easier, partly because we were heading down and partly because I was pumped as I knew I was privileged to capture a very rare moment.

The next few days were spent exploring some of the outlying islands as Don got more leads on possible shipwrecks. The humpback whale migration was in full swing and the numbers in the bays were incredible. There were lots of calves and it was encouraging to see such huge numbers.

The opportunity to get in the water with humpbacks was amazing. When you see the size and grace of these majestic animals you have to be in awe. How anyone can hunt these creatures in the name of science is unbelievable.

We arrived at Nomuka to meet up with a few locals who might have some leads about a shipwreck. The crew spotted a very sweet right hand surf break at the far end of the island and before too long, the surfboards started to appear and Don declared a day off. Next thing, Kylie (one of the crew) paddled out. According to the locals, Kylie was the first person to ever surf this break—pretty cool. We spent the

“ I HAVE BEEN TO MY SHARE OF REMOTE ISLANDS BUT THIS HAD TO BE HEAVEN ”

rest of the day carving it up... it wasn't pretty but it sure was a lot of fun.

We prepared the ship to make the crossing to the Vava'u group, the most northerly and popular group of Tonga islands, which is about a day's sailing in open water.

We headed for Eueiki Island, which is owned by Mark, Don's partner in treasure hunting. Now I have been to my fair share of remote islands but as we arrived I thought this had to be heaven. A white sand beach, crystal clear turquoise water, a light breeze and palm trees full of coconuts create a paradise.

There is something special about being on a remote island. Time seems to stand still, and you do everything at a more relaxed pace. The Tongan locals are welcoming and great hosts. They have a wonderfully relaxed perspective on life which seems to rub off on you.

This was our base for the next week or so as we continued our treasure hunt. Mark is an approved whale watching guide and took us out on several different days to get in the water with the whales. No matter how many times I saw them, I was still excited about the next whale. On a couple of occasions the whales would be breaching less than 10 metres away from the small dive boat—amazing.

We had a couple of American guests arrive one day which swelled the island's population to about 10, so it was decided that a beach fire that night and a sing-along was the order of the day. Don and I decided we would introduce our new American friends to a little Aussie damper. They looked a little bewildered as we moved a few coals and then threw the damper straight on.

“No foil? You just put it straight in the fire?” they quizzed. Needless to say, as I offered around what had to be one of the best dampers I have tasted in years, they tried to avoid the charcoal and anything else that looked interesting. Oh well, I did my bit in promoting Australian culture. Maybe it's a secret we should keep for ourselves.

For my last day the plan was for a bit of reconnaissance diving to check out a possible wreck site and also a cave dive.

The cave dive has to be the most fun I have had underwater. There were around 10,000 small fish hiding in the cave in a school that was over 12 metres high. The patterns and textures were amazing. However, this is trumped by the intense light streaming into the cave illuminating this wonderland—I am sure I will do some incredible dives in the future but I don't think I will ever forget that cave in Tonga. I had arrived in underwater Nirvana. Kylie was the star of the show, free diving above me and adding a sense of elegance and scale to enhance the images.

My air was getting low (darn it!) so it was time to surface. I must have looked like a very happy boy when I returned to the boat. I know I was grinning from ear to ear. There was just one thing left to do... climb up high and do a bomb off the back of the boat.

I packed up and made my way back home. Somehow I feel I will be back in Tonga. The lure of another treasure hunt is too good to resist. ◀

1 The expedition ship ICE. 2 The humpback whale migration saw huge numbers in the bays. 3 Tofua's active volcano. 4 Turquoise waters at Eueiki Island. 5 The view from the top of the mast on ICE. 6 Eueiki Island in the Vava'u group of islands.







3



4



5



6



## SYNTHETIC ROPE MAINTENANCE

Hi ARB,

*I was in my local ARB store the other day and noticed that the new Warn winches now come with synthetic rope fitted. 'Great!' I thought, as so many people transfer from the wire to synthetic rope after the purchase anyway.*

*But looking at the rope I started to wonder about its life span. Does it have one? I know about how heat, grit and abrasions can shorten the life of a synthetic rope but I wonder whether it has a predetermined life even if it is treated with respect.*

*My rope has been on my Warn XP9500 winch now for five years and has only been used in anger once. After all this time, would it be up to the test if ever required? I unwind it now again and always rewind it back properly tightened just to test the winch and check the rope.*

*What other factors may cause a failure in synthetic rope? Oil? Sunlight? Moisture? Are there places to get them tested and looked at as one might with a wire rope?*

*Cheers,  
Mike*

Hi Mike,

Thanks for your email regarding the life span of synthetic rope on your Warn winch.

As you've mentioned, there are many factors that can shorten the life of synthetic rope. Mud, sand, water, grit and chemicals are obvious factors. A more important and often overlooked factor is exposure to UV.

Warn Spydura synthetic rope is made from an ultra high molecular polyethylene material. To help combat ultra violet

ray degradation, Warn's Spydura rope has a coat of black urethane. This also helps with protection against chemicals. The rope also includes a sliding sleeve to help protect against wear and abrasion while winching.

An advantage of the ARB winch mount found on most ARB bull bars is that the winch is fitted in a feet-forward position within the structure of the bar. Thus exposure to UV rays is minimal.

For traditional Warn fitments in the USA, winches are typically fitted on a cradle, feet down with the drum and rope exposed to the elements. For this reason, Warn have a conservative approach to the life span of synthetic rope and offer winch covers as an accessory. Warn recommend that synthetic rope is changed every 12 months.

As with any recovery equipment, proper maintenance and inspection needs to be carried out on a regular basis. Inspection of synthetic rope is important, as is an understanding of why synthetic rope can fail. Exposure to UV, abrasion (both from rubbing over rocks or abrasion from grit and mud) and misuse and shock loads will all greatly affect the life span.

Whilst issues with steel cable are easy to spot, such as kinked cable, rust and burrs, inspection of synthetic rope should include regular spooling and unspooling of the drum to check for frayed rope, wet rope, surface glazing, melting, fused strands, loss of flexibility in sections of rope and any other visible damage. Your local ARB store or stockist can assist with a visual inspection.

The ultimate life of a synthetic rope will depend on the care and maintenance given to it. To get the most out of your synthetic rope, a suggestion is to remove it from the drum when not being used and store in a dry, dark area to minimise exposure to UV radiation.

Regards,  
Steve Sampson—Product Manager

**WIN!** WRITE IN TO ARB AND YOU COULD WIN A PORTABLE ARB AIR COMPRESSOR.  
EMAIL [MARKETING@ARB.COM.AU](mailto:MARKETING@ARB.COM.AU).

## LETTERS TO ARB



## ROOF RACK DILEMMA

Hi ARB,

*I'm a fan of ARB products and am a rabid 4WDer and a fan of shows like 4wdTV. I just sold a 120 Series Prado that was kitted out by Marcus and Peter from your Fyshwick branch and am in the initial stages of researching my next rig; either a 200 Series or the newer 150 Series Prado.*

*One of the most important accessories I had on my 120 Series was ARB's aluminium roof which provided an awesome platform for roof storage. However, the car was a daily driver and one of the key restrictions to this set up was the limited car parks available to the vehicle (which also had an OME suspension system) due to its height. I could have removed the roof rack after each trip but let's face it, they aren't really designed to be constantly removed and installed.*

*I personally believe that we live in the day and age where 4WDs are considered multi-purpose vehicles rather than dedicated off road vehicles like they were in the past.*

While we 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 per magazine edition. Should you have a question that requires a more immediate response, please direct it to [sales@arb.com.au](mailto:sales@arb.com.au). We reserve the right to edit all letters for clarity.

*I suppose the purpose of this email is to provide some feedback with regards to a low profile roof rack offering from ARB—something that provides the ability for someone like myself to have a rock solid and robust roof rack platform that also allows me to park my vehicle in the majority of the car parks available today.*

*An example of such an offering would have to be the same aluminium roof rack, only without the sides and perhaps lower profile mounting brackets as well. I am aware of a third party offering from Rhino, however, I still believe the ARB roof rack products are a far superior product not to mention made by an Australian owned company.*

*My humble two cents.*

*Regards,  
Frank*

Hi Frank,

Many thanks for the feedback. I totally relate to your comments about height restrictions and will pass on the suggestion to our new product development team but, unfortunately, we have no immediate plans to develop a flat bed style rack. As an alternative, I highly recommend you look at the Rhino system, in particular their Pioneer platforms. Not only do they offer a flat bed, but the rack can easily be removed if required.

You also mentioned being a regular viewer of 4wdTV, so you may recall the set up that David Brickhill from Kaymar has on his Prado, which involves a roof pod positioned beside a slim line basket mounted to a set of roof bars. The pod is great for bags and other bulky items, and the basket houses a couple of SkyDome swags perfectly. We went across the Simpson together last year, and this set up proved excellent for a quick camp set up. Best of all, the whole lot can be removed in minutes.

ARB stores carry the full range of Rhino and Thule roof racks, so we can tailor a system to your vehicle perfectly.

Kind regards,  
Matt Frost—National Sales & Marketing Manager



# Road to safe recovery

THE HUMBLE SNATCH STRAP IS MORE OFTEN THAN NOT THE FIRST PIECE OF RECOVERY EQUIPMENT A NOVICE 4WDER PURCHASES.



**W**hen used correctly, a snatch strap can quickly and safely recover a bogged 4WD and for this reason they're often the go-to device when forward momentum is halted. Used incorrectly, though, they can quickly turn a simple recovery into a potentially dangerous, even deadly, situation.

When used in a recovery situation, a snatch strap can stretch by up to 120% of its original length, storing kinetic energy in the process. It's this kinetic energy, coupled with force from the tow vehicle, that essentially 'springs' the bogged vehicle free of its predicament.

As a result, the forces that are applied to both the strap and the participating vehicles are immense, and it's for this reason that caution should be taken during any snatch recovery.

Correctly rated straps are designed, manufactured and tested to withstand these forces. Many vehicle

components, on the other hand, are not. Tow balls in particular should never be used as an anchor point for a snatch strap recovery (or any 4WD recovery procedure for that matter) as they simply aren't designed to cope with the shearing forces that are applied during shock loading. In the event of a failure, a tow ball can become a potentially deadly missile. In fact, it was a number of tow ball related deaths that prompted the introduction of a 'National Safety Standard for Recovery Straps' back in 2010.

The risk of serious injury resulting from a broken strap, however, is much less. As a result, a snatch strap should be thought of as a fuse, acting as the weakest link in the recovery train. On the positive side, a correctly used snatch strap can, and does, provide a very safe and easy method for extracting a bogged vehicle.

Follow these simple tips to ensure your next snatch recovery is both successful and safe.

## STRAP SELECTION

Ideally, when selecting a snatch strap, the rating should be between two and three times the gross vehicle mass (GVM) of the lightest vehicle being recovered. Too light a strap and the risk of strap failure is increased, and too heavy a strap will reduce the ability of the strap to stretch and subsequently increase the risk of vehicle damage. For most full sized 4WDs, an 8000kg strap would be appropriate.

## STRAP MAINTENANCE

One regularly overlooked consideration is the requirement for regular strap maintenance. Before using any snatch strap, inspect its entire length for any nicks or abrasions in the material. If any damage is present, then the strap should be replaced. Muddy or dirty straps should be cleaned in warm water with a mild detergent following use to prevent foreign materials working their way into the weave and weakening the structure. Shackles should also be periodically inspected for nicks, dents and other surface imperfections and replaced if necessary.

## ANCHORING STRAPS

Snatch straps should only be anchored to rated recovery points using appropriately rated hardware. A rated bow shackle will have a WLL (working load limit) visible on the shackle itself. A WLL will generally have a safety factor of between 5 and 6, meaning a 4.75t WLL rated shackle will handle at least 23.75t and would be suitable for most recovery situations. Where a mounting point requires a smaller shackle, a 3.25t WLL rated shackle would also be suitable when used within its rating parameters.

When attaching a shackle, always completely screw the pin into the shackle body and then release it by around half a turn to ensure it doesn't bind (making it very difficult to remove) during recovery.

Many aftermarket recovery points claim to be rated for snatch recovery and, in isolation, many are. What isn't taken into consideration with these ratings, however, is the mounting location or strength. Likewise, most OEM tow points are designed for static loads and are not designed or rated for snatch recovery.

ARB have developed a range of rated recovery points for use with snatch straps (and winches), each with

rated, vehicle specific mounting systems. Similarly, ARB also stock rated recovery hitches for use with existing vehicle mounted tow bars. There are no excuses for shortcuts or cost savings at the expense of quality when it comes to purchasing vehicle recovery equipment.

## DRIVING TECHNIQUES

Before performing any 4WD recovery, any non-participating bystanders should be moved well out of harm's way (at least 1.5 times the length of the strap/s). To prevent flying objects or whipping straps in the event of a failure, a recovery damper should be placed over the strap at its mid point.

When the recovery vehicle has been manoeuvred within reach (preferably in a direct line with the direction of pull), the snatch strap should be carefully unrolled and securely attached to each vehicle, taking care to ensure there are no twists along its length. For best results, the strap should have 2-3 metres of slack left between the vehicles. If it's not possible for the recovering vehicle to manoeuvre to within a single strap length, multiple straps can be joined. It's important to ensure you're familiar with the proper joining technique prior to attempting any recovery. A bow shackle should never be used to join snatch straps.

Once preparations are complete and with both drivers in constant communication, the recovering vehicle should move off slowly but steadily, allowing the slack to be taken up and then for the strap to stretch, allowing the bogged vehicle to be extracted. To further assist in the recovery, the stranded vehicle can also apply some drive via gentle acceleration.

Once the vehicle is free, be careful not to run over the strap (or into the recovering vehicle) and only once both vehicles are stationary should the strap/s be removed. It's always a good idea to take a conservative approach initially with additional momentum used if the first attempt is unsuccessful. If the recovery is still unsuccessful after using a moderate pull, other recovery techniques should be investigated.

If you're at all unsure about the proper techniques involved in a 4WD recovery, it should not be attempted. There are a number of reputable 4WD training courses for novice 4WDers which offer (in addition to driving techniques) instruction on safe vehicle recovery. Contact your state 4WD association for further details.



# FULL RANGE

THE COMPLETE LINE OF ACCESSORIES IS NOW OUT FOR THE RANGER.



The latest model Ford Ranger is now even more off road capable with a slue of ARB products released in the last few months. These include an ARB Sahara bar, recovery point, Safari snorkels, rear step tow bar and under vehicle protection.

The ARB Sahara bar features the same improved cooling features as the ARB deluxe bar, aiding airflow to the powerful turbo inter-cooled engines. Air bag compatible and manufactured from durable steel construction, the Sahara bar provides maximum protection and optimum approach angle for off roading. Extensive under bar protection panels are integrated on the centre and both sides, while the bar is also suitable for both non-winch applications and low mount electric winches up to 9500lb. Retaining the original tow

points, the bar features provision for ARB Intensity LED and IPF driving lights, aerials and an optional alloy centre tube.

ARB's under vehicle protection (UVP) panels are now also available for the Ford Ranger. Designed to protect vital underbody components, the UVP panels are specifically designed for the Ranger from pressed and folded 3mm laser cut steel. When hitting an object front on, the front UVP panel is designed to deflect and lift the Ranger upwards, transforming the impact force into potential energy which is then absorbed by the vehicle suspension rather than being absorbed into the vehicle's chassis. Securely bolted to the vehicle's chassis to provide outstanding structural integrity, the protection panels are also easily removed for vehicle servicing.





The UVP panels are also designed to allow fitment of an ARB recovery point. Purposely designed for the Ranger, the recovery point is rated for use with a 4.75t bow shackle and 8000kg snatch strap and allows for angled recovery up to the maximum turn angle of the vehicle's front wheels. Compatible for use with standard bumpers and ARB bull bars, the recovery point does not affect the approach angle of the Ranger and is designed to ensure recovery loads are distributed evenly without vehicle distortion.

Among the other products now available for the Ranger are ARB side rails and steps. The rails utilise steel tube formed into shape using an internal mandrel bender, ensuring even wall thickness across all sections for uniform protection. Offering improved vehicle access, the side rails and steps help reduce damage to exposed lower panels from road debris and obstacles.

The PX Ford Ranger can now also benefit from a huge volume of the coolest and cleanest air possible via fitment of a Safari snorkel. Exceeding the airflow requirements of the 3.2L 5 cylinder TDCi p5AT engine, the snorkel protects the Ranger's engine from dust and water ingestion from Outback roads, water crossings, snow or torrential rain. Utilising UV stable cross linked polyethylene material, the snorkel body features substantial wall thickness for strength and durability, while quality accessories and hardware ensure the Safari snorkel system remains reliable in extreme conditions.

These products join a long list of ARB accessories now available for the Ford Ranger, including Air Lockers, Old Man Emu suspension, deluxe bull bars, canopies and roof racks. Visit your local ARB store or stockist for more details.

► Contact ARB for part numbers and pricing







# WANGARA NOW OPEN

ARB'S LATEST STORE CATERS TO THE KEEN 4WDERS OF THE NORTHERN BEACHES OF PERTH.



Located at 11 Buckingham Drive in Wangara, the store is managed by Mark Cockburn, a born and raised Western Australian. His knowledge and passion for 4WDing began after first hopping into a Daihatsu Feroza around 15 years ago. Spending most weekends camping and 4WDing, Mark later turned his passion into a career, working for a large Perth-based 4WD forum, Perth4x4.net, and then as a stockist representative at ARB Canning Vale.

Mark says, "The northern suburbs of Perth sit pretty close to the coast, so every second car up here seems to be a 4WD. So far all of our new

customers have been very excited to see us pop up here in Wangara. We've been seeing people all the way from Jurien in the north and out to Bullsbrook in the east—I think people have been waiting a long time to see an ARB store up here."

Joined by Sarah and Brett in sales, the Wangara store offers the entire ARB range, from protection gear and Air Lockers to Old Man Emu suspension and camping accessories. With three fitting bays on site, experienced fitters James, Adam and Rob will ensure your 4x4 is kitted out and ready for the next big adventure.



Where to find us

11 Buckingham Drive  
Wangara, WA 6065

T: 08 9409 5764  
F: 08 9409 9856  
E: perth@arb.com.au

Opening hours  
Mon-Fri: 8:00am-5:00pm  
Saturday: 8:00am-12:00pm  
Sunday: Closed

# WHAT'S ON

Keep busy during the next few months with these events.

## AUGUST

### MID NORTH COAST CARAVAN, CAMPING, 4WD, FISH & BOAT SHOW

AUGUST 9-11  
Wauchope NSW

### COMMONWEALTH BANK AGQUIP FIELD DAYS

AUGUST 20-22  
Gunnedah NSW  
[www.farmonline.com.au/events/agquip/](http://www.farmonline.com.au/events/agquip/)

### NATIONAL 4X4 & OUTDOOR SHOW

AUGUST 23-25  
Melbourne Showgrounds  
[www.4x4show.com.au/melbourne](http://www.4x4show.com.au/melbourne)

### ARB TOWNSVILLE OPEN DAY

AUGUST 24  
Garbutt QLD  
[www.arb.com.au/stores/arb-townsville](http://www.arb.com.au/stores/arb-townsville)

### DOWERIN FIELD DAYS

AUGUST 28-29  
Dowerin WA  
[www.dowerinfielddays.com.au](http://www.dowerinfielddays.com.au)

### ARB MACKAY OPEN DAY

AUGUST 31  
Paget QLD  
[www.arb.com.au/stores/arb-mackay](http://www.arb.com.au/stores/arb-mackay)

## SEPTEMBER

### PENRITH CARAVAN, CAMPING & HOLIDAY EXPO

SEPTEMBER 6-8  
Penrith NSW  
[www.penrith.supershow.com.au](http://www.penrith.supershow.com.au)

### TASMANIAN OUTDOOR, BOAT & CARAVAN SHOW

SEPTEMBER 6-8  
Prospect TAS  
[www.tasoutdoorshow.org.au](http://www.tasoutdoorshow.org.au)

### ORANA CARAVAN, CAMPING, 4WD, FISH & BOAT SHOW

SEPTEMBER 13-15  
Dubbo NSW  
[www.campingshow.com.au/cmsms/index.php=orana-2013](http://www.campingshow.com.au/cmsms/index.php=orana-2013)

### RIVERLAND FIELD DAYS

SEPTEMBER 18-19  
Barmera SA  
[www.riverlandfielddays.com.au](http://www.riverlandfielddays.com.au)

### YORKE PENINSULA FIELD DAYS

SEPTEMBER 24-26  
Paskeville SA  
[www.ypfielddays.com.au](http://www.ypfielddays.com.au)

### MANNEL MOTORS OPEN DAY

SEPTEMBER 28  
Thornleigh NSW  
Ph: (02) 9980 8855

## OCTOBER

### MELBOURNE LEISUREFEST

OCTOBER 3-6  
Springvale VIC  
[www.melbourneleisurefest.com.au](http://www.melbourneleisurefest.com.au)

### 4WD AND ADVENTURE SHOW SYDNEY

OCTOBER 18-20  
Eastern Creek NSW  
[www.sydney.4wdshow.com.au](http://www.sydney.4wdshow.com.au)

### SUNSHINE COAST HOME SHOW

OCTOBER 18-20  
Kawana Waters QLD

### THE CANBERRA TIMES HOME, LEISURE, CARAVAN, 4WD & CAMPING SHOW

OCTOBER 24-26  
Mitchell ACT  
[www.rncas.org.au/homeshow/site/](http://www.rncas.org.au/homeshow/site/)

### AUSTRALIAN NATIONAL FIELD DAYS

OCTOBER 24-26  
Borenore NSW  
[www.anfd.com.au](http://www.anfd.com.au)

### SA BOAT & FISHING SHOW 4WD & ADVENTURE SHOW

OCTOBER 25-27  
Wayville SA  
[www.saboatshow.com.au](http://www.saboatshow.com.au)

### MUD BULLS & MUSIC

OCTOBER 31-3 NOVEMBER  
Jimna via Kilcoy QLD  
[www.mudbullsandmusic.com.au](http://www.mudbullsandmusic.com.au)

# SUBSCRIBE



If you've enjoyed reading this edition of ARB 4x4 Action, and you're itching to get your hands on more news from ARB, simply fill in this coupon, and all the latest will be delivered straight to your door.

Simply drop it into your local ARB store, or send it via mail or fax to:

Subscribe / Unsubscribe  
ARB Corporation Ltd  
PO Box 105  
Kilsyth VIC 3137  
Fax: (03) 9761 6807

Go to [www.arb.com.au](http://www.arb.com.au) to subscribe or update your details.

Please tick one of the following:

I would like to receive news on ARB's latest products and special offers

I no longer wish to receive news on ARB's latest products and special offers

First Name: \_\_\_\_\_

Surname: \_\_\_\_\_

Address: \_\_\_\_\_

Suburb: \_\_\_\_\_ Postcode: \_\_\_\_\_

State: \_\_\_\_\_

Country (if not Australia): \_\_\_\_\_

Company: \_\_\_\_\_

Title: \_\_\_\_\_

Phone (AH): \_\_\_\_\_

Phone (BH): \_\_\_\_\_

Mobile: \_\_\_\_\_

Email: \_\_\_\_\_

Contact me by:  email  post

Make Model Year

Vehicle #1 \_\_\_\_\_

Vehicle #2 \_\_\_\_\_

ARB respects your privacy. Information provided by you on this form remains strictly confidential. We do not sell, share or rent your details to third parties. This form is for use by Australian domestic markets only. For international enquiries, please contact [exports@arb.com.au](mailto:exports@arb.com.au).



ARB4x4



ARB4WD



ARB4x4



ARB4x4

# THE BRIGHT SIDE

BRIGHTEN UP YOUR CAMPSITE WITH  
THIS HANDY RECHARGEABLE LIGHT.



PART NO: 10500040

Adding to the range of ARB Adventure Lights currently available at your local store, ARB has released a new 'mini' version of the popular ARB Rechargeable LED Adventure Light. Boasting 400 lumen and 10W output, the mini LED light is very powerful and features O-ring seals and switch cover for water resistance. Coming with a two position switch, the mini LED offers two hours run time on full power or 4 hours run time on half power. Each light includes ARB's traditional high visibility canvas bag as well as a 12V DC in car charger and 240V AC/DC adaptor charger for mains power.

Note: mini ARB Rechargeable LED Adventure Light is not available internationally.

# JOIN 80,000 FANS

GET ONLINE AND GET INVOLVED FOR A HEAP OF FUN, INFO AND PRIZES.



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

# ARB'S ONLINE APPAREL AND PROMOTIONAL STORE

**ARB'S COMPREHENSIVE RANGE OF APPAREL  
AND PROMOTIONAL GEAR IS NOW AVAILABLE  
ONLINE AT [STORE.ARB.COM.AU](http://STORE.ARB.COM.AU).**

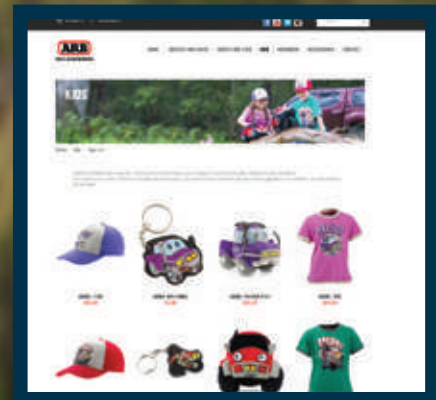
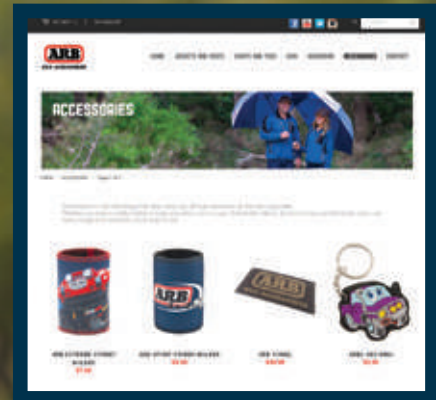
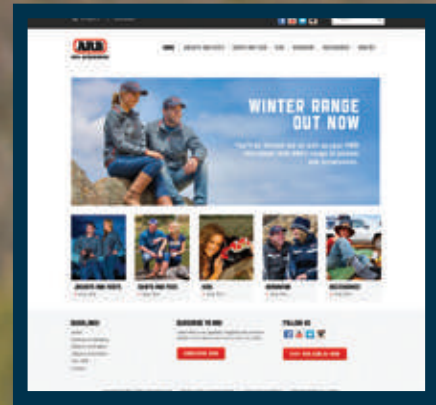


Whether you reside in the heart of Outback Australia or the hustle and bustle of the city, you now have access to ARB's extensive range of apparel and promotional items from the comfort of your own home.

From jackets and polos to kids' plush toys and headwear, ARB has quality and practical gear for the entire family.

Available for Australian domestic orders only, the online store has been designed for maximum usability, with easy to navigate categories, detailed images and the ability to create your own account for future visits. Sizing charts and garment specifications are also included to help you finalise your purchase.

So jump online ([store.arb.com.au](http://store.arb.com.au)) or head in-store today and you'll be kitted out from head to toe in no time.



## SPECIAL OFFER FOR ARB 4X4 ACTION READERS

To celebrate the launch of our new online store, we're offering free shipping when you spend \$50 or more. Offer ends 31 August 2013.

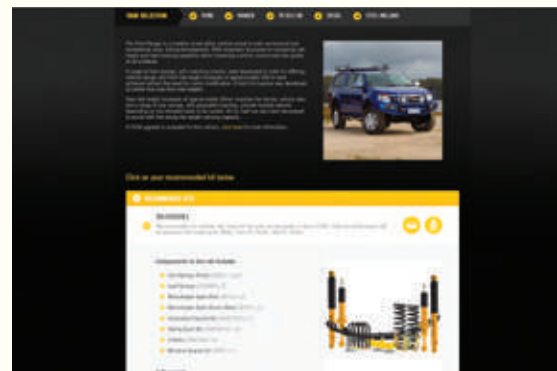
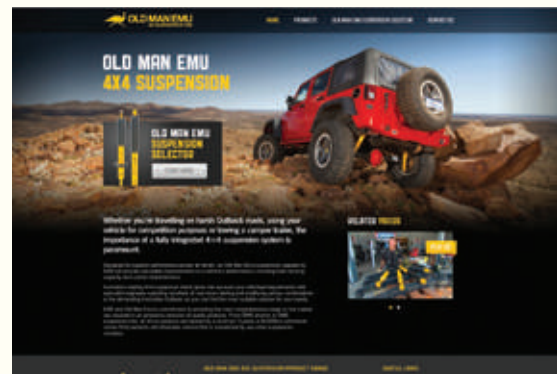
Simply select 'e-Parcel standard' during the checkout process and your discount will automatically apply. Discount does not apply to Express Post e-Parcel shipping.

# OME ONLINE

GETTING ACCURATE, VEHICLE SPECIFIC SUSPENSION INFORMATION IS NOW A PIECE OF CAKE WITH THE LAUNCH OF A NEW WEBSITE DEDICATED TO OLD MAN EMU SUSPENSION.

Not only does the new site have loads of detailed information on the Old Man Emu product range, customers can now receive kit recommendations based on their specific vehicle and its setup. In addition to kit recommendations, each results page includes a range of vehicle specific information such as development aims, vehicle characteristics, kit photos, individual part numbers and more.

Visit [www.oldmanemu.com.au](http://www.oldmanemu.com.au) to brush up on your Old Man Emu knowledge or to give the new suspension selector a try.



CHECK IT OUT AT: [WWW.OLDMANEMU.COM.AU](http://WWW.OLDMANEMU.COM.AU)





# ARB's Thailand Website

HOT OFF THE 'VIRTUAL PRESS' IS OUR BRAND NEW WEBSITE FOR ARB THAILAND AND REGIONAL AREAS INCLUDING CAMBODIA, VIETNAM, LAOS AND MYANMAR.

The new site has been created to cater for the continual growth of the ARB brand throughout South East Asia and we look forward to it becoming a communication hub for ARB customers in these countries. The website has been developed with a fresh new look and is available to browse in both English and Thai languages.





# ARB ELDEE EASTER 4WD EVENT

WORDS BY MATT FROST. PHOTOGRAPHY BY OFFROAD IMAGES



OFF ROAD RACING, FAMILY FUN AND  
CHOCOLATE—ELDEE STATION HOSTS AN  
EASTER EVENT FOR EVERYONE.



ARB has enjoyed a long association with off road events all around the world for many years. These have taken on a variety of forms ranging from 4WD club competitions to extreme events such as the Rainforest Challenge in Malaysia.

The town of Broken Hill in Outback NSW is arguably Australia's capital for off road events, with the region staging numerous competitions over the years. The combination of extreme terrain, unpredictable weather, remoteness and a hostile environment makes for the perfect conditions to test man and machine to the limits. So it's not surprising that when 4WDTV's Simon Christie wanted to stage a 4x4 competition, he chose the region to hold the event.

Simon is a hugely accomplished off roader, having successfully competed at some of the country's toughest events over the years. He lives and breathes 4WDing and has made a living out of his passion through the creation of three television shows dedicated to everything 4WD. His work and enthusiasm for off road vehicles has taken him all over the world, where he has got involved in the local 4x4 scene in numerous countries.



So it surprised many of his friends and colleagues when the off road competition he created wasn't a rock hopping, fourby bending winch challenge, but instead a fun series of activities that the whole family could get involved in and enjoy.

His choice of property to hold the event was Eldee Station just 45 minutes northwest of Broken Hill. This stunning station, located in the Barrier Ranges, is owned by Stephen and Naomi Schmidt, who have welcomed four wheel drivers to their home for many years. Eldee is a four wheeler's paradise with numerous trails running through the ranges that can be explored independently or on a tagalong tour.

The station offers a range of accommodation options ranging from unpowered campsites through to the palatial Presidential Suite. There's hot showers and toilets for campers, and plenty of undercover areas for when the weather turns bad. Eldee also has a full on commercial kitchen, hence they're well set up to cater for large groups, and Naomi's cooking is world famous amongst the 4x4 fraternity. The combination of Simon Christie's 4x4 know-how and Eldee's superb hospitality and stunning surrounds has come together to create the Eldee Easter Event.



**“THE PRIZE PACKAGE WAS WELL OVER \$20,000, ONE OF THE BIGGEST IN THE COUNTRY FOR AN OFF ROAD EVENT”**



The event has been running for three years, but in 2013 the scope of it grew significantly with ARB taking a naming rights sponsorship package and several other new sponsors coming on board. This took the prize package to well over \$20,000, one of the biggest in the country for an off road event. With such strong sponsor support, a minimal entry fee is required, making the Eldee event a very affordable way to spend Easter.

Unlike many other events staged in the area over the years, the ARB Eldee Easter event is very much a family fun activity that anyone with a 4WD can compete in. It's targeted at the everyday 4WD owner, with the emphasis on fun and enjoyment. That's not to say that the events themselves are easy. Whilst anyone can get through the stages, to place highly requires driver skill and good teamwork with a competent navigator. In fact, this is one of the event's great achievements in that the winners don't necessarily have the best set up vehicles, but rather display a high level of skill and aptitude.

Competition stages kicked off on the Saturday morning with a variety of challenges set in different locations around the property. Courses were typically timed runs through a series of challenges and obstacles where competence rather than speed was key. Each stage was scored with points allocated to the teams, with the highest accrued totals determining the winners.









**“THE EASTER BUNNY HAD DEPOSITED ABOUT 10KG OF EGGS IN THE CREEK BED”**

A little over thirty teams competed in this year’s event, and with such a massive prize pool, no one left empty handed.

For the forty-odd children attending, the highlight was definitely the Easter egg hunt on the Sunday morning. The Easter bunny had deposited about 10kg of eggs in the creek bed, resulting in a frenzy when the kids were let loose. Similarly, the remote control 4x4 rock crawlers were a huge hit, with both the little and big kids negotiating a purpose built track.

We can’t stress enough that this event is a huge amount of fun whether you intend to compete or go along as a spectator. Not a single vehicle incurred any damage, with Simon Christie skilfully designing stages that were challenging but able to be driven without bending panels.

Everyone expects the 2014 ARB Eldee Easter Event to be bigger and better, so hop onto the Eldee Station website for more information ([www.eldeestation.com](http://www.eldeestation.com)).



# TO THE MAX

THE **ISUZU D-MAX** GETS THE FULL TREATMENT FROM ARB.

Last edition we gave readers a behind the scenes look at the development of products for the Isuzu D-Max. We're happy to announce that a heap of ARB accessories are now available, including deluxe bull bars, rear step tow bars, side rails and steps, canopies, roof racks, OME suspension and Air Lockers.

The deluxe bull bar for the D-Max presented ARB's engineers with unique challenges due to the passenger air bag deployment being entirely controlled by the crush of the vehicle chassis. This meant the engineers had to create an adequately strong set of bull bar mounts designed to withstand both general road use and the load stresses of winching.

Incorporating ARB's renowned multi fold upswept and tapered wing design for optimum strength and approach angle, the deluxe bull bar has extensive under bar protection panels on the centre and either side, making it ideal for off road travel. Equally suitable for winch and non-winch applications, the deluxe bar will accommodate Warn, Magnum, Bushranger and Smittybilt low mount winches. The bar also features twin Hi-Lift jacking points, recessed indicators and retains the original tow point. Provision for

two aerials, fog lights and ARB Intensity LED or IPF driving lights are also incorporated into the design.

Also designed for the Isuzu D-Max is an ARB rear step tow bar, which offers protection to the tailgate and rear quarters of the vehicle whilst also providing an integrated heavy duty tow bar rated to the full towing capacity of the vehicle. Features for the rear step tow bar include trailer plug bracket, tow hitch and pin, M20 towing eye bolts and integrated LED registration plate lamp. Finished in a durable black powder coat, the rear step tow bar can be colour coded to suit the vehicle.

Among the range of products for the D-Max are front and rear ARB Air Lockers. Providing 100% traction at the flick of a switch, Air Lockers are a pneumatically operated replacement differential that lets you get a grip in harsh and slippery terrain. Utilising aerospace grade materials, Air Lockers are designed and manufactured in Melbourne and fitted to over 250,000 vehicles throughout the world.

These products and more are available now from your local ARB store or stockist. ◀





# SEAL 9.5TH WINCH

**BUSHRANGER**  
4X4 GEAR



**EXPLORE  
THE LATEST  
ADDITION TO  
THE BUSHRANGER  
12V RECOVERY  
WINCH RANGE.**

Having a reliable electric winch fitted to your vehicle can mean the difference between getting yourself out of a deep bog hole and a long wait for rescue.

Water resistant and fitted with Dyneema SK-75 synthetic rope, the Bushranger Seal 9.5TH winch is a tough and reliable option when out on the tracks. Among its many features is superior output torque, 9,500lb line pull and an Australian engineered, impact resistant alloy extruded control box.

An aluminium hawse fairlead, tough aluminium alloy die cast housing, and outstanding structural durability make this winch reliable when you need it most. The Seal winch also features a thermal overload warning and low amp draw that is up to 23% better than other industry leading winches. For full details, visit your local ARB store or stockist.

► Contact ARB for part numbers and pricing

VIEW THE FULL RANGE OF BUSHRANGER 12V RECOVERY WINCHES AT [WWW.BUSHRANGER.COM.AU](http://WWW.BUSHRANGER.COM.AU)

# ARB CAB RACKS

FIND OUT WHY CAB RACKS ARE SUCH A HANDY  
ADDITION TO YOUR UTE.

**A**RB cab roof racks are a very versatile option for 4WD owners looking to increase valuable storage space in the cabin.

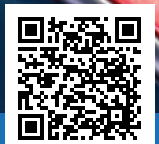
Engineered to the same high standards as our current range of roof racks, the cab racks utilise round steel tube construction for maximum strength and aerodynamics and are built to withstand tough, Outback conditions. Structurally mounted to the vehicle's roof with four high strength zinc aluminium alloy mounting bases, the racks are ideal for carrying

additional or bulky items that won't fit in the cabin or ute body.

With a maximum load carrying capacity of 75kg, they incorporate ARB's wind panel which reduces interior noise considerably when driving at highway speeds. The cab racks are available in both our deluxe and trade styles, with the trade design being open at both ends, allowing for extra long items to be carried. A durable millennium grey powder coat finishes off the design and optional extras include roof rack wind

deflectors (deluxe only) which will further reduce wind noise, and cargo gear bags to give your belongings more protection from dust and rain.

Adding to the range already available for a number of dual cabs including HiLux, Triton, Amarok and Navara models, cab racks for the Isuzu D-Max and Holden Colorado will be available in the coming weeks, while racks for the Ford Ranger and Mazda BT-50 are under development in Melbourne and are expected to be released shortly.



CHECK OUT [WWW.YOUTUBE.COM/ARB4WD](http://WWW.YOUTUBE.COM/ARB4WD) TO VIEW THE BENEFITS OF FITTING A ROOF RACK



# STYLISH SAHARA

ENGINEERED IN AUSTRALIA SO YOU CAN TAKE IT ANYWHERE, ARB'S SAHARA BAR FOR THE TOYOTA LANDCRUISER 200 SERIES IS IN STOCK NOW.

Owners of the latest model Toyota LandCruiser 200 Series can now enjoy the benefits of protection and style with the release of a new ARB Sahara bar specifically engineered for their vehicle.

Incorporating provision for parking sensors, the bar features durable steel construction for maximum protection and upswept and tapered wings for optimum approach angle. The Sahara bar also includes extensive under bar protection panels and retains the original equipment tow points.

Available with or without a polished centre tube, the Sahara bar includes provision for fog lights, CB aerials and ARB Intensity LED or IPF driving lights. The Sahara bar also has a superbly engineered, air bag compatible mounting system and is finished in a hard wearing, millennium grey powder coat with the added option to colour code to individual vehicles.

► Contact ARB for part numbers and pricing



WATCH ARB'S KITTED OUT 200 SERIES IN OUTBACK NSW. VISIT [WWW.YOUTUBE.COM/ARB4WD](http://WWW.YOUTUBE.COM/ARB4WD).



# DRIVE 4 LIFE 2013

Words by Chris Bates. **Photography by Ric Black, Mick De Graaff & David Dennis**

THE CREW FROM DRIVE 4 LIFE HEAD FOR THE HIGH LIFE IN THE 2013 CHARITY EVENT.

**B**ushfires, storms and landslips couldn't stop the annual Drive 4 Life tour of the Victorian High Country as their fundraising gets close to \$500,000 for charity.

Bushfires raged through the Victorian High Country during the early part of 2013 and, together with heavy rains that caused landslips and closed many roads, things were not looking good for the annual Drive 4 Life charity fundraising tour of the area which starts and finishes in Harrietville, VIC.

But the organisers persevered and thanks to hard work and assistance from Parks Victoria and DSE, 37 4WDs spread across five groups were able to depart Harrietville on the 2013 tour on Monday 18 March.

For the first part of the week the weather was fine and warm—perfect High Country touring weather. It started raining during Wednesday night and by Thursday morning the group leaders were looking at wet and very slippery tracks. Part of the planning by Drive 4 Life encompasses wet weather and hopelessly blocked track alternatives. All groups made decisions that would ensure the safety of both people and vehicles and used their alternative routes.

All groups made it back to Harrietville on Friday afternoon in time for the post-tour presentations and dinner at the Snowline Hotel. Over \$38,000 was raised. This brings the total funds raised by the group close to the magic half million dollar mark since the inaugural tour in 2006.

Drive 4 Life ensures that every cent of the \$1,000 donation made by each participating vehicle goes to Northcott—an organisation that provides mobility equipment for people with disability. Even the group leaders and organisers contribute \$1000 per vehicle.

Drive 4 Life would like to thank their Principal Sponsor, ARB 4x4 Accessories, for their sponsorship and product presented to the participants. Huge thanks also go to the major sponsors—IGA Supermarkets, Cooper Tires and *4x4 Australia* magazine. The tour also receives great support from Hema Maps who provide Victorian High Country maps to every vehicle. The Drive 4 Life headquarters in Harrietville is located at the Snowline Hotel, and Drive 4 Life would like to thank the proprietors, Bennett and Anna Mountjoy, for their endless support and assistance.

FOR MORE INFORMATION ON DRIVE 4 LIFE VISIT [WWW.DRIVE4LIFE.COM.AU](http://WWW.DRIVE4LIFE.COM.AU).



# FISHING & BOATING EXPO

23-25 AUGUST

**THE MELBOURNE SHOWGROUNDS ARE GEARING UP FOR A BIG NATIONAL 4X4 & OUTDOORS SHOW.**

- ▶ Chance to win a \$10,000 Touring & Adventure package thanks to ARB and Anaconda
- ▶ Personalities including Pat Callinan, Simon Christie and Paul Worsteling from iFISH
- ▶ Major deals throughout the show
- ▶ Events at the Action Arena
- ▶ Metro trains running to Melbourne Showgrounds throughout the weekend



**FOR MORE DETAILS, VISIT [WWW.4X4SHOW.COM.AU/MELBOURNE](http://WWW.4X4SHOW.COM.AU/MELBOURNE)**





# SUSPENSION FOR NISSAN Y62 PATROL

Old Man Emu engineers create the Y62 Patrol's suspension from scratch.



\*International model shown



Unlike many aftermarket suspension systems (which are only available in a single configuration targeting lift height), Old Man Emu offers a range of tuned and matched integrated suspension systems to ensure the right suspension is available to suit how the vehicle is outfitted and the conditions it will encounter.

ARB was fortunate to source a Nissan Y62 Patrol from the United Arab Emirates (UAE) for the development of a large range of products, including Old Man Emu suspension. Engineered for both on road drivability and off road touring, OME suspension offers noticeable improvements in ride, load carrying capability and control.

As the Y62 Patrol sourced for development was a left hand drive model, all OME testing was carried out at the Anglesea

proving ground in Victoria. The OME engineers first worked on upgrading the suspension for scenarios where no bull bar was fitted and no load in the rear, before then adding the weight of a bull bar and a variety of rear loads. After a number of springs were tested, the best results gave better handling, improved control and stability in cornering, and an increased lift height of 40mm to 50mm depending on load and spring rate.

Backed by a 3 year, 60,000km warranty and over 120 authorised outlets in Australia plus ARB's international dealer network, OME's range of suspension systems for the Nissan Y62 Patrol is available now.

► Contact ARB for part numbers and pricing

# CARNAGE IN THE SOUTHERN CALIFORNIA DESERT

WORDS & PHOTOGRAPHY BY **CHRIS COLLARD**





## DISCOVER WHY THE KING OF THE HAMMERS IS AN EPIC EVENT NOT TO BE MISSED.

Race chatter broadcast itself over the radio as dust clouds, whipped up by a fierce wind, rolled across Means Dry Lakebed and through a sea of motor homes, race trailers, and circus-style tents. In the distance, two thin ribbons of dust swirled off the Southern California desert floor like wingtip vortices from an F-18. It was Robby Gordon, hot on the tail of Shannon Campbell and running flat out. They had started in the #2 and #4 positions, with 125 other teams lined up behind them. It was only 20 minutes into the final day of competition and there were already reports of blown motors, broken steering boxes and rollovers. We were in the Johnson Valley Off Highway Vehicle (OHV) area for the seventh running of the latest phenomena in dual-format dirt racing. From the way the morning was shaping up, it looked like it was going to be one of the toughest 'Hammers' to date.

In the late 1990s, the American racing scene erupted in enthusiasm with the introduction of extreme rock crawling events. They were full of action but lacked the high-speed adrenaline rush of events such as the Dakar, Australian Safari or the Baja 1000. As the sport matured, technology and driver ability outpaced the rock crawling format—drivers liked the challenge but wanted to go faster. It was then in

2007 that a small group of guys came up with the idea for a dual-sport type of race, one that combined technical rock crawling with go-fast desert racing. Enter the Griffin King of the Hammers (KOH).

That first event was small and unpublicised with just 13 teams and a handful of spectators, mostly friends (support crews). Word of this new genre spread fast, and during the next six years, KOH experienced exponential growth. The peppering of tents at the inaugural event has morphed to a literal city, now known as Hammertown, USA. What had started as a one day get together has evolved into a weeklong slug-fest of the world's most competitive racers. The media reach has touched almost every country on the planet, and the 2013 event drew competitors from Australia, Japan, Iceland, Italy, Mexico, Belgium and a handful of other countries. From the desert racing scene, big names like Robby Gordon, Curt LeDuc, TJ Flores, and BJ Baldwin from Baja 1000 and NASCAR fame, tossed their names in the hat.

*THIS PAGE* While many of the top performing vehicles are now running independent suspensions, soon-to-be King Randy Slawson was out to prove a KOH title can still be accomplished with a solid-axle. *OPPOSITE* The KOH video helicopter hot on the tracks of Paul Bickerson in the Rubicon Express Class Everyman's Challenge.



## RULES OF ENGAGEMENT

KOH has a full book of regulations each vehicle must pass for technical inspection, but the main event rules are very simple—go fast and stay on course. There were 129 teams in the main event this year, and 115 were reserved for pre-qualified drivers and international teams. The remaining slots, known as Last Chance Qualifiers (LCQ), are determined during two days of qualifying. During qualifying rounds, LCQ and KOH drivers run a short course of high-speed flats, axle-twisting rocks, and steep, loose hill climbs. KOH teams compete for starting positions, and the LCQ drivers just want to land a spot in the big race. It is an all-out Wild West shootout.

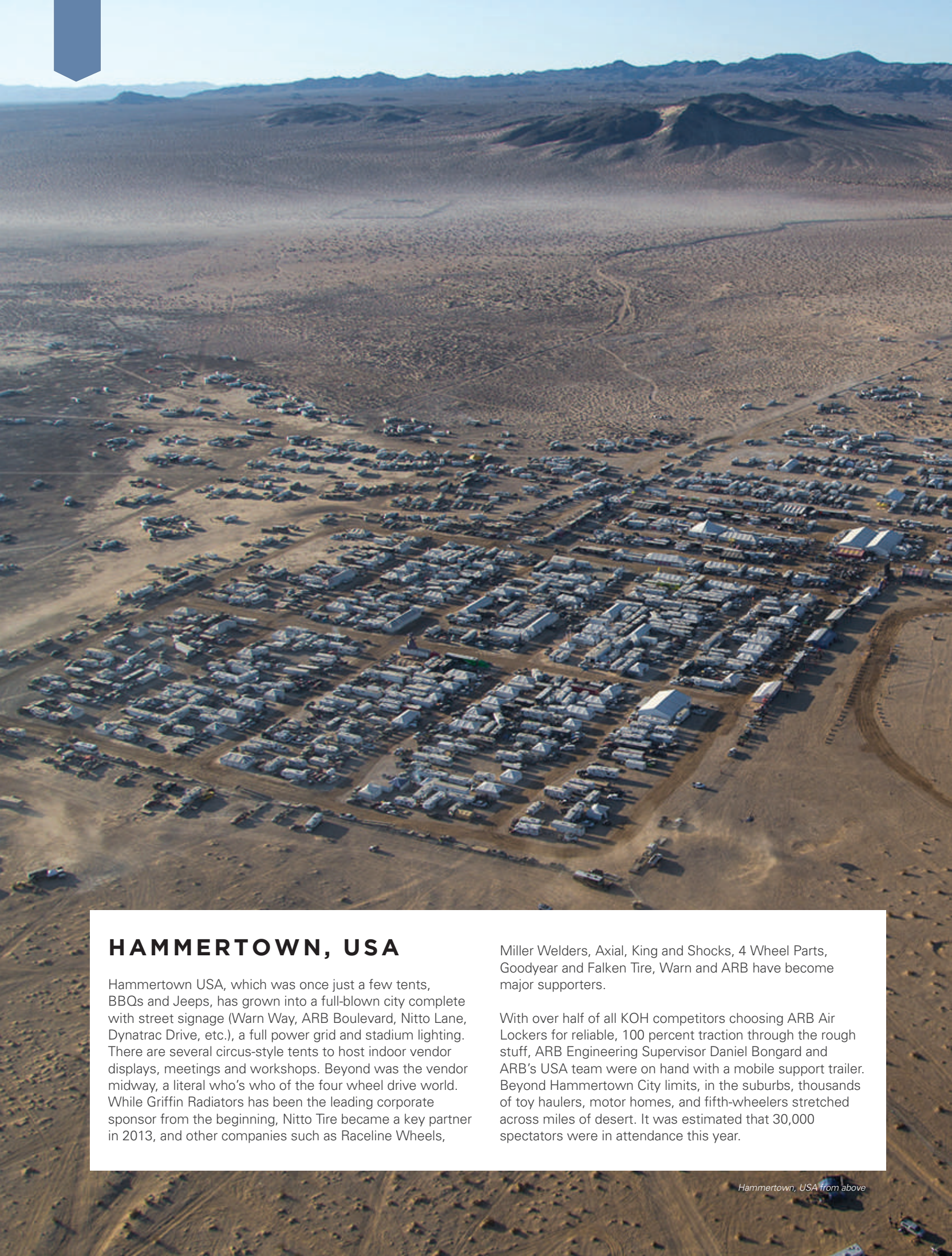
In the last two years, UTV and moto classes were added, and in 2012, 4 Wheel Parts launched the Smittybilt Everyman's Challenge. The concept is exactly that, a race for everyman (or woman)—full-bodied, factory vehicles which

are divided into two classes: the Pro Comp Stock Class and the Rubicon Express Modified Class. The race, however, is no easier than that of the Ultra4 modified rigs, as evidenced by the fact that only six of the original 65 vehicles crossed the finish line in the required time.

For Big Friday, the main event, this year's track consisted of three separate loops for a total of more than 200 kilometres. This may not sound like a great distance, but when you consider that about 60km was through some of the most boulder-strewn canyons known to man, it is clear why less than 25 percent of the competitors saw the chequered flag. Teams were given 14 hours to reach the finish line, but to be competitive you better hit the 11 hour mark... eight hours if you want to stand on the podium. When the green flag dropped, teams were allowed assist each other on the track, but their pit crews were restricted to the main pit in Hammertown and designated remote pit areas.



1 Competitors racing the clock in the Rubicon Express Class Everyman's Challenge. 2 Two-time KOH champ Shannon Campbell said, 'The rock trails were endless. I got turned around in my own dust and ended up going backwards down one trail. What a dummy! I finally got straightened out. As for ARB Air Lockers, they are in each of my team's cars. It's the only locking differential worth working with.' 3 Boulder-strewn canyons helped take out 75% of the competition. 4 Dust flying thick and fast in the Johnson Valley. 5 Carnage in the desert. 6 Getting air time in order to stay in the pack. 7 Two-time KOH champ Shannon Campbell and 2009 'King' Jason Scherer had the best qualifying times, which landed them the pole starting positions. Though Scherer would DNF with mechanical issues, Campbell held his #2 starting position to the finish. 8 Falken Tire factory racer Masanori Tsuda, from Nara, Japan, made his KOH debut this year. 9 More than 30,000 spectators lined the 125km track to watch teams jockey for position.



## HAMMERTOWN, USA

Hammertown USA, which was once just a few tents, BBQs and Jeeps, has grown into a full-blown city complete with street signage (Warn Way, ARB Boulevard, Nitto Lane, Dynatrac Drive, etc.), a full power grid and stadium lighting. There are several circus-style tents to host indoor vendor displays, meetings and workshops. Beyond was the vendor midway, a literal who's who of the four wheel drive world. While Griffin Radiators has been the leading corporate sponsor from the beginning, Nitto Tire became a key partner in 2013, and other companies such as Raceline Wheels,

Miller Welders, Axial, King and Shocks, 4 Wheel Parts, Goodyear and Falken Tire, Warn and ARB have become major supporters.

With over half of all KOH competitors choosing ARB Air Lockers for reliable, 100 percent traction through the rough stuff, ARB Engineering Supervisor Daniel Bongard and ARB's USA team were on hand with a mobile support trailer. Beyond Hammertown City limits, in the suburbs, thousands of toy haulers, motor homes, and fifth-wheelers stretched across miles of desert. It was estimated that 30,000 spectators were in attendance this year.



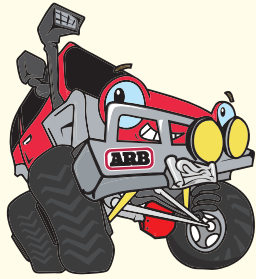
## WRAP-UP

When the dust settled, local Americans Randy Slawson and navigator (brother) David took top honours. Two-time 'King' Shannon Campbell came in 2nd, and newcomer Chicky Barton placed 3rd. Australians Ben Napier and Nick Finch ranked 5th and 20th respectively, a major improvement over their 16th and 25th efforts from 2012. Italian Fabio Manno was the 22nd driver across the finish line (up from 37th in 2012). Desert racing legends Gordon, Flores, Baldwin, and LeDuc all DNFd (did not finish), as did the rest of the field.

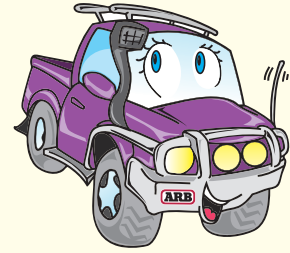
King of the Hammers is truly one of the craziest races on the planet and ranks right up there with Dakar... only shorter. It is a world where 90 percent of your time is spent on 10 percent of the course – the rocks. If you have the guts, the vehicle, a few good friends to run crew, and don't mind trashing your equipment, KOH organisers say 'Bring it on.' Put it on your bucket list, the Hammers will be waiting.

1 A total of 129 teams lined up for the start of the main race. Only 27 would see the chequered flag. 2 Australian Ben Napier has continued to climb up the standings board, landing a 5th place finish this year. 3 Gigglepin Racing's Jim Marsden, from Southborough, England was driving the only Land Rover in the competition. Marsden's Land Rover runs the 5.0-litre Rover V8, Ashcroft axles fitted with ARB Air Lockers, Maxxis Red Label tires, King shocks, and Gigglepin twin-motor winch.





# HEY, KIDS, FOURBY HERE!



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



### Alice

We thought four year old Alice did an amazing job of drawing both Ariel and I. Her parents tell us she set up the plush toys so that she could get the colours as accurate as possible. Wonderful work, Alice!



### Ben

Hi Fourby, my name is Ben and here is a photo of the Lego LandCruiser and bullcatcher that I have built from looking at my Dad's new LandCruiser 70 Series and the bullcatcher photos that was on the station when he worked in the Kimberley. I have also put in my Lego dog, Dusty, as I hope to have a real kelpie of my own soon. (age 11)



### Sasha

Hi, my name is Sasha and I am 8 years old. I like to go four wheel driving on hills.



### Oscar

Oscar (age 7) drew this great picture of a ute at night at the petrol station.



### Taylah

Seven year old Taylah drew this picture of her family's Toyota Prado 150. Great drawing, Taylah!



### Jaiden

Jaiden (age 11) sent in this top drawing of a 4WD going through the pig pen at LandCruiser Mountain Park.





**Zara**

Six year old Zara loves going 4WDing in the sand hills with her Dad. She likes getting the car very dirty!



**Rhyley**

Check out the drawing Rhyley (age 9) sent us of a 4WD driving over dunes in the desert!



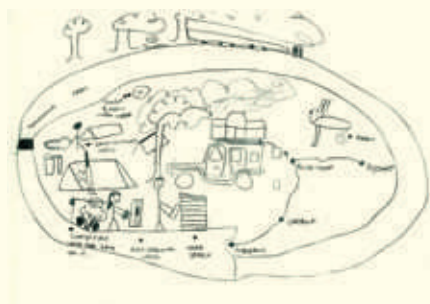
**Jack**

My name is Jack. I'm 7 years old. This is us on Fraser Island with our new twin cab LandCruiser and our Tvan.



**Jed**

Hi I am Jed and I am 6 years old. This is my 100 Series LandCruiser when I am older. Its name will be Kevin. I am towing a camper trailer and it's got a dinghy on the roof and we are going to Pardoo. It is the wet season so there are washouts. The camper ute Patrol behind us is bogged.



**Jett**

Jett (age 6) has drawn a very detailed map of a trip that even includes a rabbit burrow under a creek!



**Ethan**

Hi, my name is Ethan and I am 7 years old. I am interested in 4WDs because both of my grandparents have one.



**Charlotte**

Eight year old Charlotte sent in this bright and happy drawing of a purple 4WD in the bush.



**William**

Hi, my name is William and me and my Dad have a shorty in the shed. It's awesome.



**Dylan Jamison**

My name is Dylan Jamison and I'm from Adelaide. This is a picture of Dad's HiLux with a canopy and rooftop tent. I hope you like it.

Every issue we'll give our favourite entry a \$50 voucher and Fourby plush toy, 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 and telephone number:

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

Email: [fourby@arb.com.au](mailto:fourby@arb.com.au)

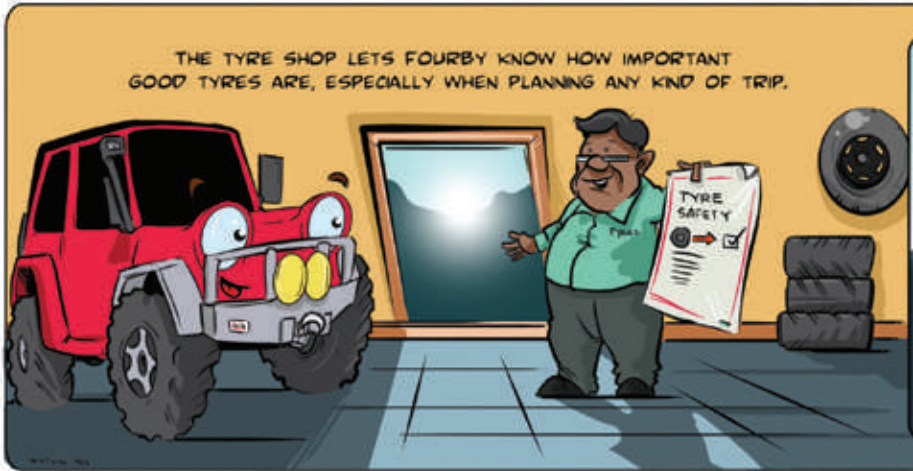
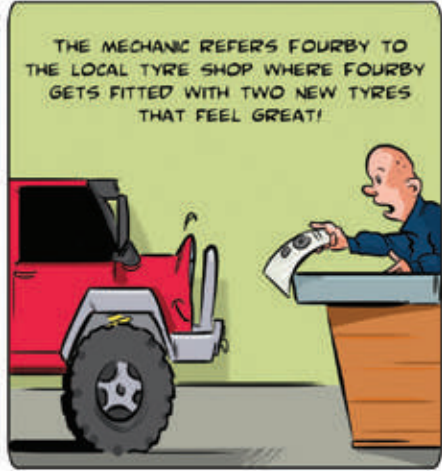
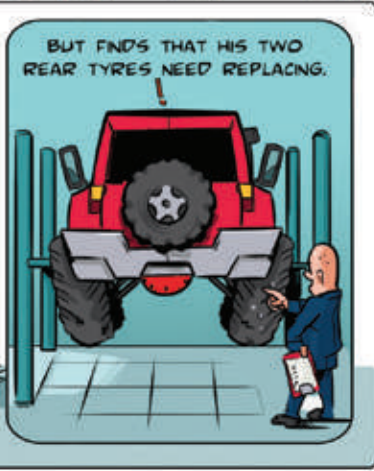
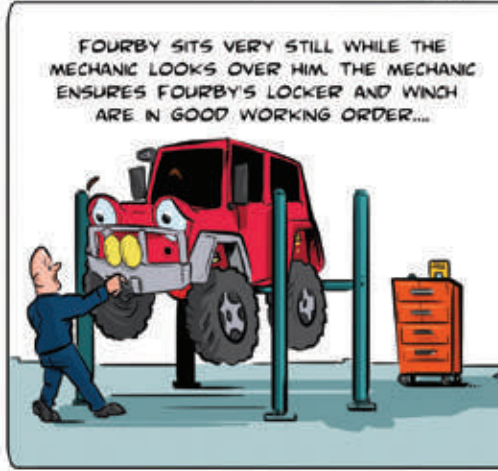
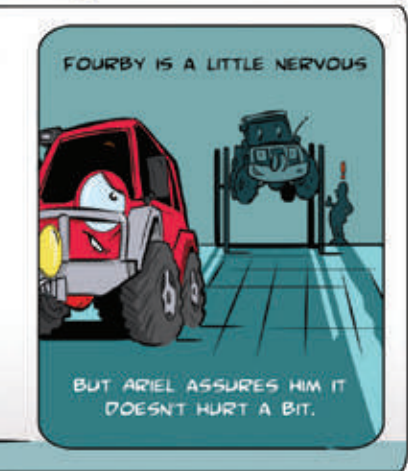
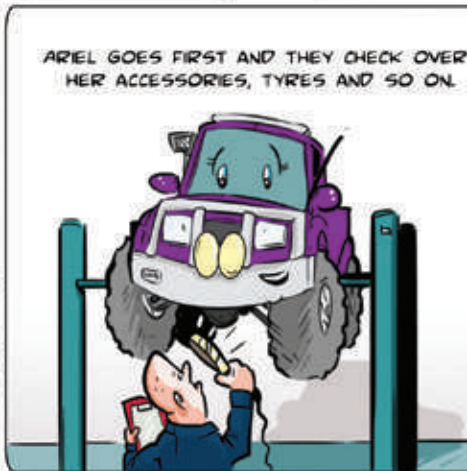
# FIND THE GOATS!

Fourby and Ariel were driving past this ridge and discovered a herd of goats amongst the rocks.  
There are 15 goats—can you find them all?





REALISING THEIR BIG TRIP ISN'T TOO FAR AWAY, FOURBY AND ARIEL DECIDE TO HEAD TO THEIR LOCAL ARB STORE.



# FULLS



There is something about a working dog that always amazes me... they just don't stop.

I have always been drawn to kelpies and have one as part of our family. Every time I have had the opportunity of photographing working dogs, they dart backwards and forwards doing their job but at the same time make it extremely difficult to capture them. I have awesome images of dogs with sheep and cattle turning and putting on a show, but not those full stride images which showcase the power of the animal.

At the ARB Eldee Easter weekend, I had the opportunity to create an interesting image of a working dog at full stride. My son Tim was playing with his RC car on the flat plains at Eldee Station when a couple of working dogs came in for a closer look. So I arranged for Tim to run the car through a particular area in order for me to capture the dogs in full flight.

Now, this RC car is really quick, but so are the dogs. A couple of runs gave us this result before the RC car was retrieved and hidden away from the interested eyes of the dogs.

It's amazing the images you can create by thinking outside the square.

- **Michael Ellem, Offroad Images**

## Photography Specifications

Camera	Canon 1Dx
Lens	Canon EF 400 f/2.8 L IS
Shutter Speed	1/4,000th of a second
Aperture	f4
ISO	400

# STRIDE





# GOING PRO

**THULE'S  
XSPORTER PRO™  
LETS YOU TRANSPORT  
YOUR SUPPLIES WITH  
CONFIDENCE.**

Thule's new Xsporter Pro™ multi-height ute rack now has greater adjustability for maximum carrying versatility.

Installed with no cutting or drilling, the Thule Xsporter Pro™ is made of reinforced aluminium and can handle 200kg of load. With a standard length of 180cm and a T-slot to add a variety of load stoppers, tie-downs or sport carriers, you can be sure that all of your gear and supplies will travel with confidence. And with the SecureLock system, the rack is locked to the truck with four One-Key lock cylinders. But perhaps the best feature on the improved Xsporter Pro™ are the Custom-Adjust bars, which provide micro-adjustability for maximum versatility and ease in levelling to the crossbars on any ute cab, hard-mounted or otherwise—no more shims, cutting or fabricating required.

An ideal solution for any trade application, the Xsporter Pro™ is also a smart option for kayaks, bikes, roof pods and rooftop tents.

► Contact ARB for part numbers and pricing



# ON THE EDGE

THE NEW WINGBAR EDGE™ OFFERS A QUIET  
AND STYLISH OPTION FOR ROOF BARS.

On the heels of the WingBar's success comes the new flush-mounted WingBar Edge™. With a low profile and smooth arch, the WingBar Edge™ suits the discerning consumer who is looking for a bit more style in their roof bar.

With WindDiffuser™ technology, the Edge generates 90% less sound energy than the Thule AeroBar, making it the quietest and strongest bar available. And the WingBar's TrailEdge reduces wind drag, improving fuel economy.

Designed to the highest standards of the automotive industry, the WingBar Edge™ has a maximum load of 75kg, is ISO City

Crash and TÜV GS approved and offers a universal fit through the use of telescopic feet. Preassembled and packed for easy handling, the Edge also features double-moulded plastic caps for a great appearance and an easy fit.

All current Thule Cargo Box fixation systems and most Thule accessories (bike carriers, water sport carriers, ski carriers etc.) fit securely to the WingBar Edge™ profile with standard fixation systems. In very few cases, specific T-track adaptors may be required. As always, the complete list of fittings can be sourced at [www.thule.com.au](http://www.thule.com.au).

► Contact ARB for part numbers and pricing



# INLAND INSIGHT IV



WORDS & PHOTOGRAPHY BY **JESS BAILEY**





## ARB'S VICTORIAN STOCKIST REP, JESS BAILEY, TRAVELS FROM OODNADATTA TO THE WONDERS OF ALICE SPRINGS.

Mention the word Oodnadatta and you'll probably receive one of two reactions. First is a perplexed look and a comment along the lines of 'Oodna-whatta?'

The second, more popular, answer is, 'Oh, yeah, that pink road-housey-thingy.'

We'd blown into town in a trail of dust, and like softies we jumped out of an air conditioned cab and headed straight for the icy pole freezer in the roadhouse. It was still mid thirties outside and you could be forgiven for thinking everyone had simply packed up and left, with the hum of air conditioners being the only telltale sign of life.

It was already midday, with the sun about to slowly start descending, causing shadows to extend over the desert earth. Our rough mud map had us completing the Oodnadatta Track at the junction of Marla and the Stuart Highway, where we'd take a right to Alice Springs and head back through Oodnadatta later on as part of the Old Ghan Railway journey.

We knew Oodnadatta held so much history, stories, characters, wildlife and places to explore, and we were tempted to stay. After a little bit of procrastinating and some cleaning up of sticky icy poles, a decision was made by the flip of a 10 cent coin and it was back into the super comfortable vinyl seats of our V8 chariot to follow our mud map.

It was 200-odd kilometres to Marla and we were aware of the negatives regarding sunset/night driving through

any remote area. Fortunately, the road itself was in pretty good condition and in no time we'd made it to Marla and the Stuart Highway. We'd already had our minds set on reaching Alice Springs for the night and prepared for the white line invasion ahead.

With a safe speed set, some nicely adjusted IPF lights ready for use and the previous experiences of knowing the ARB winch bar mounted on the front would assist to gently move anything into the wheel ruts caused by road trains, we set off eyes peeled and full of concentration.

It's at this time of day the land turns into golden hues over dusty ground, rock and plant life, causing everything to explode with colour. Previously windblown sections of dirt beside the road turned into wildlife superhighways, and flocks of birds in their hundreds flew overhead like mini fighter jets in perfectly choreographed movements. It is absolutely beautiful up here.

A few games of eye spy, some perfectly belted out renditions of some Aussie rock classics and hey-presto, we arrived at the Northern Territory border marked by the 26th parallel south. A brief stop to check out the information boards gave us time to stretch our legs and find the BBQ Shapes hidden in a space case on the back.

We had talked, argued, tossed coins and rock-paper-scissors over whether to head out the Lasseter Highway to Luritja Road and into the Watarrka National Park, where Kings Canyon lies. With a million excuses on why we should go, we knew in our hearts time was running out and our time was better used focussing



on Alice Springs and the return trip home via the Old Ghan Railway. The more we left unseen, the bigger the excuse to come back at a later date.

Being now quite dark, we didn't notice the Macdonnell Ranges until we were literally right upon them. What an amazing sight as we entered Alice Springs.

We headed for the Heavitree Gap Outback Lodge, a beautifully set out caravan park at the bottom of the ranges. The office was closed, being that it was now nearing midnight, but an empty site was found and with a flick of the swag we were set up for the night. It had been a long day of driving, with some disappointment that there was just simply so much to see, so many people to meet and not enough time.

The morning sun pelted rays down on the canvas and I swear we now knew how a roasting chook felt in an oven. Escaping from the swag, it was a beautiful day and we now had a better view of our surroundings. It was November 11th Armistice or Remembrance Day, where the armistice between the allies of World War I and Germany was signed in France on the 'eleventh hour of the eleventh day of the eleventh month'. We were keen to find the local war memorial and pay our respects, and Anzac Hill wasn't too hard to find. Along with many others, we made our way to the top of the hill and observed the ceremony with the Australian Defence Forces and some Americans.

With the ceremony completed, we took the time to absorb in the elevated view of Alice Springs. We decided to take in as much of what lay below us as we could in a week before we had to begin trekking south again. Alice Springs, with its population of approximately 26,000 odd people, is a small town for a rural centre but given its location, remoteness and arid weather conditions, survives out here all on her



“ PREVIOUSLY WINDBLOWN  
SECTIONS OF DIRT BESIDE  
THE ROAD TURNED INTO  
WILDLIFE SUPERHIGHWAYS ”





own. Known in Aboriginal tongue as 'Mparntwe', and formerly called Stuart up until the mid 1930s, Alice Springs was renamed after Lady Alice Todd, wife to Sir Charles Todd, who must have married an incredible woman (Alice Springs is the only larger well-known town named after an Australian woman).

We found ourselves walking around the shopping district and malls, taking in typical tourist sights before settling into Bojangles Saloon for some lunch. If you've been to Alice Springs before and not been into Bojangles, you are missing out on a great experience. This iconic pub started out in Alice Springs as a guesthouse in the 1930s. The large tables are crafted out of Ghan Railway sleepers with cowhide on the seating, while saddle seats line the front benches, and every corner has curious and interesting knick knacks. Most items have a story behind them, like Reggie the mounted Wedge-tailed Eagle and the Northern Territory dog carrier. Bojangles was a great place to relax and chat to locals and visitors alike. On top of this, the food was great and the staff really helpful.

Focussing on the attractions closer to town was not going to leave us short on surprises. Alice is rich with strong Aboriginal heritage, ties to gold, the defence forces and war, plus strong settlement history and growth via the Overland Telegraph and Ghan Railway.

We knew a pretty amazing week was to be had, so we retired back to the caravan park to end another day the best way we knew how—relaxing under a setting sun with a nice cold beverage while talking with the locals.



# TURNING TRASH INTO TREASURE

WORDS AND PHOTOGRAPHY BY MICHAEL ELLEM

THE SAYING, “ONE MAN’S TRASH IS ANOTHER  
MAN’S TREASURE” REALLY RELATES TO  
PHOTOGRAPHY IN SO MANY WAYS.



It's simply amazing how you can have a large group of people walking through an area, and maybe only one person will stop to capture an image of what they find as interesting.

An object has come to rest after it finally became unusable, was walked away from and left to fight the elements, or was simply replaced with newer technology or technique. This one person sees something. Maybe it's a little history, or maybe it just looks interesting, but they are dissecting the subject and are in their own world, looking deeper for the image which will express the scene or subject in their style, maybe for their Facebook update or potentially for their lounge room wall. I am sure that they are thinking, "This is awesome", as the rest of the group just keeps walking.

This has been a personal experience for me on many occasions. Whilst lying in the dirt or in some strange yoga style position, I will hear that over-used question which I have heard so many times before: "What is he photographing?"

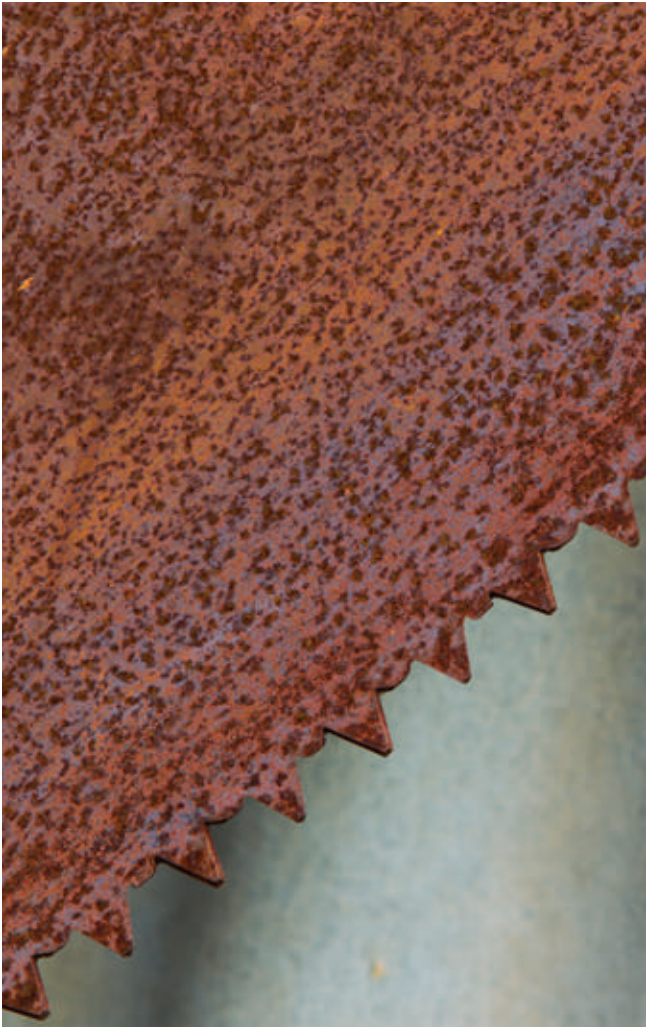
My wife answered once on a Cape York Expedition, "I don't know but he has been there for a while, so it will be good!"

When you venture around our great countryside, one thing is for certain—you will see some fantastic scenes worthy of spending the time to capture. But do you ever think about these less obvious photographic opportunities?

These can be revealed in so many Outback sites that you visit. Head into the old junkyards and look for that close-up image capture of something that might carry a story. The complete scene of that junkyard might be the reason your camera is still in its bag, but look further and break down the elements into individual subjects, as without the background of this messy scene, there is truly some photographic opportunities that could be your treasure.

Here is how I would recommend you approach a yard of 'treasure'.

Look at the scene with the intention of coming home with images that identify a little history or character, but look at these things differently. You might see an old car, which on its own in the middle of a paddock would make a great shot, but here with the steel and rubbish all around it making it look like the rest of the trash—it carries less appeal. So look closer at the old car and begin to dissect it into small parts.





**“THE COMPLETE SCENE OF THAT JUNKYARD MIGHT BE THE REASON YOUR CAMERA IS STILL IN ITS BAG, BUT LOOK FURTHER”**



There will be a bunch of shots in here. You just need to find the stand out images and angles, etc.

So now that you have identified the different components of this trash, let's turn it into treasure! You will need a slightly longer lens here, so if you have a twin lens kit, I would suggest the lens which gets you closer to the subject. Anything above 80mm will work well.

Start by looking at the shapes and lines as well as the shade and weight of colour and tones. The key here is to balance the image to create a composition which simply works.

Now, you have come from the simple image of the old car in a junkyard and have broken the image down to its important components—now you are simply balancing the image and working on its composition. If you have a group of lines in the image, you can create balance in the image by twisting the camera a little and running these lines so that they work with each other, perhaps running out each side of the image in a similar location. A good recommendation here would be

## WORKSHOPPING WITH MICHAEL ELLEM

Come and join **Michael Ellem** from **Offroad Images** on a Photography Workshop designed to suit the beginner to intermediate photographer with a passion for Australia's Outback scenery. The weekend workshop starts on the Friday afternoon, 27th of September. Country style meals and camping are included, and spaces are limited. Stay tuned for more information by visiting [www.facebook.com/ARB4x4](http://www.facebook.com/ARB4x4).



to look at these lines as starting a third down, on one side and finishing a third up on the other side of the image.

It might be that you are photographing a logo or badge. This can be placed in the image capture so that it balances nicely and really brings attention to the subject. It might be in a really busy grille, but the final capture should be created whereby the subject is the only thing that is of interest to the viewer.

Even an old rusty piece of metal can be captured with an interesting look by simply creating a sense of balance in the image and working the colours and tones into the composition, until the image just looks balanced. Keep trying until it looks right.

Some of these images can be so rewarding and worthy of taking pride of place on your favourite wall. So get out there and start turning trash into treasure!

# BRING THE RAIN





# THE MALAYSIAN RAINFOREST CHALLENGE STANDS AS AN EPIC, MUDSLINGING OFF ROAD EVENT... AND HERE'S WHY.

For the past fifteen years, the Malaysian Rainforest Challenge has demanded the best out of its competitors. Wild terrain such as thick undergrowth, mud pools and deep gullies are the norm, as are 70° descents, precision driving, and hundreds of nerve-breaking vehicle recoveries.

The 15th anniversary event took place in the Malaysian state of Melaka, a UNESCO World Heritage Site with over 750 years of history. Among the large contingent of competitors, media and supporters were enthusiasts from Venezuela, the US, Australia, Russia, China, Brunei, Hungary, Thailand, Italy, Japan, Colombia and India.

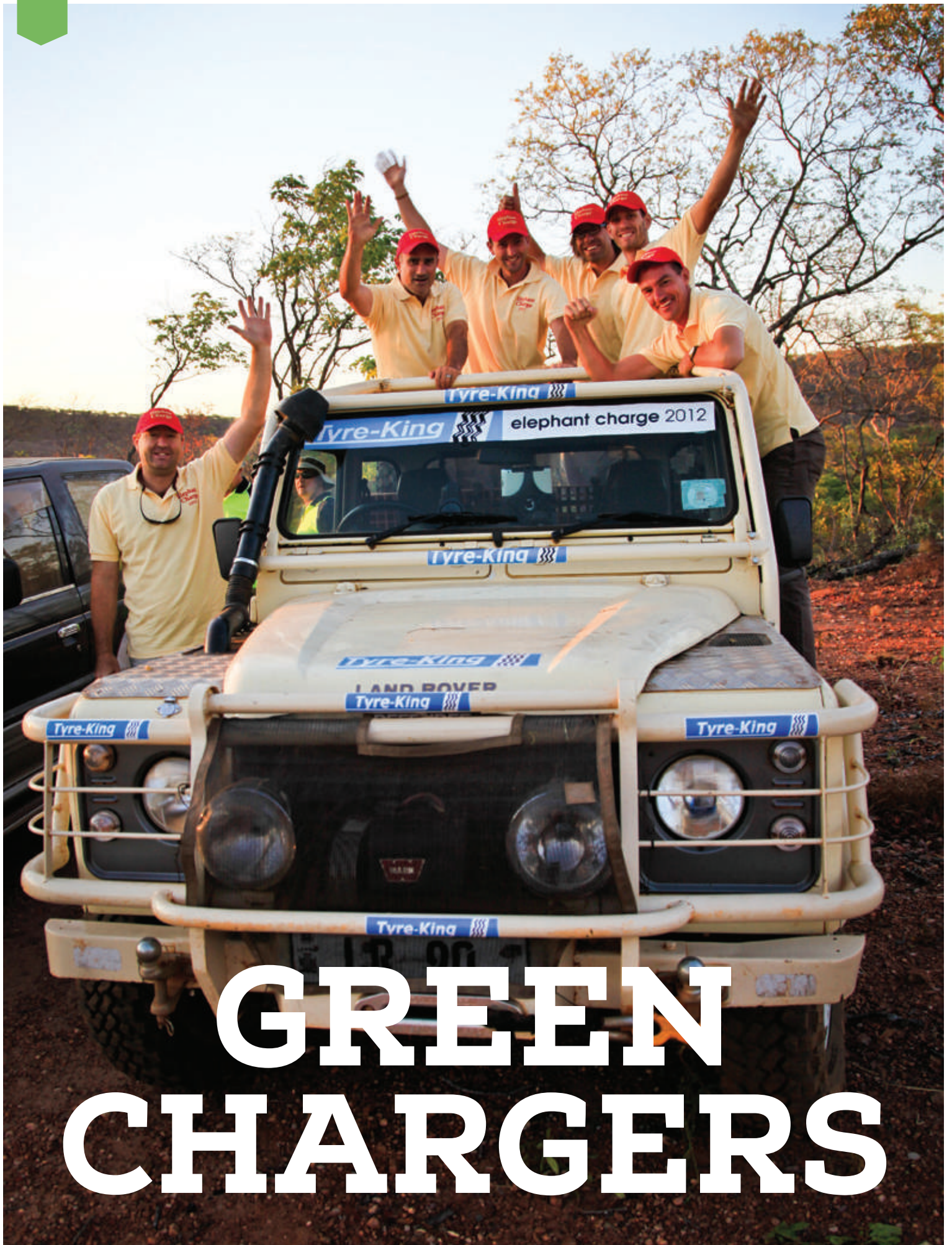
The nine day competition started with participants being led into jungle territory for thirty Special Stages, where tough rocky river obstacles and hill descents proved particularly difficult and required technical driving to manoeuvre through the course. A flash flood forced an unexpected pause to the competition, but once the action resumed it became apparent that a serious competition was being played between the defending Malaysian champions, Mervyn Lim and Hamizan Hamid, and new Russian contenders Roman Kulbak and Alexey Konstantinovich.

By the time competitors had reached the infamous Twilight Zone, where the forest canopy is so thick no sunlight can pierce it, half of the field had been knocked out of contention and only 12 teams could proceed. Ironically, dehydration became a real concern in this area, with rations needing to be brought in on foot by officials and crew as the teams struggled through extensive winching exercises. The only upside was the absence of mosquitoes and leeches.

After exiting the Twilight Zone, competitors were faced with a further twelve Special Stages, including a night stage involving heavy winching, muddy quagmires and speed runs. The end result saw the new Russian team awarded champions of the Rainforest Challenge, with last year's Malaysian winners coming in a close second.

To find out how to get involved in the 2013 Rainforest Challenge, held from November 30 – December 9, visit [www.rainforest-challenge.com](http://www.rainforest-challenge.com).





# ZAMBIA'S ELEPHANT CHARGE IS LIKE NO OTHER EVENT AND RAISES MUCH NEEDED FUNDS FOR ZAMBIAN CONSERVATION.

WORDS & PHOTOGRAPHY BY  
PATRICK CRUYWAGEN

An official's radio crackles to life; it does not sound good. "HQ, this is Gauntlet. Team 19 have just landed on top of a tree and we might need a vehicle or two to recover them. The poor fellows want to give up."

Team 19 are an all pilot team and have chosen the name of Jet Screamers for the Elephant Charge. How apt that they have just crash landed on a tree. They are driving an original, beautiful black Mitsubishi Willys Jeep. From 1953 to as late as 1998, Mitsubishi manufactured Willys Jeep J3s, its design based on CJ-3B.

Now one of them is stuck in a tree about 150km east of Lusaka. It is the kind of vehicle one would expect to see on the runway of an air force base ferrying ice-cool pilots to and from fighter jets and not charging over the Zambian countryside.

Has the 2012 Elephant Charge just claimed its first DNF (Did Not Finish) while some spectators are still enjoying breakfast? HQ is having none of it and their reply is like something from a Winston Churchill World War II speech. "Gauntlet, this is Captain Morale from HQ. Can't we somehow stiffen their resolve and help them to just carry on?"

Sadly this does not happen and the Jet Screamers are screaming no more.

A few of the Charge vehicles resemble something from a Mad Max Movie set. They are tubed, chopped and adapted to make them more capable and able to withstand a beating second to none. In fact, when they drive from Lusaka to the secret Charge location (revealed only 48 hours before the start), each vehicle carries an official police stamped letter to help get them through police checkpoints. That is the beauty of Africa—money and an official-looking letter will get you anything or anywhere. Unlike other events such as



the Outback Challenge in Australia where they fit several diff locks and bilge pumps for water crossings, vehicles here are pretty much stock standard. They just don't always look like it.

The Elephant Charge started in 2008 when a few mates from Lusaka wanted to go to the bush and play in their 4x4s. Some of these mates had attended the Rhino Charge in Kenya that same year and were looking to host something similar in Zambia. In truth they unashamedly copied the Rhino Charge except they called it the Elephant Charge. Today the Rhino Charge in Kenya is one serious amateur motorsport event with over 60 vehicles taking part and over a \$US1,000,000 raised every year for Kenyan conservation.

The focus at the Zambian Elephant Charge is on fun, finishing and very fluid rules. An example of the latter is where the rules used to say vehicles must have four wheels. That was until Jo Huwiler entered a six wheeler 2.5 litre 4 cylinder Steyr Puch Pinzgauer, which looked more like something you would use to change broken streetlights than take over tough off road terrain. Named after an Austrian breed of horse, the Pinzgauer was a popular off road troop carrier amongst the armies of the world including Austria (where it was first manufactured) and Switzerland (where Jo developed his love for the Pinzgauer while serving in the army).

Twenty-two vehicles lined up in 2012, though organisers are confident that for 2013 they can have thirty vehicles. To enter is not as simple as filling out a form and firing up your 4x4. Each team has to raise a minimum amount of around \$5,000 (South African dollars). Obviously many of the teams raise more than this. The final total raised for 2012 was around \$750,000. Throughout Africa, governments do not spend enough on conservation and so every cent raised by the Elephant Charge goes to various conservation efforts in Zambia.

At the team briefing the night before the charge, teams are given maps and GPS coordinates. Then the planning and strategising begins. Will they attack the checkpoints in a clockwise or anticlockwise fashion? Organisers normally develop the course in such a way that if competitors had to do the impossible and drive in a straight line between points then they will cover between 25 and 28km. Veteran of 17 Rhino Charges, Neil McCrae summed up the day ahead rather nicely: "This is a marathon and not a sprint."

Groups of three or four teams start at different checkpoints at exactly 7:30am and have 8 hours to visit all of the checkpoints and return to where they started. To make sure spectators can get close to the action, organisers include what is known as the Gauntlet, a natural amphitheatre with several short but tough 4x4 challenges where the distance travelled by vehicles between two checkpoints is multiplied by three, thereby making it a rather critical part of the course.

I wanted to get out onto the course proper and after much research had compiled a list of favourite vehicles I wanted to follow. The first vehicle I charged with was Khal Amazi,

“ IT'S A TOUGH BUT FUN DAY OUT ALL IN THE NAME OF CONSERVATION ”

a beautiful old military lightweight Land Rover Series II still with its original 2.25 petrol engine. For good measure, they added winches (both front and rear) plus a set of Goodyear Wrangler MTR tyres.

Teams have a maximum of six members and so after the driver and navigator slots have been filled, the rest unfortunately have to be runners. You get long or short runners, depending not on your height but rather fitness levels. Short runners guide the vehicle over close by obstacles while long runners are scouting ahead with a GPS in hand, searching for the best route. Often the vehicle is stationary because the last thing you want to do is backtrack. Sadly for Khal Amazi, after about 2 hours they had not yet reached a single checkpoint as they tried to charge over the most impossible drop offs. While trying to get up a steep rocky ravine they burnt out their winch and that was the end of their Charge.

Vehicles very rarely Charge together and so I ran off listening for the sound of an engine to find someone else to follow. What I heard was the unmistakable roar of a 4.2 diesel Nissan Patrol, aka 'The Animal', of team the Lusaka Mudhogs. They were going for a hat-trick of Elephant Charge victories, so I decided to Charge with them for a while. The Animal looked anything but Patrol; it was more what us South Africans call a pypkar or challenge vehicle. The rear had been cut away, suspension installed and the fuel tank moved a little higher up and out the way.

After winning the 2011 Charge, the Lusaka Mudhogs spent around \$15,000 on repairs. This is in stark contrast to Magda

Fleming, a four-time Charger with a highest place finish of 4th. Her 92 VX LandCruiser has over a million kilometres on the clock but it requires fewer repairs and TLC. "After the charge I just park it in the yard and it stands there for a year," Fleming said. "Then a week before the next event I change the oil, replace the filters, buy a new battery and we are ready to go again. "

Like Khal Amazi, the Lusaka Mudhogs wasted too much time trying to drive up and over the impossible at the start of the event. This meant that they had to take easier but longer routes just to finish within the cut-off.

After winning the first ever Elephant Charge, Nick Hodgson of Team Camel did it again in 2012. This Land Rover nut showed he meant business from the outset by Charging up the side of an impossibly steep rocky hill, his runners barely managing to keep up. In the 8 hours of charging, no one else attempted anything remotely as insane as this manoeuvre. Unlike some of the other Land Rovers taking part, his 300 Tdi could hardly be called standard—the side shafts had been strengthened, it had aftermarket front and rear diffs, the prop shafts were of the Bailey Morris

Extreme Uprated type and CV joints were heavy duty Ashcroft Transmissions.

Nick and his Team Camel drove around the course in 28.38km while the next shortest distance was Team Autoworld in 31.14km. The team which travelled the furthest was the all-ladies Duchesses who drove 58.62km. Autoworld, who had a reputation for getting lost in previous events, very shrewdly recruited South African Johann Groenewald (who works for map makers and GPS software giant Tracks4Africa) to be team navigator, which helped them finish second. They also easily raised the most money, well over \$150,000. While teams competing for line honours did drive over some pretty hair-raising stuff, the one image which sticks in my mind is that of everyone having fun. Kids take part in some teams (not as drivers, of course) and checkpoint staff always smiling while handing out cold drinks.

It's a tough but fun day out all in the name of conservation.

## GET INVOLVED

You can either get your own vehicle to the event (only 1000 miles from Jozi) or else hire a vehicle from organisers. Another option would be to join one of the local teams just to first see what the event is about. See [www.elephantcharge.org](http://www.elephantcharge.org) for more details.



# DRIFTWOOD DREAMING

WORDS & PHOTOGRAPHY BY **CARLISLE ROGERS**



# RUNNING DOWN A DREAM AT HAT HEAD AND BEYOND.

---

There are certain places on earth that resonate, that vibrate to a special frequency. This whole coastline is already operating on some other level of peace, beauty and all that airy-fairy stuff.

And Hat Head National Park, which runs from South West Rocks in a thin band down the coast all the way to Crescent Head, is one of the points on the globe that seems intimately connected to something even deeper.

The campground at Smoky Cape is deep in dusk hours before the rest of the world, buried in ferns and the shade of a rainforest hunched against the ocean. Even in the dark I could almost smell the sea, and I found a campsite near the beach access track. Walking down into the brightness of a rising full moon, the beam of the Smoky Head lighthouse cuts an amber arc through the purple clouds.

Offshore, a solitary blinking light marks Fish Rock, aptly named considering it is home to some of the finest diving and fishing south of the Great Barrier Reef.

head back into the black of the ferns and build a fire under a moon that just won't quit. The smoke in the moonlight casts hazy shadows through the ferns.

The rattle of surfboard leashes against fibreglass wakes me up. I blink blearily out of the window and see a few kids in wetsuits jogging past, barefoot and wide-eyed.

Out on the sand, the tide is high against the sand dunes, and a freak swell has hit the coast. The swell is pushing up toward the lighthouse hard—kids on tiny boards covered in stickers sail past as I try to time the sets.

As I paddle out a bloke gets fully covered up under a green lip, and everyone is hooting and hollering because, well, it's holiday time, there are waves and we don't have to be anywhere else and won't be until our arms are spaghetti.

By the time I paddle back in, my whole body is overcooked pasta and the tide has rolled out enough that I can drive down the beach.

Running in a wide arc from Smoky Cape all the way down to Hat Head and beyond, the beach here is clean and you can see how the recent storms have taken half the sand away from the beach. Driving means nice low pressures and a bit more right foot than you'd expect this far down the tide line, but it's good fun.

There is a tricky thing about the beach access permits and how the access points are lined up on the beaches. Professional fishermen in homemade boats work these beaches at all hours. A phalanx of muffler-less GQs poured past my camp at Smoky Head at 3am, probably chasing a school of mullet down the beach. I watched them roll back into their camp hours later, the steel cages on the backs of their utes full of dead fish headed for cat food tins.

There is usually a section of beach just north of each of the heads reserved for the pro fishermen. That means you can't quite drive from Smoky Cape to Hat Head; you have to take the beach access track a few kilometres north of Hat Head and come into town the back way. It always rubs me when I realise that a place this beautiful has laws written which are less about protecting the park and more about protecting a handful of people.

Hat Head is as sleepy a hamlet as one could stumble across; kids on bicycles weaving around the streets, the smell of cut grass and ice cream in the air, and the caravan park full to the brim.

I pull through town and make my way down toward Kemps Corner and the Hungry Gate Camping Area. There is a great view from The Pass where you can walk up to the top of the hill and take in a few breaks that go left when things are working right. A howling gale greeted my visit and nearly slammed the car door back on my leg.

Hungry Gate sits behind the bump on Hat Head that the locals call Hungry Head. Protected from sea breezes by the fore dunes, it is shaded by stringybarks and offers a quiet yet open retreat.

From here, you can drop down onto the beach again and head south. About halfway down the beach a track runs off into the dunes behind the red creek, which gathers up into a small lake behind the dunes full of blood red peat-soaked water. I'm surprised it doesn't colour the waves that break messy on the beach here.

Just inland from here is the road to Crescent Head and a surf camp, so you'll see gangs of backpackers in ill-fitting wetsuits learning to paddle in 'Blood Creek' when it's too messy in the ocean.

While having lunch here, I watched a family bring their horses and ponies to the creek, pull off all the saddles, then ride them bareback into the creek. The horses swam hard and came out glistening, over and over again. The little girls were living a rare dream... swimming with their ponies in freshwater next to the beach. I didn't even want to pick up my camera. Some things you just can't capture except in your mind. As a photographer, sometimes you have to say the hell with everyone else, this is for me.





**D**riftwood lines the beaches here; I've been picking up bits here and there and throwing them on the roof rack. I suspect that the car is starting to look pretty feral as I roll into Crescent Head, driftwood splayed across the roof rack like disembodied limbs.

By now the surf has relaxed into a mocking half-metre swell, which means that somewhere out to sea it is a half-metre, but here on the beach it laps the sand like the edge of a lake. Crescent Head, renowned for its right that breaks for half a kilometre, is windswept and anything but interesting.

The road south of Crescent Head cuts back from the beach, running along the ridgeline of hills that now define the coastline. The views are endlessly inspiring, every bend in the road shows view of pristine greens and blues.

I have no idea where I'm heading or why I picked up all of that driftwood. I end up in one of the caravan parks along the coast and they look at the firewood as if I'm some sort of pyromaniac. It must be warm in caravans and terribly exciting, because when I camp it gets cold at night and terribly boring without a fire to stare into, or at least to crackle away next to me.

But there in the northern lee of Racecourse Head is a parking lot that overlooks Goolawah Beach. There are families longboarding the pocket of crystal water rolling off the head and a solid bank just in front of the car park that might just push a seven-footer along if you're patient.

The Racecourse Headland Camping Area is complete—grassy sites hide behind a single layer blind of trees with

little beach access tracks every 20ft so we aren't all walking through each other's campsites. There are drop toilets, more than we need, and cold freshwater showers. And you can have a fire here. And it doesn't have to be in one of those old discarded truck hubs—you can gather stones, build a neat little ring and burn wood like men.

I want to go explore further south, to check out Point Plomer and the wide open campground there and the rocks of the point. I'm a big kid where the sea runs into black rocks and I just want to scramble over them as if they're a big jungle gym.

The neighbours are sweet. The rangers come around once a day most days to collect the nominal camping fee, or they don't. I spend the afternoon in the cool water—the sun is shining bright enough this autumn day that the bite of the water balances out against paddling for the fun waves.

The water is so clear here that I sit on my board and watch whiting dart around the bottom. Schools of bream wander past, and each breaking wave refracts the ocean world into an aquarium, and you can see right through the wave into a world of nonchalant fish.

The world is neverendingly beautiful, if you let it be. Places like this cove exist by the hundred along this coastline. When time and tide converge, though, they become more than themselves, and their beauty is intoxicating. ◀

*Courtesy of 4WD Touring. For the full article, get your copy of issue 12 now. Visit [www.4wdtouring.com.au](http://www.4wdtouring.com.au).*



# THE HAPPIEST RACE ON EARTH

WORDS BY CHRIS COLLARD PHOTOGRAPHY BY CHRIS COLLARD AND RICH CURRIE



**FOR EVERY SPORT THERE IS A SINGULAR EVENT  
THAT EPITOMISES THE SPIRIT OF THE GENRE, A  
VENUE THAT'S CONSIDERED THE GRANDFATHER  
OF ALL THAT FOLLOWED.**



“THEY PUT OUT AN APB FOR SURVIVING VEHICLES OF THE ORIGINAL FLEET AND INVITED RACING LEGENDS OF YESTERYEAR TO SUIT UP AND SLIP BEHIND THE WHEEL AGAIN”



Tennis has Wimbledon, the cycling world has Le Tour de France, and soccer has the World Cup. In off road racing, there is no question that a 60s era race put on by a small group of enthusiasts from Southern California was the catalyst for all things to come. Enter the Mexican 1000.

The year was 1967, and a guy named Ed Pearlman and his crew from the newly established National Off Road Racing Association (NORRA) had come up with the idea for a non-stop race down the Baja peninsula. Several time records had been set for the charge from Tijuana, at the US border, to La Paz, but none involved multiple vehicles, side-by-side and handlebar-to-taillight competition, let alone a chequered flag at the end. By today's standards, the vehicles were crude and low-tech, and the only way to confirm the actual time was with a telegraph wired to the US via Morse Code.

Little did the NORRA crew know it at the time, but their endeavour would become the foundation for the SCORE Baja 1000, an international motorsports icon. During the next 40 years it would attract motorcycle pioneers Dave Akins and Malcolm Smith, and suspension wizards Ted Mangles and Bill Stroppe. A few 'unknowns' such as

Indianapolis 500 champ Parnelli Jones, and actors Paul Newman, James Garner and Steve McQueen stepped into the ring. And there were the regular Southern California dirt junkies Mickey Thompson, Dick Cepek, Rod Hall and Walker Evans. Over time, up-and-coming talent like the McMillan and Gordon families bid for a piece of the action.

Though NORRA disbanded in 1974, in 2009, Ed Pearlman's brother Mike came up with another brilliant idea: resurrect NORRA and recreate the original race. It would be in rally form over a four day period, with vintage cars, nightly bivouacs and gatherings at the Baja Social Club each evening. Would it be a real race with points, penalties, and trophies? Without a doubt! But above all this, it was to be 'fun.' They put out an APB for surviving vehicles of the original fleet and invited racing legends of yesteryear to suit up and slip behind the wheel again. That classic race to the tip of Baja, Mexico, now the General Tire NORRA Mexican 1000, would live on.



## FORGING THE FUTURE

A cool breeze drifted inland off the Sea of Cortez, carrying with it the salty aroma of a Central Baja sunrise. In the distance, beyond a forest of cardon cactus, the high-pitched din of a V8 spinning at 6,000rpm resonated off the Sierra Madre Mountains. A dust trail could be seen rising from the cardon, then a blue and white speck appeared. It was the 1978 Dodge D150 of racing legend Walker Evans. The vado on the track before us, a 2ft depression in the track for drainage, would be a strong argument to slow down for many. But Walker had his right foot pinned to the accelerator, never lifting as he launched from the draw and flew past with four feet of crisp Baja air between his tyres and terra firma.

The following procession was right out of Marty Fioka's book, 1000 Miles to Glory: the 1975 BFGoodrich Blazer of Frank 'Scoop' Vessels, Bob Gordon's '85 Chenoweth, the '75 Bel-Ray buggy of Bud Feldkamp, Mark McMillan's 'Macadu', and the '56 VW Beetle driven by John Howard and Judy Smith. Each vehicle had pedigree; each driver possessed the wisdom attained through decades of time behind the wheel. We were 10 miles from Bahia de Los Angeles and en route to San Jose Del Cabo, 600 miles to the south.

The previous morning, 383 miles to the north, 150 vintage buggies, trucks, and motorcycles departed Mexicali, at the US border for four days of what has been deemed 'The Happiest Race on Earth.'



## AUSSIES IN BAJA

Mackay-based Keith and Maryann Callinan are not new to rally racing. They've done events in New Zealand, the African Safari and London to Sydney rallies, and the Midnight Sun to the Red Sea from Sweden to Jordan. After four days of the Mexican 1000, Keith shared his thoughts.

"We had an interesting four days. If you want to test your marriage, one of 38 years, try racing a Shelby Mustang through Baja with your wife. Interestingly, we've done the African Safari, known worldwide as one of the toughest gravel events, but the Safari is like a walk in the park compared to Baja.

This is an original 350 Shelby Mustang. The motor is a 307 with a manual transmission. I've always been a manual sort of guy. People think we're crazy running this car. It was really a test run for us to find out what we need to do. We're running stock shock mounts. They gave up about five miles into the first day.

We're disappointed we didn't complete all the stages, but we did make it to the finish, and we really enjoyed it. We did good... still have all the glass intact. The Mexican 1000 is an amazing event, can't wait to have another crack at it. We'll need a little more ground clearance, but I'd like to do it in this car."





## TRAGEDY STRIKES

Near the end of the second day, tragedy struck near Loreto. Moto rider Jimmy Stocker was involved with an on-course collision with a four-wheeled vehicle. Dr Buddy Feldkamp was on the scene almost immediately, but Stocker's femoral artery had ruptured and he sadly passed away shortly after. The remainder of the race was run in honour of #208, Jimmy Stocker.

## RULES OF THE ROAD

Baja is a rugged and special place. Every fishing village you pass, every turn of a dirt track and every crest of a hill reveals a secret, a new experience. It is a place with 1,000 tales of dust, sweat and emotion. Though the Mexican 1000 is a race, and many competitors are hell-bent on a podium finish, NORRA considers it 'an amateur sport where the pleasures of taking part must exceed the desire to win.'

The event follows the FIA definition of Cross Country Rally. Each day's route is broken into several legs: Special Stages, which are on the clock (and may the best man/woman win), and Liaison Stages.

In Liaison Stages, or paved transit sections, teams are given a target time window to check into the next Special. This time is calculated at the legal speed limit plus 30 minutes for refuelling or repairs, and penalties are assessed for arriving at the next Special early or late. Though each day resulted in different 'winners' in each class, final times are based on accumulative results for Special sections plus penalties.

Back in 1967 during the inaugural Mexican 1000, most teams wore blue jeans and open face helmets, stored extra fuel in jerry cans between the co-driver's legs, and had a cooler of sandwiches (probably made by their wives), water and Cokes. There weren't any support crews, just a starting line in Tijuana, a finish line in La Paz, and a thousand miles of wide open Baja desert between. Though most teams today have chase crews for support, a few racers, such as Ned Bacon and Kat Wiechert driving their rally-prepped 1974 Porsche 911, did it the old fashioned way. Today, NORRA requires fire suits and Snell-approved helmets, and teams are provided a GPS track as well as a route book. However, NORRA can slip in an old school 'checkpoint-to-checkpoint' Super Special Stage (which they did), where no GPS route is

provided and teams must revert to the 'tulip chart' route book.

When the dust settled in San Jose del Cabo and the final chequered flag was dropped, that blue and white speck we witnessed flying south near Bahia de Los Angeles, Walker Evans' Dodge D150, took top honours in the vintage classes (there are over a dozen classes ranging from swing-axle buggies to short-wheelbase open trucks). Buddy Feldkamp, who shared driving a Funco VW with his father Bud Feldkamp, and Baja legend George Erl joined Evans on the podium.

Though NORRA Founder Ed Pearlman once commented, "The whole thing was held together with spit," with General Tire, NORRA's premier sponsoring partner, backing the event, it has experienced overwhelming success. With recent worldwide media exposure, registration numbers were up 50 percent over past years, and this year's rally attracted competitors from across North America, Australia and Europe. If the recent revival of vintage car enthusiasm has any bearing on the future, we see a bright outlook for this 'everyman's rally'.

For information on the 2014 General Tire NORRA Mexico 1000 Rally, held around May 1st every year, go to [www.norra.com](http://www.norra.com).

1 De La Baja Galaxia owner Rene Aguirre says, "At 5,500 pounds and 13" of travel, the car can definitely clear a case of Tecate." A '64 Ford Galaxie was the last thing we expected to see flying down Baja back roads, but it kept up with the best of them, Aguirre pushing the 351 Dart Stroker motor to its threshold for a 2nd in Class behind the Rippin' Rooster Bel Air. The body (sanded to bare metal and clear coated), frame, bumpers and factory chrome were left intact; the rest was scrapped for components that could handle Baja, Bonneville, and the Famosa drag strip (the next venues for the old Ford). 2 The Azunia Tequila team was on hand to tease and toss out Azunia schwag. 3 Long time racer, publisher, and all-around Baja dirt junkie Marty Fiolka, author of the book 1000 Miles to Glory (a great book on all things Baja) hunted down and restored this '82 Chenoweth specifically for the 2011 Mexican 1000. Fiolka landed a 3rd place podium finish in the Vintage Buggy 2.2L Class.



# SOUTHERN EXPOSURE

## BATTERED BY WINDS OFF THE SPENCER GULF, OUR TRAVELLERS FIND SOLACE IN THE LINCOLN NATIONAL PARK.

WORDS & PHOTOGRAPHY BY MIKE & ANITA PAVEY

**W**ith the Bicker Isles in the foreground backed by the lights of the Port Lincoln township, the views from the neighbouring national park at sunset are nothing short of sensational. The calm millpond-like waters were a world away from days earlier, where the bellowing wind off the Spencer Gulf chased us all the way from Kadina on the Yorke Peninsula to the southern Eyre Peninsula.

If you are looking for a southern wilderness hideaway, you can't do much better than the Coffin Bay or Port Lincoln National Parks. As it stands, Port Lincoln is the seafood capital of Australia, home to the largest commercial fishing fleet in the Southern Hemisphere and a smorgasbord of tasty seafood tucker.

We love holidaying on the southern peninsulas of South Australia. Apart from the appeal of the 4WD tracks that hug the rugged coastline, it is home to some of the best fishing around. The previous week we spent time with friends on the Yorke Peninsula, indulging in freshly caught blue swimmer crabs and squid plucked from the sea by our own hands. So it was only fitting to grab a dozen or so Coffin Bay oysters, King George Whiting fillets and some plump king prawns from the 'Fresh Fish Place' just out of Port Lincoln en route to the national park. The prawns cook up beautifully on the barby with a smattering of garlic and oil, and the slim whiting fillets only take a few minutes per side. Washed down with a few cold beers, it's as good as it gets.

There are a number of campgrounds tucked into the national park, each offering a different perspective to enjoy the beautiful wilderness and beach vistas. Surfleet Cove is best for those who don't like getting their tyres dirty, offering sealed access virtually all the way to the beach. The facilities appear new with fresh-looking pit toilets and allocated level sites, many with drive through access. Six sites are located near the beach and twelve up on higher ground.

In contrast, Fisherman's Point is a bush camp shrouded in scrub, with seaward sites offering views to Port Lincoln or across a small cove. The access track is scattered with chunky limestone outcrops mandating a slow grind to get to your chosen site and, once there, an arduous task to find some ground willing to accommodate a few pegs.

At the eastern end of the peninsula, September Beach is

the place to go for big rigs or camper trailers with acres of canvas. There are about a dozen sites, all with picnic tables, and the lower sheltered sites score fire pits—the only ones seen in the park. Fire restrictions for the Lower Eyre Peninsula are 1 November to 15 April.

Taylor's Landing is a small campsite facing the ocean 7km off the main thoroughfare, offering about six areas to prop a compact camper trailer, swag or tent. Then there's the Memory Cove Wilderness Protection Area with secluded camping behind locked gates, commanding \$18 per vehicle per night, an \$8 premium over the national park. Memory Cove is also open for day visitor access (\$11) and you can grab a key from the Visitor Information Centre in Port Lincoln after leaving a \$50 key deposit. The campground is at the end of the line, which makes it a peaceful location without volumes of passing traffic. If 4x4 accessible camping is your preference, check out MacLaren Point facing the ocean on the north eastern side or Woodcutters Beach within Proper Bay.

There is a free camp down near Whalers Way, west of the national park just beyond the left turn to the Whalers Lookout. Beach access is available but the camping area itself is best described as a dust bowl with little ambience, shelter and no water views. At least there's a small toilet block.

Like many of the surrounding national parks, wildlife carnage is controlled through low speed restrictions with many of the tracks restricted to 35km/h. While there is a limited chance of getting pinged for speeding, you only need to mow down one emu, roo or other critter to bring on the guilt big time, far exceeding any monetary penalty. Emus are probably the biggest risk, seemingly lacking any road sense and capable of darting out from the scrub with minimal notice—such was our experience, requiring a firm application of the brakes to avoid a large imprint on our furry friend's body.

Some of the best day trips on the south coast lie within the Lincoln National Park, boasting massive white sand dunes, a gated wilderness zone and kilometres of rugged unspoilt coastline. If you thought the coastal track between Robe and Beachport was special, you're going to love the Sleaford-Wanna Dunes. They're best accessed from Wanna







Road which spears off the main thoroughfare through the national park. You can also combine the dunes with the Memory Cove or Whalers Way attractions. We combined the Memory Cove daytrip and dunes in the first day and followed up with Whalers Way the next day. Both Memory Cove and Whalers Way are accessible through a locked gate, managed through the Port Lincoln Visitor Information Centre with the former lightening your wallet to the tune of \$11 (unless you are already camping in the national park) and a \$50 key deposit, and the latter \$30, with a \$10 key deposit.

To access the 4x4 dunes from Memory Cove, exit the locked gate then drive straight ahead at the first track junction rather than swinging right to exit the way you entered (follow the map on the national park brochure). Turn right at the first major junction and follow until you reach Wanna Road, where a right turn will lead you to the dunes access.

your paintwork. Unfortunately the dunes don't last forever and there is a fair hike across the now familiar limestone outcrops, resulting in a slow and bumpy journey. The upside is the many great photo opportunities of the sheer cliffs, rugged coastline and ocean beaches.

The Eyre Peninsula 4WD Club ([www.ep4wdclub.asn.au](http://www.ep4wdclub.asn.au)) were responsible for the creation of the track, initially seeking permission from the Department of Environment and Heritage. It involved erecting a series of red poles across the landscape, each with their own unique number. A listing of GPS grid coordinates is available on their website, mainly to direct emergency services staff and recovery vehicles for those who come to grief. Massive kudos to the club for having the initiative to create and maintain the track. In a climate where more and more tracks are being closed down, it's a rare privilege to have access to such a special area for the 4x4 community.

“ MASSIVE KUDOS TO THE 4WD CLUB FOR CREATING AND MAINTAINING THE TRACK ”

Signage suggests 18-23PSI is the best starting point for tyre pressures, although we eventually settled on 16PSI as the best compromise, offering good floatation over the soft sand and a more comfortable ride over the rocky headlands. There are red marker posts to guide travellers through the dunes to minimise damage to the environment, although going by all the tyre prints in every direction, few seem to heed to these requirements. Some of the marker poles have been knocked down, requiring a follow your nose approach to establish the location of the next marker, but we had no trouble keeping on track.

That said the dunes are spectacular, with big open areas for circle work to prepare for that ultimate photo, with all four tyres throwing up rooster tails of sand. The open areas are contrasted with towering dunes and tight sections of track enclosed by vegetation, threatening to play a tune on

Further west, Whalers Way is the other key attraction, a gated area with geographical and historical landmarks. As the name suggests, the area was popular for whaling, in particular to spot and hunt Southern Right Whales. The access fee grants you a map and brochure highlighting the key points of interest accessible by conventional vehicles.

Unfortunately season-wise, spring produces some of the strongest winds in these parts, which can take the edge off an otherwise ideal spot. Ideally summer is the best time to visit with warm, still days and the close proximity of the water to take respite from the sunshine. Still, our five days within the Port Lincoln National Park was an absolute joy and we'd return here in a heartbeat to appreciate the magnificent seaside bush camps, great seafood and those unforgettable dunes. But next time in summer! ◀

# WHAT'S NEW

ENJOY A NO HOLDS BARRED APPROACH TO PROTECTION AND TOURING EQUIPMENT.



## GRAND BAR

An ARB engineered deluxe bull bar is now available for the facelift Suzuki Grand Vitara. Manufactured from durable steel construction, the bar incorporates all of the standard ARB bull bar features, including air bag compatibility, twin Hi-Lift jacking points, a split pan design for maximum strength and airflow, and provision for two aerials and low mount electric winches up to and including 9000lb. The bar can also accommodate ARB Intensity LED or IPF driving lights, and retains the original tow points.

► PART NO: 3426060



## SUPERGRIP SANDPEGS

Manufactured from nylon and coming in a pack of four, ARB's Supergrip Sandpegs offer excellent grip where other tent pegs might fail in terrain such as sand, soft soil and snow. The Supergrip Sandpegs are suitable for use with ARB's Touring awnings, Track shelters, tents, tarpaulins, canopies and more, and feature multiple attachment points for a range of guy ropes and D-rings. The ergonomic head design allows the peg to be gripped for easier removal when packing up.

► PART NO: ARB4158



## ARB GUY ROPES

ARB's guy ropes are the perfect companion for awnings, Track shelters and SkyDome swags. Featuring reflective fibre to improve rope visibility at night, the guy ropes measure 6mm x 3m and come packed as a set of two. The guy ropes also incorporate a spring loaded tensioning system that absorbs shock to the peg in windy conditions, helping to keep the guy rope taut and the peg firmly planted in the ground.

► PART NO: ARB4159

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

This shot was taken on Howqua track by a friend of us while driving one of the best tracks to do in Australia. Simply stunning! **Dave Charlton**



Here's a photo of us camping at Clayton Wetlands Campsite on the Birdsville Track. **Troy Williams**



Here's a picture I took whilst doing Blue Rag Range Tk (after it was graded) at the start of May 2013. I thought these would be handy as so many people are in disbelief about it being graded! **Tom Hamer**

# OFF THE TRACK

This was one of my favourite camping sites on a trip to the Kimberley region. We camped in a rocky amphitheatre just off the Stuart Highway near Kulgera in the Northern Territory. **Craig Holmes**



The calm after the storm at Sandy Cape, Jurien Bay WA on the 28th December 2012. **Gary Jamieson**



Front left wheel off the ground, rear left flexing and me grinning at Billy Goat Ridge in the Hungry Ranges, SA. **Mark Gibbons**



This photo was taken at Israelite Bay on Western Australia's south coast at the old cargo jetty. **Brock Dwyer**



The beautiful Cinaruco River in Apure, Venezuela. **Jesus Escalona**

**WIN!** For your chance to win an ARB Speedy Seal, send in a photo and caption from your own 4WDing adventures to [marketing@arb.com.au](mailto:marketing@arb.com.au).



**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](mailto:exports@arb.com.au) Web: [www.arb.com.au](http://www.arb.com.au)



ARB4x4



ARB4x4



ARB4WD



ARB4x4



**4X4 ACCESSORIES**