

ARB

4X4 ACTION



FEATURE ARTICLE ON

ARB'S DEVELOPMENT PROGRAM FOR THE ISUZU D-MAX

FEATURES › ARB SPRINT CANOPY HITS THE DAKAR RALLY
› PRODUCTS FOR TOYOTA LANDCRUISER 79 SERIES DUAL CAB
› WARRANTIES EXPLAINED

TRAVEL › EXPLORE NAMIBIA'S DUNES, CATCH A MARLIN AND HIKE THE CANYONS OF ARIZONA

WIN
A FACEBOOK
4WD PACK

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ARB SNAPSHOT

Welcome to the first issue of ARB 4x4 Action for 2013, packed full of new products, travel articles and trip preparation information. This issue has a real international flavour about it with articles from around the globe.

First up is a great piece from Patrick Cruywagen on sand driving in Namibia. Patrick has been visiting Australia for many years now, and I have been fortunate enough to do several Outback trips with him. He's a great guy to hang around the campfire with, particularly when it comes to listening to his African travel stories. There are many similarities between the African bush and the Australian Outback, and you tend to find travellers from southern Africa feel right at home in Australia and vice versa.

It was during a six month African expedition back in the late 1980s that I first got into 4WDing in a big way, and it was a particular episode in the jungles of Zaire that got me started on accessories and vehicle modifications. We were negotiating our way along remote rainforest trails in an ex-army 4x4 truck having to repair bridges as we went and encountering bog hole after bog hole. With no other vehicles around to help, each time we got stuck, the only way to get out was to dig and push. I distinctively remember lying under the truck in the mud, trying to dig the differentials clear using a pooper scooper (someone else was on the single shovel we were carrying), and thinking, there has to be a better way than this. It took us nine hours to get out of that bog hole, only to drive 500 metres and get stuck in the next one. It was one of those classic situations where a set of diff locks or an electric winch would have saved us literally days of frustration in total.

We're also delighted to be able to showcase some breathtaking locations in Arizona and Utah,



thanks to landscape photographer Steve Fraser. Utah is home to some of the best four wheeling in America and when you see some of Steve's imagery, you'll understand why.

This issue, we're also pleased to announce the opening of an ARB store in Alice Springs. One of ARB's biggest strengths has always been our extensive network of stores and resellers, and this latest addition facilitates improved distribution for our products, and also means we now have full aftersales service and support bang smack in the middle of Australia. The store is managed by long term ARB employee, Matt Wyatt, who is supported by a great team of sales and fitting staff.

When purchasing gear for our 4x4s, product back up is something that is absolutely critical. In an increasingly busy world, our recreational time is getting more and more precious so the last thing we want is a faulty or damaged component on our vehicle to hold us up. But it's a fact of life that things do go wrong sometimes. Envisage a situation where you're on your way to the Top End, the zip has just broken on your rooftop tent, and the thing is sucking in dust every time you hit the dirt. Faced with dropping in to see the crew at ARB Alice Springs or sending an email to an online reseller to get the thing fixed, I know what I'd rather do. Of course, if you invest in quality, well engineered products in the first place, chances are you won't need the support, but it's highly reassuring to know it exists.

Matt Frost,
*National Sales & Marketing
Manager, ARB 4x4 Accessories*



UP FRONT PROTECTION

THE MITSUBISHI PAJERO GETS THE DELUXE TREATMENT WITH A NEW BULL BAR FROM ARB.

The new deluxe combination bull bar offers Pajero NW 2011 on owners exceptional frontal protection along with a host of user friendly features. Incorporating a superbly engineered, air bag compatible mounting system, the deluxe bull bar is manufactured from durable steel construction for maximum protection and features a split pan design for optimal strength and airflow.

The bull bar is equally suited to winch and non-winch applications, and can accommodate an electric winch up to 9500lb. Other features include twin Hi-Lift jacking points, optional fog lights and compatibility with original equipment tow points.

Specifically engineered to complement the Mitsubishi Pajero and maximise functionality, the bar's multi fold upswept and



tapered wing design ensures maximum strength and optimum approach angle. Two aerial mounts are located in the frame of the bull bar to allow fitment of UHF/AM radio and mobile phone antennas.

Designed to accommodate ARB Intensity LED lights and a range of IPF driving lights, the bar also incorporates provision to fit an

optional headlight washer kit where applicable.

Finished in a hard wearing powder coat, the deluxe bull bar comes with the option to colour code to individual vehicles. The deluxe bull bar for the Pajero is available from ARB distributors now.

// Part no: 3434180

A white SUV is driving on a large, smooth red sand dune in a desert landscape. The sky is clear and blue. The dunes are rolling and stretch into the distance. The overall scene is bright and sunny.

SEAS OF SAND

Words & photography by Patrick Cruywagen

IF YOU WANT TO EXPERIENCE EXTREME SAND DRIVING IN AFRICA, LOOK NO FURTHER THAN NAMIBIA'S NAMIB NAUKLUFT NATIONAL PARK. IT'S WHERE YOU GET LOST OR STUCK IN RED SAND, AND WHERE HUMAN ENCOUNTERS ARE NORMALLY OF THE SKELETAL KIND.



My tyres have been deflated to 0.6 bars and my Land Rover Defender Td5 is in low range. My left leg, which is supposed to be controlling the clutch, is shaking uncontrollably, just like when I did my driver's test all those years ago. I feel like a grain of rice in an empty fruit bowl. Perched on the rim of the dune are several LandCruisers that have already made their way up before me. I can feel the beads of sweat running down my back towards my crack.

It is not pretty when ego and poor driving technique clash, and so I decide to pull away in second gear. When the turbo starts to whine, I slap her into third and she lurches. About three quarters of the way out of this sand graveyard, she starts to slow down a little too

EXTREME DRIVING BY DAY AND STUNNING DESERT AND COASTAL CAMPSITES AT NIGHT BECAME THE PATTERN FOR THE TRIP





much for my liking. Then, like a magician and without anyone in the cab noticing, she is back into second. Fast gear changes are critical at times like this. We are going to make it. Straight away the chirps and friendly banter start filling the radio airwaves. For now the Defender and LandCruiser are equal.

I have been blessed to have spent the last decade cruising Africa in a 4WD, so if I was going to recommend one 4x4 trip in Namibia, it would be big dune driving in the Namib Naukluft National Park. The park is massive: double the size of South Africa's Kruger National Park and triple the size of the Tanzania's Serengeti. The Namib Desert, thought to be the oldest desert on earth, makes up a major part of the park. They say size does not matter so don't expect to see the Big Five animals such as elephants and lions here, but if you keep a lookout while driving you should see black backed jackal, seals, gemsbok, springbok, brown hyena and no

other people. Then there are the smaller creatures such as the sidewinder snake or gecko, which always impress me because of how they adapt and survive in this nothingness.

While the South African and Australian 4x4 markets might be similar in terms of size, vehicle and equipment preference, our travel or adventure options vary somewhat. With that statement, I don't mean you have koalas and we have lions or rhinos, because both have wildlife which could kill you. It is the size and shape of our playgrounds that vary somewhat. Australia is over 7.7 million square kilometres in size and has just over 22 million inhabitants. South Africa is 1.2 million square kilometres but as our border controls are as porous as the English cricket team slip cordon, we have over 50 million people in our little rainbow nation. Why am I telling you all this googled garbage? Well, if you own a 4WD in South Africa and you want to get that 'only person on the planet' feeling, you have

to head north which takes you away from the masses. A popular getaway is Namibia, one of the least populated countries in Africa. Just like us, it has wildlife but the animal watering holes tend to attract tourists, and so if you own a capable 4x4 with a half decent driver, you head for the Namib Naukluft National Park instead.

You can only do one of the several 4x4 trails within the park if accompanied by a government approved guide. This is done to control the amount of vehicles travelling through an ecologically sensitive area and to make sure that all that is left behind are vehicle tracks. The same winds which help form the over 300m high sand dunes also blow away the vehicle tracks, and after a few days there are no clues that a convoy might have passed through the park.

There are several trail variations to choose from. The south to north week-long crossing of the park from the coastal towns of Luderitz to Walvis Bay is a popular one

THE SOUTH TO NORTH WEEK-LONG CROSSING TAKES YOU PAST SHIPWRECKS, DESERTED OLD MINING TOWNS AND SEAL COLONIES



as it takes you past shipwrecks, deserted old mining towns and seal colonies—perfect if you have kids or if you're still in the process of acquiring sand driving skills.

For those looking for an extreme 4x4 driving experience, there is the week-long SOS route, where guides take you to the highest and most technical dunes. It starts and finishes in Luderitz and is not for the fainthearted. If your diesel vehicle is normally aspirated, you are not allowed to come along—it's turbo only! It is for the petrol head or experienced sand driver and the guy looking for something more than a regular 4x4 trail to challenge his driving skills.

One of the most colourful characters of the Namib Desert is guide Volker Jahnke, who has been venturing into the desert since he was old enough to ride a motorbike. An almost fatal motorbike crash in the desert taught him to respect the sand and how quickly things can go wrong out here. So when I hear that Volker was to be my guide for our SOS trip across the park, I knew we were in capable hands. Volker drives a 4.5 litre petrol

Cruiser pickup affectionately known as Strandwolf. He only uses it for tough desert trips, and it hardly ever sees tar. To date, it has done over 200,000km without any serious hassles. What a life for a vehicle! Because guides cater for clients on the trip they have to carry massive loads and so heavy duty Old Man Emu leaf springs are the order of the day.

To do trips in these extreme conditions, take special preparation. As speed, momentum and tyre pressure are the key to keep moving in the sand, the last thing you want is a top heavy vehicle especially when scaling high dunes. So you need to plan how you are going to pack your vehicle. Fortunately, thanks to my vehicle setup with a canopy on the back, I could take off the roof rack.

On a normal crossing of the desert, one uses about 3-4L/km. Not so for Volker when doing the 440km SOS trip. "My Cruiser really had to work hard as I used 220L on this trip—that is one litre every two km! Crazy stuff!" complains Volker.

The trail starts off tamely after leaving the main tar road that runs between Luderitz and the



rest of civilisation—I called it a false sense of security. We had to first make our way through the impressive Naukluft Mountains before descending onto the red sands. This is where the serious stuff begins. They only allow eight vehicles on the trail and by around lunchtime on the first day I think just about all of them were stuck or struggling. Hi-Lift jacks, snatch straps and air-jacks were working overtime and one or two fellows had tyres off the rim.

To make things worse, the wind had come up and when you climbed out of the vehicle it was like being attacked by wasps as the sand slammed into exposed areas. It was blinding white dunes and stuck 4x4s everywhere. That afternoon it took us five hours to do a 12km stretch before the sand eventually spat us out onto the beach for a little respite. By the end of it, I was mates with everyone else on the trip as we all had to muck in and help each other—if one vehicle was stuck the convoy was not going anywhere.

While today there is no mining done in the park, travellers are still able to see the remains of

some of the old mines such as at Saddle Hill, where we were forced to spend a night because of a storm. Just north of Saddle Hill lies Spencer Bay, and from here we could see Mercury Island in the distance. Researchers on this remote island keep an eye on the 12,000 African penguins, 4,000 Cape gannets and a large breeding colony of black cormorants who inhabit the island. Not far from this lies the Otavi, a shipwreck and victim of some rather poor navigation skills. Seals have taken a liking to the Otavi and today it is home to about 2,000 of them.

One of the route's best campsites was on the beach at Oyster Bay where some of the better swimmers in the convoy went diving for crayfish. Now those of you who have not swum in the Atlantic won't know that it's the coldest ocean in the world (yes, I did just make that up but one does need a rather thick wetsuit to get into it). Instead, I made the fire to cook the lovely crayfish and mussels. That is the great thing about travelling through such a pristine and uninhabited area—lots of seafood!

Extreme driving by day followed by stunning desert or coastal campsites by night became the pattern for the rest of the trip. Fortunately, the driving skills improved as the trip went on and our recovery gear had time to recover.

It was a rather sad affair when we eventually left the park and got back onto some tar. We all knew that driving skills and vehicles had been pushed to the limit and beyond but the privilege of seeing the park far outweighed the hardships.

If you do ever come to Africa and you want a driving challenge, try the SOS trail or one of the other 4x4 trails in the Namib Naukluft Park. You won't see the Big Five animals but you will be impressed by the big red dunes and the solitude.



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

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



REAR LOCKERS

Hi ARB,

I have been slowly investing in products to improve my Mitsubishi Challenger (early 2000 PA with spring rear end). I recently installed a rear ARB Air Locker at ARB Coopers Plains and was impressed with the changes.

My favourite test track in the Glasshouse Mountains is a good example. The first time I attempted the track, I had to be recovered five times within 1.2km. With the rear locker installed, I arrived at the track to find it in a worse condition than the first time. I drove up to the first of five steps and engaged the locker. I was surprised that I drove up and over it—even more surprised than my mates who laughed at me last time I attempted the track. The four following steps I made up without too much issue. My friends with a 120 and 90 Series Prado were impressed. The owner of the 90 Series Prado is now looking at getting a locker, too.

All of the improvements to date were minor compared to the changes that the rear locker gave. I hope one day to add a front

locker and do some of the hard tracks that I normally avoid.

I just returned from Fraser Island and found the Air Locker helped in some inland tracks that were extremely boggy. This one change has made my 4x4 very capable.

I'd like to thank Matt Mason at ARB Coopers Plains in helping me out whenever I have questions and when I purchase products.

- Brian

Hi Brian,

We always love reading how one of our products has improved a vehicle's off road performance. Even better to hear fitting an ARB locker got you up the track without needing to be recovered and ultimately shut your mates up!

One of our key priorities for any ARB product is to ensure it performs when required and improves the off road capability of your vehicle, and ARB Air Lockers are one such product that delivers outstanding performance. This is supported by the number of units sold worldwide, as we recently celebrated producing our 250,000th Air Locker.

Our dedicated Air Locker engineering team is continually looking to add to the Air Locker applications available while improving the product wherever possible. They spend countless hours on testing, design and research to ensure you get a product you can rely on.

It's great you've noticed the significant improvements adding a rear locker can provide and fitting a front locker, as you plan, will deliver further traction to assist with those tracks previously avoided. Generally speaking when hitting the rough stuff, you will have at least one front and one rear wheel on the ground. An unlocked axle with one wheel in the air has zero driving force, so if you fit both front and rear Air Lockers, you can be assured that both of those wheels on the ground have got maximum pull to keep you moving.

Thanks for the photos, too. They are great and we are sure you will continue to be impressed with the improved capabilities the rear locker offers your Challenger.

Regards,

- Fiona Mellis-Gane, Marketing

PRIZE FOR LETTER OF THE ISSUE

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

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

› Email: marketing@arb.com.au

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

› Facebook: www.facebook.com/ARB4x4

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



OPEN DAYS

Hi ARB,

I felt I had to write to tell you about my experience after visiting ARB's Hobart open day in November. The knowledge and information passed on to my wife and I was exceptional and no matter how many dumb newbie questions were asked, the staff were brilliant.

We ended up purchasing a deluxe bull bar, rear bar with two wheel carriers, two Air Lockers, roof rack with a Simpson III rooftop tent, 60L ARB Fridge Freezer, Foxwing awning, Outback Solutions drawer system, cargo barrier, Hema navigator and reversing camera, as well as upgrading the shocks and coils.

Sure a big splash out but when we begin our touring across this big country of ours later this year, we can feel a lot more comfortable knowing we are properly set up for it.

No doubt we will be calling on the Hobart store again for some other bits and pieces and info which we know will be no problem because of the excellent service and advice they are happy to part with.

Everyone from the sales staff to the fellows doing the fit out were brilliant and I would not hesitate to recommend their services to anyone.

Regards,

- Allan and Rosie



Hi Allan and Rosie,

So happy to hear you had a wonderful experience at ARB Hobart's open day—we have great teams in both Hobart and Launceston. And it sounds like you're well and truly kitted out for a big adventure this year!

Open days are a great way for customers to get a bargain while enjoying free entertainment and a BBQ. We always make sure that there are a heap of industry experts on hand as well, and often have folk from Thule, Bushranger, Rhino-Rack, Redarc and more at the open day to answer any questions visitors have.

Previous open days have offered up plenty of fun for the family, including

face painting, jumping castles, local radio hosts, 4WD personalities and giveaways like Fridge Freezers and recovery kits.

Open days are run by almost every ARB store throughout the year, and we encourage people to check out the calendar of events on the ARB website to find the one nearest them.

All the best on your epic trip and keep in touch—I'm sure the team at ARB Hobart would love to know how it all went.

Regards,

- Kelly Teitzel, Editor

AIR BAG COMPATIBILITY

Dear ARB,

I am the proud owner of a 2006 Toyota Prado GX wagon. We regularly drive from Geelong through the Brisbane Ranges to Ballan to visit family. The vehicle came with a factory fitted alloy bull bar when I purchased it several years ago which I thought would be great protection against skippy and his mates whom we regularly see, especially after rain.

When I asked about the ARB deluxe bar I was told it was not factory compatible and would make the vehicle unsafe. Now, I have used your products for years and know that this is complete bollocks but my question surrounds the air bags. What makes your stronger product air bag compatible?

I have purchased an ARB deluxe bar anyway as it affords me a greater level of protection for my vehicle and family from animal strike. What will happen if the strike is with another vehicle; how will my air bags cope?

- Shaun

P.S. Here is my son pointing out the alloy unit and the vehicle with the new bar on. I chose the winch bar so I can fill it with a Warn winch later on and it's also a better spot for my IPFs to be mounted.



Hi Shaun,

Great to see the next generation of four wheel drivers starting early on the tools! Your question is one we often get asked. How can something as strong as an ARB winch bar still be air bag compliant?

A great deal of discussion and argument has been evident on the

subject of air bag compatible bull bars and nudge bars since air bags first appeared on 4x4 vehicles. The argument continues today and is potentially quite confusing to not only owners of such vehicles but even to people within the 4x4 vehicle and aftermarket industries.

Essentially, the concern from vehicle engineers is as follows:

The air bag triggering system is designed to work in harmony with frontal crush characteristics of a vehicle. These frontal crush characteristics include the design of the bumper assembly, its mounting system, and other components of the vehicle.

On 4x4 vehicles with independent ladder chassis, the manufacturers

often also add 'crush cans' to the front of the chassis members to ensure that minor impacts (such as hitting a kangaroo) are not read by the air bag sensors as major impacts, prematurely deploying the air bag(s).

Such a premature triggering of the air bag is potentially quite dangerous and may in fact cause a more severe accident or injury than would have otherwise occurred.

Likewise, the air bag deploying later than intended by the manufacturer could also endanger life.

It is with these dangers in mind that engineers approach the subject of fitting bull bars to such vehicles, with the concern being that fitting a rigid structure won't behave the same as the original frontal characteristics of the vehicle, and hence may change the deployment timing of the air bag.

From early on, ARB took a very careful approach to the subject and initiated some in-depth research on several fronts to ensure that any product that our company produced for these vehicles was not only up to the expectations of our customers in terms of the traditional protection ARB bar owners have come to expect, but also that such bars would be truly legal and appropriate for the vehicle.

Monash University's Department of Civil Engineering were contracted by ARB on this project for some years, and their expertise and testing facilities have been used to evaluate, test and approve ARB bars for air bag vehicles. ARB keeps test results and approvals from Monash on file, but we do not publicly release these as they contain commercially sensitive details of our technology and research and development programs.

The essential design criteria ARB uses to ensure compatibility is to evaluate the standard vehicle's

frontal crush characteristics and where necessary duplicate these characteristics as part of the design of the bar and its mounting system. This results in a design which, when correctly installed, ensures that there is no change made to the way the vehicle behaves in a collision and hence no change is made to the way the air bags deploy.

That is not to say that ARB has developed useless bars that do not offer the vehicle any protection. ARB air bag compatible bull bars do provide significant protection for the vehicle whilst also offering functional winching capability on winch mount versions.

Each ARB air bag compatible bar is designed specifically for the requirements of the individual vehicle model. Several different engineered methods of mounting the bar and providing the required collision performance characteristics are available to our designers. This results in products which are unique according to the vehicle model and that often feature quite different structural features to fulfil their air bag compatibility requirements.

The engineers analyse many factors at the initial design stage, including the vehicle's structural elements in relation to crash performance, the overall requirements for protection of the vehicle, consideration of pedestrian safety, the need for vehicle recovery points including winch mounting systems, and the overall aesthetic appeal of the product. Naturally we are looking for a cost effective, value for money solution as well.

This involves the development and testing of several prototypes before the design is approved. This is time consuming, but the patience of our customers is rewarded with a product that is the very best of its type.

Australian Design Rules (ADRs)

Some confusion also exists regarding the ADRs for SRS air bag equipped vehicles. In particular, ADR rule number 69 is often confused as having some content regarding bull bars. This is not the case.

ADR69 is a vehicle occupant safety rule to which many vehicle categories are required to comply. Many vehicle manufacturers have used the fitment of air bags, amongst other engineering methods, to ensure their vehicles comply with this rule. All new vehicles must comply with all of the relevant ADRs at the time of their first registration. After a vehicle is registered, responsibility for the modification (and fitting of most aftermarket accessories is considered a modification) rests with the individual state road authorities (e.g. VicRoads).

As with all aftermarket accessories, the manufacturer of those accessories must be able to demonstrate that the accessories have been tested and evaluated to meet all of the relevant regulations.

ARB has performed full scale crash testing of air bag compatible bull bars both with Monash University and with some of the vehicle manufacturers and this testing has fully verified our research and development on the subject.

ARB has gone to unprecedented lengths to ensure that our air bag compatible bull bars and nudge bars are the best available and legal accessories, and you and your family may have full confidence that these products are truly 'fit for purpose'.

Regards,

- Steve Sampson, Product Manager



DESTINATION ISOLATION

IF YOU'RE PLANNING A TRIP TO THE OUTBACK, HERE ARE A FEW COMMON OBSTACLES AND CONDITIONS YOU CAN EXPECT TO ENCOUNTER, ALONG WITH SOME ADVICE ON HOW BEST TO TACKLE THEM.

As 4WDers, the middle of nowhere is undoubtedly one of our favourite places to travel. The feeling of freedom that comes with packing up the trusty fourby and heading off into the great unknown is hard to replicate, and one that keeps us coming back for more and more.

With isolation comes risk, though, and precautions must be taken to ensure our vehicles make it home in one piece without the inconvenience, or worse, that comes following a breakage in these harsh environments.

Aside from avoiding overloading when packing and ensuring you have adequate remote area communication and navigation equipment (as well as a plentiful supply of food and water), location-specific driving techniques should also be considered.

CORRUGATIONS

Heading into the Outback means that corrugations will inevitably be encountered and can often run for hundreds of kilometres at a time. Whilst uncomfortable for occupants, corrugations can also wreak havoc on your vehicle, particularly on suspension and steering components. It's therefore vital that driving styles adapt accordingly, with the most important considerations relating to speed and tyre pressure, both of which should be reduced.

As pressure is reduced, tyres become more compliant, allowing them to absorb some of the pounding generated from long stints on corrugated roads, therefore acting as a buffer between the ground and your suspension. This added flexibility also provides your tyres with greater puncture resistance. If you think of a balloon pressing against a sharp object, the less air there

is inside the balloon, the harder it is to pop—the balloon instead moulds itself around the object. When tyre pressures are reduced, the same principle applies. A good place to start for higher speed gravel driving (up to 80km/h) is around 15% less than your typical road pressures, depending on the load you're carrying.

It goes without saying that on any low traction or uneven road surface, particularly when tyre pressures have been reduced, speed should be similarly adjusted to suit. Not only will this make the ride more comfortable for occupants, it'll also decrease the risk of tyre, vehicle and track damage whilst allowing greater control and more time to spot potential obstacles ahead. On most Outback roads, corrugated or not, 80km/h is generally considered the maximum recommended speed. On corrugated surfaces, it usually takes a bit of trial and error to find a nice balance of comfort and control, so experiment a bit to find a speed that suits you and your vehicle.

WASHAWAYS

Washaways or erosion ditches are often caused when water has previously cut across the road and are a common feature along most Outback roads. These need to be tackled with caution to prevent damage to your vehicle's undercarriage and suspension. Often these washaways are encountered on stretches of otherwise reasonable quality road and are hard to spot until you're almost upon them.

Whilst instinct may suggest braking hard as you enter a washaway, in reality, this practice will likely result in the vehicle bottoming out as the suspension will be preloaded and in a compressed state when you enter. The best way to tackle washaways is to brake hard initially and then ease off or even accelerate

slightly as you enter, allowing the suspension to 'unload' to an extended state, resulting in a greater ability to absorb any impact and protect your vehicle's underbody.

BULL DUST

Sections of track that appear soft, with less defined and erratic wheel tracks can often mark patches of bull dust, which can easily take unwary adventurers by surprise. The main consideration when traversing bull dust patches is 'what lurks beneath?'

As fine as talcum powder, bull dust has a tendency to act as nature's disguise, and what may look from the surface to be a relatively easy section of sandy track could in fact be a 3ft deep hole in the road with sharp, abrupt entry and exit points. Discarded vehicle parts (from previous driver efforts), logs, sticks and other debris can also find their way beneath the surface, providing an even greater challenge.

Because bull dust is so fine, it provides very little floatation (unlike sand) and subsequently, your vehicle will very quickly find its way to the bottom of any hole or rut in the track, sapping engine power in the process and requiring more right boot to negotiate.

The key to driving through sections of bull dust is to locate them early enough to prepare yourself and your vehicle. Reduce your speed and ensure you're travelling in a gear that provides enough torque to overcome the extra resistance. You should expect that handling will become vague as you proceed, so it's best to minimise any steering input where possible whilst attempting to avoid any obvious debris or rocky areas. Any significantly long sections of bull dust, or areas where debris is obvious from a distance, should be assessed on foot before proceeding.

MAXIMUM DEVELOPMENT

WE TAKE AN INSIDE LOOK AT THE DEVELOPMENT PROCESS BEHIND THE HUGE RANGE OF PRODUCTS FOR THE ISUZU D-MAX.



AT THEIR DISPOSAL ARE A VAST ARRAY OF STATE OF THE ART TECHNOLOGIES, INCLUDING CAD, CAM, PARAMETRIC SOLID MODELLING SYSTEMS, LOAD CELLS AND FINITE ELEMENT ANALYSIS PACKAGES



It's easy to underestimate the complexities of developing new products for our 4WDs. After all, bull bars and roof racks can materialise from overseas factories almost before the vehicle is in our driveway. Why, then, doesn't ARB produce all of its products just as quickly?

We look at the engineering program for the latest Isuzu D-Max to highlight why.

DEVELOPMENT

For 38 years, ARB's principles have revolved around producing products which epitomise safety, durability and quality above all else. A core part of developing such products is ARB's Melbourne-based engineering team, which has over 40 staff.

At their disposal are a vast array of state of the art technologies, including CAD, CAM, parametric solid modelling systems, load cells and finite element analysis packages. Dynos, specially designed jigs, a temperature-adjustable lab, hydraulic rams and heaps more are located onsite, while other development and testing is done at laboratories and test sites across Melbourne and regional Victoria.

For the Isuzu D-Max, ARB took advantage of an earlier model launch in Thailand. A contingent of ARB engineers flew over to assess and laser scan the vehicle, allowing early development to start on a number of products.

As a result, Old Man Emu suspension, canopies, roof racks and Air Lockers for the D-Max are available now, while deluxe bull bars, rear step tow bars, side rails and steps and more are on their way.

BULL BAR

Due to the unique nature of the chassis in the D-Max, ARB's engineers needed to build a bull bar from scratch that incorporated a new mounting system. Critical to the development of the mounting system was the ability to match the original crush characteristics in the event of an accident, therefore deploying the air bags, without the chassis itself being weakened. New mounting brackets were instrumental and ensured the bull bar was also able to withstand high winch loads and rough driving conditions. As part of the development process, lab and in-field winch testing was undertaken, including inline and sideways pulls to measure how

the bar responded in extreme recovery scenarios.

ARB's engineers were also faced with the challenge of ensuring that vehicle cooling remained adequate with an ARB bull bar fitted. This involved comprehensive testing over a series of weeks, both in the lab and in off road terrain whilst towing a Toyota HiLux uphill for lengthy periods of time. Of particular help were the extreme temperatures experienced in Victoria during December and January, with the engineers testing the vehicle cooling on extreme days where the mercury tipped above 40°C. The engineers added a vent into the lower stone guard of the bull bar to assist with ventilation and then continued on with the testing.

The prototype bar (pictured) has entered the final development and testing stages, with the release of the bull bar expected in the coming months.

SUSPENSION

Aftermarket 4WD suspension is extremely complex, and unlike numerous aftermarket suspension systems which are only available in a single configuration targeting lift height, Old Man Emu offers a range



SOFTWARE ALLOWS OME'S ENGINEERS TO RECORD REAL LIFE ROAD PROFILES AND TERRAIN, WHICH IS THEN REPLAYED ON THE SHOCK ABSORBER DYNO IN THE OME LABORATORY IN MELBOURNE



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.

In order to achieve multiple suspension options for the D-Max, the OME engineers had to consider key aspects including lift, load carrying and comfort. As most current model utes are used as a blend between a passenger and heavily laden vehicle, it was difficult for vehicle manufacturers to create a 'one size fits all' suspension system. To accommodate specific customer needs, Old Man Emu set out to develop a range of springs, struts and shocks to enhance the overall ride quality and load carrying ability.



After initial investigation of the factory geometry, OME's engineers discovered that down travel was limited by the upper control arm ball joint and its range of motion. With this limiting factor, a maximum ride height increase of 25mm was determined to maintain a safe amount of down travel. This aids in improved approach and departure angles without compromising ride, handling and safety.



Initial on road testing focused on passenger comfort. The original ride quality was found to be firm, so the engineers focused on developing a softer ride and increased comfort. Both on road and off road testing involved multiple load scenarios, with the bull bar on and off, weight in and out, and springs and dampers in and out. This resulted in three rear springs to address different load weights from empty to gross vehicle mass (GVM). The OME engineers also teamed up with a compliance engineer, who used Sandown racecourse for brake testing for Australian Design Rules (ADR) compliance for a GVM upgrade.

Old Man Emu's engineers also utilise two in-house shock dynos. Using Motec data acquisition software, the engineers track data critical to shock absorber valving and performance. The software also allows the OME engineers to record real life road profiles and terrain, which is then replayed on the shock absorber dno in the OME laboratory in Melbourne. This allows Outback terrain to be replicated in the lab up to a million times per shock absorber.

Following on from the development program, a number of Old Man Emu integrated suspension systems are available for crew cab, space cab and single cab models of the Isuzu D-Max.

CANOPIES

ARB's engineers were also able to take laser scans of critical vehicle components of the Thai-based D-Max in order to build the canopy surface using CAD software. The canopy engineers then utilised ARB's traditional canopy prototype methods, which involve producing a machined timber model to verify the look, feel and integration of the canopy on the vehicle.

Following adjustments and then approval of the physical model, the team moved on to tooling and production of the final canopy.

This methodology has allowed the release of the D-Max canopy within an early timeframe, with a number of options now available for owners. Engineered as a standard height model, the canopy is available in a smooth or grained texture. The canopy has also been engineered and rated to carry 100kg when combined with an

approved ARB roof rack or bar system. The system incorporates a heavy duty steel internal frame to support the roof rack's weight via a full length mounting rail, which is securely fitted to the vehicle tub.

ARB's engineers are already at work on canopies for the Isuzu D-Max 4x4 space cab and expect these to be launched mid-2013.

Development continues for a number of products for the D-Max, with launches scheduled for the coming months after safety, quality and durability criteria have been met.

With such an intensive development program undertaken for the Isuzu D-Max, the concern for 4WDers looking to kit up their vehicle should not be so much why ARB products are not immediately on the market, but why overseas products are.



INSIDE

ARB



SPRING INTO ARB

ARB HEADS TO THE CENTRE OF AUSTRALIA WITH THE OPENING OF THE NEW ARB ALICE SPRINGS STORE.

ARB's 45th store, Alice Springs began as an ARB stockist, Top Gear Car & 4WD Centre, 20 years ago and built a very strong reputation as the go-to place for the best 4WD and touring accessories in the region.

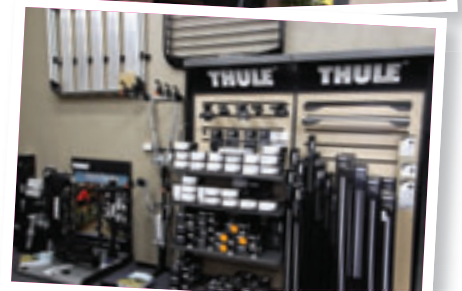
Situated at 30 Stuart Highway in Alice Springs, the store is headed up by branch manager Matt Wyatt, while a team of sales and workshop professionals are on hand to ensure you're ready for your next trip.

Having recently moved to Alice Springs to manage the store, Matt Wyatt can't get enough of the place. "The best thing about Alice Springs is its size. Everything is no more than 10 minutes away,

and that includes some awesome 4WDing tracks," Wyatt said. "As a new guy to the area, I couldn't have felt more welcomed by the helpful and friendly community."

The Alice Springs store offers the full ARB range, from bull bars and Old Man Emu suspension to Air Lockers and recovery equipment. The store also has four fitting bays to help 4WDers get their vehicle on the road and ready for their next adventure.

With a full team of experienced and passionate 4WDers on hand at ARB Alice Springs, you're sure to get the right advice when you're next touring through the centre of Australia.



CALENDAR



GET READY FOR A BIG YEAR OF EVENTS ACROSS THE COUNTRY. FOR THE LATEST INFORMATION, VISIT THE CALENDAR OF EVENTS PAGE ON THE ARB WEBSITE.

MARCH

Victorian Caravan, Camping & Touring Supershow

March 7-12

Caulfield Racecourse, VIC
www.caravanshow.com.au

South East Field Days

March 15-16

Yakka Park, Lucindale, SA
www.southeastfielddays.com.au

Farm World

March 21-24

Lardner Park, Lardner, VIC
www.lardnerpark.com.au/FarmWorldmain.html

Perth Caravan & Camping Show

March 21-25

Claremont Showground,
Claremont, WA
www.caravanandcampingshow.com.au

ARB Eldee Easter 4WD Event

March 29-31

Eldee Station, Wilangee Road via
Broken Hill, NSW
www.eldeestation.com/Easter%204WD%20Event.html

APRIL

NSW Caravan, Camping, RV and Holiday Supershow

April 20-28

Rosehill Racecourse, Rosehill NSW
www.supershow.com.au

MAY

Agfest

May 2-4

Quercus Rural Youth Park, Carrick, TAS
www.agfest.com.au

Hunter Valley Caravan, Camping, 4WD, Fish & Boat Show

May 24-26

Maitland Showground, Maitland, NSW
www.campingshow.com.au/RS2012/2012hunterValley.php

JUNE

Coffs Coast 4WD, Caravan, Camping & Boat Show

June 15-16

Coffs Harbour Racing Club, Coffs Harbour, NSW
www.grimmopromotions.com.au

ARB Tamworth Open Day

June 22

2 Lockheed Street, Tamworth, NSW
Ph: (02) 6762 0541



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www.youtube.com/ARB4wd

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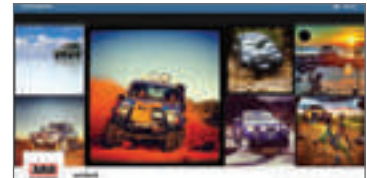
ARB'S FACEBOOK PAGE HAS HIT AN IMPRESSIVE 20,000 FOLLOWERS, AND NOW IT'S TIME TO CELEBRATE WITH SOME GREAT GIVEAWAYS.

Just over a year has ticked by since we launched our official Facebook page and we couldn't be happier with the response from our fans who've dived right in and gotten involved in all things ARB.

To say thanks, fans of the page now have a chance to win one of twenty prize packs stacked with gear from ARB, Hema Maps and Pat Callinan's 4x4 Adventures and valued at over \$500 each.

Each lucky winner will score an ARB cooler bag, rechargeable ARB Adventure Light, ARB E-Z Deflator, ARB cap, 4WD Australia app by Hema (iPhone and iPad compatible), Season 5 DVD box set of Pat Callinan's 4x4 Adventures, plus a 12 month subscription to Pat Callinan's 4x4 Adventures magazine.

The giveaway lasts until the end of March and is valid only for Australian residents. Fans can enter directly via the Facebook page (www.facebook.com/ARB4x4).



VIDEO - CREEK TO COAST FORD RANGER FIT OUT



Check out this YouTube clip as we transform a stock 2012 Ford Ranger

into a comfortable and capable adventure machine, using a range of quality ARB accessories.

WIN EVERY MONTH!

Becoming a fan of ARB's Facebook page has many benefits—latest information, behind the scenes action and great giveaways... including our monthly ARB portable air compressor giveaway. That's right, from February on we'll be giving away one compressor every month in 2013 and entry is exclusive to our Facebook fans, in appreciation of their ongoing support. Visit www.facebook.com/ARB4x4 for entry details.

JOIN THE CONVERSATION

Get involved on Facebook, Twitter, Instagram and YouTube.

 www.facebook.com/ARB4x4

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FILL YOUR FRIDGE ON US!



BUY ANY ARB FRIDGE FREEZER



And you'll receive a **FREE** premium oil-skin transit bag



Plus fill your Fridge Freezer with a **FREE** Coles Group & Myer Gift Card valued at \$100



The Easter break is a chance to kick back and enjoy the finer things in life. And thanks to ARB, you'll be stocked up with all of your favourite foods and beverages for your next adventure.

Simply purchase any ARB Fridge Freezer and we'll fill it for you with a free Coles Group & Myer Gift Card valued at \$100. And as an added bonus, we'll

throw in a limited edition, oilskin transit bag as well. Offer ends 31st May, so head into your local ARB store or stockist today!


Conditions: Promotion runs between 18th March to 31st May 2013. This offer is not to be used in conjunction with any other offer. Valid only in Australia. Please refer to arb.com.au for full terms and conditions. Coles Group & Myer Gift Card: Conditions and exclusions apply. For full Terms of Use visit giftcards.com.au or phone 1300 304 990.

USA ADVENTURES

Words & photography by Steve Fraser

AUSTRALIAN LANDSCAPE PHOTOGRAPHER STEVE FRASER HEADS FOR THE CANYONS OF ARIZONA AND UTAH IN SEARCH OF THE PERFECT SHOT.





So there I was in the land of movie stars, plastic surgeons, a million broken dreams and a freeway system that makes Sydney look organised. Did you know there are 11 million people in LA and 14 million cars? Insane!

But give a boy from the bush a convertible Mustang, tell him to drive on the wrong side of the road and then set him loose in the US... does it get much better than that?

Jet lag hit hard so it was easy to get up at 4am the first day and head out to Huntington Beach for a sunrise photo shoot. It turned out to be a really interesting morning as thick fog had set in early. If you have been to LA, you may think this was just another smog-filled morning, but it really was fog.

Apart from a few surfers and the obligatory weird LA guy with a metal detector, the beach was nice and quiet, which always helps get

some interesting shots. For the keen photographers out there, it's always easier to get great shots at busy beaches in the early morning, as most people don't like getting out of bed before the sun shows up.

After a few days of driving and shopping and then even more shopping and driving (did I mention my wife came on this trip with me?), it was time to head out of town on Route 66 from Santa Monica to Las Vegas and then beyond into the canyons of Arizona and Utah.

The drive from LA is a bit like travelling in Australia—lots of long straights, a few gas stations (as my American friends would call them) and, very occasionally, a town. Coming across the small village of Las Vegas with lots of shiny lights, big hotels and just a little bit of night life was an eye opener. After a few days of distraction in

Vegas (and lots of late nights) it was back on the road as we headed out into the desert towards the Grand Canyon.

Nevada, Utah and Arizona are dry, desolate and stunningly beautiful states. The amazing Monument Valley with its gigantic rock formations, the Grand Canyon the Colorado River snaking its way through it and, my personal favourite, the unbelievably beautiful Antelope Canyon were the three icons I had come to photograph. This tri-state area was to be the main focus of my photography on this trip.

THE NORTH RIM

I had been to the Grand Canyon before but hadn't made it to the North Rim, so this time it was a priority. The countryside around the North Rim is lush and green, with bison wandering on the



green plains and a total contrast to the dry, southern side. The North Rim is 1000ft higher than the South Rim, resulting in cooler temperatures, a different environment and a lush forest.

It's only when you get within a few kilometres of the rim that the vegetation changes and you know you are about to arrive at one of the wonders of the world. It's hard to capture how vast the Grand Canyon is. You need time to just sit and enjoy the sheer enormity of it. It's not the sort of place you arrive, take a couple of photos and move on from. You need to soak up the atmosphere, enjoy the beauty and colours unique to this area and, for a boy from the bush, reflect on a terrific journey.

The North Rim is not as crowded as the South Rim and, in my opinion, worth the drive.

ANTELOPE CANYON

Then it was back in the car and off to what I had really come for—a five mile long canyon in a dry



river bed about twenty minutes of four wheel driving from the small town of Page, Arizona. Antelope Canyon, or as the locals call it, Slot Canyon, is one of the most unique places on the planet. As a Pilbara boy, I may be biased but because

chance to capture the light at each location and, if you're too slow, you may miss it. I took shots on my Phase One medium format camera, so the exposures you see on the opposite page were around 45 seconds. This meant I had

HOW DO YOU TOP A DAY AT ANTELOPE CANYON? I AM NOT SURE YOU CAN

it is so unique, Antelope Canyon would have to rival Karijini for its stunning beauty.

What makes Antelope so special, apart from the sandstone patterns in the rock walls, is that for about three months of the year when the sun is in the correct orbit, amazing shafts of light appear for just a few minutes each day. These transform the canyon into something of a spiritual experience. The beams of light only last for about 30 seconds in any one spot, then they might appear five minutes later in another location in the canyon.

As a professional photographer, this is where you need to bring your A game. You only get one

to nail it in order to capture that special moment.

I had arranged for a Navajo guide before I left Australia. I didn't want to go on a tour with hundreds of other people and needed some time and space in the canyon. It is a popular destination, therefore there are tours going through every couple of minutes.

My guide had been doing this for a long time, so she organised the tours coming in at both ends to stop, and gave me twenty minutes in the canyon so I could take photos without the hordes. Don't ask me how I achieved this, but there may have been a big tip involved!





IT IS THE SETTING OF A THOUSAND
HOLLYWOOD COWBOY FILMS, STILL
LARGELY UNSPOILT, VAST AND HOT





Without local knowledge you might never get a special image. I can testify this is true the world over. Some of my most popular images have been taken at secluded locations with the help of local advice.

Antelope Canyon is a tourist Mecca so you need to plan ahead. If you are going then book a guide—there are lots of them. However, I would suggest going on a photography tour even if you are not a photographer. There are far less people and they allow a lot more time.

So how do you top a day at Antelope? I am not sure you can. However, not far from Page is Horseshoe Bend on the Colorado River. It's only a short walk in and there are no guardrails or signs, just a 1000ft drop down to the river below. Sunset is the time to visit as it gives you a sense of how small you are standing right on the edge of this natural wonder.

MONUMENT VALLEY

As a kid I grew up in the Pilbara so I love the bush and, as a photographer, I really appreciate the amazing colours and textures that can only be found when you

leave civilisation behind. So I had always wanted to head out west in America to see a few of these iconic landscapes first hand. You have seen the images in movies but nothing can prepare you for that first glance of Monument Valley.

It is the setting of a thousand Hollywood cowboy films, still largely unspoilt, vast and hot. Huge, ancient, towering red and brown buttes, gigantic rock formations, desolate desert and some of the clearest blue sky you've ever seen. The rock buttes, known as 'the mittens', cast shadows many times their size across the desert valley floor. Several monolithic rock formations tower between 400-1000ft into the air.

The red colours reminded me of the Kimberley region or Uluru. Deep, vibrant reds come alive as the sun sets. It took me a few days before I managed to capture the image that I'd had in my mind for such a long time, but the wait was worth it. Standing at the top of the valley, watching the last rays of the sun hit the rock formations is an experience I will never forget, and one I can highly recommend.

After this I felt satisfied but there was more of the journey to come.

We headed back towards Las Vegas along a section of Route 66. One day I might get to drive it all but even doing a few sections of this historic road was fun.

On the way through we stopped in Flagstaff, Arizona for lunch and happened upon an amazing car show. The Annual Route 66 Days Charity Car Show was on and boy did it turn out to be a highlight.

As a car nut, I was in heaven as hundreds of classic cars (mainly American) were on show in the streets. All were in incredible condition and the owners were happy to share the stories of their cars and to show off their restoration work.

If you love cars and want to drive on Route 66, I'd recommend you time it for the car show in September. It's a friendly town and lots of fun.

After the fun stop in Flagstaff, it was back to the bright lights of Vegas for a night on the town before a flight to the Big Apple for another sort of adventure altogether.

Steve Fraser is one of Australia's leading landscape photographers. To stay up to date on the latest news from Steve, visit www.stevefraser.co

DUAL PURPOSE



THE BAR ALSO FEATURES A NUMBER OF OTHER HANDY FEATURES TO ENSURE OWNERS CAN GET THE MOST OUT OF THEIR VEHICLE



GET YOUR TOYOTA LANDCRUISER 79 SERIES DUAL CAB KITTED UP WITH GEAR FROM ARB.

Following the release of the latest model Toyota LandCruiser 79 Series dual cab, ARB has released a number of functional accessories to complement, protect and increase the versatility of this vehicle.

For LandCruiser owners who regularly spend time off road or in rural areas, a bull bar is an essential investment in protecting both the vehicle and its occupants in the event of an animal strike. ARB's deluxe bull bar is manufactured from steel and incorporates a number of other strength-related features including a split pan



**OFF ROAD CONDITIONS CAN BE UNPREDICTABLE,
ESPECIALLY COUPLED WITH CHANGING WEATHER,
AND WHEN THE UNEXPECTED OCCURS, LOSING
TRACTION CAN BE A BIG PROBLEM**





design and ARB's multi fold, upswept wings, the latter of which helps to optimise approach angles.

Engineered to suit the 79 Series dual cab, the bar is fully compatible with the vehicle's air bag system and has also been designed to withstand the extreme strains placed on the bar during vehicle recovery.

The bar also features a number of other handy features to ensure owners can get the most out of their vehicle, including Hi-Lift jacking points and provision for two CB aerials and ARB Intensity LED lights or IPF driving lights. Finished in a durable powder coat, the bull bar can also be colour coded.

Old Man Emu suspension is also now available and will greatly improve the ride quality of the 79 Series dual cab. ARB produces a range of integrated 4x4 suspension systems that deliver exceptional ride improvements and increases in ride height, thereby minimising possible under body damage while maximising the vehicle's wheel articulation when off roading. Old Man Emu engineers match Nitrocharger Sport shock absorbers to Old Man Emu springs to ensure appreciable improvements in off road handling and load carrying abilities.

Off road conditions can be unpredictable, especially coupled with changing weather, and when the unexpected occurs, losing traction can be a big problem. ARB's award winning Air Locker system can mean the difference between continuing on unhindered and needing a winch. Activated

by the touch of a button, ARB Air Lockers make it possible for the 79 Series dual cab to traverse steep, unpredictable terrain in a controlled manner, reducing the likelihood of vehicle damage and environmental impact. With over 250,000 units in use throughout the world, ARB Air Lockers are the choice replacement differential for 4WDers requiring ultra tough and dependable traction on demand.

ARB has also released a roof rack for owners of the 79 Series dual cab. Ideal for carrying bulky items or simply freeing up space in the cabin, this product is the right solution whether the vehicle is used for work or play. Made from steel round tube construction for maximum strength and aerodynamics, the ARB roof rack has been designed to withstand tough Outback conditions. The rack is superbly mounted to ensure proper load distribution and features a built in air deflector plate to help decrease wind noise, most evident when driving at highway speeds. The roof rack comes standard with evenly spaced crossbars to support any load.

ARB has a vast array of other accessories to make your four wheel driving adventures more comfortable including side rails and steps, recovery equipment, air compressors, apparel and ARB Fridge Freezers. For more information on all these products and ARB's extensive range of 4x4 accessories, please contact your nearest ARB store.

// Contact ARB for part numbers and pricing

CENTRE OF ADVENTURE

Words by Ron Moon. Photography by Ron & Viv Moon

FROM JUNGLES AND DESERTS TO MAYAN RUINS AND WHALE WATCHING, RON AND VIV MOON SHOW WHY CENTRAL AMERICA SHOULD BE ON ANY ADVENTURER'S TRAVEL LIST.



THE MAYANS LEFT BEHIND A VAST ARRAY OF TEMPLES AND CITIES, MOST OF WHICH ARE YET TO BE DUG UP AND INVESTIGATED



It was an incredible and an almost unbelievable change of scenery. For weeks we had wandered down side roads lined by open green paddocks and along tracks hemmed in by dark jungle as we had headed north from Colon in Panama to Mexico.

Now, the corrugated dirt road we were on twisted and turned amongst the gigantic, wind scoured granite boulders that littered the hillsides of the Sierra de San Borja mountain range in the central Baja Peninsula of Mexico. It was a surreal landscape of muted browns and greys with the only colour variation—a subdued green—coming from the towering Cardon cactus that stood tall and proud amongst the rocks. We loved it!

Six weeks earlier, our vehicles had arrived in Colon at the southern end of Central America by ship from Cartagena in Columbia, bypassing the famed and now no-go, drug infested and rebel run region of the Darien Gap. Once in

Panama City, we took our vehicles to the local ARB dealer for some well deserved service and repair work. We then headed north from Panama City and soon crossed the spine of mountains that runs down the isthmus of Central America towards the Caribbean Sea.

Our plan seemed simple enough; head to the port of Chiriqui Grande, catch a ferry to the islands and enjoy a few days lazing in the sun on some near-deserted island beach. Almost immediately, our plan began to go awry.

There was nothing 'grand' about Chiriqui Grande at all; it was a seedy, smelly dump and, more importantly for us, there was no boats heading to the islands. We skipped out of town as fast as the melee of traffic, people, domestic animals and hurriedly erected stalls and shanties would allow us and headed for Almirante, about 50km away. Here we were promised a boat would leave for the islands the next day. With that confirmed, we set up camp on the road leading to

the small port and rigged a shelter from the hot sun and tropical rain that fell each afternoon. Trucks drove by, kids wandered past, animals scrounged around as we slumbered in the ooze and sweat of a humid tropical afternoon.

Next morning we found ourselves at the start of a line of vehicles waiting to drive onto the barge that sat listless just 100 metres away. We waited. And waited. Around noon, someone with a uniform and looking as official as can be in the stifling humidity came down and told us that the ferry wasn't running that day but 'maybe tomorrow' it would sail. That was as definite as he could be. We packed up and headed for Costa Rica.

For the overland traveller, borders in Central America come at a surprisingly quick pace. If there is anywhere in the world that needs a 'commonwealth of states', this is it.

Each border crossing demanded you negotiate a long line of trucks and dodge the helpers, touts,



beggars, conmen and other travellers that milled around the checkpoints. The various border controls dictated a different protocol from all the others and a ream of paperwork, while varying amounts of money were required to pay some sort of entry or exit fee, inspection charge, carbon tax, road surcharge and/or insurance. Then, just to confuse you a little more, you'd be confronted with yet another change in currency.

Four days after entering Costa Rica, we bumbled our way across the border into our third country in as many weeks.

Mention Nicaragua and most people will probably think of drug running, gun totting cartels, CIA overthrows, US invasions, Contras, Sandinistas and Colonel North. Yep, they all happened here but that is behind them now and while it is still the poorest country in Latin America (barring Haiti), many in the country are looking forward to a more peaceful and brighter future. That is certainly what we saw and experienced as we camped on the shores of Lago Nicaragua, the 10th largest freshwater lake in the world and wandered the streets of the historic town of Granada.

Three days later, we bypassed El Salvador (no right hand

drive vehicles allowed!) and wandered into Honduras. Sick of the energy sapping heat and humidity, we climbed into the mountains and set up camp beside a lake before heading on to some of the most famous Mayan ruins in Central America.

The Mayan empire—which is not to be confused with the Incas or the Aztecs—dominated southern Mexico, Belize, Guatemala and northern Honduras between 400 and 900AD. They left behind a vast array of temples and cities, most of which are yet to be dug up and investigated. Theories of why their civilisation declined range from overpopulation and foreign invasion to climate change and raging epidemics.

Whatever the cause, the ruins of Copan are breathtaking, especially the Rosalila Temple, which was found basically intact under the ruins of another temple back in 1991.

Across the border in Guatemala, we visited what we thought was the best set of Mayan ruins anywhere. Deep in the jungle, the temples of Tikal jut above the verdant skyline while the altars to the gods that saw many human sacrifices lay dotted across grassy plazas. The scene was quiet and peaceful... and a whole lot less bloody.



A few days later with our cultural experiences behind us we rolled into Belize and dirty, scruffy Belize City. After finding a safe and secure camping spot at the small boat

AS WE HOOKED UP WITH SOME TOUGH MUSCULAR YELLOWTAIL, A BIG SEA LION CAME IN TO SPOIL THE SHOW

marina on the outskirts of the city, we left our trusty vehicles behind and headed out to the offshore islands for a week of snorkelling, fishing and sunbaking. It was tough, but somebody had to do it!

Officially, North America begins as you enter Mexico but little changes except for the currency, the wellbeing of the people and the age and condition of the infrastructure, all of which are better in Mexico. Still we didn't dally too long, heading north to the Gulf Coast and then west to the Pacific coast and Acapulco.

With a few weeks of jungle clad country behind us, we caught the overnight ferry to La Paz near the southern tip of Baja and were immediately surprised at the change as we came ashore. A few days later we were winding our way through the dull coloured boulders of the Sierra de San Borja mountains.

Baja Peninsula, or Baja California, stretches south for over 1600km from the border of the USA and is the second longest peninsula in the world. On the western

Pacific coast, the cold Californian current brings a richness of sea life that is most well known for the annual grey whale migration. This ancient pilgrimage culminates in the whales giving birth in the large shallow lagoons that dot the Baja coast, making the whales and the shallow waters a whale watcher's nirvana.

The east coast of Baja is bordered by the Gulf of California, but we preferred its more swashbuckling name, the Sea of Cortez. Saltier and warmer than the west coast, but again rich in sea life, the calm waters of the gulf are a fishing, diving and kite boarding Mecca. We sampled the snorkelling at a couple of spots along the coast, paddled our inflatable canoe along the coast of El Coyote and went fishing out from Bahia de Los Angeles. It was amazing!

As we caught baitfish just 400 metres from the boat ramp, a nine

metre whale shark swam under the boat and then, as we headed to the fishing grounds, we were escorted part of the way by two pods of fast moving fin whales and a group of dolphins. As we hooked up with some tough muscular yellowtail, a bloody big sea lion came in to spoil the show, his speed through the water no match for our cranking reels. Still, with a few fish on ice in the esky, we dodged amongst a maze of islands as we headed closer in to the mainland. Amongst a mass of different wheeling and diving seabirds, we trolled for mai mai, or dolphin fish, their spiralling antics and flashes of colour when hooked making them one great fish to catch.

But our journey was fast coming to an end. Five days later, we crossed the Mexican/USA border at the tumultuous Tijuana border crossing, reputedly the busiest land border in the world—last year they processed around 10 million vehicles and over 35 million people!

The wild west of the US was next on the agenda, but it would have to wait a while...

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



SPORTY ADDITION

A POPULAR OPTION FOR UTILITY VEHICLES, ARB SPORT LIDS ARE AVAILABLE NOW FOR A NUMBER OF RECENT MODELS.

Adding to the line up of accessories available for the latest model Mazda BT-50 and Ford Ranger, a full lift up single piece sport lid can now be fitted to protect and secure your cargo.

A sporty alternative to a soft cover, an ARB sport lid will provide quick and easy access to the belongings in the rear of your utility.

Manufactured to the highest quality, ARB sport lids are made from co-extruded, recyclable ABS

materials that are impact resistant and UV stable. Consisting of an inner and outer layer firmly bonded together, the outer skin is finished with a smooth surface for superior paint appearance, while the inner skin is textured and ribbed for strength and durability.

Each sport lid employs a weather tight wrap over design with internal seals to reduce water ingress, and two stage side slam latches with a central push button



lock to ensure your gear is both protected and locked away. Twin struts provide a self-supported open lid and cushioned closing while the high lift hinge system ensures optimum access to your cargo. An easy to reach cord assists with lowering the lid.

Featuring a no drill clamp system, an ARB sport lid is easy to fit and although the sport lid is designed to be permanently fitted to the vehicle, the rugged but yet lightweight design means it is also quick and easy to remove if you need to carry extra-large items at any point.

Available as a one piece design for most current dual cab and crew cab vehicles including Triton and Navara models, a three piece ARB sport lid design is also available to suit vehicles with factory sports bars such as the Toyota HiLux.

Designed to be painted prior to vehicle fitment, ARB sport lids come with a three year warranty. To find out more information on ARB's sport lid range, contact your local ARB store or stockist.



ARB ELDEE EASTER 4WD EVENT

JOIN ARB AT ELDEE STATION IN NSW FOR A FANTASTIC EASTER WEEKEND.

Held over the Easter weekend and situated at the award-winning Eldee Station, the ARB Eldee Easter 4WD event is fast becoming a favourite for families. Since its launch in 2011, the Eldee Station Easter 4WDing experience has doubled in participant numbers, with this year's event almost booked out.

Designed for standard 4WD vehicles, the event will see contestants compete in a number of interesting and fun challenges over the course of the weekend, with driver registration held on Good Friday and the first event starting Saturday morning. Entertainment is provided over the weekend with a sunset tag along tour, family trivia night and the traditional Eldee Station Easter egg hunt on Sunday morning along with a presentation on Sunday night.

The participation fee covers entry per vehicle, property access, insurance and

paperwork. A spectator fee is also available at a lower cost, while the station offers a range of onsite accommodation from campsites to executive suites. Camping and meal packages are also available as a pre booked extra for the weekend.

There will be plenty of prizes up for grabs and the opportunity to be featured on 4wdTV, so grab your 4WD and your family and get ready for a great event. Head to the Eldee Station website www.eldeestaion.com to express your interest.



PHOTOGRAPHY

BEHIND THE SHOT





LUCKY CATCH

I was at Inskip Point in Queensland shooting with Pat Callinan's 4x4 Adventures magazine late one afternoon, when I noticed a sea bird hovering near the shallow water right near the small surf edge.

It seemed intent on one particular spot, smashing into the water from a great height, diving in and then almost in the same motion propelling from the water. It appeared that it just couldn't reach the seabed.

So I dragged out the Canon EF 400 f2.8 IS on a 1D body and sat myself in the sand awaiting the next dive. I had some great shots after just a few attempts of the bird trying to reach its prey.

Then on the next attempt it succeeded and we see it with its rewards.

'Awesome,' I thought, quickly reviewing the images to find that the feed was a two-for-one deal of a crab eating a fish.

How good is it to be able to instantly preview the images we capture? The image captured was set up with an aperture of f5.6 to ensure that enough of the bird would be in focus, whilst the shutter speed of 1/320 of a second did well to still provide a little movement.

- Michael Ellem

PHOTOGRAPH SPECIFICATIONS

Camera: Canon EOS-1D Mark III
Lens: EF400mm f/2.8L I S USM
Shutter speed: 1 / 320
Aperture: f: 5.6
ISO: 100

INLAND IN SIGHT PART 4

Words & photography by Jess Bailey

ARB'S VICTORIAN STOCKIST REP, JESS BAILEY, GOES FROM THE HEIGHTS OF LAKE EYRE TO THE RUGGED SURROUNDS OF COOBER PEDY.

Our road trip had taken us through some magnificent country. We'd 'oohd' and 'ahhhd' over many sights and spent hours talking about the things we'd already seen.

Flying over Lake Eyre has to be one of the most amazing things I've done. If it's in the budget, I recommend taking the opportunity to view this area from a different angle, as it is spectacular to see one of Australia's natural wonders from a height.

Afterwards, we sat back under the veranda of the Maree Hotel, discussing the vibrant pinks and greens of Lake Eyre's water. We got to chat with the helicopter pilots Chris and Nathan, who were about to head home to Philip Island in Victoria.

Unfortunately, these guys weren't going anywhere in a hurry, as the

allegedly 'trusty' but broken down Discovery parked in front of us was their ride home. In the Outback, you learn quickly to use any skills you have—a mechanic by trade, Adam had the Disco up and running in no time, and after a quick round of handshakes and much appreciation, the pilots took off for the long drive home. We settled in to watch the sun's final glow cover the town with an incoming storm's black clouds chasing down the shadows.

The following day, we looked down the gritted end of another long stretch of travelling (oh, look, more dirt road!). Marree and its amazing features were left behind as we headed further north to Madigan Gulf on Lake Eyre via Muloorina Station.

Travelling through station property even on public tracks means keeping your eyes open for stock

and showing some common courtesy by leaving gates how you found them, plus not spooking stock and taking a bit of care when driving around.

We pulled into the car park area when Adam spied a sand monitor getting up close and personal with a bollard. I suspect it was trying to escape the hot sand and sun rather than whisper sweet nothings to the bollard, but it took me a while to coax Adam out of the ute.

We'd seen Lake Eyre from the sky with its long stretches of amazing colours and water, but on the ground is a different story. We made our way down the dunes and onto the salt flats, taking in just how big this lake is. Even dry, the crusted earth, salt and colour that are left behind take on their own beauty. The sun was rising and its heat could be felt on any bare skin.

TRAVELLING THROUGH STATION PROPERTY, EVEN ON PUBLIC TRACKS, MEANS KEEPING YOUR EYES OPEN FOR STOCK AND SHOWING SOME COMMON COURTESY



Taking the Oodnadatta Track is one of those trips full of history, adventure, heartache and hard times. It is still entrenched in modern everyday living, however, as stations are worked and small towns survive along the back of the historic Old Ghan Railway and Overland Telegraph.

The first section of the track is from Marree to William Creek. Many maps will show the main railway sidings (R.S.) but will leave the smaller information off. If you're going to tackle this area, make sure you gather as many maps as possible and even gather information from the 'www' region.

The sidings were at times stations, water refills for the locomotives and fettlers cottages. Nowadays, ruins are basically all that remain of these once-busy places, but they are fascinating to look around.

Callana Railway Siding is the first stop, with only the water towers and pipe work left standing, before travellers move through Wangianna, Alberrie Creek (where you'll see some interesting artworks), Bopeechee and Curdimurka Siding. Halfway between the last two stops is a fantastic lookout over Lake Eyre South. From here you can see many attempts of those trying to drive on Lake Eyre despite the large signs asking people not to. Needless to say, the tracks don't make it very far into the Lake, as the hardened crust gives way to the soft, sticky mud underneath!

Curdimurka Siding is one of the more impressive sights along the Oodnadatta Track, as it remains largely intact and stands rusted and proud in the middle of seemingly nowhere. We slowly made our way along to Coward





Springs, having to pass the Wabma Kadarbu Conservation Park, which is home to some pretty unique mound springs.

We didn't have an itinerary set at the start of this trip but we knew we were starting to fall behind, and so we planned to come back through on our journey south to home and spend more time in the region.

Coward Springs is an oasis in the desert. For a small fee paid into the honour box, you can camp or use the springs for \$2 per person for the day or \$10 for camping. The first thing we noticed was how well set up this place is. An area that once supported a small town, the springs now offer clean camp facilities, including toilet and shower blocks complete with a fire hot water service. There are a number of camp areas to

separate you from possible noisy neighbours and a clearly defined path to the spring.

The spring is something else—when you expect a hole in the ground and instead find a spa-style spring complete with decking, seats and gates, you nearly fall on your bum! The spring is fed by a flowing bore and is surrounded by reeds and bird life. It's hard to leave Coward Springs after being in the water for a couple of hours.

Continuing on, you'll see Beresford Siding with a great camping area by the dam and a makeshift shower from the bore (a little black water never hurt anyone). There is also a fairly large area to walk around and explore. Strangeways Telegraph Station ruins and Irrapatana ruins are the final stops before arriving in William Creek.

At the time there were rats everywhere! Luckily not the sewer trawling tip rats many city dwellers are used to... these guys are the native bush version and don't resemble the city rats conjured up in one's mind.

We set up for the night at the campground across the road from the famous William Creek Hotel and couldn't understand why the woman on the other side of the campground was a little hysterical. We soon found out the cause of her hysterics as we stood there

surrounded by chubby little bush rats. These guys are only slightly bigger than a standard mouse but are the most inquisitive little things with no shyness whatsoever.

We had no trouble bar a little chew on a shoe and some food being taken before you can blink, but we did hear some horror stories of car wiring being destroyed and swags having new ventilation. They aren't vicious towards you but can cause damage if you leave items out for them to wrap their little teeth around.

Established in 1887, the William Creek Hotel has accommodation, lovely meals and cold beer ready and waiting. It is an interesting pub to have a look around, as over the years the walls, ceilings, doors and any surface that can be attached to adorned in 'traveller's gifts' including socks, jocks, business cards, thank you notes, money and hats. You'll find some remarkable international guests no doubt working there too.

Take the time to have a wander through the memorial park across the road, where parts of the R3 rocket lay after being recovered from the surrounding Anna Creek Station, the world's largest cattle station. William Creek has a fulltime population of about five people, although some reports suggest higher. You can take a charter flight from William Creek with Wrights



Air over Lake Eyre or even jump on a camel safari. Don't underestimate William Creek—the more you look, the more you'll find.

We decided to jump off the Oodnadatta Track and head out of William Creek past the Anna Creek Homestead to Coober Pedy. Passing Lake Cadibarrawirracanna, we spent the next hour trying to get our tongues around the name itself before arriving in Coober Pedy.

Cruising up the Stuart Highway, you know you're getting close to Coober Pedy as the surrounding landscape turns into something you would expect to see visiting the moon. My first reaction was 'well, it's different' and Adam agreed. The town has everything you need, but you famously can't see everything the town has from above ground.

Coober Pedy is known as the opal capital of the world, supplying much of the demand on the gem quality opal. Opal is a true precious stone composed of water and amorphous silica. The landscape is shaped by mine shafts measuring about a metre in diameter and thirty metres deep, dug by Caldwell-type drills. The material is then removed by a truck-mounted blower in a vacuum style and sifted for opals.

All around this area, you'll see many of the trucks with blowers—

they even have one at the entrance to town. First found in the early 1900s, opals were the reason behind the growth of Coober Pedy. Nowadays it's very much the same, although tourism now plays a large part in the town's economy.

Coober Pedy has extremely hot temperatures throughout summer, so many homes and even businesses are underground. This can make it hard to find what you're looking for, and I recommend you stop into the shire offices if you want to really look around.

We decided to stay underground for the night and booked into an underground motel. Who knew they could turn a rabbit warren into a Tuscan styled apartment? Underground living makes sense out here when you feel the temperature difference.

Moving out to explore, we went to the Breakaways located about 35km out of town. The Breakaways are a fantastic display of Mother Nature at her best, with areas of largely eroded soil exposing the different substrate underneath. The reds and creams mixed with a golden glow make a memorable sunset. Only a gear change down the road leads people to the famous dog fence—it is always impressive to see this.

Exploring Coober Pedy is a bit maze-like and every second store

understandably sells opals. If you ask questions, look a little bit further and aren't afraid to say no to buying opals, this town is pretty spectacular. Points of interest include the underground churches, cemetery, the old timer's mine and the noodlers areas, where you can try your luck at finding these colourful stones.

We packed up the dusty Cruiser and made tracks for the area around Mt Arkaringa, where the 'Painted Desert' lies. This road heads northeast to Oodnadatta and is worth the drive as you travel around the huge multi-hued mounds created from erosion. There are very few trees or vegetation around here, allowing unobstructed views to the mounds. An empty SD card in your camera will soon be full with spectacular shots out here.

Camping is available at the nearby Arkaringa homestead, and if you keep your eyes open, the lovely folk of the Oodnadatta roadhouse have supplied useful information on makeshift signs throughout the area.

A few hundred photos later, we decided to run the wildlife gauntlet and jumped back onto the main track to Oodnadatta.

Join Jess next time as she continues her inland sojourn.



DAKAR SPRINT

THE EPIC 2013 DAKAR RALLY SAW A UNIQUE SUPPORT VEHICLE IN THEIR MIDST — A TOYOTA HILUX DECKED OUT WITH AN ARB SPRINT CANOPY.

The decked out HiLux played support vehicle to Polish-born professional skier come motorsport racer Adam Malysz, who took on the 2013 Dakar Rally in a striking Red Bull/Generali Toyota HiLux. The Dakar Rally ran from the 5th to the 20th of January and raced through Peru, Argentina and Chile with Malysz and navigator Rafal Marton finishing impressively by taking 15th place. Both a motor race and orienteering challenge, the Dakar Rally exposes competitors, crew and spectators to some of the most spectacular

deserts in the world and attracts experienced long-distance rally drivers and amateurs living out their dreams. Drawing competitors from over 50 countries, the Dakar is also watched by over a billion viewers in 190 countries.

Thanks to ARB distributors Steeler and Toyotor Motor Poland, the ARB Sprint-equipped support vehicle followed Malysz through large chains of dunes, across the Andes mountains and through the Atacama Desert. Designed in Australia, the Sprint canopy has a

European-inspired design that offers unobstructed access to the side of the vehicle tub and uses the latest twin skin construction technology.

The eye-catching appearance of the Sprint is backed by tough steel mounting brackets for strength, tinted safety glass, a factory fitted ventilation system and is fully lockable. Unique to the Toyota HiLux, the Sprint canopy gives owners an exclusive look that stands out in the city and the desert.

Contact your local store for more details about the ARB Sprint canopy.

NEW HEMA PILBARA MAP

The team at Hema recently released a map of the Pilbara and Coral Coast region to help you prepare to explore this magnificent area. Featuring GPS surveyed roads and tracks, fuel supplies, National Parks and camping areas, the Pilbara map also highlights what to see and do when you're in the area. An essential item for travel, the map can be sourced from your local ARB distributor.

// Contact ARB for part numbers and pricing



KIDS TRAVEL ATLAS

Designed for families by people with families, the new Hema kids travel atlas is packed with everything you need for travelling with children. Each atlas page is brought to life with a puzzle or game, and every page wipes clean so the kids can use them again and again.

The atlas covers all of Australia including railway and aviation museums and Australia's famous big things. Including 32 atlas pages, the atlas has puzzles, activities and games and is suitable for children over four. The kids atlas is available now from your local ARB store.

// Contact ARB for part numbers and pricing

WIN A HEMA KIDS TRAVEL ATLAS

To celebrate the launch of Hema's fantastic kids travel atlas, ARB is giving away 10 copies! All you need to do is draw a fun map to your favourite campsite and send it in for your chance to win. Winners

will be announced in the next issue. Remember to include your name, age and address on the back of your entry. Competition closes 30th April 2013.

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

Email: fourby@arb.com.au
(with 'Atlas' in the subject line)

Please include an SSAE if you would like your entry returned.



HEY, KIDS, FOURBY HERE

Ariel and I have been inspired by all of your drawings and now we have lots of travel plans this year! Keep up the great work and you could see your drawing on these pages!



* My name is **Heidi**. I am 12 years old. I hope you like my picture.



* My name is **Michael** and I'm 4 years old. This is Fourby on a dirt road.



* 10 year old **Bailey** sent in this great drawing of an off road ready ute.



* My name is **Zac** and I'm 3 years old. This is a drawing of Dad's HiLux. I love going in deep water and off road with Dad.



* Hi, my name is **Jai**. I am 8 years of age and I love 4WDing with Dad. I love going to Wombat State Forest for the camping.



* **Macklin** (age 7) drew this bright picture of the Lorax in his ute towing a trailer. Great work, Macklin!



* Hi my name is **Cody** and I am 6 years old. I like drawing 4WD pictures.



* 10 year old **Lachie** sent in this great drawing of a massive Chevy truck with a bull bar and lights.



* **Max** (age 9) sent us this fantastic drawing of a LandCruiser towing a big boat in the middle of the night.

WINNER!



We loved the drawing Trent (age 7) sent in of his very colourful 4WD. Awesome work, Trent! There's a \$50 voucher and other goodies coming your way!



* This is my Dad's tractor going to the High Country. We think it would be the best vehicle to do the extreme tracks. From **Bronte** (age 8).



* My name is **Gabby**. I am 8 years old. My picture is of my Poppy's 4WD. We went to Abercrombie National Park in NSW.



* Hi my name is **James** and I am 11 years old. I love going on trips and going 4WDing. I love drawing cars!



* This is the car from the movie 'The Lorax' 4x4 driving in the Truffula Tree. From **Latarni** (age 8).



* It's **Kade** here and I absolutely love 4WDing. Here's me with some lego 4WDs and camper trailers I made.

You could WIN an awesome ARB Kids' Pack



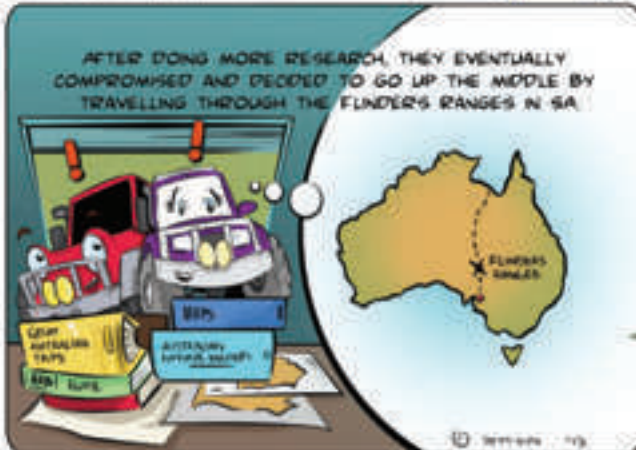
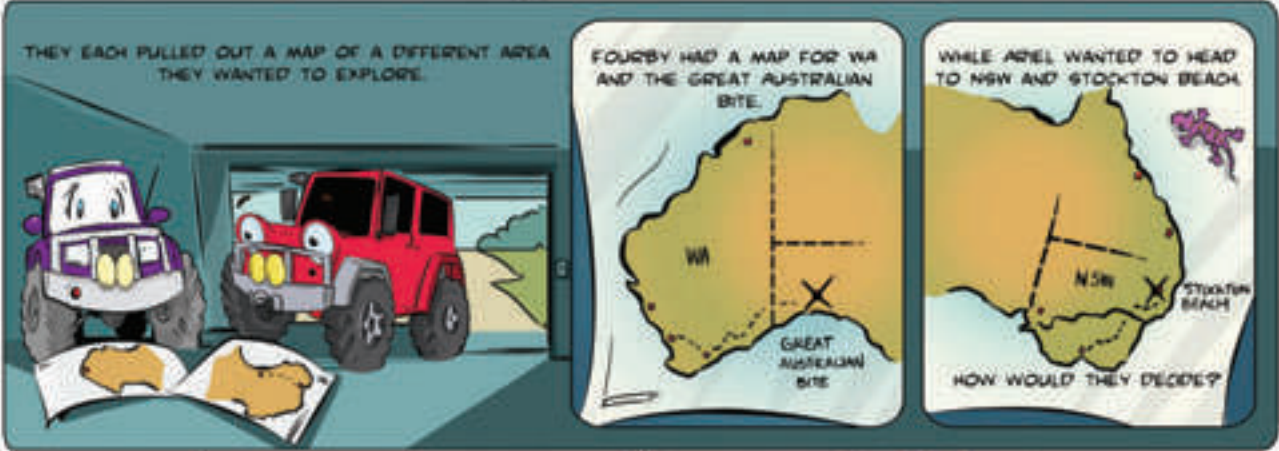
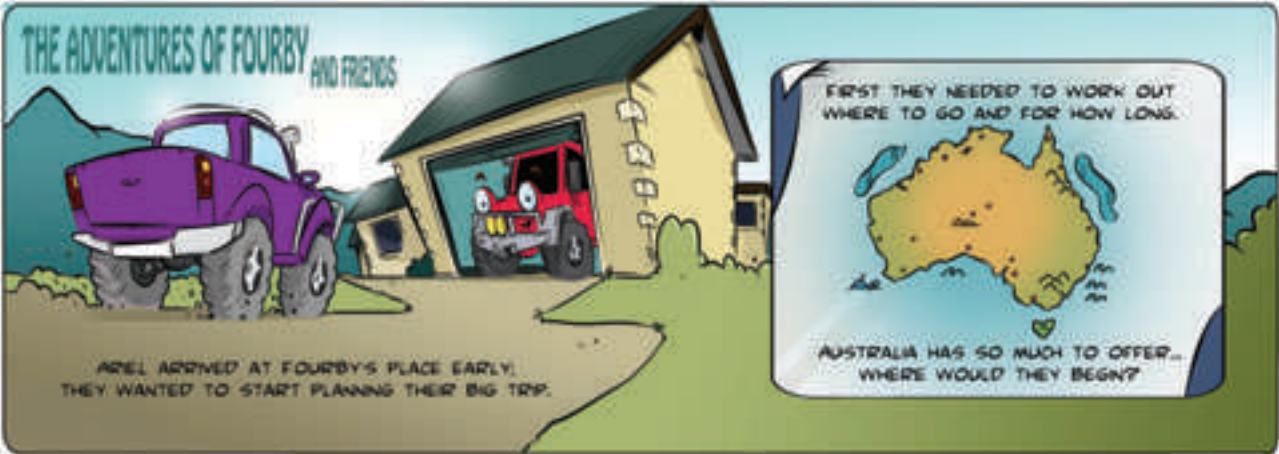
Every issue we'll give our favourite entry a Toys R Us voucher and Speedy Seal Tyre Repair Kit, and all other entries that are printed will receive an ARB Kids' Pack.

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

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

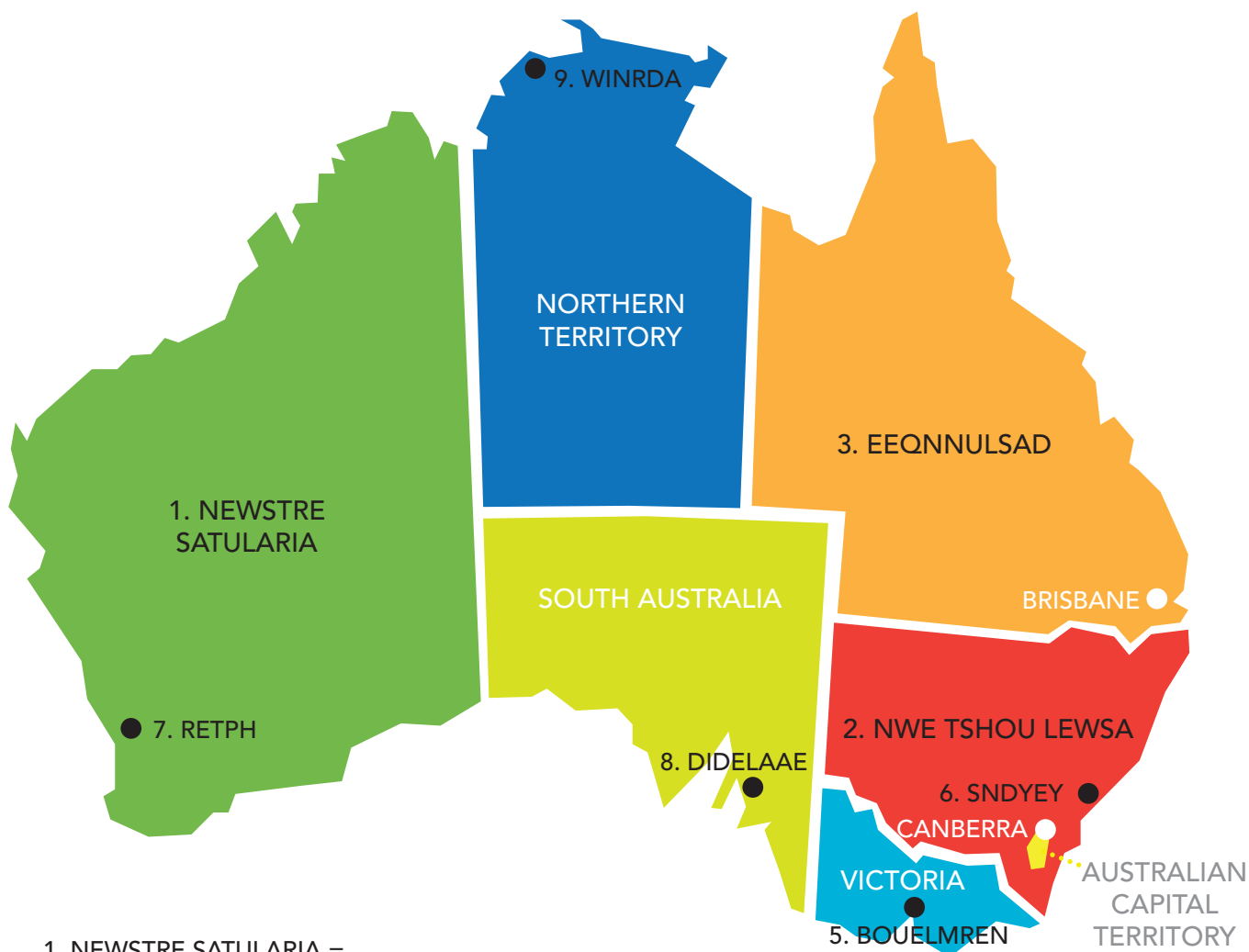
Post: ARB 4x4 Accessories
Marketing Department
PO Box 105, Kilsyth
VIC 3137

Email: fourby@arb.com.au



UNSCRAMBLE FOURBY'S MAP!

Maps are fun and help you find your way but one of Fourby and Ariel's maps has had the names of the states and cities scrambled. Can you help unscramble the map?



1. NEWSTRE SATULARIA = _____
2. NWE TSHOU LEWSA = _____
3. EEQNNULSAD = _____
4. MANSTAIA = _____
5. BOUELMREN = _____
6. SNDYEY = _____
7. RETPH = _____
8. DIDELAAE = _____
9. WINRDA = _____



CHRISTMAS COLOUR-IN COMP!

Congratulations to **THOMAS** for sending in his great colour-in from our Christmas catalogue. He wins a \$50 Kmart voucher plus a Fourby plush toy! Hunta, Indiana and Ruby all get a Fourby plush for their great entries, too, while everyone else on these pages get an ARB Kids pack for their efforts. Great work everyone!

WINNER!



2ND



2ND



2ND

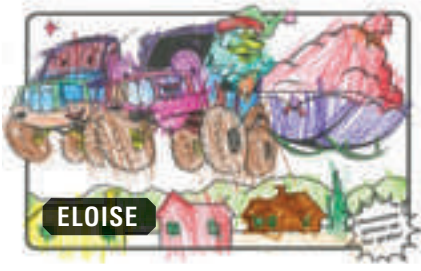


2ND





CHASE



ELOISE



MASON



ELLA



JACKSON



DEBORAH



BRANDON



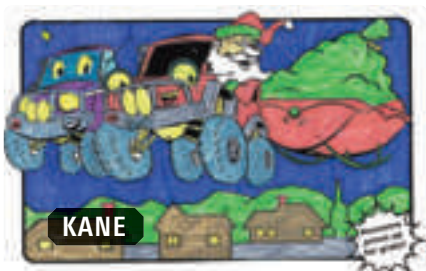
HOLLY



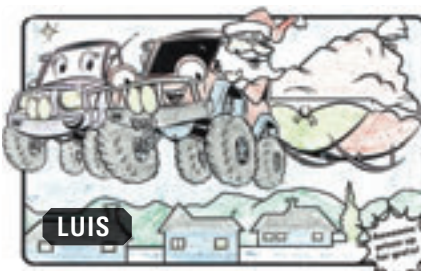
SIERRA



KADEN



KANE



LUIS



MITCHELL



ALPINE FLEECE

Perfect for the cooler months, the Alpine Fleece features a blue marle polyester knit for maximum warmth. Stylish black arm strips complement the overall design, while an ARB branded softshell pocket with YKK zip is featured on the chest.

The comfy fleece includes dual lower pockets and 3D ARB logo zip pulls, plus a moulded rubber badge on the back of the neck. Available in sizes XXS-XXXL, the Alpine Fleece is sure to be popular during the autumn and winter months, so head down into your local ARB store or stockist.

// Part no: 217451-58

ARIEL KEY RING & MAGNET

A couple of great new Ariel items are available now that will appeal to 4WDers whether they are young or old. The Ariel fridge magnet measures approximately 6.5cm wide by 7cm high and features the lovable Ariel character in full colour with a glossy finish. Perfect for your fridge at home or your ARB Fridge Freezer on the go, she will look great alongside the Fourby magnet that is also available.

Another great Ariel item is the new key ring. Made from rubber for flexibility and durability, it features a smiling Ariel on the front and is sure to be popular while also being practical. Both great new Ariel items can be located at all fun loving ARB stores and stockists.

Magnet

// Part no: 217441

Key ring

// Part no: 217438

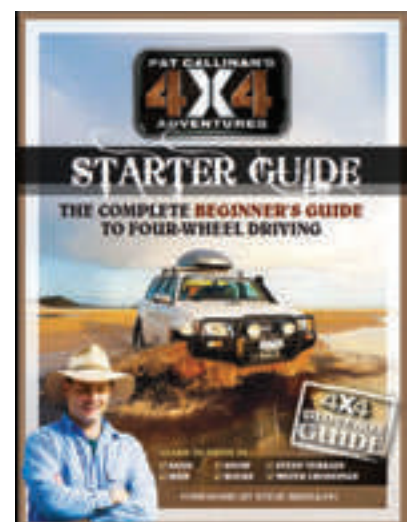


START 'ER UP

It's with great excitement that we announce the release of the second edition of Pat Callinan's 4x4 Adventures Starter Guide. The perfect companion for any 4WDer, the second edition features new imagery and up-to-date information. Designed to fit into your glove box so it's always on hand, the guide includes handy tips on recovery, what tools to carry off road, driving techniques in a variety of conditions plus much more.

Pat and his team have done an outstanding job on this second edition and no matter whether you're new to 4WDing or a seasoned veteran, this guide is well worth checking out so pick up your copy today from your local ARB store.

// Part no: 217280





NEW MAGNUM WINCHES

EXCLUSIVE TO ARB, WARN'S MAGNUM WINCHES ARE THE RELIABLE OPTION FOR VEHICLE RECOVERY.

ARB is pleased to release the new range of Warn Magnum winches. Available only at ARB stores and stockists, the winches come with 8000lb, 10,000lb or 12,000lb pulling capacity.

Engineered by the team at Warn, the Magnum winches all feature a low profile to fit most 4WDs, plus

a separate control pack for various mounting options.

The automatic direct drive cone brake delivers superior winching control in the toughest conditions, while the series wound motor offers optimum power and fast line speed.

The new winches utilise Warn's renowned three stage planetary

gear train and free spooling clutch, which has proven to be reliable and efficient in the most strenuous terrain imaginable.

The winches can now be ordered at your local Australian ARB distributor.

// Contact ARB for part numbers and pricing



WARN MAGNUM 8K

RATED LINE PULL: 3629kg (8000lb)
MOTOR: 12V DC, series wound
CONTROL: Remote switch, 3.7m lead
GEAR TRAIN: 3 stage planetary
GEAR RATIO: 216:1
CLUTCH (FREESPOOLING): Sliding ring gear
CABLE: 28.6m x 8mm dia.
BRAKE: Automatic direct drive cone
DIMENSIONS: L528mm x D160mm x H177mm
DRUM DIAMETER /LENGTH: 6.4cm/23cm
WEIGHT: 36.3kg



WARN MAGNUM 10K

RATED LINE PULL: 4536kg (10,000lb)
MOTOR: 12V DC, series wound
CONTROL: Remote switch, 3.7m lead
GEAR TRAIN: 3 stage planetary
GEAR RATIO: 261:1
CLUTCH (FREESPOOLING): Sliding ring gear
CABLE: 24m x 9.5mm dia.
BRAKE: Automatic direct drive cone
DIMENSIONS: L528mm x D160mm x H177mm
DRUM DIAMETER /LENGTH: 6.4cm/23cm
WEIGHT: 40.4kg



WARN MAGNUM 12K

RATED LINE PULL: 5443kg (12,000lb)
MOTOR: 12V DC, series wound
CONTROL: Remote switch, 3.7m lead
GEAR TRAIN: 3 stage planetary
GEAR RATIO: 216:1
CLUTCH (FREESPOOLING): Sliding ring gear
CABLE: 24m x 9.5mm dia.
BRAKE: Automatic direct drive cone
DIMENSIONS: L554mm x D160mm x H177mm
DRUM DIAMETER /LENGTH: 6.4cm/23cm
WEIGHT: 40.4kg

GET SMART

Words & photography by Mike Ellem, Offroad Images

WANT TO GET MORE OUT OF YOUR SMARTPHONE'S CAMERA? MIKE ELLEM SHARES HIS FAVOURITE APPS FOR PRODUCING AN EPIC SHOT.

Social sharing via your smartphone allows you to tell people out there all the latest news in your life and share an image of something interesting in front of you. People tell their daily stories through the images captured, and even though it's 'just a phone camera', the smartphone camera brings much enjoyment to people's lives.

Initially, the standard smartphone camera application was quite basic and offered few opportunities to control the internal operations, making it a modern day box brownie with a preview screen and instant processing. Well, okay, I guess that is a bit harsh, but hey, they really offer very basic functionality.

Until now, that is, with software developers creating apps like 'Camera +' by TapTapTap.com, and 'Camera Awesome' by SmugMug.

Through these and similar apps, you can now actually split the location your camera (sorry, I mean smartphone) is focusing on and the point at which it is analysing its exposure, just like a DSLR. Then, instead of the camera blasting a flash out at the subject, you can turn the flash into a constant light source, enabling you to better control the exposure and composition. When I first saw this in the app 'Camera +' by TapTapTap.com, I was blown away, as this was a massive step forward for the iPhone.

With so many specifically designed applications available as downloads at economical prices, you can capture that moment and present it in a better-than-life styling, personalising the image capture as a piece of art.

Now, as mentioned, every smartphone has an app to operate its camera. It's easy—you take your smartphone out of your pocket, select the camera app, take the photo and with a little grin, you get on with your day having captured a moment in time.

Most people think that because it's simply your smartphone that it's not an important photograph, but by making a little effort with

**ALWAYS ENSURE
THAT THE FINAL
IMAGE BEING
CAPTURED IS
OF THE HIGHEST
QUALITY OR SIZE**

composition or by simply changing your current position, you can make the image just that bit better. This is where you can really make a difference in creating an image. Make a decision that every image you capture, even on your smartphone, will be something special—if you are going to take that snapshot, see it as a photograph, make an effort and think about the photographic opportunity in order to make the image something special. This way, when you share your image on Facebook or Instagram,

etc, people will enjoy your post just that little more.

The best thing with using your smartphone is that you are literally looking at the image just like a photograph on the screen of your phone, so adjusting the composition in the image is really easy. Don't just stop at that single image capture—try a bunch of angles until you feel you have what counts and review the images immediately to see which ones look the best for what you were trying to achieve.

TIPS FOR GETTING BETTER RESULTS



While not an exhaustive list, here are a few pointers to help you get on your way to producing a great smartphone image.

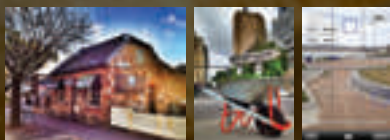
1. Use the apps on the following pages and practice with them to see how capable they really are. That way when you are capturing a scene, you can make a decision as to which app will suit you best for a specific result.
2. Always consider the smartphone as having a fixed lens, and resist the urge to zoom into a scene. Get up and walk to the best shooting position.
3. Before you leave home, make sure the phone is fully charged. So often I hear people complaining about battery life of a smartphone, but they are a compact technology which is handling huge functionality. There are many things you can do to increase the smartphone's battery run-time such as quitting apps you are not using, especially the apps utilising GPS tracking functions. Turning off Wi-Fi and Bluetooth will also help. My suggestion would be to take a portable charging battery. This way you will be able to keep enjoying your shooting time without the concern of running low on batteries. After all, the average person can't go all day without a snack!
4. Always ensure that the final image being captured is of the highest quality or size. That way if you ever want to hang the image on your wall, you will have more detail to work with.
5. For close-up photography, like the coffee art placed in front of you at your favourite cafe, use the torch instead of the flash if the camera app has one. This will give you a much better result and will allow you to control your composition better.
6. Look after your smartphone and check the lens for pocket lint or smudges before taking the shot.
7. Rather than simply taking every image with straight angles, try rotating the image slightly to make the composition a little more interesting.

APPS RECOMMENDED BY OFFROAD IMAGES

I would like to run through some of the benefits of getting back to basics with your everyday pocket camera (the smartphone). I am not going to outline every app out there or go through every aspect of what these applications can do, but I would like to point out some of the benefits of different applications available for your smartphone and how these features literally transform your phone into something amazing.

I am an iPhone user and fan of 'Gotta Luv the iPhone' but I have tried to find some apps that are applicable for Android users as well.

PRO HDR BY EYEAPPS LLC



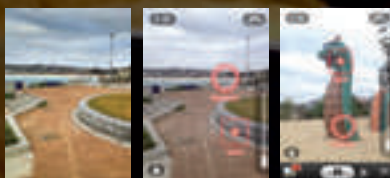
Pro HDR is an application which allows you to extend the dynamic range of your smartphone. Basically, the smartphone (and most cameras for that matter) can only capture a range of data from highlight to shadow, which means that when you are taking an image, you might be left with heavy shadows and contrasty highlights in an image.

Pro HDR allows you to capture the shadow details and the highlight details separately, and the app will combine these images to provide you with an image that holds an extraordinary range of tonal detail. I would normally have to utilise studio lighting to introduce exposure control in the shadow end of an image. You can run this app on automatic, but I like the fact that you can completely control the highlight and shadow reference which you are analysing, telling the smartphone what you want to control. In manual mode, you specify the highlight and shadow details, and keep in mind that this app also allows for you to set the focus. The last point in which you click (highlight or shadow) will be the point in which the app focuses.

The flash feature can also be used as a torch, which is great for close up photography, and with practice, you can create some awesome image captures and amaze your friends. This app also incorporates the rule of thirds grid and including many more features. I highly recommend this app.

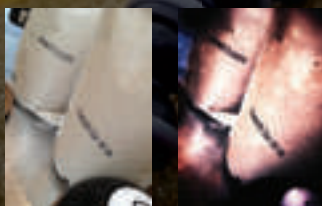
This is my pick of apps for Android smartphones. It costs approximately \$1.99 and is available through Google Play for Motorola, HTC and most Samsung phones, and can also be found on iTunes for the iPhone and iPad.

CAMERA + BY TAPTAPTAP.COM



This is definitely one of my favourite apps as it has amazing features for image capture control and is thought out with photography in mind. You can separate the focus and exposure points for perfect control of your image (I love this), while the flashlight includes the torch feature and it has a stabiliser, self-timer and burst mode. It also assists you in making the image extra special by providing a host of editing filters and adjustments, which you can easily control in intensity. You can't go wrong with this app and I should use this more than I do! Unfortunately, this one is only available for iPhone and iPad users for around \$0.99.

CAMERA AWESOME BY SMUGMUG



This is a top camera app which holds features much like Camera +, and some extras such as a level and interval timer. It has

great features for sharing and is set up by a company which hosts photographers' images, so it's very well built and easy to use. It has more filters available but these come at an additional cost per set. I have downloaded them all for the purpose of assessment and they are good but most people will probably stick to more basic edits. Therefore I feel that for the added cost of over \$10.00 for the complete set of filters, you might want to wait and see how you go first before purchasing them all. It is, however, sorry Android users, only available for the iPhone and iPad and is a free app.

SLOWSHUTTER BY COGITAP SOFTWARE



This app is heaps of fun but you will need a basic tripod or be prepared to balance your iPhone on the edge of a fantastic destination. With SlowShutter, you can tell your smartphone to capture the scene over an interval from .5 of a second through to 15 seconds, or even bulb... this is quite an amazing application. You can purchase this one for \$0.99.

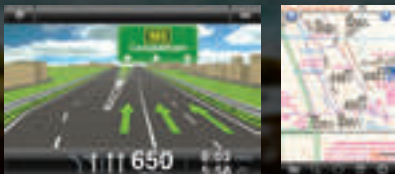
AUTOSTITCH FOR YOUR PANORAMICS BY CLOUDBURSTRESEARCH.COM



With the recent update to the IOS for iPhone, there is a really good addition to the camera app that allows you to capture panoramic images quite quickly. However, if you want to push your panoramic images further, try AutoStitch.

You can take a huge number of images from a scene, creating a grid of images, and AutoStitch will combine these images into a highly detailed image. For best results, be careful to ensure that the phone always stays in the same location and literally rotates around the lens position. You can purchase this app for \$1.99.

APPS THAT WILL ASSIST YOU IN PLANNING YOUR PHOTOGRAPHY



As a photographer, I regularly utilise apps on both the iPad and iPhone when planning a photo shoot. For a navigation device, I run Hema Maps for mapping the tracks during location photography and a TomTom for street mapping and assisting me in getting around the different states. When planning a photo shoot, you can't go past The Photographer's Ephemeris by Crookneck Consulting LLC. This app provides details of the direction and

the time that the sun and moon will rise and fall over a satellite image of the exact location where you are planning your photo shoot. This app allows me to see how the sunlight will flow across a rocky outcrop tomorrow morning on the other side of the country, and so I can plan what time we need to be there and where the vehicle should be set up hours before sunrise. This is a cool app which has been extremely helpful to me as a professional photographer. It's available for the iPhone, iPad, and Android devices for approximately \$5.



THE SMARTPHONE WILL MAKE YOU A BETTER PHOTOGRAPHER



The apps and tips will actually assist you in fine tuning your photography skills so that when you next pick up your DSLR and prepare a shot, you will automatically start thinking of the big picture as opposed to just snapping a moment in time.

Keep in mind that your smartphone is not a replacement for the best camera you have, and that if you

feel the image opportunity might end up on your wall, don't be lazy—dig that real camera out of its camera bag. Remember that you can still capture this on your smartphone to share online, but when you get home from your trip, you will have an even better image stored on your camera that might end up on your wall.

facebook.com/Offroadimages

MT GIPPS PHOTOGRAPHY COURSE

Come and join Michael Ellem from Offroad Images on a photography course designed to suit the beginner to intermediate photographer with a passion for Australia's Outback scenery. Course runs from Friday afternoon 26th of April to Monday morning 29th of April on Mt Gipps Station out of Broken Hill. Country style meals and camping are included, or participants can stay in twin share shearers quarters accommodation. Bookings are essential and places are limited. Stay tuned to facebook.com/ARB4x4 for more information.

DONATE FOR A CAUSE

**THE SIX DAY ADVENTURE
INCLUDES 300KM OF TRACKS NOT
PREVIOUSLY TRAVELLED DURING
THE DRIVE 4 LIFE EVENT**



DRIVE 4 LIFE 2013

IT'S TIME TO GEAR UP FOR THE MARCH 2013 DRIVE 4 LIFE TRIP INTO THE VICTORIAN HIGH COUNTRY.



Drive 4 Life is a not-for-profit organisation set up by a group of 4WDers who seek to raise funds for low-profile charitable organisations that have difficulty raising sufficient funds to achieve their annual objectives.

The 2012 Drive 4 Life event saw participants experience multiple water crossings, mud and snow while enjoying the epic scenery of the high country, and 2013 promises to be another amazing trip.

This year, Drive 4 Life aims to raise \$100,000 for the Northcott Society, which provides services to people with disabilities plus their families and carers. Starting on Sunday 17th March, the 2013 tour heads off on a six day adventure to explore the Victorian High Country, and includes 300km of tracks not previously travelled during the Drive 4 Life event.

Setting out from Harrietville, each group of up to 10 vehicles will have experienced 4WDers in leading and tail-end support vehicles to provide assistance.

Although some off road experience is recommended for participants, the tour is aimed at people who have either not had the opportunity to be expertly guided when driving off road or who do not have the experience to navigate in the Victorian High Country.

Every participating vehicle is asked to make a donation of \$1000 to Northcott, with every cent going directly to the charity. Places are still available for the 2013 tour, so visit the website for details (www.drive4life.com.au).





TO A TEE

GET YOUR HANDS ON THE LATEST LADIES TEES FROM ARB.

Coming in two distinct styles, the new range of ladies t-shirts offer comfort and style out on the tracks.

The ARB Contours tee is available in black and navy and features an eye catching print on the front that incorporates a series of map contour lines for a unique look. Manufactured from 100% cotton, the tee has a comfortable v-neck and also includes a subtle ARB logo.

The ARB Ribbon tee offers an alternative look for women with a large, aqua ARB logo and ribbon print interwoven through the logo. White or black tees are available and are manufactured from 100% cotton for a comfy fit.

Made in Australia, the ladies tees are available in sizes 8-16 and join an extensive range of apparel items available from ARB.

// Contact ARB for part numbers and pricing

IT'S A STEAL!

The new stainless steel drink bottle from ARB is the perfect answer to carrying your drinking water on your next off road trip. With 750ml capacity, the bottle has a screw-top lid with a handy carabiner clip attached. The drink bottle incorporates a sleek matte black finish with a glossy black ARB logo for the fans.

// Part no: 217436





WARRANTY DEBUNKED

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

DO YOU KNOW YOUR RIGHTS? ARE YOU COVERED FOR THAT UNFORESEEN MISHAP IN YOUR NEW DECKED OUT 4X4? WE GET THE ANSWERS.

Picture this if you will; you swagger in to your local new car dealer, eager to lay your savings down on a brand spanking new 4x4. You've done the research for the vehicle that will fulfil your dreams—4WDing, camping, getting to those out of the way fishing spots or even on that long awaited lap around our big brown land. You also have your list of accessories that will help make your life easier and safer while out and about.

Then, all your plans go pear shaped when the sales guy says,

“Sorry, sir, you can't fit those accessories because they'll void your warranty.”

Sure, some folk will successfully call his bluff and tell him he's wrong or ask for proof of such waffle. But are you certain of where you stand within the letter of the law?

You have the right to fit any brand of aftermarket equipment you like to your vehicle, provided it conforms to Australian Design Rules (ADRs).

Whatever that replacement product may be (going from OE to aftermarket), it must be designed and manufactured to be 'fit for the purpose' and you should be satisfied that it does not detract from the original workings of the vehicle.

Now, you're more likely to trust a respected, world renowned aftermarket supplier who employs countless qualified engineers, uses the latest high tech manufacturing equipment and has a long list of after sales service (45 stores plus another 92 stockists for ARB, in

case you were wondering) rather than Backyard Bob who's handy on the welder and hacksaw. While Backyard Bob might stand back and admire his neat welding efforts without too much knowledge or zero testing for proof of 'fit for purpose', I for one would rather put my family's safety in the hands of manufacturers like ARB, who engineer and test to ADRs to ensure their products meet or exceed those OE parts.

Same goes for the rising number of aftermarket suppliers who claim their equipment has passed ADR requirements and are simply

the warranty of your aftermarket accessory provider. Remember, though, that it will be less valuable with Backyard Bob but invaluable with a company like ARB with their country-wide assistance. Do you think ol' mate Bob will have the resources to repair or replace a product when you're in a remote holiday location? Same can be said for that el-cheapo, grab-a-bargain-today-before-the-shipping-container-runs-out imitation-product supplier.

If you do decide the cheaper options represent good value, ask first if their bar work has

original equipment (OE) gear. They can either order the products in and fit them in-house, or they can organise your new vehicle to be sent to the nominated accessory fitter for fitment. Either way, you get to purchase a 4x4 that's ideally suited for your requirements with a complete warranty.



Would you trust this guy? Know your rights before you step foot into the yards.

YOU OWE IT TO YOUR FAMILY TO CHOOSE WISELY AND SAFELY

(partially) copying the products of major accessories manufacturers. Check out the internet and you'll no doubt find many suppliers claiming to be 'manufacturers' who are in reality nothing short of sly businessmen. While their products may appear the same, investigating deeper will show many sub-standard design and manufacturing shortcomings. Save a few bucks with them if you want, but don't expect too much when things go pear shaped later on.

Back to the law. Our (consumer) laws are put in place to protect consumers. These laws entitle us to have the problem fixed by whoever caused the fault. Simple, right?

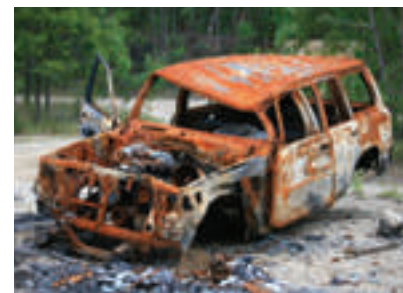
Unfortunately, there will at times be a bun fight over who or what may have caused a particular fault. Most times, though, when dealing with bolt-on replacement equipment (as in remove a part and replace it with another equal or higher quality part) it's pretty easy to spot a fraud... "No, sir, we don't accept our new bull bar has caused your 4x4 to burst into flames!"

Under no circumstances can consumer law be voided, reneged upon or torn up by the fitment of aftermarket accessories. In fact, you may end up in (in a roundabout way) a superior position in that your whole vehicle will have its original warranty, plus you'll have

been engineered to ADR requirements and has its own nation wide warranty. In the case of suspension, ask if each vehicle type has been swerve tested with lifted suspension and whether the suspension lift is legal for on road use, or is it for 'off road use only' — a great play on wording for unscrupulous retailers trying to get out of jail if things go wrong.

If they can show such proof that all is good, then geeze... it would be a hard bargain to pass up. If they can't, perhaps things are not all they seem and you should take your family's safety elsewhere. Remember, gone are the days of bolting hefty bars to a rigid chassis like the good old 40 Series Cruiser and G60 Patrols. Like it or not, we are in a high tech age that requires consideration of air bag deployment, lack of full chassis and all manner of engineering extras to make sure aftermarket bull bars can take the brunt of a roo strike, offer superior off road approach angles and still look good. You owe it to your family to choose wisely and safely, rather than save a few bucks!

So if you're intent on selecting quality aftermarket accessories to go with your new escape machine, don't be put off by some salespeople who may seem less than enthusiastic to sell you non



You'll have a tough time convincing your insurance mob that your aftermarket accessories caused this!



You'll never see a bull bar design like this at ARB. Remember aftermarket accessories should be 'fit for purpose'.



ARB design all their aftermarket gear to ensure OE safety features like passenger air bags deploy when needed.

BATTLING BILLFISH

Words & photography by Al McGlashan

CATCHING A BILLFISH IN AUSTRALIA IS SOMETHING THAT IS NOTHING SHORT OF SPECTACULAR. OFFSHORE EXPERT AL MCGLASHAN OFFERS UP A FEW TIPS TO GET YOU CONNECTED THIS SEASON.

Billfish are widely regarded as the best sporting fish in the open ocean. They are a truly beautiful creature that all anglers dream of meeting one day. Not only are they one of the biggest fish in the sea, but they are also the most spectacular, renowned for their high flying antics and explosive runs.

The billfish clan includes marlin, sailfish and swordfish. There are three species of marlin found in Australian waters from the enigmatic blue marlin found well offshore to the black and striped that patrol the continental shelf. Billfish were a rich man's game, but dramatic improvements in boats, outboards and marine electronics have brought these magical fish within reach of any angler who has a boat. Not surprisingly, the popularity of marlin fishing in Australia has gone through the roof in recent years.

FINDING BILLFISH

Widely distributed along Australia's east and west coastlines and

across the top, billfish can be found anywhere from coastal waters to the middle of the ocean. As a general rule, black marlin and sailfish are often found close to shore while blue marlin and swordfish are found well offshore.

There are two main influences that control the billfish daily cycle—ocean currents and the availability of bait. These two factors are heavily linked and by understanding them, anglers will find more billfish.

Water temperatures play a vital role and in most cases billfish prefer water warmer than 20°C. Clean blue water with about a knot of current is ideal and can be easily found by employing technology. This is particularly the case for blue marlin and to a lesser degree stripes. Black marlin, on the other hand, are far less fussy and can be found in dirty green water but as a rule they still prefer clean blue water.

Billfish are often found around structures, be it reefs, canyons or

pinnacles, however, they are not particularly structure oriented. Instead, it is the baitfish that stack up in these locations and act like a magnet drawing in the billfish. The development of high tech electronics like fish finders and GPS plotters have made finding these all-important bait schools all the easier. Find the bait and you will find the billfish.

FISHING TECHNIQUES

The best way to catch marlin is trolling either lures or natural bait. Billfish are oceanic wanderers which can make them hard to locate. There is a lot of water out there so even if you narrow down the search area, it still equates to a huge area to cover.

Skirted lures can be trolled faster than baits, which make them ideal for covering the ground searching for fish. Despite looking oddly like squid, skirted marlin lures are designed to imitate a fish splashing along on the surface. Most anglers troll a spread of four or five lures to form a 'bait

UNLIKE TUNA, MARLIN HAVE LITTLE FEAR OF BOATS; IN FACT, IT IS OFTEN THE BOAT WHICH INITIALLY ATTRACTS THEM



school'. Skirted lures between 6 and 10 inches work best inshore for sailfish and small black marlin, while offshore big lures from 10 to 14 inches and heavy tackle are used to catch blue marlin.

Possibly the biggest mistake made by many anglers is to troll the lures too far back. Unlike tuna, which can be very boat shy at times, marlin have little fear of boats; in fact, it is often the boat which initially attracts them. For this reason it is important to run the lures right in close behind the boat.

One of the most important things to do is to keep your hooks razor sharp. Billfish have very tough, bony mouths that are extremely difficult to penetrate when lure trolling. The sharper the hook, the easier it goes in. It is a simple philosophy that works, yet too many anglers don't sharpen their hooks and as a result miss a lot of fish. Remember, the hook is what attaches the angler to the fish, so keep them sharp!

GO NATURAL

Natural bait is my personal favourite, both skip baiting and live baiting. The big advantage is that while you certainly troll slower, the hook up rate is much higher

than lures. Skip baiting is highly successful especially on striped and black marlin. Smaller baits like bonito work a treat in NSW while up in Queensland anglers chasing giant black marlin use monster baits as big as 20kg mackerel!

Skip baits are usually trolled at 3 to 5 knots and in most cases only two baits are trolled—one from each outrigger. While lures are fished with heavy drags, skip baits are fished with the reel just in gear that way when the fish bites it is allowed to swallow the bait before the angler strikes. Anglers only ever use the oddly shaped circle hooks for this job which nearly always hook the fish in the corner of the mouth.

Skip baiting is productive but when you fight a bait school packed up tight there is only one technique to use and that is live baiting. A big bait school is like an underwater version of a takeaway shop with neon lights flashing. If you want to get served then you need to go to the counter and it is no different for the marlin, so stay right on top of the school.

The best way to find bait consistently is with a decent sounder. Like your eyes underwater, a quality sounder will show you exactly what is going on underneath. Understanding your

sounder is essential. Bait stacked up vertical in shape is also highly productive, while a deep bait school with peak is a sure sign for the presence of predators. Many serious anglers often spend hours scanning an area with the sounder, before deciding which bait school to focus on. Being a big fish marlin are easily picked up on the sounder as big red arches so with a well tuned sounder you can actually pick the marlin on the edge of the bait school.

Once you find the bait you can either slow troll around them or drift with the school. Drifting not only allows you to hang with the bait, but it also allows your baits to act naturally and swim deeper in the strike zone.

As a basic rule most boats run three baits, two surface baits and one down deep on a sinker or downrigger. It is important to stagger the two surface baits, say 25 and 40 metres respectively to keep them apart. The deep bait allows you to cover more of the water column and will greatly increase your strike rate. Marlin, although pelagic, spend a lot of time in the depths, so it makes a lot of sense to employ a breakaway sinker for drifting or a downrigger for slow trolling.

**ONCE HOOKED BILLFISH,
ESPECIALLY SMALL
BLACK MARLIN, CAN GO
BALLISTIC**



One trick that works a treat when you are drifting over the bait is to drop a bait jig down into the school and then crank it back up once you load up with baits. Winding a full string of struggling baitfish up to the surface is like ringing the dinner gong and believe me the marlin come running—big time.

At times we have even teased marlin right to the boat and kept them there for several minutes, eventually feeding them a bait. Believe me, there is no better way to get the attention of a marlin marauding about near the school. The only downside is that you will go through a lot of bait jigs if the marlin keep eating them!

BATTLING BILLFISH

Once hooked billfish, especially small black marlin, can go ballistic cavorting all over the ocean uncontrollably. During the initial stages of the fight it is important to keep calm, which is easier said than done when you are physically attached to a high flying marlin. A lot of anglers lose fish at this stage because they worry about putting on the harness and gimbals instead of keeping tight to the fish.





BLACK MIGRATION

There is an annual migration of immature black marlin down the east coast of Australia every summer and autumn. These fish usually hug the coast and places like Townsville, the Gold Coast and South West Rocks, where at times it is possible to catch them within a few hundred metres of the shore. If early indications are anything to go by, this season is going to be a ripper so get out there.

STRIKEZONE BILLFISHING

To learn more about catching billfish, check out some of Al's DVDs. Billfishing 1 and 2 are jam-packed with all the information you need to know about catching billfish from trailerboats. Check them out at your local tackle shop or online at www.almcglashan.com

Communications between the captain and angler is essential during this stage of the fight—a simple misunderstanding can quickly cost the fish. The better the driving and the smarter the angling, the quicker the fish will be caught. In this day and age, where tag and release is expected, it is important to release the fish in a healthy state.

This may all sound easy but in reality when 10ft of marlin appears beside the boat most anglers panic or do something silly. Rehearse and practise the moves before you hook up and you will minimise the chances of mistakes.

BILLFISH TIME

There are few things more exciting than catching a marlin out of your own boat. Thanks to modern technology it is now something you can do even out of a kayak. So what are you waiting for? Get out there and get connected to a marlin. It is one of the most exciting things you can do with your pants on.

HOT SPOTS

AREA	SEASON
South West Rocks, New South Wales	Spring/summer/autumn
Port Stephens, New South Wales	Summer/autumn
Jervis Bay, New South Wales	Summer/autumn
Cairns, Queensland	Spring/summer
Southport, Queensland	Spring/summer/autumn
Exmouth, Western Australia	Summer/autumn

WIN AL MCGLASHAN DVDS!

ARB is giving away copies of Al McGlashan's Billfishing 2, Tuna Time 2 and Sportsfishing DVDs. To get your hands on a copy, simply write in and tell us in 30 words or less how the 'big one' got away. The winning entries will be selected by ARB's marketing department, with extra points going to creativity and humour. Competition closes 31st March 2013.

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

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

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

UPLIFTING IDEA

Developed in Australia, the ergonomically designed drum lifting aid will ensure you never have to struggle with pouring fuel into your 4WD again while also assisting with greater filling accuracy. Manufactured from heavy duty polyester, the drum lifting aid suits a wide range of 20 litre jerry cans, round drums as well as 25 litre square drums.

Designed to slip over your drum utilising adjustable 50mm Velcro webbing straps that attach to the handles of your drum, the lifting aid incorporates a rubber grip handle to allow the drum to be

lifted to a horizontal position for easy pouring.

Offering superior control and precision in all situations, the drum also offers an easy solution should it need to be lifted past a horizontal position, with a second handle located on the adjustable base strap. As the base handle is made from flat webbing, it will not upset the balance of the drum when sitting on the ground and will ensure you get every last drop without losing your grip.

The slim design of the drum lifting aid means you can leave it fitted



to your jerry can/drum or remove and store it easily for when next required. This clever device is sure to come in handy, so head into your local ARB distributor to pick one up today.

// Part no: DLA-001

HAYMAN REESE CARGO BARRIER FOR 200 SERIES



All Hayman Reese cargo barriers meet or exceed the Australian Standard for cargo barriers—we can be certain of this because Hayman Reese's own in-house testing facility is recognised by the National Association of Testing Authorities (NATA). This is recognition of Hayman Reese's competency in specialised cargo barrier testing methods, measurement, inspection and calibration.

While safety is paramount when it comes to vehicle cargo barriers, it wasn't the only consideration

when developing the latest Hayman Reese barrier for the Toyota 200 Series LandCruiser. The team also gave careful consideration to the installation process and developed accurate templates, clear illustrated instructions and well considered mounting hardware. In the hands of an experienced ARB installer, this results in the best possible fitting time and a lower purchase cost to the vehicle owner.

Once installed the cargo barrier sits behind the second row seats and can be left in position permanently or removed if the need arises. This is achieved by four straightforward hand bolts that release the barrier from its retaining points. Re-fitting is just as simple with the process taking only minutes, with no tools required.

Hayman Reese cargo barriers employ a unique diminishing grid mesh design into its barriers which

consists of dense grid spacing within the impact zone and sparse spacing above this zone. Developed in Australia by Hayman Reese, the diminishing grid mesh results in premium protection for passengers and optimum rear visibility for the driver.

Finished in a high quality grey powder coat, the cargo barrier complements the 200 Series interior colour scheme. It will also survive the rigours of 4WDing and touring life with minimal care. Also available is a forward mounting kit, allowing the cargo barrier to sit behind the second row seat when in the tumbled forward position.

Suitable for all 200 Series specification levels and seat configurations, this latest innovation from Hayman Reese is available from ARB stores around the world.

// Part no: T41297R

NEW REDLINE JACKET

ARB has just released a new jacket to add to the extensive apparel range. The Redline jacket is ideal for all sorts of outdoor adventures, with a polyester knit charcoal marle outer and bonded microfleece interior to keep you warm. With the thin, red line piping featured around the sleeves and front, the jacket also has convenient chest and twin lower pockets incorporating YKK zips. Moulded 3D ARB rubber badging and zip pulls complement the jacket.

// Part no: 217442-49



LATEST ROAD ATLAS RELEASED

A must have for any off road enthusiast, the 10th edition of the ARB Road Atlas is now available. Completely revised and updated, it features detailed digitally generated and easy to read maps from the team at Hema. This latest edition also includes

comprehensive suburb maps for the capital cities and strip maps, along with information on overnight camps, 4WD maps, GPS locations, Outback fuel stops and much more.

// Part no: 215947

BAG YOUR SWAG

With the unprecedented success of the new SkyDome swags, ARB now offers ARB Cargo Gear swag bags. Specifically developed for the storage and transit of your ARB SkyDome swag, there is a single and double size available.

Incorporating similar features to ARB's existing Cargo Gear line, each swag bag features moulded rubber carry handles on either end along with a removable shoulder strap. Unique to the swag bags

are four adjustable tie down straps integrated into the bag to allow it to be secured to a roof rack without the need for additional straps.

Made from tough, oxford weave PU coated fabric, the bag features rubber panelling with all seams heat sealed and taped to ensure storm proofing. Including an ARB Cargo Gear carabiner clip key tag, the swag bag is an invaluable accessory for your swag and can be picked up from your local ARB store.



Single

// Part no: 10100385

Double

// Part no: 10100390

CARAVAN CAPER

Words & photography by Michael Browning

TRAVELLING TO CAPE YORK HAS BEEN A FAVOURITE 4WD DESTINATION FOR MANY YEARS. BUT DOING THE CAPE BY CARAVAN IS SOMETHING ELSE.

'Doing the Cape' has been the stuff of campfire legends since Francis Jardine and his brother Alexander in 1865 drove 250 cattle and 42 horses from Rockhampton to the newly-established settlement of Somerset at the tip of Cape York.

Since then it's become a 4WD rite of passage, but the irony today is that you can drive within 200 metres of the very tip by 2WD in the dry season. All but around 700km of the full 4,300km from the top to the bottom of the continent is now sealed, with the red roads rapidly disappearing.

While you no longer have to cross raging rivers and winch up almost vertical gullies to get to the Tip, most of the 'hard yards' remain to be enjoyed in the Cape's optional, parallel universe called the Old Telegraph Track (OTT).

Following the course taken by the Overland Telegraph Line (OTL) built in 1885-87 to link Brisbane with communities at the tip of the

Cape, it makes a beeline to the top, with the road forged to build it dipping through washaways and numerous creeks and rivers along the way.

This is still the real deal but the options of Doing the Cape—sometimes by cherry-picking the more accessible sections of the OTT or by skirting it altogether and taking the unsealed Peninsula Development Road—are now more varied than ever, with an ever-increasing number of hard-core crossover campers and hybrid caravans to choose from.

You even see the occasional conventional caravan in the Northern Peninsula Area (NPA) north of the Jardine River, but even those described as 'off-road' take a real pounding from the unavoidable corrugations—not something that most people want to inflict on an expensive RV worth \$60,000-\$100,000.

One option taken by an increasing number of travellers is to store the

camper or caravan at the end of the bitumen, with the Lakeland Caravan Park charging \$36 per week for this service, provided that you also stay in the park one night. You then continue your Cape journey either with a tent or by staying in the towns and stations along the route.

If you don't have a true off road caravan, this is money very well spent but we had a true off roader and hitched a new Track Trailer Topaz Series II hybrid caravan to a Nissan Navara ST-X 550 twin cab ute.

While there was never any question of taking the Topaz though the most demanding of river crossings, we wanted a rugged and comfortable caravan that would carry us to the Tip and back without rattling apart. The Topaz also served as a base that we could take to the brink of the worst sections of the OTT before unhitching and proceeding solo with the Navara.



It's not essential to carry all your food in the Cape, as the roadhouses and stations along the way to Weipa or Bamaga all sell basic supplies and often do simple meals. And once you get to the NPA, there are good supermarkets in both Umagico and Bamaga to top you up for the return journey.

Getting to the start of the Cape can be as simple as following the bitumen over the Sussex Range to Lakeland and then 63km on to Laura. But it's much more interesting to ferry across the Daintree River and take the very scenic drive to Cooktown via Cape Tribulation, Wujal Wujal and Helenvale.

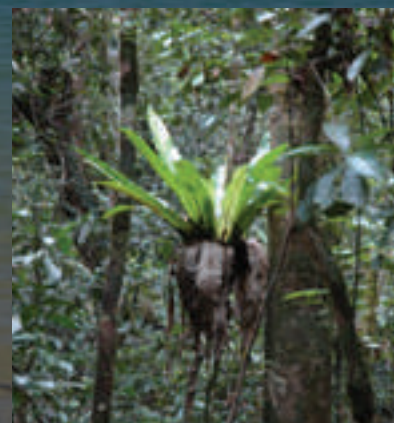
The bitumen and tourists peter out at Cape Tribulation and the road becomes even more interesting as it snakes around the coast. However if you are towing a caravan or heavy camper, the gravel hills leading up to the Bloomfield River on the southern side can be testing after a shower.

Fully laden with both 70L water tanks full, three full jerry cans of diesel plus additional drinking water and foodstuff on board, the Topaz tipped the scales well past its 1,700kg tare, but with 4WD and low range selected, the Navara's 550Nm 3.0 litre V6 turbo diesel was never at its limit.

More adventurous 4WDers with tents or light trailers in search of a challenge can take the CREB Track from Daintree to Wujal Wujal. It is very steep in parts and can be treacherous or impassable after even moderate rainfall, so you will need off road experience, a well-equipped 4WD and a full suite of recovery gear to be safe.

Whichever route you take, Cooktown is well worth a couple of days for an understanding of the European occupation of the Cape. The beautiful James Cook Museum is a must for this, as is the town's ancient Botanical Gardens—one of Australia's earliest—established in 1878.

LAKEFIELD NATIONAL PARK IS A SCENIC AND EASY NON-BITUMEN ROUTE, TAKING YOU THROUGH SPECTACULAR MOUNTAIN SCENERY BEFORE FLATTENING OUT





Another good reason to travel via Cooktown is to visit the historic Lions Den Hotel located 27km south on the Cape Tribulation road at Helenvale. Built in 1875 and crammed full of period artefacts, this is one of Australia's great Outback pubs. The hotel's large and shady camping ground on the banks of the Little Annan River is the perfect excuse for a good night out.

Getting from Cooktown to the Cape proper also offers choices. Travelling through Lakefield National Park is a scenic and easy non-bitumen route, taking you initially through spectacular mountain scenery before flattening out as the road heads northwest from the historic Old Laura Station. The best camping sites are located on tracks off to the right at the northern end of this road before it swings west to Musgrave Roadhouse.

Even better is to take the longer northern loop from Cooktown via Hope Vale and the Melville National Park but, while scenic, the road at times is very rough and slow. A bonus en route is a visit to beautiful Elim Beach with its spectacular coloured sands.

Once you hit Musgrave, it's a largely straight 225km drive almost due north up the broad, all-weather Peninsula Development Road to the Telegraph Road turnoff and a further 116km to Bramwell

Junction where the Bamaga (Bypass) Road peels off to the right.

How much time you spend getting to Bramwell depends on your schedule. The Hann River Roadhouse north of Laura has excellent shady camping and bold emus and lyrebirds that will happily dine out on your lunch or dinner. At the Archer River Roadhouse, Kelly the tame Brahman Bull hangs around the

GUNSHOT CREEK WAS LESS FEARSOME THAN ITS REPUTATION BUT STILL NOT HYBRID CARAVAN COUNTRY

fuel pumps looking for handouts. There's also a great free camp on the river just off the main road at The Bend, about 5km north of Coen that you shouldn't miss.

If you're not visiting Weipa, most travellers head for the historic Moreton Telegraph Station on the Wenlock River, but just 30km further on you'll find the turnoff to the working and appealing Bramwell Station.

As well as shady campsites around the perimeter of a large grassy area, Bramwell has a great rustic bar that serves basic but good meals. We didn't need this facility, as our Topaz with its standard 80L 12V/240V fridge freezer and supplementary ARB 47L Fridge Freezer on a slide in one of

the cavernous forward storage compartments were well stocked.

We left the Topaz at the campground to explore the initial OTT river crossing at Palm Creek, just north of Bramwell Junction. It's an easier crossing from south to north, but even then you face two near vertical drops before you reach the (relatively shallow) water. It's a winch job or a 'buddy' crossing at best and we didn't

have either, so we had to give it a miss. Memo to self: Next time have a bull bar and winch and carry a full suite of recovery gear!

Conversely 'Gunshot Creek', a further 32km north on the OTT, was less fearsome than its reputation, although it's still not hybrid caravan country when you're heading down a 45 degree slippery slope with 1.9 tonnes pushing.

Good ground clearance and minimal body overhangs are essential to avoid vehicle damage as the chassis, rather than your wheels, can often be the first point of contact with the terrain. A good aftermarket suspension system or at least a lifter kit is necessary on most standard 4WDs to minimise the chance of damage.



If you don't do the section of the OTT between Palm Creek and Sailor Creek, a good consolation prize is Captain Billy Landing, a 27km side trip to the east coast off the Bamaga Road. But as it is east-facing, keep your fingers crossed that the winds aren't blowing when you visit.

One section of the OTT that is both scenic, great and safe for swimming and easily accessible with an off road caravan is Fruit Bat Falls, just 3km off the Bypass Road. However it is for day use only and a better option is to camp at Eliot and Twin Falls, just a corrugated 7km further on.

However being inside a Queensland National Park, you need to pre-book your site either by phone or internet—something you need to do before you travel as neither mobile phone service or internet is available on most of the southern Cape. The falls and

swimming areas are a highlight of any trip, so it's well worth taking the trouble.

If the rather dusty campground is booked out, then the free camping and swimming area at Canal Creek just a short distance north on the OTT is an excellent second best.

From there, a series of scenic creek crossings take you to the Jardine, but don't even think about fording it with your 4WD, as it's deep, fast-flowing and treacherous. Instead, take the locally-run ferry that operates strictly within the hours of 8am and 5pm. After the 50m crossing, it's easy driving all the way to the Tip, albeit pretty corrugated at times.

We set up camp at Loyalty Beach, which is convenient to the well-stocked supermarkets at Umagico and Bamaga, the World War II aircraft wrecks near Bamaga Airport and to the roads and tracks

leading to the far north Cape. There was even some mobile phone and internet service there.

But the pick of the campgrounds is Punsand Bay, the more rustic north-facing beach just 14km from the Tip, facing the Torres Strait. Like everywhere in Far North Queensland, it is well stocked with signs giving you excellent reasons why swimming on even the hottest day is not a great idea, with crocodiles and stingers being the best reasons.

The last few kilometres to the Tip see visitors travel through lush tropical rainforest. The final 200m walk from the car park across a rocky headland leads you to a sign that tells you that you have reached the most northerly point of the mainland.

Regardless of whether you get to the Tip by road, with or without a camper or caravan, it's worth it.



THE APPLE OF OUR ISLE

Words & photography by Sam Boden

OFTEN UNDERRATED AND REGULARLY OVERLOOKED IN FAVOUR OF MORE WELL KNOWN 4WD DESTINATIONS, TASMANIA REMAINS A MECCA FOR THE AVID 4WDER IN THE KNOW, WITH A HUGE VARIETY OF TRACKS ON OFFER AND ENDLESS KILOMETRES OF PRISTINE AND UNTOUCHED WILDERNESS JUST BEGGING TO BE EXPLORED.



Affectionately known as the Apple Isle, Tasmania has everything we demand as 4WDers and adventurers. Whether you're after beach driving, rainforest tracks, steep climbs or bog holes big enough to swallow a bus, Tassie has it all in spades. Not to mention the plethora of top notch campsites dotted around the state, the majority of which are managed brilliantly by the local Parks and Wildlife Service.

If you enjoy a bit of sand between your toes and the thought of airing down for some fun on the beach tickles your fancy, then look no further than the North East Coast region. More sedate than the wild and woolly West Coast and a good deal warmer than down south, the North East Coast offers mild temperatures, an abundance of fresh seafood, protected campsites and plenty of opportunities to lock the hubs and venture off road.

One such idyllic spot is the Waterhouse Conservation Area. Managed by the Parks and Wildlife Service, this hidden gem is located 100km northeast of Launceston and around 50km east of Bridport, on the North Coast. The gravel access track from Waterhouse Rd initially meanders through green, undulating farmland before making way to coastal heath and the signposted entry to Waterhouse Conservation Area.

From the main information board, there are several different areas throughout which you can camp. All sites require you to be self sufficient in terms of food, water and firewood and some also require the use of portable toilets, so make sure you check ahead and make arrangements if necessary. The campsites on the eastern side of Waterhouse Point are the pick of the bunch with many providing direct beach access whilst offering greater protection from the prevailing westerly wind. These campsites are all listed on Hema Maps' fantastic iPad and iPhone app which, importantly in Tasmania, requires no phone reception to display the detailed moving maps on the go.

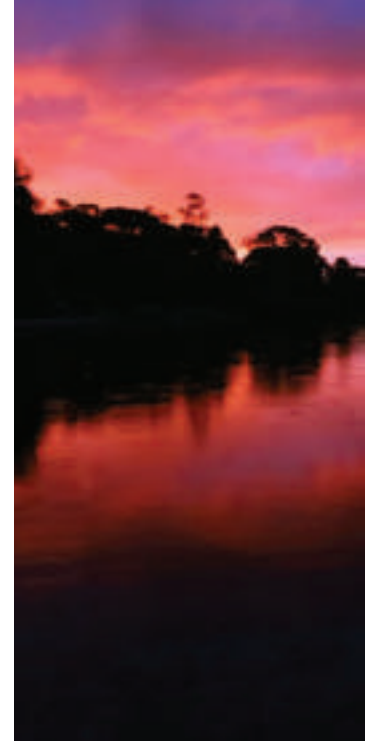
Three permanent deep water lagoons—Blackmans Lagoon, Big Waterhouse Lake and Little Waterhouse Lake—also reside within the Conservation Area. The latter is listed under the Ramsar Convention as an internationally significant wetland, providing home to the world's smallest flowering plant. A 4WD track from the camping area at Blackmans Lagoon provides access to the ocean beach on the western side of Waterhouse Point for those who fancy a bit of surf fishing or kite boarding.

Speaking of fishing, there is an abundance of local delicacies available from the rocks around



the point, the beach itself and the fresh water lagoons. We had success using both frozen bait and soft plastics from the rocks around Waterhouse Point, netting us (pun intended) a range of species including flathead, whiting, salmon and parrotfish. Seasonal hunting and fishing (for trout and duck) are also popular activities within the area. Check with Parks and Wildlife for open season dates and regulations.

A short drive west, just past the Barnbogle Dunes Golf Course (one of Australia's top ranked) lies the sleepy coastal holiday town of Bridport. Nestled into the shores of Anderson Bay, Bridport is a popular summer destination for Tasmanians, given its proximity to Launceston, its warm (for Tasmania) climate and magnificent beaches.



For the 4WDer, Bridport is also the gateway to some of Australia's best beach and dune driving. Officially known as the St Albans Bay Track but often referred to locally as the Bridport to Bellingham run, this moderately challenging track covers some 22km through heavily vegetated and undulating dunes, low lying heathlands, towering open dunes and spectacular beaches, and is the perfect length for a day's escape or an extended stay, with many secluded camp sites along the way.

The track begins on the western side of the township, via Sandy Points Road. For the uninitiated, it can be a little difficult to find your way down to Lades Beach and the official start of the marked track. As luck would have it, a friendly local by the name of Mark (AKA SixtysGuy) from the MySwag online forum had agreed to play tour guide for the day of our visit, making our journey a lot more enjoyable.

Once onto Lades Beach, and with the first of what would be many sand dunes in our sights, we took the opportunity to air down under a clearing sky, still bruised with hues of red and purple from the morning's sunrise.

Despite being labelled hard on the Parks and Wildlife Service website, in reality, this track can be conquered with a standard dual range 4WD with reasonable

ground clearance. With their soft, loose base and narrow track width, the dunes at the Bridport end provide the greatest challenge, but with reduced tyre pressures and appropriate gear selection we managed to ascend the majority on the first attempt.

It's a good idea to keep your wing mirrors folded on this section of the trip in order to avoid unnecessary damage caused by the tight tracks and densely packed shrubbery. According to Mark, our guide for the day, most of the narrowest sections looked to have been recently cut back, minimising any paint damage. If you're particularly adverse to a bit of 'bush pin striping', then you're almost certain to partake in the odd cringe.

Another trap to avoid along this section is the temptation to drive through the seemingly harmless puddles located in the lower lying areas amongst the dunes. Some of these puddles can quite literally swallow your 4WD and many of them contain logs, sticks and other debris from previous recovery attempts. Do yourself a favour and take the safe option by driving around them!

The view as we crested the last dune before hitting the beach was a sight to behold. With a seemingly endless section of beach, flanked on the right by a shimmering, turquoise



ocean and towering, open dunes in the distance, Moby's soundtrack to *The Beach* movie suddenly seemed the perfect accompaniment for our journey.

As we made our way along the beach, its surface packed hard thanks to the recently receded tide, the benefits of 4WD ownership were never more obvious. Without one, areas like these are simply not accessible to the masses, and, judging by the pristine nature of the landscape, the environment is all the better for it.

The large, open dunes, which look impressive from a distance, loom large in your path as you approach along St Albans Bay. Reminiscent of a mini Stockton Beach, these barren, windswept monsters tower up from the beach to a summit

some 50 odd metres above sea level, providing uninterrupted, 360 degree views of St Albans Bay, Noland Bay and Anderson Bay in the distance. Campsites at the base, both behind the dunes and on the beach side, are popular spots to roll out the swag and take advantage of this adventurers' playground. Like the Waterhouse Conservation Area, the fish are plentiful, and at low tide the beach and surrounding dunes provide nature's ultimate beach cricket amphitheatre.

Pushing on towards Bellingham, the track once again weaves its way through tight inland scrub before re-emerging onto the beach bordering Noland Bay. If you're planning to complete this section of the trip (many simply retrace their steps back to Bridport), then it's important to check the

local tides and plan your run accordingly. At high tide, the beach along Noland Bay can get quite narrow.

Towards the end of the final beach run, you'll encounter Little Pipers River. This crossing is generally straight forward and on the day of our travel was little more than a trickle. Following periods of rain, though, the river can increase in width and depth considerably and the preferred entry and exit points change regularly so it's always best to err on the side of caution and walk through first if you're at all unsure.

Once through Little Pipers River, it's only a short drive further along the beach before heading inland again for one last stint through the dunes to civilisation.

TRIP TIPS

- Whilst this trip can be completed solo, it's always a good idea to travel in a group if possible, particularly if you're inexperienced in sand driving.
- The majority of the track lies within the Double Sandy Point Conservation Reserve, so ensure you always stay on the marked tracks and respect the environment.
- Given the long stretches of beach driving, it's important that you're aware of beach driving etiquette. In particular, always indicate when approaching oncoming traffic to alert them to which side you'll be passing.
- Be sure to check for oncoming traffic when cresting some of the larger dunes. A good plan is to send a passenger on foot to the top and call you through. Whilst they're there, they can also grab some photos of your vehicle as you ascend.
- The service station at the Western end of Bridport has one of the best value DIY car washes around. If you're heading back through town, take advantage of it to clean the sand and salt from your vehicle.
- Don't forget your camera!

DONATE FOR A CAUSE



TOP ADVENTURE

THE 2013 CAPE YORK ADVENTURE WITH VARIETY – THE CHILDREN’S CHARITY IS SET TO BE AN UNFORGETTABLE EVENT.

Variety – the Children’s Charity is dedicated to empowering children who are sick, disadvantaged or have special needs, to live, laugh and learn. The majority of Variety’s fundraising income comes from special events, such as the 2013 4WD Explorer event in Cape York.

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

The Variety team are pleased to announce that the 2013 4WD

Explorer event only has a few spots left. 4WDers who are keen to get involved are encouraged to contact Variety. If there is a waiting list developed, Variety will contact people straight away if a spot becomes available. Visit www.varietycld.org.au for more details.

LATEST GVM UPGRADES

All vehicles have a legal gross vehicle mass (GVM) as part of the vehicle manufacturer’s overall Australian Design Rules (ADR) approval. The GVM is the maximum a vehicle can weigh when fully loaded. Everything you place in or on your vehicle adds to the GVM such as fuel, a bull bar, recovery gear and even your passengers. If your vehicle exceeds the GVM limits you could be up for a fine, void your insurance and make your vehicle unsafe.

Offering a solution, Old Man Emu suspension has released a number of new GVM upgrades in line with ADR requirements. The latest releases for new vehicles include a

3780kg upgrade for the 70 Series Toyota LandCruiser dual cab, a 3235kg upgrade for the Holden Colorado, and a 3220kg upgrade for the Isuzu D-Max.

Unlike some of our competitors, all OME GVM upgrades are based on the combined front and rear axle loadings, as published by the vehicle manufacturer. This follows sound engineering principals by staying within the tested and proven capabilities that the vehicle manufacturers have established for their axles, thereby maintaining your vehicles reliability.

Whether you intend to use your new vehicle for carrying tools of the trade or packing it up for a year-long trip, you need to consider the



impact loading your vehicle can have on your GVM. OME’s new vehicle GVM upgrades are only granted by the Federal Department of Infrastructure and Transport after detailed tests have been carried out by OME engineers. We ensure that the increase in a vehicle’s GVM following the fitment of a complete suspension system meets the minimum ADR safety requirements.

// Contact ARB for part numbers and pricing



MATT WYATT

THIS EDITION WE HAVE A CHAT WITH MATT WYATT, MANAGER AT ARB'S NEW STORE IN ALICE SPRINGS.

HOW DID YOU END UP AS MANAGER AT ARB ALICE SPRINGS?

I worked in sales at a Toyota dealership in Adelaide for over four years and was the go-to guy for 4WDs, and then stumbled upon an ad for a sales person at ARB Regency Park.

Being quite familiar with 4WDing and the ARB brand, I jumped at the opportunity to join the team. After three years at Regency Park, another awesome opportunity arose for the position of Branch Manager at ARB's newly acquired store in Alice Springs. Being a born and raised Territorian, I couldn't pass up the opportunity, and here we are today.

HOW DID YOU GET INTO 4WDING?

Growing up in Darwin, 4WDs are both a necessity and way of life. My family was into fishing, hunting and camping—all activities better done with a 4WD. At the age of 10 I had learnt to drive my dad's HiLux. This was a matter of safety to ensure we could all get

out of dangerous situations if they were to occur.

WHEN DID YOU LAST HEAD OFF ROAD?

My last weekend trip was a short expedition to the MacDonnell Ranges, around 2km from my house in Alice Springs. The best thing about being in Alice Springs is the close proximity to 4WDing tracks in any direction.

ANY TRIPS PLANNED?

Pending annual leave approval from the boss (wink wink, nudge nudge), I'd love to cross the Simpson Desert in late August. I've succumbed to some pressure from the local 4WD club to join them and it seems like an opportunity that can't be passed up. All going well, this will be my first real trip in the FJ Cruiser.

FAVOURITE 4WDING LOCATION?

That's a tough one! It's no longer accessible, but the quarry at Morgan in SA has to be one of the top spots I've visited. It's full

of little gullies for playing around in and is only a couple of hours from Adelaide. Unfortunately it was closed to public access a few years ago after a serious motorbike accident.

Coming a close second is Saunders Gorge, a functioning cattle property outside Adelaide. Perfect for a day trip, it has tracks for mild cruising and some extreme tracks for others.

ANY ADVICE FOR 4WDERS?

Buy the best 4WDing accessories off the bat. Even if you have to wait to save, it's better to only buy once rather than two, three or four times with the cheap stuff. And here's a safety pointer—there are no prizes for being the most daring.





LAND CRUISER

DISCOVERER STJ
COOPER

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