

4X4 CULTURE

4x4 Adventure | Travel | Lifestyle

Issue 47



WHATEVER IT TAKES
THE SIMPSON TRIP NO ONE SAW COMING



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Editor

Jessica Vigar

Technical Sub Editor

Dean Mellor

Contributors

Mark Berger, Steve Bisig, Sam Boden, Patrick Cruywagen, Steve Fraser, Kelly Fuller, Matthew Frost, Emma George, Lisa Ingram, Jackie Leckie, Luke Watson

Graphic Design

Vanzella Graphic Design

Photography

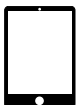
Offroad Images and Mark Lowry Photography

Pre-press

Splitting Image

Printing

Offset Alpine



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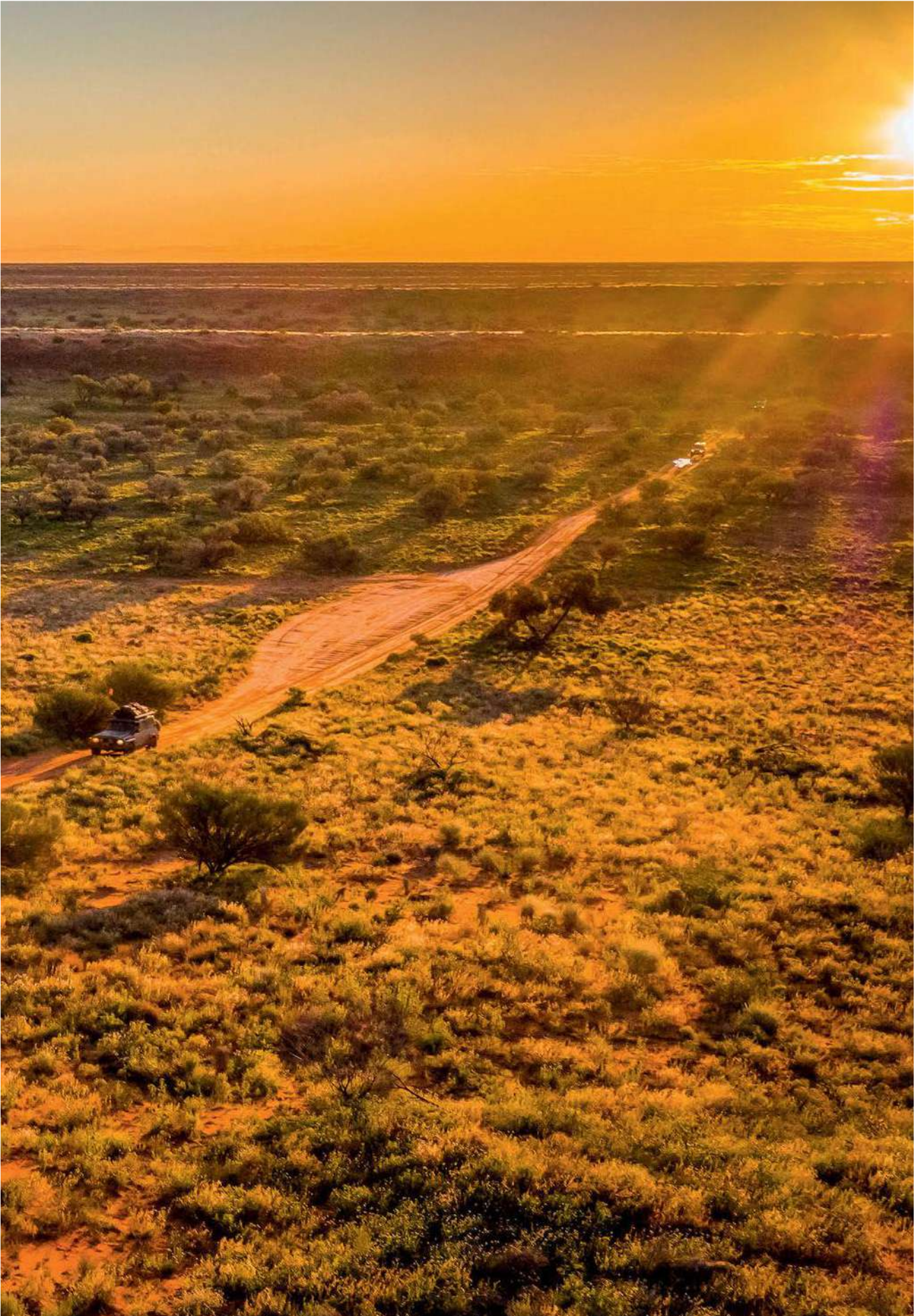
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Over View



Over View

MATTHEW FROST

NATIONAL SALES AND MARKETING MANAGER

I've mentioned previously in this magazine that Australia is synonymous around the world with the term "The Lucky Country." Our climate, stunning beaches, wide open spaces and laid back nature makes Australia the ultimate destination for many travellers. However, there's another term that's increasingly being used to describe our nation. A quick search on Google will reveal there's over two and a half million references to "Australia, the Nanny State". There's a plethora of examples around that support this, such as the fact it's not unusual to walk onto a beach and see over a dozen signs forbidding everything from dogs to ball games, fishing to flying a kite etc. Even taking your kids down to the local park and feeding the ducks can incur a fine these days.

Many of us ignore Nanny State rules, dismissing them as petty, but doing so can expose you to the wrath of the 'Nanny State police', who invariably also tend to be keyboard warriors. Keyboard warriors are people who revel in being highly critical or even abusive towards others, all behind the comfort of their computer screen. However, as we recently learnt with our Off Road Icons project, you don't actually even need to break any rules to fire up the keyboard warrior clan!

Our Off Road Icons project was conceived several years ago in the carpark of one of my favourite 4x4 stores, ARB Hobart. The store's proprietor, Rod King, and I were discussing the huge amount of work they do on classic, older 4WDs. Despite ARB's marketing mainly focusing on late model vehicles, we actually still manufacture a vast array of accessories for 4x4s dating back to the 1970s. I left Hobart with the firm belief that we really needed to come up with a way of getting this message out there. At around the same time, ARB's Managing Director, Andy Brown, reminded me that ARB had been in business for almost forty years and that he would love to do something to commemorate this. A few of us back at ARB HQ bounced some ideas around and came up with the Off Road Icons project. The idea was very simple, we'd ask our customers to vote for what they considered to be the four most influential 4x4 vehicles since ARB was founded. We'd then acquire these vehicles, restore and accessorise them with products in our current line up, and take them to one of the country's most iconic destinations, the Simpson Desert.

It was a hugely popular concept with thousands of people submitting votes for their favourite 4WDs. The project attracted a great deal of media attention from around the world, so we extended invites to some of the world's top 4x4 motoring

journalists to join us on the trip. After months of preparation, we flew people out from around the world and were ready to set off. Everything had come together brilliantly. The Icons vehicles had been restored beautifully, we had four late model support vehicles, all of the necessary permits, a highly experienced crew, including a local guide, and despite a bit of wet weather, all of the roads and parks we intended to access were open. We set off from Alice Springs and started to detail our adventures on social media, which attracted a great deal of interest and commentary.

Everything was progressing brilliantly until we posted some photos of vehicles driving through a large puddle. This immediately drew criticism, with some folks claiming we were irresponsible for driving on wet roads and should get fined! Despite making it absolutely crystal clear that at no time were we driving on any closed roads, the barrage continued. Had we chosen not to continue on our trip, you can only imagine the outcome. We've got all of these adventurers from around the world, writing articles that would be viewed by millions. We're in eight brilliantly prepared 4x4 vehicles, we collectively have hundreds of years of remote area travel experience and are driving through an area that is fully open. Can you imagine the outcome if we had turned around and said, 'sorry guys, there's some mud... The trip's off, we've got to head back!' We would have been absolutely ridiculed!

Of course, we continued. And yes, we encountered some more rain and mud, but at no time was the desert or any of the tracks we travelled on closed. It was only when we reached Birdsville, and got more rain, that the trip was halted for a couple of days while we waited for the Birdsville track to dry out and be reopened. Judging by the bar bills, our crew and guests didn't mind a bit.

Our Off Road Icons trip is the feature article in this magazine, and as you'll see, the adverse conditions made for an epic adventure. A Simpson Desert crossing during Spring is ordinarily a very leisurely trip, but as we experienced, inclement weather can really change the dynamics and be quite punishing on vehicles and equipment. It really demonstrates why good preparation is essential. Hopefully, given what's stated here, we won't attract anymore negative attention from the Nanny State police. Instead, perhaps they could go outside for a nice walk in the fresh air to calm themselves. They might even be fortunate enough to see someone out walking a dog off leash or a kid skateboarding down the footpath, giving them something else to whinge about. ■

Gear Up!



The latest products are here to help you gear up and get the best out of your travels.

TOYOTA HILUX EXTRA CAB CANOPY

Extending the canopy range for the new Toyota Hilux, development of an ARB Classic canopy to suit the extra cab is now complete. The new canopy incorporates all the same design features as the dual cab version, with the replacement of side windows to suit the longer shell.

Available as a standard height roof version in either smooth or textured finish, the canopy provides the option of side sliding or side lift-up windows which are positioned low on the canopy shell to maximise access into the cargo area.

Tried and tested in some of Australia's most rugged environments, ARB's Classic canopy range provides secure storage space for a wide range of applications.

Contact ARB for Part Numbers and Pricing

5" HITCH VICE

Whether you are a tradie needing a portable vice on site, or an Outback traveller needing that extra hand for road side repairs, the Wilton 5" Hitch Vice provides a rugged, versatile and dependable addition to any tool kit.

The Hitch Vice is designed to be either inserted into a standard 50mm hitch receiver or into the supplied mounting bracket for fitment to trailers or vehicle trays. The handle is spring loaded, allowing it to be repositioned without moving the jaws.

Part Number 10025
RRP \$289.00



ARB TRAX STUBBY HOLDER

Get a grip this drinking season with the new ARB Trax stubby holder. There is nothing worse than that horrible moment your iced refreshment slips from the grasp of your palm to its inevitable fate on the ground. ARB has the answer. Designed for the true adventurer, the ARB Trax stubby holder features a unique design, moulded in a deep tread rubber for optimal grip in any social situation.

Part Number 217655
RRP \$8.00



ROOF CONSOLE

The Outback Roof Console provides a neat and practical location for additional storage and UHF radios, as well as extra cabin lighting. Positioned in line with your rear view mirror, it ensures the UHF face is clearly visible from both the driver and passenger side.

Providing an abundance of additional storage, the integrated drop down locker is perfect for wallets, sunglasses, maps, mobile phones or anything else you don't want sliding around the cabin. Lighting of the cabin is improved with the roof console utilising four banks of high powered LED lights. Visit www.arb.com.au for the latest vehicle applications.

Contact ARB for Part Numbers
RRP \$495.00

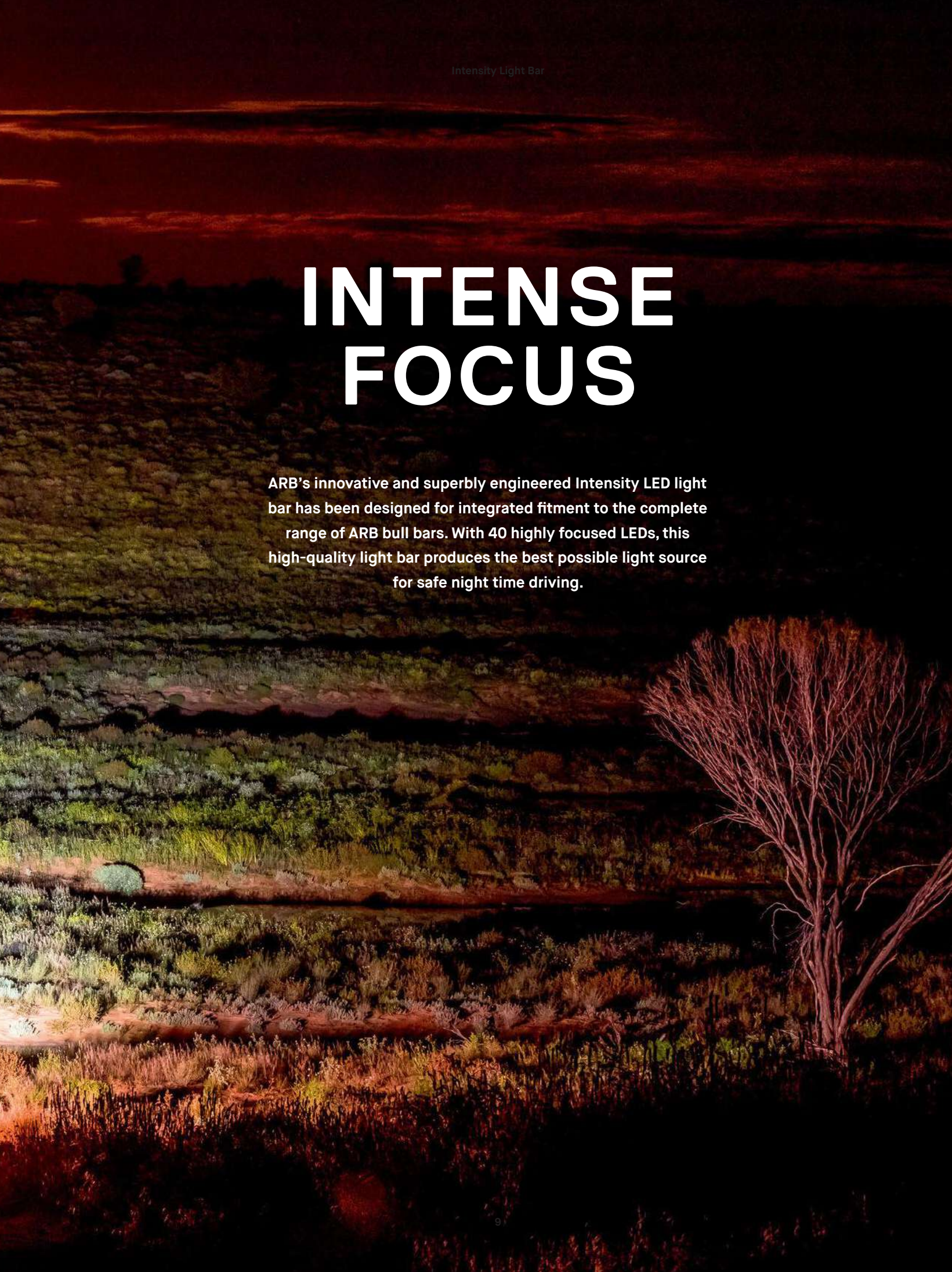




Intensity Light Bar

INTENSE FOCUS

ARB's innovative and superbly engineered Intensity LED light bar has been designed for integrated fitment to the complete range of ARB bull bars. With 40 highly focused LEDs, this high-quality light bar produces the best possible light source for safe night time driving.



ARB has developed an all-new LED light bar offering class-leading performance and a unique and innovative mounting system that puts it well ahead of any other product on the market.

The Australian engineered and US manufactured ARB Intensity light bar features 40 LEDs in two rows, with a 50,000-hour lifespan, and is available in either spot beam or combination beam variations. It features a high pressure cast aluminium body, a virtually indestructible polycarbonate lens, is dust and waterproof to IP68, and comes with a choice of mounting systems for seamless fitment to the full range of ARB bull bars and roof racks.

In line with ARB's philosophy to offer the best 4WD accessories in each and every category, it's not surprising that the AR40 light bar has been under development for more than two years.

"The concept started in early 2014" explains John Bamfield, ARB Product Manager for AR40, "there are a lot of lights out there, so we wanted to make sure the Intensity light bar wasn't just a 'me too' product; it was about adding features to make it unique in the marketplace."





LIGHTING PERFORMANCE

When it comes to light output, John says that with 40 LEDs situated in two rows in the AR40 light bar, performance is everything you would expect from ARB's Intensity range.

"Regarding the size of the light bar and the number of LEDs it has – the purpose is to provide a light output equivalent to or better than standard LED driving lights," explains John. "So with 40 LEDs it's running very similar in performance to a pair of AR21 LED Intensity driving lights."

Importantly, the light produced by the AR40 light bar is cleverly focused where it's needed, whether a customer chooses the spot beam or the combination beam option (see page 13, Staying Focused).

MOUNTING SYSTEM

The AR40 Intensity LED light bar certainly is unique, thanks to the way in which it mounts to ARB bull bars, whether they're Commercial, Deluxe, Sahara, Summit or Alloy bars.

"It was very much about the integration of the unit into the bar," says John. "The way the heatsink has been designed, once it's mounted onto the bar, it almost envelopes the bar itself, so it becomes one with the bar."

There are three bar-mount options to suit all ARB bull bar tube diameters (40.6mm, 60.3mm and 76.1mm) and, once fitted, the Intensity LED light bar sits neatly at the leading edge of the bar's top tube.

"A huge amount of time and effort has gone into the mounting system, and the fact that it's designed to mount specifically to ARB bars," John explains. "It comes part and parcel with the setup on the vehicle."

As well as offering an integrated appearance, this clever bull bar mounting system ensures the Intensity LED light bar doesn't protrude above the top tube of the bar, as is the case with many other light bars. "Visibility from the driver's perspective is not interfered with," says John. "And from a pedestrian safety point of view, the light bar tucks in so that it's not sitting too far forward." In addition to the three bull bar mount options, there's also a pedestal mounting kit for customers who wish to fit the Intensity LED light bar on the top plate of a bull bar, or up on a roof rack.

"The pedestal mount allows for mounting on any flat surface so the Intensity LED light bar can fit onto any bar," explains John. "It also fits on the roof rack; it fits beautifully between the two uprights on the ARB roof rack."

"There are two feet that are attached to the bar, and are adjustable along the length of the driving light, from very close together to very wide apart, so it allows for flexibility to mount the light bar to anything."



BUILT TOUGH

The AR40 Intensity LED light bar is built tough to withstand the rigours of driving both on and off the road. It features a strong yet lightweight, high-pressure cast aluminium body that results in the light bar weighing just 3.98kg.

As well as the strength and weight advantages of aluminium, this material was also chosen for the body of the light bar because it helps with heat dissipation. "The aluminium is used as a heatsink to control and disperse the heat that is generated by the LEDs themselves," says John Bamfield.

The light bar's polycarbonate lens is virtually indestructible, so it's resistant to impacts from stones and the like at high speeds, and the Intensity LED light bar has an IP68 rating, which means it's completely dustproof and waterproof up to a depth of three metres. It's also rated to operate in extreme ambient temperatures, from as cold as -40°C to as hot as 63°C.

The light bar is available with an optional wiring loom and a wiring extension loom is also available for use when the light bar is roof mounted. ARB offers a choice of five lens covers to suit the Intensity light bar: clear, red, amber, blue and black. The clear cover is supplied as standard with the light bar kit, and the optional colour covers are translucent, while the black cover is solid.

"The colours are very much about personal preference, certainly from a 'matching your car' point of view, but also in terms of the light they produce," explains John. "Some people prefer a softer colour, especially when driving in a highly reflective off road area.

Perhaps you might change it to a different colour to soften the light reflection off the surface you're driving on.

"The black cover is a black-out, so when fitted you wouldn't even know if the light bar was switched on. In some areas and some states, it's frowned upon to have driving lights, so people can use the black cover when not in use to show to law enforcement that it's not being used."

Regardless of the mounting system, the Intensity light bar is supplied with anti-theft, unique to ARB, keyed locking nuts.

The ARB designers have paid close attention to the styling of the light bar so that it matches the 'look' of Intensity round driving lights, with a red frame, exposed fasteners and the distinctive ARB logo front and centre. This family styling is important, especially for customers who might want to fit the light bar in addition to a pair of Intensity driving lights.

"In terms of a customer choosing between a light bar versus a pair of driving lights, as much as anything it comes down to aesthetics," says John. "You're getting very similar performance out of both. Of course, the Intensity light bar also allows customers the option to run driving lights in addition to a light bar, to provide even more light."

As with all of the Intensity driving lights, the AR40 light bar is a superbly designed and engineered product that fits seamlessly with all ARB bull bars.

SPECIFICATIONS

Input (V)	9-36
Power (W)	115
Current Draw @ 14.4V (A)	8.0
Output (Raw Lumens)	9,200
Lux @ 10m (measured)	Spot = 4,780 Combo = 2,889
Spread (measured)	Spot = 10° Combo = 10°/20°
Operating Temperature	-40°C to 63°C
Colour Temperature (K)	5,700
Weight	3.98kg
UV emissions	0

STAYING FOCUSED

While there are plenty of cheap Chinese-made light bars on the market that claim to produce a huge amount of light, without the right lens and reflector technology, that light is rarely directed where you need it.

Good light performance is not just about the amount of light produced, and ARB has paid close attention to ensuring that the

light output is controlled in such a way that it produces the best possible lighting performance, no matter whether a customer chooses the spot beam or the combination beam variant of the Intensity light bar.

“The difference between LED lights, in general, is all about the control of the light from the LED; it’s all about the reflectors and what they do with the light that’s produced,” explains John. “Cheap light bars do nothing in regards to controlling the light, they might produce a great wall of light, but all that does is produce light right in front of your eyes. Some produce light maybe 50-100m down the road, some a little bit further, but it’s then all about the reflectors and how they actually drive and control the light, and throw it down the road in the positions we want.

“In the combination AR40 light, a series of different reflectors allow some of those LEDs to throw light a long way down the road for the spot part of the combination, and then some of the other reflectors adjust the light to throw it in a broader beam to get that combination.”

The result of the Intensity light bar’s 40 LEDs working in conjunction with this finely tuned reflector technology is an impressive light output directed exactly where you need it, whether you’re driving on straight Outback roads or twisting country tracks.





ON THE PLUS SIDE

The same Classic design with a clever little twist...
Introducing the new ARB Classic 'Plus' series canopy.

Building on the proven design of the Classic canopy, ARB engineers have replaced the twin lock rear door with a single, centralised electronic handle. Featuring keyless entry and a 'slam shut' style operation, the new canopy design includes central locking, operated via the vehicle key FOB. This control unlocks and locks the rear door and allows access via the electronically operated exterior handle.

Ensuring constant access, even when the vehicle battery is flat, the rear door can be overridden from the outside with a supplied separate emergency key. For the unlikely event that somebody becomes trapped inside the canopy, a new interior door cover houses an emergency override handle allowing operation of the door even if there is no power available.

Available as a standard height with a smooth painted finish, the ARB Classic Plus canopy provides the option of side sliding or side lift-up windows which are positioned low on the canopy shell to maximise access into the cargo area.

The front canopy window is a lift style that allows easy access to clean the vehicle cabin rear glass.

Utilising a sandwich-base plate mounting system, the Classic Plus canopy is affixed to the vehicle via a strong and sturdy steel mount and alloy bed rail process, which adds to the body hugging fit and makes for excellent sealing.

The canopy exterior boasts a premium, weatherproof design with a UV-rated finish to suit the harsh Australian environment. ARB canopy shells are made from a special co-extruded ABS plastic for strength and durability. Being a recyclable material, we have the opportunity to reduce the amount of landfill at the end of the product life.

The new ARB Classic Plus canopy is available to suit the Toyota HiLux Dual Cab SR and SR5 as well as the Ford Ranger PXI and PXII.

Contact your local store for part numbers and pricing.

WEIGHT PROBLEM

Knowing how much of a load your vehicle is designed to carry or tow is crucial to both your 4WD's efficiency and safety. We explain what you need to know to ensure your vehicle is both legal and safe.

What is GVM?

GVM (Gross Vehicle Mass) is the maximum a vehicle can weigh when fully loaded, as specified by the manufacturer. Everything on or in your vehicle, such as fuel, bull bar, tray body and passengers, adds to your overall GVM. You can usually find your car's GVM figure on the vehicle's weight placard, which most often is located in the driver's door opening, under the bonnet or in your owner's manual.

Why does GVM matter?

Exceeding your 4WD's GVM can result in voiding your insurance, costly fines and an unsafe vehicle. Tyres are particularly susceptible to failure if they're overloaded, as well as putting your suspension and driveline at risk. ARB's National Sales and Marketing Manager, Matthew Frost, relates a GVM overload experience he encountered on a recent trip to Arkaroola. "A banana is the best way to describe the car, the ute tub to the body was extremely distorted. Driving through the Gammon Ranges, we passed a Mitsubishi Triton

awaiting recovery that was obviously overloaded as well as towing a camper trailer. As a consequence of hitting the many washouts along the road, and most likely too fast, the entire chassis had bent upwards, causing extremely costly and possibly irreparable damage."

Not only is exceeding your GVM a dangerous endeavour, it is also illegal. If police see a 4WD or ute that is clearly overloaded, they can stop the vehicle, have it weighed and issue a summons to appear in court. The maximum penalty for this infringement is \$2,000 or a six-month jail sentence.

OME GVM Upgrade

New vehicle GVM upgrades are only granted by the Federal Department of Infrastructure and Transport after detailed tests have been carried out by qualified suspension engineers. Ensuring that the increase in a vehicle's GVM following the fitment of a complete suspension system meets the minimum ADR safety requirements.

The easiest way to measure your 4WD GVM is by using your nearest public weighbridge for a moderate fee.

www.publicweighbridge.com.au provides a comprehensive list of weighbridges nationally.

Once the approved suspension system and GVM upgrade compliance plate has been fitted to your vehicle by an authorised Old Man Emu installer, it can then be registered according to its new, increased GVM. This process ensures that your vehicle's GVM is legal in all states of Australia.

Once vehicles are registered, they fall under the jurisdiction of the state authorities. The need for GVM upgrades post registration should be discussed with your local ARB State Office, as regulations differ between states and other requirements may be imposed locally.

OME GVM upgrade now available for the Toyota HiLux 2015 on

ARB is pleased to announce that we have successfully obtained a Department of Transport and Regional Services approval to increase the GVM on new and unregistered Toyota HiLux models. The GVM upgrade increases the OE GVM from 3,000kgs to 3,150kgs.



An aerial photograph of a desert landscape. A large, prominent red rock formation dominates the upper right portion of the frame. A winding dirt road curves through the valley below. In the foreground, several off-road vehicles are parked on the dirt, with a few people standing nearby. The sky is filled with scattered white clouds against a blue background.

DESERT STORM

WORDS BY DEAN MELLOR

PHOTOGRAPHY BY OFFROAD IMAGES



The Off Road Icons project came about to celebrate ARB's 40th year. It also proves that you don't need a modern 4WD to enjoy an outback adventure, especially as ARB still manufactures and supplies plenty of quality off road equipment to suit a variety of vehicles, up to 40 years old.



While the ARB Off Road Icons Simpson Desert adventure ostensibly began when the vehicles arrived in Alice Springs, the trip planning, vehicle preparation and other logistical considerations for the task at hand had been underway for many months prior. After all, attempting to drive four vehicles, ranging in age from 20 to 40 years old across the largest sand dune desert in the world would be no easy task.

With journalists covering the event from Europe, China, USA and of course, Australia, failure was not an option. ARB was keen to prove that with the right preparation and the right equipment, an Outback adventure isn't exclusive to those with a modern 4WD vehicle. In fact, ARB still manufactures and supplies almost all of the gear you can see fitted to these four Off Road Icons. So, anyone with an 'older' vehicle still has access to the best quality 4WD accessories on the market.

Nevertheless, vehicle preparation is key, and all four of the Off Road Icons already had plenty of mileage under their belts. There was a litany of mechanical issues to deal with, from minor to major, so each Icon was given a thorough revamp, none more so than the 1995-model Land Rover Defender, which received a complete engine transplant before departure (see

'The Icons' on page 26).

With mechanical problems (hopefully) sorted, and each vehicle given a good tidy up (from a simple cut and polish through to an almost total re-spray), it was now time to equip the Icons with the gear that would see them fit and ready to tackle the mighty Simpson Desert. Each was fitted with essential equipment including bar work, winches, suspension, off road tyres, driving lights, dual-battery systems, UHF radios and more. A few 'luxury' items were also added including: super-comfy Recaro seats, CD/FM radio head units, drawer systems, fridge slides and a few other accessories, in an attempt to bring the rigs somewhere near 21st century standards.

The Defender, HiLux and Patrol were shipped from their home states (WA, QLD and NSW respectively) to join the LandCruiser at ARB's HQ in Kilsyth, Victoria. They were then subjected to another 'going-over' by the team of specialist 4WD mechanics at Outback 4WD in Bayswater, where a few previously unaddressed issues were sorted. Meanwhile, ARB's resident Land Rover enthusiast, Stephen Lawn, set about sourcing and installing a new 300tdi engine for the Defender. Once fully prepped, the four Icons were then shipped

Previous page:
Ooraminna Range

Left: Ooraminna Range

Right: On the road
to Mt. Dare



to Alice Springs, where they were stored at the local ARB store until just before the desert crossing adventure was to begin.

Accompanying the Off Road Icons was a small fleet of current-model vehicles, also fully equipped with ARB gear. These included a new Toyota HiLux, piloted by ARB Marketing Communications Manager Sam Boden and ARB International Marketing guru Moea Theroux. A Toyota 79 Series LandCruiser full of tools and spare parts, piloted by ARB's mechanically savvy Mark Lowry, and a Mazda BT-50 'tucker truck' piloted by Simpson Desert expert and ex-proprietor of the Mt. Dare Hotel, David Cox, and experienced Tri-State Safari desert cook Vicky Lennox.

ARB Moorebank's new Ford Ranger was kitted out specifically to suit the needs of Offroad Images photographer Michael Ellem and his videographer Adam 'Noddy' Bennett. Michael spent four days driving the Ranger to Alice Springs with his wife, Gabriel.

As for me, I took the easy option, flying into Alice Springs to assist Michael and Adam with some pre-trip photography and final vehicle/equipment tweaks before the rest of the journalists flew in the afternoon prior to our scheduled departure.

Those journos were US-based Fred Williams from *Petersen's Four Wheeler Network*, Chris Collard from *Overland Journal*, and Wes Siler from adventure publication *Outside*, UK-based South

African Patrick Cruywagen from *Land Rover Monthly*, also writing for South African magazine *Leisure Wheels*, Chinese publisher Wang Qing from *FB Life*, and Sam Purcell from Pat Callinan Media. As well as knocking over this story for *ARB 4x4 Culture*, I was also representing *4X4 Australia* and *AG Outdoor* magazines.

THE PLAN

The original itinerary for the ARB Off Road Icons trip would see the crew travel from Alice Springs to Chambers Pillar and then on to Mt. Dare, before traversing the Simpson Desert via Dalhousie Springs, the French Line, the Rig Road, Knolls Track, back on to the French Line, Poeppel Corner, the QAA Line and on to Birdsville.

From Birdsville we'd planned to head to Cordillo Downs, Coongie Lakes, Innamincka, Burke's Grave, the Burke and Wills Dig Tree, Cameron Corner, Tibooburra, Milparinka, Packsaddle, Silverton, Eldee Station and then on to Broken Hill.

Then we saw the forecast...



ALICE SPRINGS TO CHAMBERS PILLAR

The sun was out the day prior to our September 13 departure from Alice Springs and our spirits were high, but a series of cold fronts were pushing their way across Central Australia from the southwest... and the weather forecasters predicted they were going to bring plenty of rain.

By Monday afternoon everyone had arrived in The Alice, and the afternoon was spent doing touristy things, stocking up on last-minute supplies and having a couple of beers before we all met up for an introductory dinner at our hotel. We discovered at this point that Wang Qing spoke very little English, but that didn't stop us trying to have a laugh with him, sharing photos on our phones of previous off road exploits. ARB had assembled a great crew and we were all itching to hit the gravel.

The following morning we headed to ANZAC Hill Lookout where we were briefed by trip leader Sam Boden. We were also given a safety briefing by Michael Ellem regarding the use of drones on the trip, while munching on bacon and egg rolls under an ominous-looking sky.

We were soon on the gravel, heading out of Alice Springs on Old South Road. At this point the occupants of the FJ40 probably wished they were wearing earplugs; let's just say the NVH levels in the 40-year old Tojo left a bit to be desired. We stopped off at the Ewaninga Rock Carvings on the way south and had a good look around at what are undoubtedly the Territory's highest concentration of petroglyphs. This men's place is called Napwerte, the rock carvings tell the story of the 'dreaming', but senior Arrernte custodians advise that the specific meaning of each rock carving is "sacred and too dangerous to reveal to people not initiated in Aboriginal Law". Nevertheless, it is known that one



AT THIS POINT THE OCCUPANTS OF
THE FJ40 PROBABLY WISHED THEY
WERE WEARING EARPLUGS

Top left: The 40 getting
some assistance through
Bloods Creek Bore

Bottom left: Working on
the 40's distributor

Right: The French Line

of the events recorded here is the 'Rain Dreaming', and an information sign quotes local, Stuart Oliver as saying, "big storm through here, big mobs of thunder and lightning and all that..." Perhaps we should have noted this down as a warning of what was to come.

A little further down the road we stopped under the shade of a tree while the Offroad Images crew did their thing, grabbing some pan shots of the Off Road Icons. A couple of us took the opportunity to have a gander under the FJ40's bonnet and noticed that the air inlet pipe was rubbing on the exhaust manifold. Mechanical issue #1 had been detected and Mark Lowry quickly sorted it out with a couple of cable ties.

We arrived at Chambers Pillar, well before sunset and rolled out the swags for the first time. A couple of the

overseas journos had not swagged-it before, but they had no problems setting up their ARB SkyDomes.

That night David and Vicky ensured we were well fed and a big campfire kept us warm and entertained. A few took the opportunity to partake in a night time walk around Chambers Pillar before we all retired to our swags, listening as the rain began to fall.

CHAMBERS PILLAR > MT. DARE

We only copped a few millimetres overnight and although cloudy the next morning, it wasn't wet. After breakfast, we headed back out to Maryvale and turned onto Ghan Heritage Road, the southern section, which proved to be heavily corrugated. It was bad enough in the GQ Patrol I was travelling in, so I could only imagine the discomfort for the occupants of the FJ40. Patrick sarcastically commented on the corrugations, saying, "this is probably one of the better roads I've driven on in Australia." It wasn't.

We pulled up at the Finke River for lunch and a vehicle swap, so I found myself driving the superbly prepared Toyota HiLux (love your work, Roger Vickery), as we took on a section of the Finke Desert Race track, into Finke.

The sun occasionally made an appearance between the clouds as we continued towards Mt. Dare. When we arrived at the final wet section before the hotel, the sky was more blue than grey.

On arrival at Mt. Dare Hotel, most of us headed straight to the bar for a coldy and a chat with proprietors Graham and Sandra Scott. We also bumped into an interesting bush poet who goes by the name of Cobby Bob, and who moonlights as the guardian of the heritage-listed Old Andado Homestead in the harsh and lonely summer months.

With the promise of more rain on an already sodden inland Australia, most of us rolled out our swags under a sheltered area that we cleared of old furniture and other debris. A few others opted to pay for a cabin, but I won't mention any names...

Sure enough, it rained a little overnight and the next morning we all found it quite treacherous trying to walk around a very muddy Mt. Dare. The sun soon broke through again, and there were blue skies, as we fuelled up and readied for departure. We did a quick calculation on the FJ40's fuel consumption (25.9L/100km) to see if we were carrying enough unleaded to make it to Birdsville. We had the Cruiser's standard tank, a long range tank, two 20L jerry cans on the rear of the 40 and a few spare jerries in the back of the 79.

MT. DARE > DALHOUSIE SPRINGS

After a few happy snaps outside the Mt. Dare Hotel, we were in the vehicles by around 10:30am and heading south to Bloods Creek Ruins (see page 25). We had a look around the ruins and studied the information signs, then headed off to be confronted by our first deep water crossing. The surface below the water was on the slippery side, so the crossing required a modicum of gusto. This filled the FJ40's engine bay with muddy water, and it stalled midway, requiring a pull to get across to the other side. The other vehicles all made it through, but not necessarily on their first attempt, and the deep water sorely tested the Defender's door seals (or lack thereof). As a result, one of my cameras spent the next few days drying out in a bag of rice. D'oh!

If there was one good thing about the inclement weather, it meant that we had the often busy Dalhousie Springs all to ourselves and we made the most of it. Soaking in the warm waters, resting on pool noodles, beer in hand, washing away the day's dust... ahem, I mean mud.

As well as the fantastic mound springs, heated to a warm 34-38°C by water flowing from the Great Artesian Basin, Dalhousie Springs offers plenty of campsites and good facilities. It's little wonder it's usually so popular.

Vicky and David cooked up a storm that night, with an entrée of oysters and a main consisting of kangaroo, lamb, beef and emu. It was bloody fantastic! Those who made the short walk back down to the springs later that night were greeted by a surreal sight. The full moon lit up the steam, rising from the warm waters giving the entire area an eerie but pleasant glow.

Knolls Track



DALHOUSIE SPRINGS > SIMPSON DESERT CAMP #1

We got away from Dalhousie Springs by about 9am but were not that far along Spring Creek Track when we had to pull up due to our first serious mechanical issue. Not one of the Off Road Icons, but the tucker truck's trailer. A pin had fallen out of one of the leaf spring packs, which had subsequently seen a couple of leaves jump ship, and so a spare spring pack had to be fitted. While David and Mark set about fixing the trailer, the rest of the group refueled (premium caffeine of course).

We stopped off at Purni Bore for a late-ish lunch. This 'accidental lake' was formed after the French Petroleum Company drilled here in 1963 to a depth of 1,880m, right into the Great Artesian Basin. The bore was capped and sealed, but it corroded, and water flowed out at a great rate. This flow of water started to impact the water flow at Dalhousie Mound Springs (70km away), so in 1987 the Purni Bore was capped again to conserve water resources. Today, a small water flow is maintained to sustain the wildlife that has now become dependent on Purni Bore.

Just before 5pm, we spotted a track up the side of a steepish sand dune and decided a challenge was in order. While those in the FJ40, HiLux and GQ Patrol had several unsuccessful cracks at

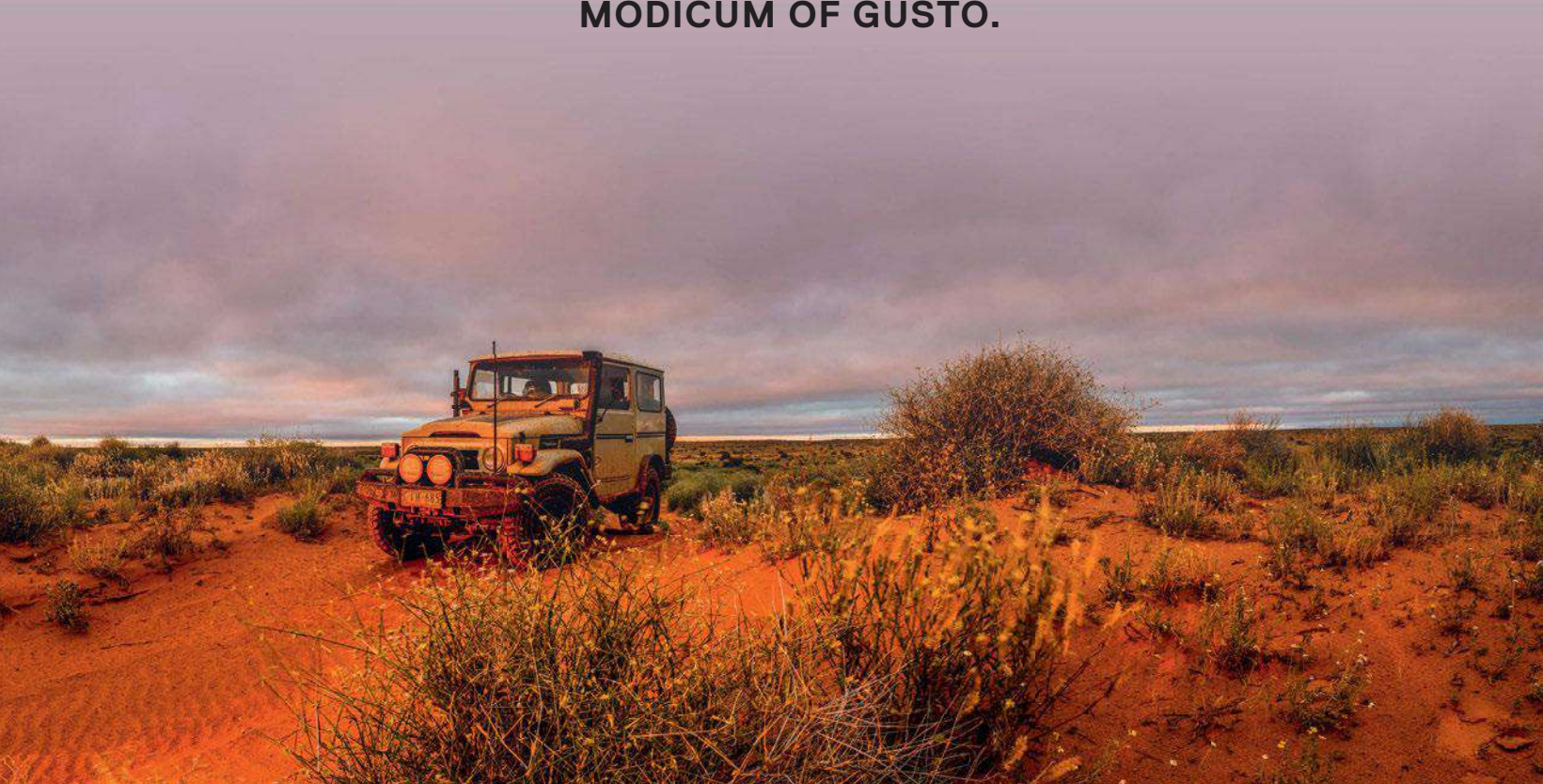
the climb, Patrick and I grabbed the ARB E-Z Deflator and quickly dropped the Defender's tyre pressures to 16psi. Of course, the Defender then crawled up the sandy track with ease.

From here we started along the French Line and crested what could have possibly been the first of more than 1,100 sand dunes in front of us. We then turned south down the Rig Road and by 6:30pm we had found a nice valley between the dunes in which to set up camp under a clear sky with a full moon.

As we sat around the campfire enjoying another fantastic meal, we could see the first wispy white clouds pop over the western horizon. As the night wore on, these were replaced by more sinister-looking rain clouds.

Sure enough, it rained quite a bit overnight, but Michael, Adam and I still managed to get up at 5am to attempt a 'sunrise' shot atop a dune with one of the Off Road Icons. We had recced an appropriate spot the previous evening, which also afforded a great view over our campsite. That morning, we sipped on coffee, tried to keep the video camera dry and watched as the campsite below began to slowly stir as people arose for brekky in the drizzling rain.

THE SURFACE BELOW THE WATER WAS ON THE SLIPPERY SIDE SO THE CROSSING REQUIRED A MODICUM OF GUSTO.





SIMPSON DESERT CAMP #1 > KNOLLS TRACK

It wasn't until day 5 that the real challenge began. Despite the rain, or because of it, we had packed up camp and were on the move by 8:30am. The rain had started to ease, but we were still forging east under a threatening sky. There were quite a few muddy sections along the track that saw us crawling along at a very slow pace, all crossed up in sections, and trying hard to prevent water splashing into the FJ40's engine bay, where it would wreak havoc with the temperamental electrics.

While we had been expecting warmer days and a much drier desert, in one sense we were quite happy with the cool winds blasting us from the south; after all, neither the FJ40 nor the Defender were equipped with air conditioning. It was not long before we passed Linnies Junction (named after Linnie Plate of Pink Roadhouse, Oodnadatta fame). East of the junction the track is no longer clay capped, so we were now into the real sandy section of the WAA Line.

We turned south along Erabena Track to have lunch at Lone Gum. Although there was plenty of water about, the going was much faster in a north to south direction as we drove between the dunes rather than up and over them. Michael spotted some dingos along this section of track and got some great photos of them with the big 400mm lens.

After lunch, we headed back up to the Rig Road and pointed east once again. By this stage, the Defender's thermo alarm was constantly sounding, so we pulled over just before a nasty looking claypan and set about finding the cause, while waiting for the rest of the crew to catch up. Fred Williams detected a dodgy wire

connection and fixed it by jamming a bit of cable-tie plastic in there to tighten it up, before securing it with a second cable tie. Aaah... the serenity.

We were running behind schedule, and there was little chance of making our intended camp at Poepel Corner that evening. Once we reached Knolls Track and pointed north again, we thought we'd at least make it back up to the French Line to find a suitable campsite, but then we heard a call on the UHF that the convoy had come to a standstill. The trailer coupling had failed, so we'd be making camp right where the tucker truck had stopped.

If the coupling was going to fail anywhere, the rough Knolls Track was the place, with lots of ups and downs testing the suspension on all the vehicles. In fact, Sam Boden had already adjusted the BP-51 dampers on the new HiLux he was driving, upping the compression damping from around the 5 to 8 mark, which he said improved ride control significantly. The same adjustment was later made on the tucker truck's BP-51s.

In the meantime, we dragged a couple of Optima Yellow Top batteries out of the FJ40 and GQ Patrol so David and Mark could get started on welding the coupling back on the trailer. To say they did a great job would be an understatement; the weld was good, and it looked far stronger than the original.

As the sun started to set behind a cloudy sky, we were presented with bright pink rays of light that seemingly emanated from the dune to our west. It was an amazing and spectacular site, and one that filled us with hope for sunnier days ahead.

Little did we know what we were in for...





IF THE COUPLING WAS GOING TO FAIL ANYWHERE, THE ROUGH KNOLL TRACK WAS THE PLACE, WITH LOTS OF UPS AND DOWNS TESTING THE SUSPENSION ON ALL THE VEHICLES.

BLOODS CREEK

Named after John Henry Blood, a member of the Overland Telegraph Line construction party, by the mid-1890s Bloods Creek consisted of a store and a general pub. An information sign quotes Gillen, who stopped here on a 1901 expedition, describing the pub as: "... a miserable little store eating house and grog shanty kept by a man named Harvey; found half a dozen men there including the proprietor all more or less drunk – principally more."

There's also a well-marked grave at Bloods Creek belonging to Mary Bailes, who died here on April 12, 1897 after sustaining burns in a tent fire two days prior. One can only imagine some of the terrible hardships experienced by the early pioneers in such remote country.

After the settlement had been abandoned, Bloods Creek was leased to Edmund (Ted) Colson in 1931, who became the first European to cross the Simpson Desert with the help of Eringa Peter (Peter Ains) of the Antakurinya tribe. In 1936, the 885km round trip from Bloods Creek to Birdsville and back took Colson just 35 days to complete. He was apparently prompted to cross the desert by an 'exceptionally wet season'. It seemed as though there was a theme developing here.

Far left: Reattaching the coupling to the trailers A-frame

Left: The road into Chambers Pillar

The Icons

TOYOTA FJ40 LANDCRUISER

Despite its relative lack of comfort and performance, the Toyota FJ40 LandCruiser was a favourite amongst the ARB Off Road Icons trip participants. While not a great drive on the road, the Shorty 40 was at home in the off road sections, with its engine making dollops of low-rpm torque and its heavy flywheel helping it to crawl over difficult obstacles. Low-range gearing is also fantastic, and the OME suspension offered a vastly improved ride over standard, more ground clearance and improved wheel travel.

Early in the trip, the 40's Achilles Heel became apparent; it didn't like water crossings. As soon as water got near the distributor, coil or ignition leads, the fire would go out.

If you ever wondered why some old codgers are hard of hearing, chances are they used to drive a 40 Series. On corrugations, it was so noisy inside the 40 that it was almost impossible to hear your co-driver, let alone any transmissions on the UHF.

The big tiller made up for lack of power steering, but steering-kick in off road conditions meant it was important to keep your thumbs on the rim, not wrapped around it. Old school four wheel driving at its finest.

- 1976 model (53,000km*)
- 4.2L 6-cyl petrol (2F)
- ARB bull bar, Kaymar rear bar with wheel carrier and jerry can holder, ARB AR32 Intensity LED driving lights, Warn M8274-50 8,000lb winch, Long Ranger auxiliary tank, ARB Air Lockers (front and rear), ARB twin compressor with 4L air tank, AVM free-wheeling hubs, OME suspension, Cooper 265/75R16 S/T Maxx tyres, Safari snorkel, Recaro seats, GME UHF, Redarc dual battery management system, Redarc 52mm gauges, ARB reversing camera, Outback Solutions roller drawer with roller floor, Kaymar Hi-Lift jack holder and Hi-Lift 48-inch extreme jack.

* The odometer has probably done a few circuits.

Bloods creek bore

LAND ROVER DEFENDER 300TDI

The Defender was in its element on this trip; despite being fitted with the most road-oriented tyres of all the Icons, and only being equipped with the one (rear) ARB Air Locker, it was virtually unstoppable.

The new 300tdi engine (expertly refurbished and installed by ARB's Stephen Lawn) offered fantastic low-rpm torque and was well paired to the Landy's excellent low-range gearing.

The OME coil spring suspension offered a great ride on rough terrain and loads of wheel travel, and the Defender's low centre of gravity ensured it cornered well and dealt with steep side slopes comfortably. A few drivers complained about the typical Defender driving position (which almost needs the driver's window to be down to steer the thing comfortably), but the Recaros made up for the dodgy ergonomics, offering a supremely comfortable seat with great (adjustable) support.

The Defender soon became a favourite with many drivers, especially as we got into more difficult terrain.

- 1995 model (280,000km)
- 2.5L 4-cyl turbo-diesel (300tdi)
- ARB bull bar, ARB side steps, IPF 900 Xtreme HID driving lights, Warn Zeon winch, ARB roof rack, ARB awning, Long Ranger fuel tank, ARB Air Locker (rear), ARB air compressor, OME suspension, Cooper LT235/85R16 Discoverer A/T3 tyres, Sunraysia rims, Safari snorkel, Recaro seats, GME UHF, Redarc dual battery management system, Redarc 52mm gauges.



TOYOTA LN106 HILUX

Possibly the best prepared of all the ARB Off Road Icons, the LN106 HiLux offered a surprisingly good ride considering its front and rear leaf spring live-axle setup. The OME springs and dampers were perfectly tuned for the load on board.

You sit quite low in the HiLux, and close to the floor, so it felt like a bit of a go-kart compared to the other Icons, but it proved just as capable off the road.

It may have shown almost 300,000km on the odo, but the HiLux's five-speed gearbox felt as fresh as the day it rolled off the production line. Gearing was good for both on road cruising and off road crawling, and the only real negative was a lack of engine power in some of the desert's softer sections.

This mid-1990s HiLux was manufactured when Toyota's build quality was at its peak, and despite its age and mileage it exhibited no rattles and felt pretty much like a new vehicle to drive. If you can find a good example like this one, an LN106 HiLux would make a great project truck for those on a budget.

- 1994 Model (293,000km)
- 2.8L 4cyl turbo-diesel (3L w/ Safari turbo)
- ARB Deluxe bull bar, side rails and steps, ARB rear step tow bar, ARB AR21 Intensity LED driving lights, ARB canopy, Rhino Rack roof rack, ARB awning, Long Ranger 129L fuel tank, ARB Air Lockers (front and rear), ARB air compressor, OME suspension, Cooper 32x11.5R15 STT Pro tyres, Safari snorkel, Safari turbo, Recaro seats, GME UHF, Redarc dual battery management system, Outback Solutions drawer system and ARB fridge slide.

NISSAN GQ PATROL

The GQ Patrol was referred to as a 'tank' by several trip participants. It easily dealt with any off road obstacle in its path, and it did so while offering a comfortable ride and loads of performance.

The Safari intercooled turbo really transformed the 4.2L six-cylinder diesel, boosting power and torque output to modern-day standards. The Cooper STT Pro tyres proved superb in the muddy conditions and the OME coil spring suspension offered loads of wheel travel and a great ride.

If it weren't for the GQ Patrol's obviously square-ish 1980s styling, you could be forgiven for thinking you were driving a later model GU Patrol; it essentially felt the same. With super comfortable Recaro seats, power steering, air conditioning and a decent sound system, the Patrol felt the most modern vehicle of the Icons line-up.

- 1990 model (338,000km)
- 4.2L 6-cyl turbo-diesel (TD42 w/ Safari intercooled turbo)
- ARB bull bar, side rails and steps, Kaymar rear bar with twin wheel carriers, ARB AR32 Intensity LED driving lights, Warn winch, Long Ranger fuel tank, ARB Air Lockers (front and rear), ARB Air Compressor, OME suspension, Cooper 33x12.5R15 STT Pro tyres, Safari snorkel, Safari intercooled turbo kit, Recaro seats, GME UHF, Redarc dual battery management system, Redarc 52mm gauges, roof console, Outback Solutions drawer system and fridge slide.

> Continue Part II of the Off Road Icons journey in Issue 48.



Patrol Tank



Running out of fuel on a remote track is not only inconvenient but could prove to be extremely dangerous. Leaving the city behind, service stations become less frequent, so ensuring you have adequate fuel supplies to make it to the next fuel stop can be critical. Continuing our long tradition of innovation, ARB has developed a range of polymer long range diesel fuel tanks, giving you peace of mind for your travels.

The ARB Frontier long range diesel fuel tank has arrived for the 3.0L and 4.2L Nissan GU Patrol, providing an additional 55 litres of diesel capacity. Replacing the OE rear main 90-litre tank, this 145-litre tank has a wall thickness of up to 8mm and is constructed from specially formulated crosslinking polymer. The ARB Frontier tank is durable and impact resistant, perfect for off road applications.

The GU Patrol Frontier tank introduces a new feature to the Frontier tank range; an ARB engineered fuel collector. This fuel collector acts as a 1.8-litre fuel bowl and provides a constant fuel supply during rough terrain, extreme vehicle angles, low fuel and fuel slosh conditions that may otherwise starve the engine of fuel. Built into the fuel collector is a spring loaded mounting system. This clever feature ensures the fuel collector maintains contact with the bottom of the tank while being able to automatically adjust as the tank adapts to terrain conditions.

Features of the ARB Frontier tank include:

- Around half the weight of a comparative steel tank
- Utilises existing vehicle mounting points
- One piece construction
- Proudly made in Australia by ARB
- Will not rust or corrode
- 100% pressure tested
- Tough, impact resistant plastic
- Three-year warranty

Contact ARB for part numbers and pricing.

Shock Tactics

The BP-51 range of high-performance, bypass shock absorbers is the result of an exhaustive development process aimed at delivering the ultimate in both comfort and control. Old Man Emu is pleased to release the latest application of BP-51s specifically for the Nissan Patrol Y62.

As the Y62 was the first independent rear suspension for BP-51, extensive time has been invested in tuning to maintain the high standard of comfort delivered from factory, but with enhanced levels of control. A new spring design was created for the front coil over, specifically tuned for the large mass and geometry of the Y62.

BP-51 is a high-performance position sensitive bypass shock absorber with a 51mm bore size and a hard anodised aircraft grade 6061 T6 aluminium body and remote reservoir. Incorporating internal bypass position sensitive technology, it features user adjustable compression and rebound damping.

Unlike a traditional velocity sensitive shock absorber, which determines damping force by shock speed, BP-51 offers up to 300 percent more damping in the end zones of shock travel than it does at static ride height. As the suspension compresses under loads or extends when rebounding, damping performance firms up to lessen the chance of bottoming out or topping out, resulting in a more compliant ride over rough surfaces and improved control.

Key Features:

- Bypass technology with remote reservoir
- Vehicle specific application
- Hard anodised, aircraft grade 6061 T6 aluminium
- Independently adjustable in both rebound and compression
- Designed, engineered and manufactured by ARB
- Backed by a three-year, 60,000km warranty

Contact ARB for part numbers and pricing.





Three to Tango

For dual cab utility owners looking for an alternative to a traditional canopy, ARB has released a new Tango load system. Made up of three main components; a Tango mount system, Tango Loadmaster cargo organiser and Tango Sport Lid, the new load system provides additional practicality, versatility and security to the standard vehicle tub.



Tango Mount System

At the heart of ARB's new Tango load system are the cleverly designed mounting rails. Comprising of four extruded aluminium rails, that bolt to the inside edge of the tub using existing mounting holes (no drilling required), the Tango mount system provides a number of benefits.

The upper edges of a dual cab ute tub are easily damaged during loading and unloading. The Tango mount system provides protection to these areas, attaching over the top edge of the tub sides to help prevent dents and scratches.

To provide additional storage space, the two side rails incorporate a T-channel within the top face, designed to accept a range of Thule and Rhino accessories such as cross bars, cargo trays, bike carriers and more.

To ensure compatibility with complementary products, the Tango mount system has been cleverly designed to allow unobstructed fitment of other accessories, including the ARB under rail ute liner and SportGuard, as well as factory tie down points.

Loadmaster Cargo Organiser

Despite offering a huge storage capacity, there are a couple of inherent challenges that exist when packing a ute tub; separating contents, and preventing cargo from sliding around when lightly packed.

Providing a solution to both of these challenges, is the Tango Loadmaster cargo organiser.

Suitable for use with all vehicle specific Tango mount systems, the Tango Loadmaster simply slides into the mount rails on each side of the vehicle tub to partition the area and separate cargo in line with the owner's specific requirements.

An extending frame and flexible hinges on each end of the Tango Loadmaster allow for both parallel and angled positioning of the barrier, while two pockets along the length of the divider provide additional storage for smaller items.

ARB Tango



The clever attachment system allows for quick and easy installation and removal of the Tango Sport Lid, to cater for larger loads or when complete access to the tub is required.



The unique hinge system enables factory sports bars to be fitted, without compromising access to the cargo space or interfering with the vehicle cabin when raised.

Tango Sport Lid

The crowning jewel of the new Tango range is the stylish and practical Tango Sport Lid.

Providing secure storage space and protection from the elements, as well as incorporating a clever new hinge system that allows the fitment of OE sports bars, the Tango Sport Lid attaches to the Tango mount rails to provide an integrated system.

From the outset, ARB Product Managers and Engineers, set out to design a sport lid that addressed the challenges associated with current designs.

ARB Sport Lid Product Manager, Rhys Brown, explains. "We wanted to overcome the typical issues surrounding traditional sport lid design, and this product is going to give us a very unique advantage over the competition.

"Currently in our range, we have two types of ute lids; we have what we call a single piece sport lid, which is designed for fitment to a vehicle without OE sports bars, and then we have our three-piece sport lid, where you have two side pods, independent of the sport lid, to which the sports bars mount. These pods are permanently mounted to the tub's front corners, resulting in restricted access to this part of the cargo area.

"The Tango Sport Lid, on the other hand, has a unique hinge system that pivots up and away from the vehicle cabin, allowing

the OE sports bars to be fitted directly to the lid without impacting storage access or interfering with the cabin when raised."

To allow for additional load carrying accessories to be utilised, the new Tango Sport Lid also incorporates top mounted aluminium T-slots, which will accept a range of Thule and Rhino roof bars and accessories, including cargo trays, bike racks, shovel holders and the like.

A total of 75kg can be added to the top of the Sport Lid, with a maximum of 20kg recommended should you plan on lifting the lid with the top mounted cargo in place.

"You can't lift the lid at its maximum capacity because it's just too difficult to lift; when closed though, it's certainly capable of taking a 75kg load", explains Rhys.

Another challenge associated with traditional sport lids is the ability to carry cargo taller than the confines of the lid. To address this, the Tango Sport Lid has been designed with an attachment system that requires very little time and effort to remove, should you require additional space.

Other clever features include central locking via the vehicle key fob, a soft touch electronic unlatching mechanism, LED interior lighting and emergency override of the locking mechanism, should the vehicle battery run flat or should someone get trapped inside. For full details on the entire Tango system, as well as a list of current applications, visit www.arb.com.au.



Aluminium T-channels on the top surface of the Tango Sport Lid enable the fitment of Thule and Rhino roof bars and accessories to further increase storage space and practicality.



Similar to the Ascent canopy, the Tango Sport Lid incorporates central locking via the vehicle key fob, as well as an emergency key operated twist lock, should the vehicle battery fail.

Colorado Summit

With the release of a new Colorado to the market, ARB's engineers have taken the opportunity to develop a Summit bar, side rails and steps to suit the Holden Colorado ute.

To have the new Summit bar ready as early as possible, while ensuring the highest quality standards were achieved, ARB sent an engineer to Thailand to examine and measure the vehicle prior to its Australian launch.

Steve Sampson, Product Manager responsible for ARB fabricated products explains, "Once the Australian-spec vehicle was released, we made sure it was the same as the Thai-spec vehicle. The only difference between the two was the badge on the grille.

"In terms of all the bar mounts, they have been retained from the previous generation Colorado, so we didn't have to do any bar mount development, which certainly helped to speed up the process."

With a change to the newer-style Summit bar, however, there was plenty of specific development work undertaken to ensure



compatibility with the Colorado's chassis and technology systems. The ARB engineers also had to take into account the relocation of the winch control box, which sits lower on a Summit bar than other ARB bull bars.

"With the change to a Summit style bar on the new Colorado there were a few things we had to keep in mind," says Steve. "With the different location of winch control boxes, things like airflow to the vehicle's cooling system had to be taken into account, so there were a few changes to that.

"The wings on the Colorado also posed a bit of a problem; where the bumper joins the guard of the vehicle, it's not just a straight line, and there's actually sheet metal behind the OE plastic bar. So we had to allow for the bar to fit in conjunction with the factory



wheel arch and front fender."

There also had to be enough space to allow for movement of the bar relative to the vehicle's bodywork so, to resolve any potential issues, the wings of the Summit bar don't extend all the way back to the wheel arch, but they follow the lines of the vehicle's flared guards.

The new Colorado is available with a variety of high-tech safety features including parking sensors and lane departure warning, which also had to be taken into account when developing the bar.

"In relation to the parking sensors on the vehicle, we've done a lot of work to make sure they've been mapped properly," says Steve. "The way that we refit the sensors into the bar is as close as possible to the original locations.

"Some of the models LTZ and Z71 also have a lane departure warning system, which is located in front of the rear vision mirror on the windscreen, so we had to do testing to make sure that things like antennas didn't interfere with its operation, so all the standard lane departure systems still work in conjunction with the Summit bar."

Finally, because this is the first Summit bar designed for fitment to the Colorado, a winch load test was performed to ensure compatibility with the existing bar mounts.

The Summit bar for the new Holden Colorado is scheduled for a November 2016 release with Summit side rails and steps available two weeks later. ARB is also developing a new Commercial bar for the Colorado, which will be available soon.

TEAM TACOMA



The latest model Toyota Tacoma is now even more off road capable with a slug of ARB products released in the last few months. These include the ARB Summit protection range, OME BP-51 and Nitrocharger Sport suspension systems and an extensive lineup of accessories still in development.

ARB Summit Bull Bar

The all-new Summit bar for the 2016 Toyota Tacoma continues the ARB tradition of pioneering innovation with relentless pursuit of quality. Our flagship frontal protection system, the ARB Summit bull bar is designed to complement modern day vehicles, as well as providing additional features and strength related characteristics.

Features include:

- Vehicle specific design
- Durable steel construction for maximum protection
- ARB's renowned multi-fold upswept and tapered wing design for optimum strength and approach angle
- 30mm radius on wings and centre section
- Engineered, air bag compatible mounting system
- Split plan design with two-piece grille for maximum strength and airflow
- Twin Hi-lift jack points and durable two piece buffers
- Provision for driving lights and antenna points

OME Suspension

Old Man Emu is pleased to release the latest application of BP-51 high-performance bypass shock absorbers and Nitrocharger Sport shock absorbers engineered specifically for the Toyota Tacoma.

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

The Nitrocharger Sport range consists of an advanced shock absorber with the capacity to deliver vast improvements in ride control, load carrying, durability and vehicle specific fine tuning. Utilising significant advances in key components and the latest valving technology, Nitrocharger Sport shock absorbers provide tremendous improvements in ride, comfort and handling over all terrains.


Engineering and Development

ARB will be releasing a full host of accessories for the Toyota Tacoma in the coming months. This includes the Summit rear step tow bar, Summit side rails and steps and under vehicle protection.

Visit www.arb.com.au for more information.

Hitting the dirt and loving it.





"The kids set up their swags beside our camper and they joked how they had their own television. All they had to do was open the window at their feet and they could watch the ocean."



Red dust billowed from behind the car, seeping through the doors and air vents, but we were happy to leave the bitumen behind as we neared Cape Leveque, the first stop on our six-month adventure around Australia. We made an express trip from Perth, driving 2,500km north in less than three days and following a hectic preparation, I was looking forward to relaxing on the beach.

Packing up our house was a mission in itself, getting everything into boxes so a family could live in our home and to look after our pets while we are away. Although we began packing and preparing months in advance, the final few days were nothing short of exhausting. Eliminating what not to bring was the biggest issue, and although we were heading north for the start of the trip, I had to cater for cold nights in Tasmania, where it can snow during December.

Ashley, my husband and I had been continuously debating over available space, we have three storage boxes on the top of the car and too many toys to bring. The final agreement was one case for fishing, one for snorkelling gear and extra sleeping bags, with the last being for bike gear and helmets. The back of the car was already filled with our fridge and freezer, food, tools, safety equipment and multiple cameras, including a drone.

The kids were limited to one teddy each, some books, a fossil hammer and safety glasses, plus a hard case of Lego, which sits on the floor under Bailey's feet. A set of seat organisers kept the rest of their gear in order, storing all their books, pens, sunglasses and anything else they could stash in the numerous pockets. Elastic attached to the cargo barrier gave us some more storage space, keeping their stable tables, white boards and felt hats easy to access and to prevent them from falling on their heads. As we climbed into the car, I was relieved to start driving, leaving the packing discussions behind us, super excited about our upcoming adventures.

Cape Leveque

The calm, turquoise blue ocean was surrounded by stunning red cliffs, and when our beach shelter appeared at the end of a soft, sandy track, it looked like something from a postcard. This was the only campsite we had booked in advance and for some shade, a table and cold shower, it was certainly going to be the most expensive patch of sand on our trip. Despite the expense, I extended for five nights in total as it was complete bliss to stay beachside in such a stunning location. If I didn't feel like cooking, the restaurant at the top of the hill had stunning views, opulent grass to laze on, a good selection of meals and even a wood-fired pizza oven.

The kids set up their swags beside our camper, and they joked how they had their own television. All they had to do was open the window at their feet and they could watch the ocean. As soon as we finished setting up camp, we took our fat bikes for a ride along the hard sand where the tide had receded. Bringing bikes was a huge discussion point, fitting five bikes on a small camper was challenging, to say the least, and fat bikes made it even more difficult. We felt being away for six months that the kids would use bikes and it was a good way for us to keep fit and access places that most people couldn't. Bikes with fat tyres (ours are 4.8" wide) are great for riding on sand, mud, dirt, creek beds and over rocky surfaces, so we decided if we were carting bikes to far-flung destinations, we'd choose the best option.


The kids followed Ashley, jumping their new bikes off rocks onto the beach, but once we were forced up to the higher dunes and soft sand, riding became a lot more challenging. Back at camp, we plunged into the ocean to cool off and enjoyed swimming in the warm, croc free waters of Cape Leveque. It was great having our own shower to rinse off the salt, and for a change, I was happy to prepare dinner as our camper kitchen had fabulous ocean views and I was able to watch the kids play on the beach as I cooked.

Hearing the waves lap the beach during the night and seeing the sun rise from the window of our camper was the perfect way to begin our trip. It was another golden day, no wind and the ocean was glassy. Whales were breaching offshore, and you could see the massive splash as they jumped and slapped the water with their tails, making their way north.

I was delighted to hear the snorkelling was great at low tide, but I was slightly dubious about the visibility due to the huge tidal movement. I was keen to use my gear that had been such a discussion point, and as it was low tide and not a breath of wind, I headed for the rocky outcrops, which appear when the water recedes. The ocean was warm and much clearer than I expected, with the visibility improving as I got closer to the offshore rocks. Small Blue-Spotted Rays darted in the shallows, schools of fish gathered around the reefy outcrops and a large Coral Trout sped away as I approached. I was surprised to find red and

black Anemonefish guarding their homes as well as many other tropical species. I swam along the rocks, thoroughly enthralled, and was amazed to see I had been in the water for 90 minutes. It was time to return to camp, and I was looking forward to taking the kids the next day.

It was difficult trying to help the boys with their schoolwork when the ocean was right there, beckoning us to swim. We easily filled our days with swimming, making sand castles, lazing on our air-filled lounges, bike riding, casting a line on the fishing beach, doing a tour and enjoying the splendid sunsets from the western point. Cape Leveque is a special spot, and although you need a four wheel drive to access the area, the road was in reasonable condition and it was a relatively easy drive from Broome. Our five nights soon disappeared and we begrudgingly packed up our camp, ready to hit the dust and corrugations on The Gibb River Road, the next leg of our big adventure.



“Blue-Spotted Rays darted in the shallows, schools of fish gathered around the reefy outcrops and a large Coral Trout sped away as I approached”



“With spears in hand, we made our way to the creek and Bundy showed us how to find fresh water in the tidal flats.”





Spear making and cultural tour

Cape Leveque is owned and run by the local communities and the area is extremely rich in Aboriginal heritage. Guests are invited to share and gain knowledge of the history and local culture through various tours and interpretive signs. When the boy's saw spear making on offer, they couldn't wait to do it, and we felt it was a good opportunity to learn more about a culture and way of life, which is vastly different to our own.

We met Bundy, a local from the Goodarlagoon tribe at the Djarindjin Store early in the morning and followed him along the beach to Jilarr Creek (Chilli Creek). Quietly spoken, extremely knowledgeable and patient, Bundy explained some of the dreamtime stories and how his ancestors have been on this land for thousands of years. Bundy could hear the whales slapping their tails on the water, although I struggled to define the sound from the waves in the distance. He explained how the whales were scaring the fish into shallow waters, ready for us to hunt in the tidal flats. Bundy told us about Green Frog Dreaming and how the men, women and children survived, and the relationship they had with the land.

The boys were excited to see Bundy emerge with sprigs of wattle he had already cut, straightened and hardened in the fire, ready to make our spears. He showed Cooper how to hold the metal point and carefully wind fishing line around the spearhead, to fix it to the wattle. Cooper diligently wound the line, making sure it was tight, as Austin and Bailey started working on their spears. Bailey, our six-year-old, had the smallest spear of all, which was perfect for him to throw.

With spears in hand, we made our way to the creek and Bundy showed us how to find fresh water in the tidal flats, although he let us taste plenty of salt water until he guided us to a tiny spring, filling a hole only

a fist in size. We cupped our hands, scooping and drinking the water, amazed how fresh it was. Bundy showed the boys how to carry the spears, and if they promised to use them only for fishing and not to spear their own feet, then they could keep their spears for the rest of the trip. The boys were delighted and took the responsibility seriously, having great respect for their new souvenirs. Actually, trying to get a fish was another matter indeed. We followed Bundy, standing on rocks, watching for incoming fish as the tide grew. He told us there was a croc in the creek, but I felt reassured that Bundy knew the area and would keep us all safe.

I laughed at the boys as they threw and pushed their spears at darting fish, perplexed at why they couldn't catch one. Bundy soon speared a small fish and took it to the sand where a sea eagle had been waiting patiently for a free feed. The spearing was engaging, the challenge of catching a fish was enthralling, and the boys would have stayed for hours if the tide wasn't coming in such a hurry.

Bundy waved us in and as we were fishless, he showed us where to dig for Pippies and Bidgarr Bidgarr (like mussels) around the Mangrove roots, find Tree Oysters and told us how the women and children would gather food while the men hunted for the fish. He gathered branches from the Mangrove tree to light a small fire, cooking the Bidgarr Bidgarr until the shells opened. The boy's thought they tasted like smoky sausage but were still asking for a sandwich as a few of these tasty morsels were not going to fill them for lunch.

The tour was a real highlight for us, and although the kids are missing school and the classroom environment, it is these experiences which makes travelling and exploring such an important part of growing up. Although we are trying to keep them up-to-date with their maths and English, there is so much they are learning while on the road. This type of knowledge about our land and culture is something they can't get in a classroom, and I am grateful to be able to share these unique and special experiences with them.

CAMP OUT

The weather is warming up and ARB has a great new range of camping and touring gear to assist you out on the tracks.

ARB 4x4 TrackPack



Keep your fourby clean and organised with the ARB 4x4 TrackPack. Designed to accommodate multiple items, this versatile bag has two large compartments (overall volume 57L), perfect for separating rubbish from recyclables, and twin side pockets (overall volume 9L), complete with shackle holders and adjustable straps.

The ARB 4x4 TrackPack has a full mesh base and eyelets on each side pocket to provide drainage, making it easy to clean. It also includes a top lid organiser for smaller items. The UV resistant fabric is extremely durable, perfect for off road use, and features reflective tape for extra safety on the trails.

A three point harness with eyelet straps secures to your rear spare wheel (up to 35" tyres) with ease, and includes an attached bottle opener.

Whether it's wet towels from a day at the beach, rubbish from a camping trip – even your dirty recovery gear, the ARB 4x4 TrackPack is the perfect accessory to take on any off road adventure.

Annex & Simpson Tent Combo



ARB's Simpson rooftop tent delivers the ultimate in comfort. With sleeping quarters off the ground, this handy rooftop tent protects you from the elements and is easy to set up and pack away within minutes. The ARB Simpson rooftop tent is now available in a convenient tent-annexe-combo kit. RRP \$1,599.00

ARB Camping Chairs



ARB's range of camping chairs now features a convenient solid moulded clip-on table, complete with drink holder, as well as a new zippered, heavy-duty carry bag for easy storage and transportation.

Rated to 150kg, ARB's camping chairs (available in ARB Touring and Air Locker) incorporate weather resistant, heavy duty polyester oxford weave for strength and comfort. Generous mesh pockets allow you to keep all your belongings at arms reach, with extruded aluminium arms and a padded backrest and seat for extreme comfort around the campfire. You'll never want to get out of it!

Mesh Multi Mat

Protect your valuable gear from the elements with ARB's Mesh Multi Mat. Suitable for use with ARB's Skydome swags (single and double) and ARB Awnings, the ARB Mesh Multi Mat has zinc protected eyelets for awning poles, as well as pole and peg down points.

Created from 350GSM PVC coated, UV stable mesh fabric with heavy duty 50mm wide, double stitched, cross-reinforced webbing for added durability, the ARB Mesh Multi Mat has location patches for easy setup and is easy to clean using water or a soft brush.



SWAG

- Strong, corrosion resistant eyelets specifically placed to accommodate both single and double SkyDome swag poles
- Additional perimeter peg down points for secure placement
- Heavy duty mesh protects the base of your swag from debris and prevents dirt and grime build up
- Provides a clean floor area when removing footwear



AWNING

- Provides a clean floor area, free from sticks and debris
- Reduces sand and dirt from transferring to your belongings
- Protects grass in parks
- Strong, corrosion resistant eyelets specifically placed to accommodate ARB awning poles (2m/6.5ft and 2.5m/8.2ft)



SHADE SAIL

- Provides shade at a moment's notice, with easy deployment utilising multiple attachment points



Awning Room

The ARB deluxe awning room is the perfect accessory to complement an ARB awning, adding extra shelter, storage and protection from the elements and nature's little critters. Designed for easy setup, the awning room is a must-have for any off road adventure.

Suitable for various weather conditions, the awning room provides protection from insects, rain and wind, while offering an enclosed area for eating, meal preparation, sleeping and or additional storage.

The awning room attaches to the awning with heavy duty nylon hooks and webbing, with internal zippers to give access to the vehicle/canopy (dependant on awning placement) and dual zippered power point access. With a large D-shaped door on

the front for uninterrupted access and views, the two sides with doors split for easy access in and out of the awning room.

The walls of the deluxe awning room are made from a tough UV resistant, 300D Oxford weave polyester material with midge-proof mesh, and includes internal storage pockets and hooks for lighting and cable guides. The high tub floor gives the room extra protection from the weather and a cross flow ventilated roof reduces condensation and helps lower the internal temperature.

The deluxe awning room suits ARB awnings (2000mm x 2500mm and 2500mm x 2500mm) and comes complete with a polyester storage stuff sack, guy ropes and hardened steel pegs.

CAN'T GO WITHOUT



Having spent much of my younger years riding dirt bikes, it was late in my fourth decade that an epiphany struck... it was time to buy a 4WD.

I picked up a well specced GU Patrol (equipped with ARB gear) with what seemed to be the kitchen sink, minus a winch. Already a couple of thousand dollars over budget, I sheepishly invested in a much cheaper 'flea-bay' winch. It was our first family day trip into the Noojee State Forest where it all came undone. Deep into the afternoon we ventured down one last track, an old dirt bike favourite, 'Lady Manor South Track'.

My memory had not been kind to me, and this track was far steeper and technical than I had recalled. There were a few 'holy' moments on the decline, coupled with some death stares across the bow from the passenger seat, while the minions in the backseat ignorantly laughed and screamed at every bump and slide.

It wasn't until reaching the bottom of the infamous track that I appreciated the full scope of the situation. The old wooden bridge that had lain here perfectly well eight years ago was no longer. The river was flowing far too quick and deep to cross safely. The only option was to retreat up a seriously challenging hill, for which gravity alone had been solely responsible for ensuring my arrival at the bottom in the first place.

It was the first outing for the 'flea-bay' winch, and under the pressure of the challenging conditions, or general lack of quality components, the motor had fried within 10 metres, <expletive!>.

I was relatively new to four wheel driving and had asked the previous owner why he hadn't fit a winch. "I've always put a lot of faith in diff locks and the places they will get you. You'll be more than happy with the front and rear Air Lockers". Will I?

There had never been a better time to test his theory. With the flick of a rocker, the compressor sounded, the switch lit up, and the rear locker was (presumably) engaged. Hitting the second switch on the board and I am to understand that we have the equivalent of two solid axles.

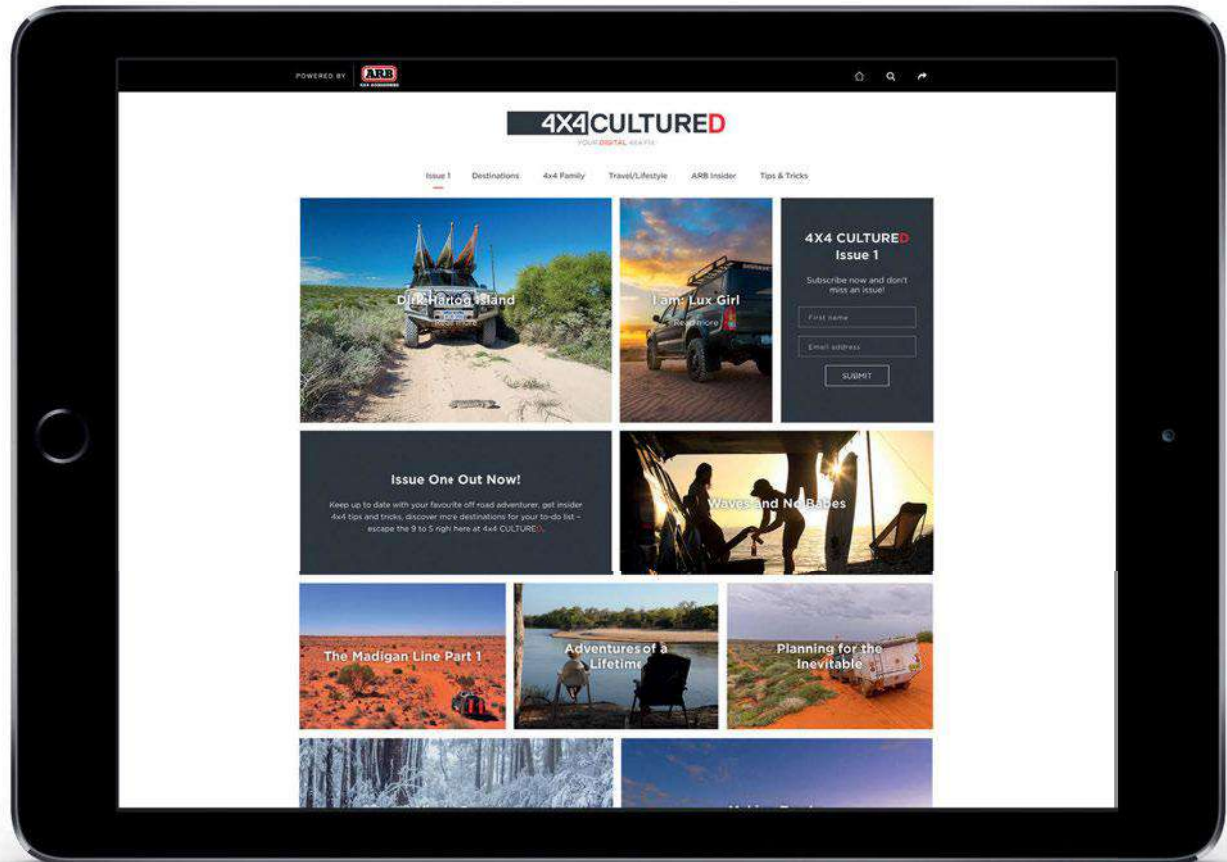
Unconvinced, but with no other option available, I slowly stepped on the accelerator, released the clutch and up the hill we crawled. Well, I'll be damned, short of a few butt clenching moments as we approached the odd track obstacle, the Air Lockers faultlessly delivered the Patrol filled with my nervous family safely up and out of the valley.

Thankfully, I can't leave home without my ARB Air Lockers.
- Richard BúmBrúnkskn, VIC Australia.

Note: Lady Manor South has since been graded and re-routed to make for easy touring.



We'd love to hear from you! Let us know in 400 words or less, what off road item you can't live without and why, and you could win a DIY External TPMS Sensor Kit worth \$299. Email promotions@arb.com.au



4X4 CULTURED

For the first time in ARB history, your favourite mag now has a digital 'sister' version, 4x4 CULTURED.

4X4 CULTURED was created by off roaders, for off roaders to inspire 4WD adventures across Australia and around the world. Head online to www.4x4cultured.com.au to read off road destination pieces, 4x4 tips and tricks, ARB insider info, off road family advice, as well as travel and lifestyle articles.

Anyone can sign up to receive 4X4 CULTURED as a monthly addition to their inbox, where they will be the first to receive the latest news and articles from 4X4 CULTURED.

Keep up to date with your favourite off road adventurer, get insider 4x4 tips and tricks, discover more destinations for your to-do list and escape the nine to five.

What's in Issue 1:

Read about Emma George, founder of Love The Outdoors, who writes about camping with young kids and how important the outdoors is for their development. Join Salty Davenport and his mates, roaming up the north coast of WA in search of the perfect wave. Follow Lux Girl and her journey as a new off roader, discovering the freedom of getting behind the wheel on a great track. Take on an adventure through Western Australia's most historic island, Dirk Hartog Island with Mike Collister, and plenty more.

The Deep South

Kingsley Holgate, the last of the true great African explorers, attempts a world first Land Rover and land yacht traverse of Chew Bahir, Southern Ethiopia's Great Salt Ocean.



WORDS AND PHOTOGRAPHY BY PATRICK CRUYWAGEN



The success of our "The Living Traditions Expedition – A Journey to Chew Bahir" is in serious jeopardy. Our negotiations with the police at Arbore have reached an unfortunate stalemate. The Swiss might have invented the clock, but it is the Africans who own the time. Arbore is the last village of significance before our convoy of three Land Rovers makes its way onto Chew Bahir, Southern Ethiopia's Great Salt Ocean, for a historic world-first attempted traverse by Land Rover and land yacht. Very few tourists come this way and for very good reason. In the 1960s the lake was up to eight metres deep in places, now it is nothing more than a dry saltpan with small insignificant swamp sections during the rainy season.

In April 1888 Count Samuel Teleki, who was the first European to set his eyes on Lake Turkana, christened this place Lake Stefanie, in honour of Princess Stefanie. Even back then the water was too salty for human or animal consumption. Today locals prefer to call it Chew Bahir instead of Lake Stefanie.

These are very tense times in Ethiopia's South Omo valleys, home to as many as two-dozen different tribes. The cattle conflict between the Arbore and Hamar tribes is threatening to explode into an all out war, and we now found ourselves slap-bang in the middle of it all.

To help negotiations along, we decide that now might be a good time for all of us to enjoy some coffee at a roadside café. Just about every male here over the age of 15 is carrying a Kalashnikov, probably purchased in the nearby volatile Southern Sudan with stolen cattle. Incredibly coffee has its origins in Ethiopia and today you will struggle to find a country more passionate about its coffee. We are looking for an armed escort to join us on the dry lake, but the Arbore police are too scared to travel with us as we will be passing through their enemy's stronghold. Incredibly, the border between the two tribes is a Chinese-built cell phone tower. Eventually, they relent and give us permission for the attempted traverse but without any armed escorts.

The Defender 130 I am in was used on a drive to the geographical centre of Africa last year, but this is the first expedition for the two new Discovery 4s. Land Rover South Africa gave these standard vehicles a bit of a makeover. The front bumpers were removed and replaced with black ARB steel bull bars, useful if driving at night and you hit a cow or some wildlife. Spotlights, a winch, roof rack, 18-inch wheels and Coopers Discoverer STT PRO tyres complete the list of nonstandard additions to the two Discovery 4s.

I ask Ross about taking modern, highly computerised Land Rovers into deepest, darkest Africa. "We have done about 200,000km in Discovery 4s over some of the worst tracks in Africa and never had any engine, gearbox or turbo problems, we'd rather focus on the things that can go wrong. The diesel we'd put in this morning is no different to the diesel you get in South Africa. The only difference is that it was in a barrel and not administered via a pump. We only use the best clean oil and regularly change filters," he hastens to add. It feels almost surreal sitting in the

cocooned air-conditioned comfort of the latest Discovery as we make our way along a rough track towards Chew Bahir.

It is early afternoon when our convoy eventually comes to a stop somewhere in the northern reaches of Chew Bahir. Nothing could've prepared me for when I climb out of the Discovery 4. The oven-like heat bounces off the blindingly white surface and starts to boil my brain. There is absolutely no wind, so we decide to set up camp and wait.

It is all hands on deck as we have to assemble the land yachts. This all takes a couple of hours; sporadic gusts whip up from time to time, and we are all able to do a short sunset sail to test the equipment. Sadly this wind will not be enough for us to achieve our goals of the traverse. The gods are in a good mood and treat us to a shooting star display after dinner but the lack of wind means there are loads of bugs and mozzies about, so we all sleep in our tents instead of out in the open.

We awake to even less wind, and the next morning out of desperation we all decide to do a crazy wind dance around the land yachts. Also with us on expedition is the legendary mountaineer and cyclist, Mike Nixon. He likes to call himself an expedition cyclist as he cycles most of the route that we drive each day. Today, while we wait for the wind, he is going to attempt a west to east crossing of Chew Bahir and we wave him off just after breakfast.

Suddenly, without warning, the wind starts to pick up. I can see dust devils on the opposite side of the salt ocean. That is Borana country. Ross and Bruce grab some grub, water and gear and take off over the rock-hard crust of Chew Bahir in the land yachts. This is what we have been waiting for, the rest of us start to break up camp. By about 11:00am Mike returns on his bike, he has done it. He is the first man ever to cycle across Lake Chew Bahir.

Time to look for the land yachts then. After about 30 minutes we catch up to them with the three Land Rovers, at times they are doing about 60 km/h. At this rate we should be in Kenya, Chew Bahir's southern border, in no time at all. We race ahead of the yachts as they obviously have to tack to and fro, across the stony surface while we just go in a more or less straight line. Once we reach Kenya, there is no border post or fence, so we put a stick in the sand to mark the spot. Soon the yachts join us, there is no time to celebrate our achievement, after a photo session they sail back the way they came. By now the wind is blowing wildly. To see the Land Rovers and the land yachts all speed along the white surface at a decent speed is a sight to behold. We take advantage of the good sailing conditions and carry on until sunset, when we are almost back to our starting point. We have completed our land yacht traverse of Chew Bahir.

Despite the red faces, rope-burnt hands and aching bodies, we are all in a good mood as we set up camp for the final time on Chew Bahir. The time has come to do what has become somewhat of a Kingsley Holgate expedition tradition.





Kingsley takes the traditional Zulu Calabash filled with water from the symbolic Cradle of Humankind; they have carried this water all the way from Johannesburg, where the expedition started several weeks ago. He then proceeds to pour it all out on the parched surface of the salt ocean.

While we may have succeeded in this objective, we still have some very important humanitarian work to undertake while interacting with the fascinating tribes of Ethiopia's South Omo region. Not long after leaving Chew Bahir we reach a large Hamer village, there are about 70,000 Hamer people in the South Omo region. The women are particularly beautiful and they have thick plaits of ochre-coloured hair, decorated leather skirts and many copper bracelets on their arms.

4X4 CULTURED

To see more spectacular photos from Patrick's trip to Ethiopia's deep south and find out more about the Kingsley Holgate foundation, visit www.4x4cultured.com.au



They would not look out of place in the latest Beyonce music video, except for the fact that they are not covering their breasts. I notice that most of them have horrific scars on their backs and ask Kingsley about this. "During a previous trip to these parts we witnessed their bull-jumping ceremony, in which as part of his coming of age, a naked young man leaps into the air and jumps across the backs of a number of bulls. If he falls between them, he is shamed and not allowed to marry for another year. If he succeeds he's a hero and is free to take a wife.

This ceremony is preceded by the whipping of the Hamer girls by their suitors. As a westerner, it's tough to watch as blood spurts from a deep gash, one of the many that crisscross a naked back. The Hamer ladies wear their scars with pride."

The men here are proud cattle farmers and we spot a few large herds as we enter the village. With the help of our translator, we can tell them about the three types of humanitarian work that we do: mosquito net distribution, reading glasses tests and water purification assistance. The mosquito net distribution is a massive success, and after carefully instructing the mothers with babies in attendance, on how to use them, we distribute about 50 nets. This is followed by several pairs of reading glasses to people who have probably never had the opportunity to purchase a pair because of where they find themselves. Small acts in the greater scheme



of things, but potentially life saving or life improving. This is what Kingsley Holgate is all about, improving lives through adventure.

One of the expeditions' main aims is to observe and document some of Africa's fascinating living traditions, and they don't come any more colourful than the Mursi, the smallest yet most feared tribe in the area.

They might only number about 8,000, yet still they are easily one of the most popular tribes that tourists strive to see and experience. The reason for this is simple; their women wear a rather unusual piece of decoration, known locally as the 'dhebi a tugoin' or lip plate. They are normally made from clay and come in different sizes and colours. This lip plate tradition is part of a voluntary initiation process.

To get to the Mursi we have to drive through the Mago National Park, it is a national park only in name, and I have seen more live animals in an abattoir. Park rules dictate that we have to take an armed guard in with us. Game scout and Banna tribesman Mosku Guni, will be escorting us, he is not a fan of the Mursi.

"They are livestock raiders, sometimes they kidnap Banna people and to intimidate us they resort to displaying chopped up Banna corpses on our common boundary." It does not sound pleasant, and he shows us the bullet wound scars on his leg, this probably explains why he brings his Kalashnikov with him.

We are in luck as several of the Mursi villages are currently partaking in a Donga Ceremony, in which the men fight with long

sticks, often to the death. After we negotiate with them about how much we are willing to pay to photograph the ceremony, we get to watch the action. Incredibly, they have been at it for two days already. Eventually, two of the warriors will be fighting for the hand of a very young looking Mursi girl. As I get close to the action to take pictures, someone next to me decides that now is a good time to fire off a few rounds from his AK-47.

Despite my seven years in the military I still jump as I was not expecting it. While photographing some of the Mursi ladies with their lip plates, things start to get a little out of hand. Some of the warriors look as if they have been smoking giggly weed or drinking some pretty strong stuff. Mosku declares that now might be a good time to leave and so we all jump into our Land Rovers. The Mursi try and pull some of us out as they want more money. I tell Kingsley to step on it and we all speed off without any injuries, only priceless pictures.

On a personal level, it has easily been one of my most fascinating days of African travel ever. It was like being in a National Geographic documentary. We drop Mosku off at the park gate, pay him and then thank him before heading on. Sadly, our time in Ethiopia has come to an end. The crew drops me off in Arba Minch and I fly back to London via Addis Ababa. The three Land Rovers head southwards back to South Africa, several thousand miles away. Most average tourists to Ethiopia normally head north, buck the trend I say, point your Land Rover in the direction of Ethiopia's deep south. You won't see many other tourists, just a kaleidoscope of tribes and living traditions.

All About Alloy

Lighter than a steel bull bar but still extremely strong, the ARB Alloy bar offers the best of both worlds.

For more than 40 years, ARB has been the market leader in steel bull bars, with a wide range of innovative designs that have been copied but never bettered. ARB has recently expanded its bull bar range to include the new Alloy bar, which has been developed alongside the acclaimed ARB Summit bar.

The obvious benefit of an alloy bull bar is the weight saving compared to an equivalent steel bar, and with many modern four wheel drives sporting independent front suspension set-ups by way of struts, this has become an increasingly important factor.

“One of the reasons we developed the Alloy bar was the change in front axle load requirements of vehicles,” explains Steve Sampson, ARB Product Manager, responsible for fabricated products. “So we needed to develop a lighter but just as strong bull bar option.

“Another reason is that a lot of customers have asked us for an alloy bull bar, so we’re reacting to customers’ feedback. We also saw that there was a gap in our range for us to fill.”

Development of the Alloy bar began around the same time that ARB started working on the Summit bar, so despite the different

materials used, there are some significant similarities between the two bars.

“A lot of the features are shared between the Summit steel bars and the Alloy bars,” says Steve. “They both have the same lower pan design, same style front buffers, same fog light inserts, and the same two-piece grille – so a lot of the styling design work was done at the same time.

“Regarding the actual engineering work, we obviously had to do a lot of FEA testing to make sure that the designs would be comparable in strength to the steel bars we manufacture.”

FEA (Finite Element Analysis) is essentially a method by which computer modelling calculates the strains and stresses that can be expected under various load conditions. Once this was complete, it was time for the real world testing to begin.

“We went down to the Australian Automotive Research Centre testing facilities in Anglesea and did some road testing,” says Steve. “There you have controlled conditions so you can repeat the same test over and over again; how the bar handles corrugated



Alloy Protection

roads, what sort of bar movement there is and whether we need to change any of the welds if they were to break when driving over continuous corrugations.”

The result is a bull bar that employs three different alloys and tempers, chosen to provide excellent corrosion resistance and high fatigue strength.

The chassis mounts and under panels used on the Alloy bar are essentially the same components used on the Summit bar, which ensures strength and, of course, airbag compatibility. The Alloy bar can also be fitted with or without a winch.

Steve Sampson is understandably proud of the result achieved by the ARB engineering team tasked with developing the Alloy bar. Not only is the bar assembly very strong, but it is also around 55 percent lighter than an equivalent steel bar. Steve also says it has a more highly polished finish than most other alloy bars on the market.

The ARB Alloy bar is available to suit a range of vehicles, and new applications are currently under development.

ARB Alloy Bar Range

- Toyota Fortuner
- Toyota HiLux (MY16+ wide body)
- Toyota Prado 150 GX and GXL
- Toyota LandCruiser 200 Series GX and GXL (MY16+)
- Nissan NP300 Navara
- Mitsubishi MQ Triton
- Ford Ranger PXII
- Ford Everest



Full Coverage

The ARB Summit range now has the popular Ford Everest and Toyota Fortuner covered.

ARB has continued to expand on its Summit range and has now developed Summit bars and Summit side rails and steps to suit the popular Ford Everest and Toyota Fortuner four wheel drive wagons.

Based on the Ford Ranger and Toyota HiLux utes respectively, both the Everest and Fortuner are genuinely capable off road wagons that will benefit greatly from this latest development of Summit protection equipment.

Much of the development work on the new Summit range for these two family wagons was undertaken when the ARB engineering team was designing product for the Ranger and HiLux. There are, however, several unique design features to the Everest and Fortuner.

The Ford Everest and Ranger PXII Summit bars are almost completely interchangeable, and both bars have been engineered to be compatible with technology and safety features including adaptive cruise control and parking sensors. "They just require a slightly different cut to the bumper," explains Steve Sampson, ARB Product Manager, responsible for fabricated products, "but in terms of all the other features, they are shared between them."

Development of Summit side rails and steps for the Ford Everest was also closely aligned with the Ranger, although due to the Everest's shorter wheelbase, the side steps are shorter and fewer mounting points are required.

The Summit bar to suit the Toyota Fortuner required additional development work, as the front-end styling of this vehicle is significantly different to the HiLux on which it's based. "The Fortuner Summit bar mounts are based on the HiLux mounts," explains Steve, "but the front of the Fortuner protrudes further forward than

the HiLux, so we have redesigned the top section of the bumper, so that the front section doesn't protrude too far from the front of the vehicle, assisting with approach angles and also visually it's much better with a shorter nose." As a result, the Summit bar uprights, press formed cover straps, wings and pans are all unique to the Fortuner, but chassis mounts and protection panels are the same as the HiLux, allowing ARB recovery points and UVP (under vehicle protection) to be shared between the two vehicles.

The Fortuner also has a shorter wheelbase than its HiLux stablemate, so although the side rails are common between the two vehicles, the side steps are not. "There's a difference in the extrusion because the length of the step is different," says Steve, adding, "we won't need the same number of mounts because the wheelbase is not quite as long."

With its large 60.3mm tube and distinctive 30mm radius on the wings and centre section, the Summit bar has a modern look, befitting the styling of both the Everest and the Fortuner. Of course, it also retains important features including an airbag compatible mounting system, split pan design for good airflow to the vehicle's cooling system, buffers, optional fog lights and surrounds, LED clearance lights and turn signals, winch compatibility, mounting points for driving lights and antennas, and Hi-Lift jack points.

The Summit side rails feature a unique clamping system for neat attachment to the Summit bar, while the Summit steps can be mated to the side rails or fitted separately with an optional return kit. As well as offering unequalled protection for the vehicle's lower sills, the Summit steps feature an anodised aluminium step extrusion with raised ridges for grip when entering and exiting the vehicle. All Summit equipment can be supplied in satin black powder coat or can be colour coded to the original vehicle colour.



Tailored Triton

THE NEW MITSUBISHI TRITON ASCENT CANOPY SEES THE INTRODUCTION OF A UNIQUE SHELL, A NEW REAR DOOR, AS WELL AS ALL-NEW SIDE LIFT UP WINDOWS.



James King, ARB Engineering Manager in the Canopy Division, said there were a number of challenges that the engineers were faced with when designing the Ascent for the Triton, most of which related to the model's curved rear tub sides.

"The Triton presented some new issues in how to provide sealing between the canopy and the tub at the rear, which was overcome without the need to roll, bend or press form any components to gain sealing on the side of the tub," James said.

"The result also provides stylish lines to the aesthetics of the canopy's over-rail design paradigm. Cabin roof line-to-tub height was also challenging, and we wanted to maintain current side window access height for ergonomic reasons, but lower the side window glass and extend its length to come up with a balanced yet stylish arrangement."

While the height of the newly designed side window glass has been reduced, the window frame and access area remains the same as all other Ascent models. All other standard Ascent canopy features remain the same as previous models with both lift up and pop out windows being optional.

A lower height front lift-up window has been selected due to reduced cabin to tub height, and side lift up windows offer a proportioned side view appearance. The new rear door and canopy contour shape complements the curve of the tailgate, while side mounted tailgate sealing brackets are included to assist with minimising water and dust ingress.

Good Sport



Flaunting Mitsubishi's latest dynamic shield design, you would agree the new Pajero Sport looks pretty impressive on and off road. What's even more impressive is ARB's newest addition to this vehicle's accessories range; the Summit bull bar.

Like all ARB bull bars, the Summit bar makes your safety its top priority, featuring an engineered airbag compatible mounting system, durable steel construction, multi-fold upswept and tapered wing design, a unique 30mm radius on the wings and centre section, and large diameter 60.3mm outer frames and centre cross bar. This bar gives you peace of mind on or off Australia's tough and unpredictable roads.

What makes this bar even better is its number of key practical characteristics, such as its split pan design to allow for maximum strength and airflow to the vehicle's cooling systems and integrated two-piece grille, incorporating a hinge door for access to winch clutch handles (where fitted).

Additional features include LED indicator and clearance lights, provision for fitment of optional fog lights, mounting points for fitment of ARB Intensity lights, and a range of Bushranger and

IPF lights, leaving you bright and happy the next time you get caught on a 4x4 adventure after dark.

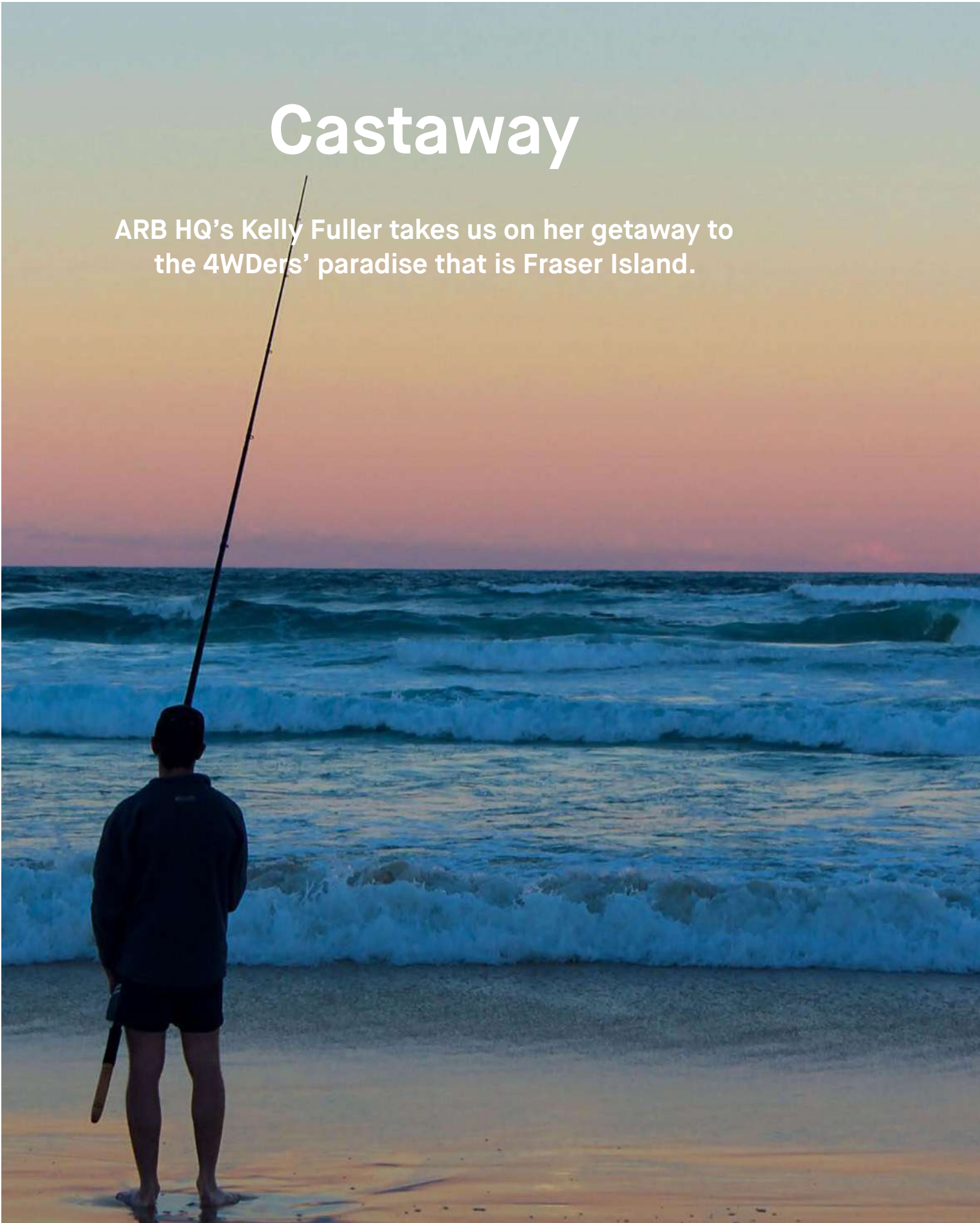
For those unpredictable moments off road where unavoidable recovery is needed, the Summit bar features two Hi-Lift jack points. The bar has also been designed for fitment of ARB recovery points and a range of winches including Warn, Magnum, Bushranger and Smittybilt low-mount models up to 10,000lb capacity. So the next time a mate needs a hand, or you've gotten yourself in a sticky situation, you can breathe a sigh of relief knowing the Summit bars' winch capacity has got you covered.

When it came to developing a Summit bar to suit the Mitsubishi Pajero Sport, ARB's engineers had a head start thanks to the similarities between it and its MQ Triton sibling. While sharing a list of likenesses to the Triton, the bumper, grille, and headlights of the Pajero Sport differed, requiring slight design changes so the bar suited the vehicle's aesthetics.

For more information on ARB's Summit bull bar range, visit www.arb.com.au/summit

Castaway

ARB HQ's Kelly Fuller takes us on her getaway to the 4WDers' paradise that is Fraser Island.





Fraser Island, it may be old, sure, but if you're looking for a 4WD experience far from the everyday norm, this place will gladly take you by the hand, and lead you through its body and soul. This island holds an essence of purity, once untouched by man for so many years. Filled with mysterious wildlife, refreshing crystal lakes, and forest canopies that almost seem to touch the sun. It's a 4WDing and camping paradise.

It was a long road trip from Melbourne to Fraser for, my partner, Sam and I, occasionally giving our trusty Triton breaks by knocking on the door of small towns and seeing what they had to offer. After purchasing our permits to access and camp on the island from a local shop in the town of Rainbow Beach, we took the short but scenic cruise on the Mantaray Barge, to cross our Triton over safely.

I finally knew we had arrived and the familiar salty air stung my nose, waking me from my slumber in the passenger seat. What a view! Once off the barge, I stepped out of the Triton and stretched my legs. The sun tickled my skin as if welcoming me to its sunny paradise. A Dingo revealed herself from the bushes,

giving me nothing more than a look of disinterest before setting off on her way. From right to left a seemingly endless beach highway stretched out before me, tempting my curiosity to explore more. But that would have to wait; we needed to find camp as it was getting late. After letting down our tyres to suit the sandy terrain, we hopped back in the Triton and set off down the beach highway to find the perfect place to spend the next week.

I must warn you, driving along the highway at night is one of the big dangers of this sandy island. You could be sporting the best lights, but some large ruts made from creeks escaping to the sea are hidden under the blanket of darkness, and can easily cut your holiday short if hit at high speed.

We set up camp just past the Red Canyon, making it over halfway along the major sandy highway. It was the perfect location and was secluded from the popular tourist spots, giving us the ideal distance between Cathedral Beach, the stunning Champagne Pools, and openings to 4WD tracks. We spent the night under the stars with drinks in hand, watching the pink sun



set behind rolling waves, and the howling of Dingos that we hoped weren't as close as they sounded.

The next day we made our way to the crystal clear, white sandy-bottomed lake that's been used in nearly every Fraser Island brochure, Lake McKenzie. And boy, it didn't disappoint. Not only does this lake talk the talk, but it most definitely walks the walk, making it a must see and do for a quiet picnic by the shoreline or a dip into its flawless waters, which we promptly seized the opportunity to do.

Our next stop was a piece of history that draws tourists to its resting place like bees to honey. You cannot deny yourself the opportunity to feast your eyes on Fraser Island's famous Maheno shipwreck. Sitting between The Pinnacles and Eli Creek, this ship is rusted from head to toe from years of harsh conditions. Yet its orange and brown coat immersed in the white and blue contrasts of Fraser's beach, would make anyone's jaw drop to their feet.

I won't lie. Fraser Island is 100% 4X4, especially if you're the type of explorer that likes to take the road less travelled; and to leave the first tyre tracks on fresh virgin sand. This paradise offers itself as your playground to discover, experience, and live your adventure any way you wish. However, the island's environment is not all as it seems. When driving along any beach, it's extremely important to keep note of the tide times. Many travellers have gotten their cars bogged, and even claimed by the sea from attempting to cross high tide waters.

During our stay, we carried our food in large plastic lockable containers. As an extra precaution against hungry wandering Dingos, we strapped the containers with tie downs, whenever we were asleep or out on the tracks. Many of the unprepared have had their whole supplies ravished by famished animals.

Most of our days were spent doing what most come from all over the world to do here, relax and 4WD! Fishing was also the popular pastime for us, and exploring the many secrets this island hides from the not so brave and curious. On one of the last days, whilst squishing my toes into the sandy shoreline, absorbing the salty and refreshing ocean air, I was lucky enough to have a family of dolphins greet me good morning, and later that day a whale waved me goodnight. You could get lost for hours in this paradise, whether it be on the tracks, or simply in your thoughts.



USEFUL INFO

Permits and Info

Visiting and camping on Fraser Island is well regulated, and you'll need a permit for both. These can easily be purchased from certain shops in the town of Rainbow Beach.

Camp Fires

Fires are strictly prohibited on the island. However, there are labelled BBQ and picnic grounds that allow them. Getting caught with a campfire comes with a heavy fine that can burn a huge hole in your pocket.

Tyre Pressure

We set our tyre pressure at 15psi for our journey. This helps prevent your 4WD from digging into the fragile sand by spreading its weight over a much larger surface area. For a useful guide to running the correct tyre pressures in various situations, check out Issue 46 of 4x4 Culture.

Recommended Speed

The maximum speed limit is 80km/hr on the beach and 30km/hr on inland tracks. Stick to the left for overtakers and be careful, as fishermen frequently cross the highway to reach the water and deep ruts are often hidden under blankets of sand.

Visiting Hours

A week was plenty for us, however, it differs from person to person. We went during the months of August – September, which we also recommend. The weather wasn't too hot, but warm enough for shorts, and fewer crowds. It was like having a whole Island to yourself, absolute bliss!

PRESSURE PACK

With ARB's new Digital Tyre Inflator you'll always be able to accurately set your tyres' correct pressure, both on and off the road.



Most four wheel drivers understand the importance of running the correct tyre pressures for different situations or load variances. This is why it's so important to carry an accurate air pressure gauge and tyre inflation equipment in your vehicle, especially when driving off road.

The new ARB Digital Tyre Inflator makes checking and adjusting your vehicle's tyre pressures a fast and simple operation thanks to its large and easy to read digital read-out, big thumb-operated inflator button, easy access deflator button and clip-on chuck.

Of course, the inline digital tyre inflator is compatible with all ARB air compressors, thanks to its US Industrial Standard fitting, and its handy 600mm dual-swivel hose, making connection to tyre valves easy.

The big digital display can be set to your preferred unit of measurement, and the pressure range far

exceeds what you'll ever need for tyre inflation; 0-200psi, 0-14bar, 0-1400kPa or 0-14kgF/cm². The inflator can handle supply pressures up to a massive 350psi (2400kPa) and between 25-75psi it provides accuracy to within +/-1psi.

The inflator itself is built tough, and is protected from drops and bumps by a cleverly designed rubber casing with built-in ribs. The 'power' and 'function' buttons are recessed into the unit so they can't be inadvertently knocked when in use or when packing the gauge away, and the digital tyre gauge is powered by two AAA batteries, which will provide 200 hours of operation.

Of course, ARB still offers an inflator with analogue gauge, but for those who prefer the accuracy of a digital read-out, there's now this superbly built product to help you get the most out of your ARB air compressor.



AIR COMPRESSORS

ARB offers a range of air compressors and accessories so you can inflate your tyres no matter where you are.

ARB portable air compressors come housed in a tough plastic case with a handy 6m air hose, inflation kit, battery clips, activation switch and circuit protection. There are high output single and twin compressor models available in the range.

Alternatively, ARB compressors can be permanently mounted to your vehicle. They are water, heat, shock and dust resistant, and come with a full wiring harness with relay, multi-position mounting bracket and pressure switch (also available in high output single and twin compressor models).

Other ARB accessories include a push-on air chuck, air chuck with clip, aluminium air tank, Air Locker activation system (for use with Air Locker locking differentials), Air Locker manifold kit and pump up kit.

TYRE PRESSURES

Running the correct tyre pressures, both on and off the road, will not only improve the performance of your four wheel drive, but will also result in better ride and handling, improved fuel economy, reduced chance of tyre damage and extended tyre life.

While correct tyre pressure depends on your vehicle and the load it's carrying, as a general guide the higher the load, the higher the pressure required on the road.

To improve ride quality on gravel roads, and minimise the chance of tyre chipping, lowering pressure to around 26psi is usually a safe bet. Then, in off road conditions such as sand and mud, dropping the pressure to 16psi (or even lower) will aid traction as the tyre can flex and grip the surface better.

For a useful guide to running the correct tyre pressures in different scenarios, check out Issue 46 of 4x4 Culture, where we explain what you need to know, from terrain to towing a trailer and everything in between.

Magnum Winches



Whether your vehicle is stuck on a steep mountain track, sills deep in mud or bogged in an isolated desert, the reliability, performance and durability of your electric winch is paramount.

Built by WARN especially for ARB customers, the new Magnum range is tough, dependable and powerful. At a comparably lower cost than other winches of their class, the Magnum range has impressive retrieval ability, and its proven design will ensure reliable recovery operations.

The new WARN Magnum 10, 10-S, 12 and 12-S offer enhanced styling, upgraded performance, and legendary WARN reliability that you can trust. The new convertible control pack looks great and allows upright or low profile mounting configurations. A waterproof Albright® contactor provides the most reliable winch control available. The one-piece tie plate replaces multiple tie bars for increased strength, and a best-in-class cone brake holds the full-rated load. The 10 and 10-S have a 10,000lb capacity, making them perfect for lighter rated 4x4 dual cabs. With a 12,000lb capacity, the 12 and 12-S are great for bigger, heavier rigs.

- Waterproof Albright contactor control for the ultimate in reliability
- One-piece tie plate replaces tie rods for added strength and rigidity
- Convertible control pack allows upright or low-profile winch mounting
- Magnum 10 and 12 are equipped with durable steel rope, Magnum 10-S and 12-S come with lightweight, easy-to-handle synthetic rope
- Powerful, efficient series-wound motor
- Best-in-class load-holding cone brake for superior control
- Designed, engineered and field tested by WARN engineers in the US





JKX-treme

WORDS AND PHOTOGRAPHY BY STEVE BISIG



Every year a Jeep Wrangler JK enthusiast event takes place in the USA. This event, which is invite-only for just a select few lucky people, combines sightseeing, travel and aggressive off road driving during a week-long adventure. The event is called the Nitto Tires JK Experience and in 2016 it took place in Alaska.

The JK Experience was created to show the versatility and capability of the current Jeep Wrangler platform. All invited participants are given strict guidelines and equipment requirements for their vehicles, which is completely secret up until each day of travel.

ARB was contacted about being a sponsor for this year's JXX. Not much information was available besides the starting location, general dates and vehicle requirements regarding carrying extra fuel and being completely self-sufficient. Of course, we jumped at the opportunity to sponsor and join JXX and travel through the great state of Alaska.

As per the vehicle requirements, each Jeep had to have enough fuel capacity to travel at least 300 miles in-between fuel stations. Being self-sufficient meant that our Jeep would be required to carry all spare parts needed for any repairs, spare food and water as well as everyday luggage. All the while still being highway drivable and off road capable, to take on any Alaskan terrain encountered along the way.

Since this trip was a rare opportunity to take a fully ARB outfitted Jeep to breathtaking Alaska, the decision was made; we would purchase a brand new Jeep Wrangler JK Unlimited, completely kitted out with the full ARB product line and with product provided by friends in the industry. The Jeep was nicknamed "Quicksand." Once completed, the Jeep would leave Seattle and head for Alaska for a week long adventure, proving that you could build an overland capable, but semi-aggressive Jeep with off the shelf parts.

Fast forward 2,200 miles and the ARB JK left the hotel along with 13 other Jeep Wranglers invited to join JXX. We all departed the hotel on a rainy Sunday morning and headed for our week's first adventure, a trail outside of Wasilla, AK called the Baldy Mountain trail. As the trail climbed, the rain started to fall harder and it became very slippery. Unfortunately, even with a very capable fleet of JKs, we were forced to turn around

and backtrack to the pavement after about 15 miles.

The next day would be a travel day with the goal to cover a good distance to reach the night's accommodation near the Denali National Park.

After an easy day on Monday, we were all quick to realise why Monday had been so tame. During the morning's driver meeting we were told that we were about to experience mud like no other. Mud that us lower 48'ers have no experience with, mud called Muskeg.

We would be traveling the Stampede Trail made famous by the mid 1990's book and later movie, 'Into The Wild'. The trail began as most off road trails, a mild unapproved road. We crossed many small water holes along the way, with a few small creek crossings before reaching the hard section, the Muskeg. The ARB JK was pretty far forward in the pack so although challenging, we only got stuck on the final Muskeg hole, requiring us to use our Warn winch. Once all the Jeeps were through the Muskeg, the trail improved and no recovery was required all the way to the fast flowing Teklanika River. For those familiar with the novel 'Into The Wild', the Teklanika River is the river that the main character, Christopher McCandless, found impassible while trying to leave the area due to lack of food.

After a short lunch break along the river, it was back in the Jeeps heading towards the trail head. Retracing our tracks back to the trail head also meant that we would have to cross the Muskeg section again, but this time after 14 Jeeps pushed through it earlier. As imagined, the condition was a lot more difficult than the first pass, requiring a majority of the Jeeps to be recovered from the almost alive mud.

After an eventful day of off roading, it was back to our accommodation in Fairbanks to clean up the Jeeps and stock up for the next day's adventure. That night, it was revealed we'd be driving to the most northern





part of North America that can be reached by car, Deadhorse - Prudhoe Bay.

Driving to Deadhorse - Prudhoe Bay is on many people's bucket lists, including ours. When it was announced the night before that we would be making the 1,000 mile Dalton Highway trip in two days, the mood of the group was electric.

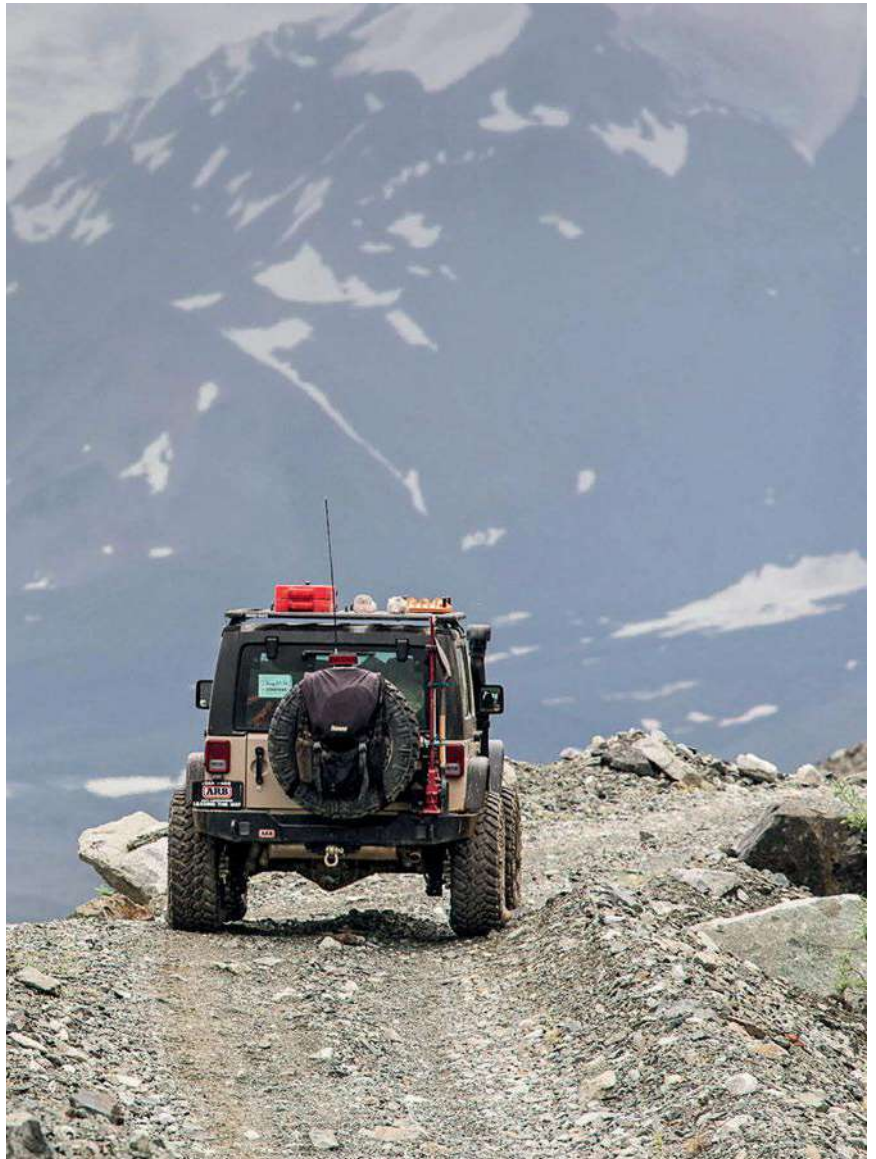
The Dalton Highway is a plethora of smooth roads, pothole ridden pavement, patches of gravel, roads made of river rock, gravel and mud, all with a speed limit of 55 MPH most of time. After just over 12 hours of driving on this inconsistent terrain, we reached the night's accommodations, Deadhorse Camp.

When you arrive in Deadhorse, you quickly find out that everything is there to support the oil operations, not tourism. There really isn't anything in the town, including food or accommodation. If you are not travelling via RV or van, don't expect a five star hotel. Instead, all sleeping establishments resemble very large mobile homes that are configured in a manner like a dormitory

with two twin beds per room and no toilet, but instead a large shared bathroom with showers. Most of the participants on the trip were not fazed by the rustic accommodation, instead seeing it as a unique experience.

After a surprisingly comfortable sleep in our twin beds, we kicked the morning off with breakfast in the camp's diner. Shortly after breakfast, it was off on a tour bus to the Arctic Ocean. After driving this far we couldn't leave without dipping our hands (some their entire bodies) in the ocean. The only way to reach it is to drive through Prudhoe Bay, a heavily secured area. To do this, you need to be either a credential worker in the area or be on a guide bus. After going through an armed check point, it was just a short drive to the ocean.

Friday's adventure began winding through a pretty narrow canyon, eventually directing us onto a long narrow ridge trail. The ridge at times was just wide enough for the track width of the JK, as it snaked along debris covered Castner Glacier in the Red Rock Canyon. Eventually the ridge came to an end, dumping us on



what would be best described as river rock, part of the former path of the glacier.

After stopping for lunch, we were back on the trail, quickly ending up at College Creek, where after a short walk, we were greeted by a questionable suspension bridge that crossed to the Gulkana Glacier. A few of us ventured over the bridge, most quickly returning for fear of one's safety.

On the final day of JKX, we found ourselves in the Knik River area. After airing down in the parking lot, we entered the trail system passing lakes, small sand dunes and crossing several deep water crossings. The water level became high enough that we could no longer travel the dry river bed, forcing us into tight, winding trails through the forest and brush. Once entering the trail, it became very tight and muddy with deep water filled ruts. This section of the trail seemed to go on forever before kicking us back out on the river bed, where we travelled until we reached the most spectacular view of the entire trip, the Knik Glacier.

After what seemed like a long time travelling through tight, muddy trails and crossing several creek/river crossings, we were suddenly surprised by a small bay filled with floating icebergs that were being deposited by the Knik Glacier. We lined the Jeeps up with the icebergs and glacier behind the Jeep and enjoyed one of the most spectacular lunch locations possible via Jeep. What a way to cap off the week-long 2016 JK Experience in Alaska.

After enjoying lunch, we all lined up next to our Jeeps for one last group photo before heading back to the pavement on our way back to where we started, Anchorage. We were greeted by local Jeep enthusiasts waiting for us at the Peanut Farm restaurant and grill, where we were scheduled to have one last dinner together before parting ways.

It was time to say goodbye to new friends as we parted ways. What a week in Alaska filled with memories that will last a lifetime.

Campfire BBQ Ribs & Chilli Cheese Fries



Campfire BBQ Ribs ingredients:

3 racks ribs
1 sachet dry meat rub
1 red onion
1 red capsicum
1 yellow capsicum
1 bottle BBQ sauce (we used Sweet Baby Rays)
1 bottle stout
Camp oven

Method:

Begin by rubbing the dry meat rub over both sides of your rib racks.

Slice the onion and capsicum and put into the base of the camp oven. Top with the ribs and pour the entire bottle of BBQ sauce on top. Repeat with the entire bottle of stout, cover and cook in the campfire for approximately 2-3 hours (trying to achieve a constant temperature of around 180 degrees Celsius). Check the ribs regularly to ensure the sugar in the recipe does not burn.

Chilli Cheese Fries ingredients:

1 bag frozen French fries
2 cans beef chilli
3 handfuls pizza cheese
1 tin foil tray
Aluminium foil to cover

Take your tin foil tray and add the entire bag of French fries. (Optional: cover with foil and cook in campfire for around 20 minutes if you like your chilli cheese fries crispy). Pour over both cans of chilli beef and top with three handfuls of pizza cheese. Cover with foil and cook on the campfire for around 30 minutes or until cheese is brown and bubbly.

Serves 4 hungry campers.

Want to see this recipe in action? See the video online now at www.4x4cultured.com.au

Choc Chip Peanut Butter Cookie Cake



Ingredients:

2 rolls choc chip cookie dough
4 chocolate peanut butter cups
1 handful choc chips
Cake tin
Camp oven with trivet
Ice cream, cream or custard to serve

Method:

Preheat camp oven in the campfire.

Take one roll of choc chip cookie dough and press into the base of the cake tin, trying to achieve as even thickness as possible. Break the peanut butter cups into quarters and place evenly on top of the cookie dough. Sprinkle over a handful of choc chips (or enough to your liking). Press the remaining roll of choc chip cookie dough on top, trying to achieve an even surface.

Place the cake on a trivet within the camp oven, with the lid on. Sit the camp oven on a pile of coals outside the fire and cover the lid with more coals. Bake for around 40 minutes, changing the coals halfway. Keep an eye on the cake to make sure it doesn't burn. The top and edges should be crusty like a cookie with an oozy chocolate centre.

Serve with custard, cream or ice cream.

Serves 6-8 hungry campers.

Want to see this recipe in action? See the video online in Issue 3 of www.4x4cultured.com.au

FABULOUS FIJI

Words and
Photography by
Steve Fraser

BULA!

You hear this local greeting everywhere you travel in Fiji. The friendly, warm greeting comes from some of the friendliest people on Earth.

There is something unique about island people the world over, and the people of Fiji are no exception. The Fijians are larger-than-life, strong, hardworking people. They'll invite you into their homes, offer great directions if you get lost, and cook and dance up a storm.

The flight from Sydney to Nadi is only four hours, and before you know it, you will arrive in this island paradise.

We picked up a hire car in Nadi, a city on Fiji's main island Viti Levu, and headed for the Coral Coast. The Coral Coast is an eighty kilometre stretch of beaches and bays on the southern coast.

Driving along the Ocean Road gives you the chance to visit the real Fiji in the many villages along the way. It is more remote and less touristy. Even if you don't want to sit and enjoy the beautiful beaches, there are plenty of options for accommodation and lots of activities.

As you drive through the villages, people wave and call out, 'Bula!' If you hanker for the days of the Aussie wave in the outback, you'll love the openness of the people in these villages. Fishermen offer their day's catch on the roadside, banana stands are

everywhere, and true island life can be observed in each village along the road. We stayed in this area for a few days, in a basic, but clean thatched buré. We were only a few steps from the water, so after a long walk on the beach and exploring the local reef, it was time to watch the sunset. We sipped cold drinks on a deck overlooking the reef and the sunset turned on its magic. Ah, the simple things in life!

The next day I wanted to get out and explore some of the inland areas, after all, Fiji is extremely hilly and jungle-like in spots. We discovered the local village of Biausevu, about forty-five minutes drive from our base and met David, our guide for the day. He generously offered to carry one of my backpacks, and we headed off into the jungle.

The track is uphill, muddy and slippery, and we were surrounded by lush jungle. Our destination is one of the many waterfalls in the area. David made it look easy. He was barefoot and crossed over babbling streams and navigated thick mud and the many rocky sections with ease.

After about an hour, we heard the familiar roar of cascading water. Then we came to a clearing in the jungle and were greeted by the sight of a beautiful waterfall. It fell into a cool lagoon, fringed by giant ferns and wild ginger. A few local kids splashed around in the lagoon, but other than them, we had it all to ourselves. After a quick breather, and a few photos, it was time to make the return trip. It was a nice way to spend the day. We made a new friend and got a nice image – gold!



Less than an hour's drive from Suva is Fiji's adventure capital, Pacific Harbour, and this was our adventure destination the next day. The locals told us that Pacific Harbour is the place to visit on the coast if you want a bit more adventure.

The area lived up to its reputation as a spot for adrenaline junkies, offering a wide variety of activities to get your heart racing, from surfing and shark feeding to four wheel drive tours. It is opposite Beqa Island, so the options for water sports are plentiful – fishing, boat tours, snorkelling and, for the more adventurous, diving with sharks.

There are also 4WD tours into the remote jungle, a zip-line to get the heart pumping or, my choice for the day, off road buggy hire. Now let's set the record straight from the outset, Toby Price isn't going to run one of these machines in next year's Finke Desert Race, but it has just enough grunt to get you sideways on a muddy jungle track.

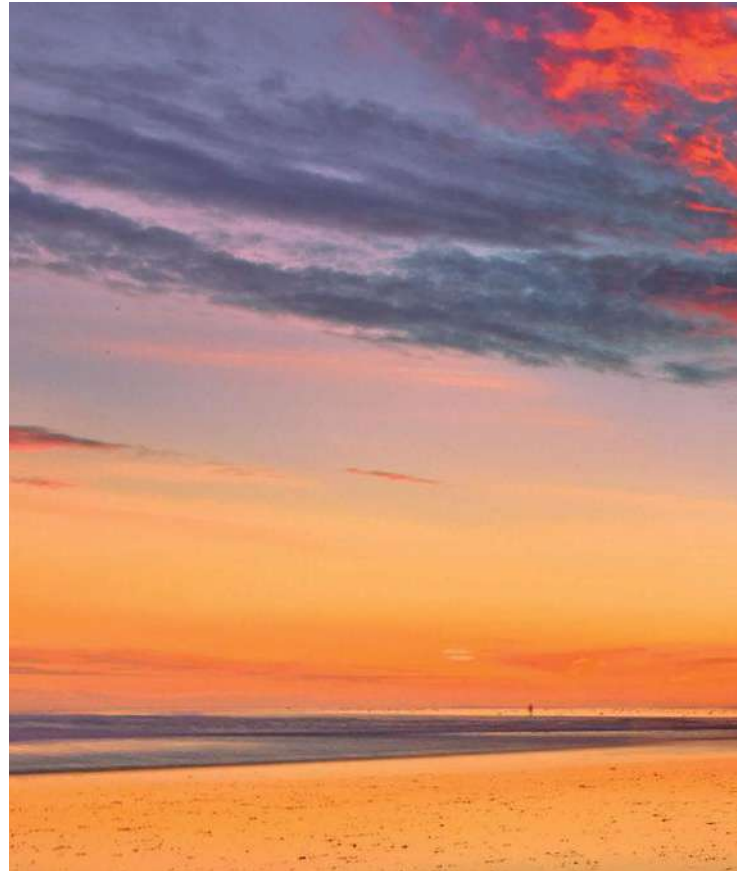
I was soon strapped in, with my ever-trusting wife, Elaine, willing to see what happens when the red mist falls. After a few kilometres of bitumen, we started the ride through a golf course then up into the jungle. With the longer climbs, you need to be committed, or you can lose traction.

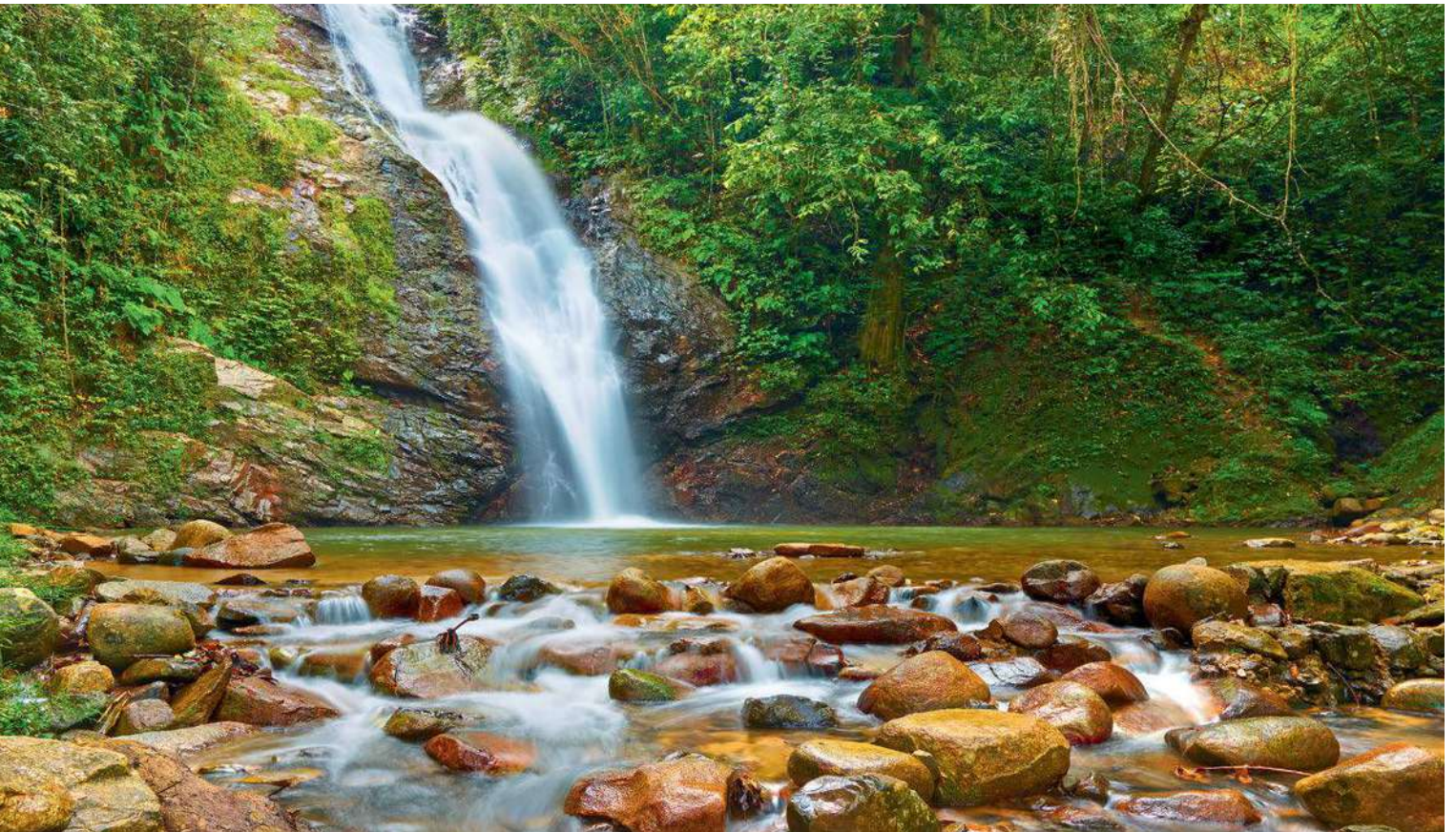
**Momentum is your friend and,
when the going gets really sideways,
just keep the right foot planted
and use lots of opposite lock.
Always remember the motto –
drive it like you hired it!**

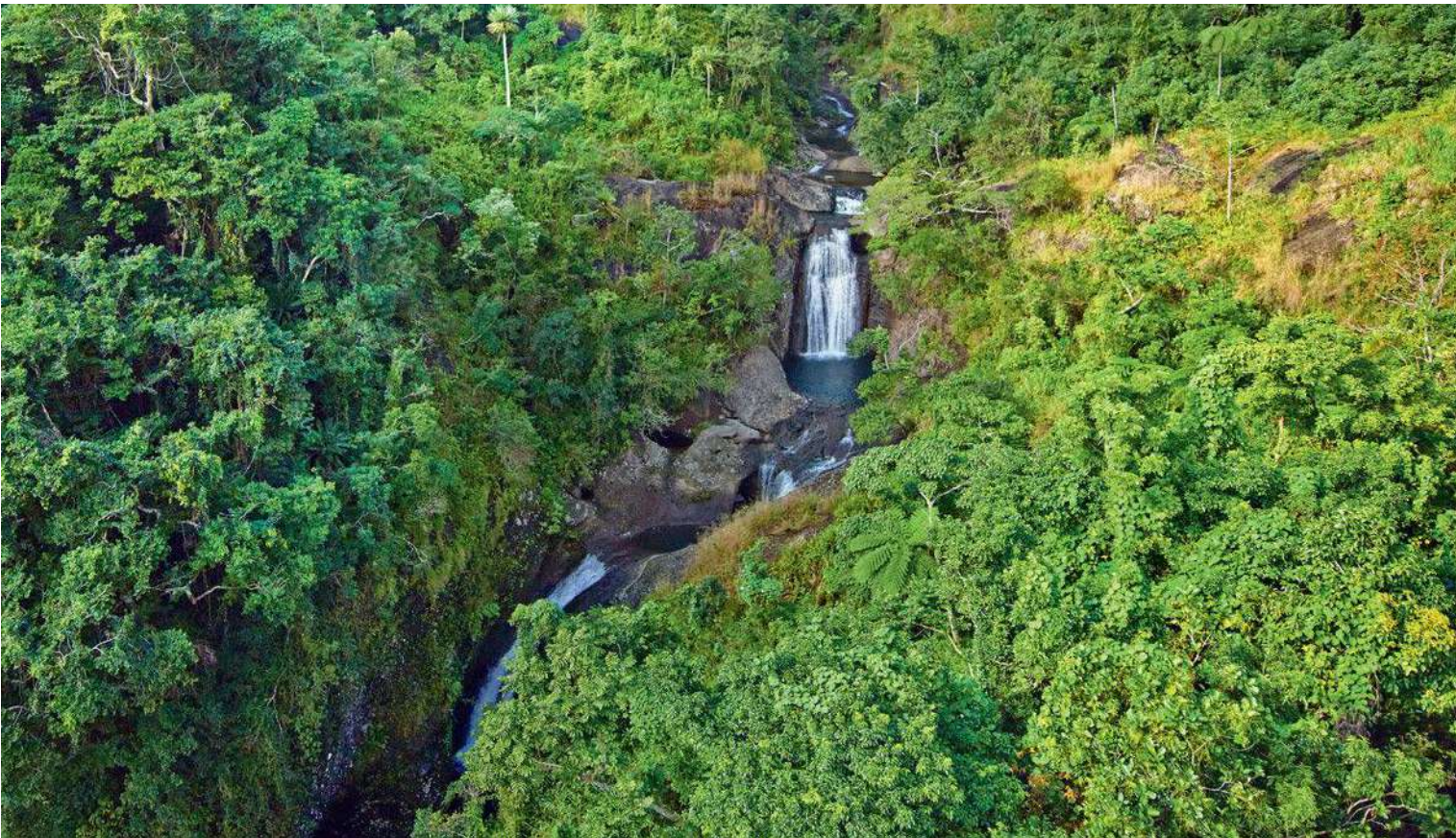
The destination is a very remote village and we met a few of the locals, checked out how they farmed, and sampled a bit of the local produce. Then it was time to head back down the mountain. If there was one thing this buggy lacked more than grunt, it was brakes, and so, the games began. After a few hours, we returned to the beach, muddy, sweaty and smiling from ear to ear. It's amazing how a simple buggy can give a grown man so much fun – it must be true that we never grow up, the toys just get bigger.

A trip to Fiji wouldn't be complete without engaging in some of the cultural activities. The Indigenous Fijian tradition of walking over hot stones by the famous Beqa Island fire walkers is one such experience worth sharing. As a bonus, after the fire walking, you could try participating in a Kava ceremony.

After a good night's sleep and some great local fish, we thought it might be interesting to drive to Suva, which is about two hours







away and is the capital of Fiji. My suggestion would be to give it a miss unless you have business commitments. It isn't really a tourist destination.

Denaru Island is less than ten kilometres from Nadi. This is the spot you'll want to spend time at to relax resort-style. Our home for the next few days was the Radisson Blu Resort.

Denaru Island has everything a tourist could want—great resorts, great food, friendly people and lots to do, especially if it involves the ocean. I got up early the next day, hired a catamaran and headed out to sea. I am not much of a sailor, but the thrill of feeling the energy of wind as you pick up speed, getting up on one hull and getting soaked in the process is a lot of fun.

Later in the day, we chartered a boat to take us out to the reefs for some snorkelling. Sharks, colourful fish and rainbow coral make the snorkelling a great experience.

One of the highlights of the boat trip was going out to Cloudbreak. Cloudbreak ranks among the ten most challenging waves in the world. This renowned Fiji surf spot boasts fast, barrelling lefts over a shallow reef and is loved by surfers worldwide. Seeing the waves up close and hearing the roar of the water was spectacular, as well as a great photographic opportunity.

I wanted to get a birds-eye-view of this paradise and explore the islands, so I chartered a helicopter for the next day. As always, my standard request is to remove the doors and add a harness. I love the thrill of hanging on the outside of a helicopter, looking straight down from a thousand feet and seeing the incredible patterns and shapes below.

After a brief run over the jungle area around Nadi, we headed out to sea and soon came across some of the most amazing islands. The reefs are stunning and the turquoise waters are just perfect. I know there's a growing legion of drone fans out there, and they can capture the most amazing images, but there is nothing like the thrill of hanging outside a helicopter when the pilot cranks it over at a thousand feet. Some days it feels great to be alive!

Flying over Monuriki, one of the Mamanuca Islands in Fiji, where the movie *Castaway*, starring Tom Hanks, was filmed was such a treat! We fly over more islands and buzz resorts with over-water burés, taking in the beauty. The grand finale was a flight through the Evans Range with its dramatic gorges, pinnacles and waterfalls.

Our time in Fiji was coming to a close, but not before a very special meal at Flying Fish, the signature restaurant by Peter Kuruvita. This is a beach dining experience, so make sure you request a table on the beach, take your shoes off and enjoy the warm sand between your toes. The food is world class. The view as the sun sets is stunning and it sums up our time on this wonderful island. Warm and friendly.



Wouldn't Read About It

WOULDN'T READ ABOUT IT



Complacency.

The one thing that can single handedly ruin a trip, particularly in high-risk areas such as the deserts or the High Country.

Allow me to elaborate on my own experience. On the last day of our Easter trip through the Victorian High Country, we were heading south from Bright, hoping to see the Wonangatta Valley on the way home. All four vehicles were well equipped, and all drivers had multiple High Country trips under their belts. Only 5km from Wonangatta, the call was made to drive over a small tree on the track, rather than cut it up. This decision was made because it was past lunch, we were pushed for time and had driven over many similar obstacles in the past.

The first two cars made it over without any issues and parked further up the track. The third car, however, after driving over the tree with its first two tyres, began slipping down the trunk along the chassis rails. An extremely stressed passenger voice came blasting through the UHF yelling for help as they were now precariously balanced between a dirt bank and the cliff edge.

The entire convoy jumped into action and first things first, straps were used to secure the vehicle in order to safely get both passengers out. While we all had a winch and straps in our possession, we were definitely not equipped or experienced for such a recovery. Eventually, (5am the next morning) the car was recovered at a high price by a recovery company.

In hindsight, the catalyst for our six-hour halt and subsequent 2am arrival home was the decision to be lazy, complacent and drive over the tree instead of moving it out of the way. What could have been a five-minute job very nearly ended up in fatalities and lost vehicles. The accident dampened the remainder of the trip and was a stark reminder never to underestimate an obstacle and not be lazy or overconfident. It doesn't matter if you're on the highway or in the High Country, complacency will always cause you to come unstuck when you least expect it.

Thanks to Mitch Turbull for sharing his 'Wouldn't read about it' story. Mitch wins an ARB Essentials Recovery Kit.



Have an unbelievable off road story?

Let us know in 700 words or less, and you could win an ARB Essentials Recovery Kit worth \$320. Email promotions@arb.com.au

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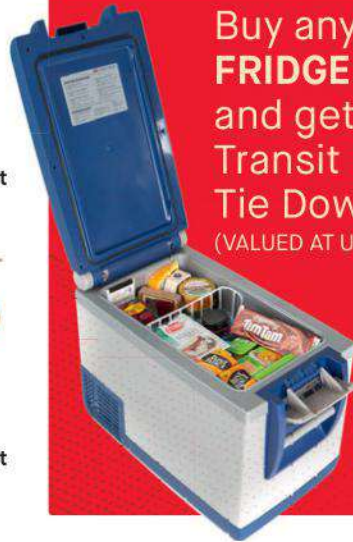
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ARB
4X4 ACCESSORIES



TREAD WATER

Loading and unloading are a necessary evil, but there are some ingenious solutions to make your trip a little more heavenly.

We all know the feeling. You want to get out on the water and start enjoying the fun stuff, but loading and unloading your kayak is a hassle. It's hardest if you don't have someone to help at one end of the drive, but even with a mate, it's not easy to load a kayak onto the roof of a 4WD.

Now loading a kayak is no longer a two-person job.

The Thule Hullavator Pro

Get out on the water quickly and easily – even on your own.

This lift-assist kayak carrier can be loaded and unloaded, one metre below the level of the car roof, thanks to the gas-assist struts that lift and lower 18kg of the kayak's weight for you.

That's right; you can load and unload your kayak at chest height. The Thule Hullavator Pro is optimised for the latest range of Thule WingBar crossbars. Adapter kits are also available for other crossbars. Each Thule Hullavator Pro carries one kayak, and you can fit up to two per vehicle roof.

The Thule SlideBar

This unique, premium crossbar can slide to either side of the vehicle for the easiest possible loading and unloading, and clicks robustly in place for driving.

The bars extend up to 60cm in each direction, so there's no need to lean across the car roof while you're trying to load your kayak or any other bulky items. Simply slide one bar out at a time and lift that side of your kayak up. Save your strength for where it counts – on the water.

Thule SlideBars are equipped with T-tracks. So you can load up with kayak carriers when you head out on the water, switch to ski carriers when you're ready for the snow, a roof box if you need extra space, or mix and match accessories for your perfect adventure escape.

SECURITY BLANKET



REDARC are excited to release their new range of solar blankets and accessories. This new generation, state-of-the-art solar blanket range heralds a new era in charging 12v batteries from solar power.

The range includes three black Solar Blankets SunPower® Cells in 115, 150 and 190-watt power ratings and a flexible 112 watt red Solar Blanket Amorphous cell. Portable and lightweight, they can be easily moved to optimise the energy output from the sun. The range is smaller and lighter than a comparable wattage, portable glass panel. The range also includes genuine industry standard Anderson™ SB™50 plug connectors making installation easier – just plug and play.

Through extensive research and development, REDARC have ensured the latest and the best when it comes to automotive solar cell technology. REDARC's black solar blankets come with SunPower® cells. These cells have been designed for portability and strength and feature no grid lines, a solid copper backing and thick connectors for higher efficiency.

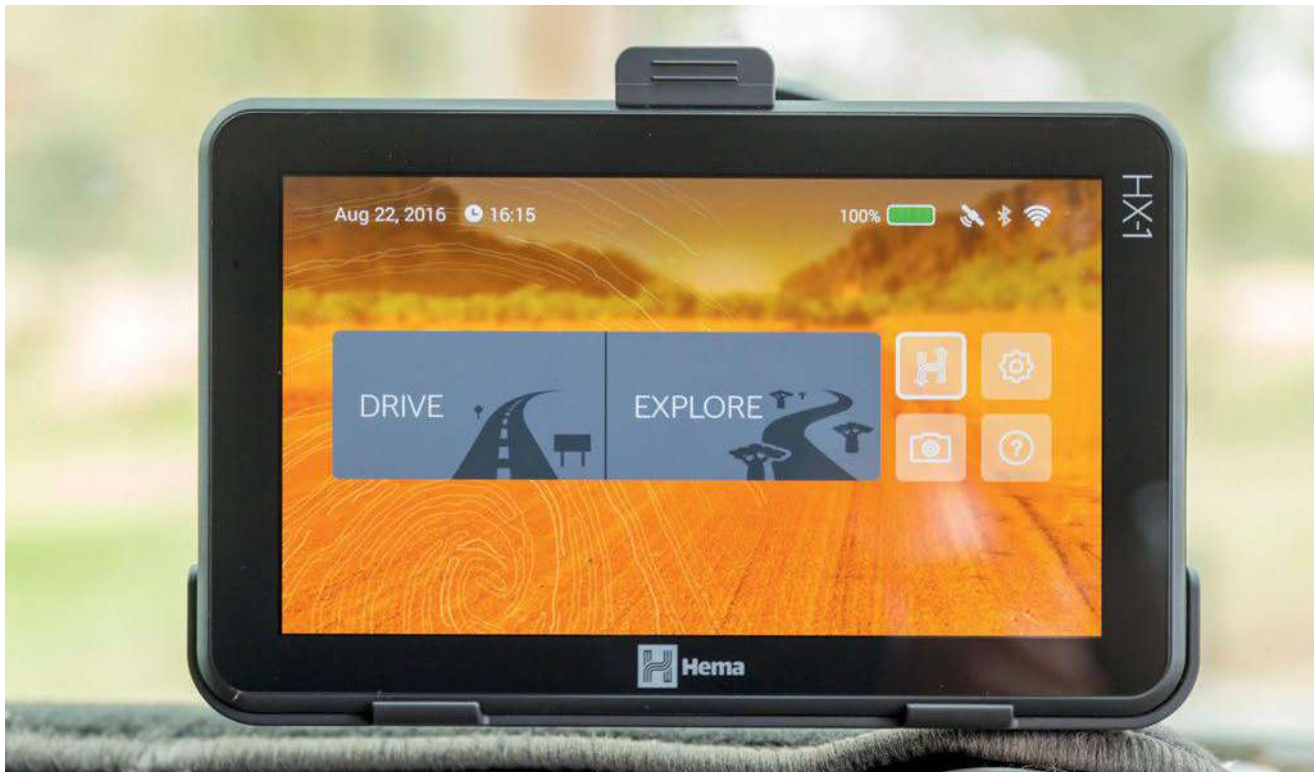
The Solar Blanket Amorphous Cell offers superior flexibility in a light weight, conveniently sized package. Its flexible design reduces the risk of cell breakage and cracks and is known to perform better in low light conditions compared to crystalline panels. The Amorphous cell blanket comes with Uni-Solar® cells which incorporates a triple layer system. These cells are optimised to capture the full spectrum of light compared to conventional Mono and Poly cells.

The new solar range also includes newly designed solar regulators with Anderson™ SB™50 connectors available in 10, 20 and 30 amp models. The regulator acts as the go-between to transfer power generated from the blankets to the battery. Solar regulators ensure that the correct charge is supplied safely and efficiently and protects batteries from over charging. REDARC's solar regulator works with multiple chemistry batteries including AGM, Standard and Calcium. It is ideal for permanent installation or portable systems, and has multiple levels of protection including over temperature, over charge and reverse polarity.

In addition, REDARC's extensive range of cables and adaptors offer easy connection to the solar blankets, using Anderson™ SB™50 connectors. They are available from 1.5m in length right up to 10m, so that you can park your caravan or trailer under the shade but still get the most out of the sun. What's more, they can be used with REDARC's BCDC range and Battery Management Systems.

For added peace of mind, REDARC's new solar monitor with a large 3" back lit LED display allows you to monitor the solar panels, battery and system information. Connecting to the new range of solar regulators, it provides panel charging information, real-time system monitoring and allows battery and configuration setting.

REDARC's new range of solar blankets are backed by a two-year construction warranty and five-years on the cells.



THE HEMA HX-1 NAVIGATOR

The Hema HX-1 Navigator is the ultimate on and off road GPS navigation system, combining dedicated street and 4WD navigation to guide you anywhere in Australia.

Featuring Australia's best topographic mapping and turn-by-turn navigation, the ability to connect with other travellers and over 45,000 campsites, caravan parks and other touring points of interest in a 7-inch multi-touch screen. It's time to explore a new frontier with HX-1.

Drive Mode

The HX-1 features street navigation for Australia and New Zealand, with precise voice guidance that includes alerts like speed and red light camera warnings, timed school zones, visual lane guidance and more, for you to confidently navigate to addresses, coordinates and points of interest. Discover where

to stay, and what to see and do off the beaten track with over 45,000 points of interest from Hema, Camps Australia Wide and Caravan Parks Australia Wide. These points cover everything from campsites and caravan parks to rest areas, dump points, lookouts, visitor information centres, historical points, 24-hour fuel and much more, and each point includes individual facility, activity and contact information to help you plan the perfect adventure.

Explore Mode

Find Australia's best tracks, trails and places off the beaten track with the HX-1's extensive range of map sources for off road travel. Find your next adventure with the revolutionary Hema Explorer Map – which features over 1.2 million kilometres of 4WD tracks and Outback roads for you to discover – and additional map sources that include digitised Hema touring maps, HERE maps and state government topographic maps. Capture your adventures as they happen by

recording your track, dropping waypoints and taking photos and videos with the HX-1's 5-megapixel camera, which allows you to add notes and a title to remember your adventure. You can then share your trips with friends, family and other travellers on the Hema Explorer Cloud website, and download tracks from other explorers to use offline on your own adventures.

A Powerful Touring Machine

The HX-1 features a large 7-inch multi-touch screen with a bright 1024x600 pixel display, which is reinforced with a tempered glass screen protector for added durability. A powerful 1GB RAM makes the HX-1 impressively fast, while a 5000mAh battery will keep you exploring for up to 6 hours off charge, with continuous use. Meanwhile, the HX-1's Wi-Fi connectivity makes downloading additional maps, content and device updates quick and easy, so that you can spend less time indoors and more time exploring, off the beaten track.

XRS CONNECT

Introducing XRS™ Connect, a new Australian Made radio platform that is smart, adaptable and rugged. XRS radios are software upgradeable by the end user, introduce the first ever app to control a UHF CB radio and includes an industry first OLED speaker microphone. The XRS platform incorporates new features such as creating and sharing scan lists, access to a library of over 20,000 registered frequencies that are categorised for ease of use, a 25% increase in scan speed - two times faster than any other UHF CB radio and up to four times faster than most, and many more features.



Product Features:

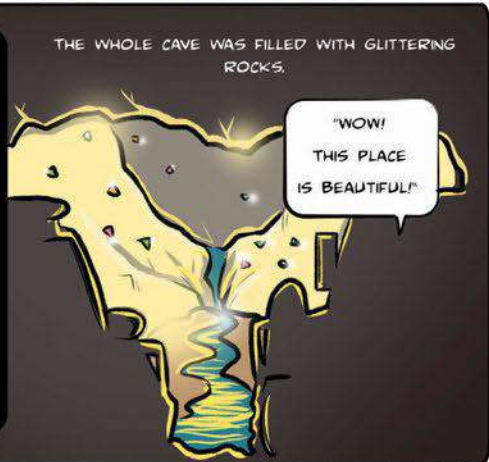
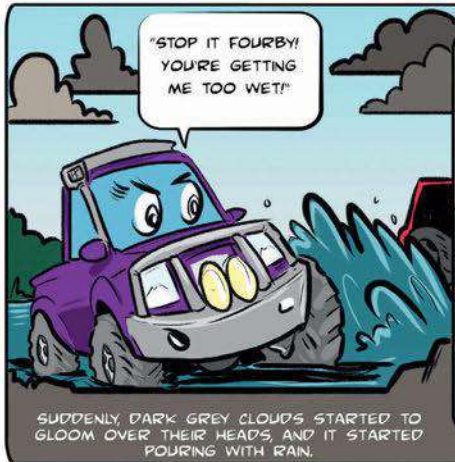
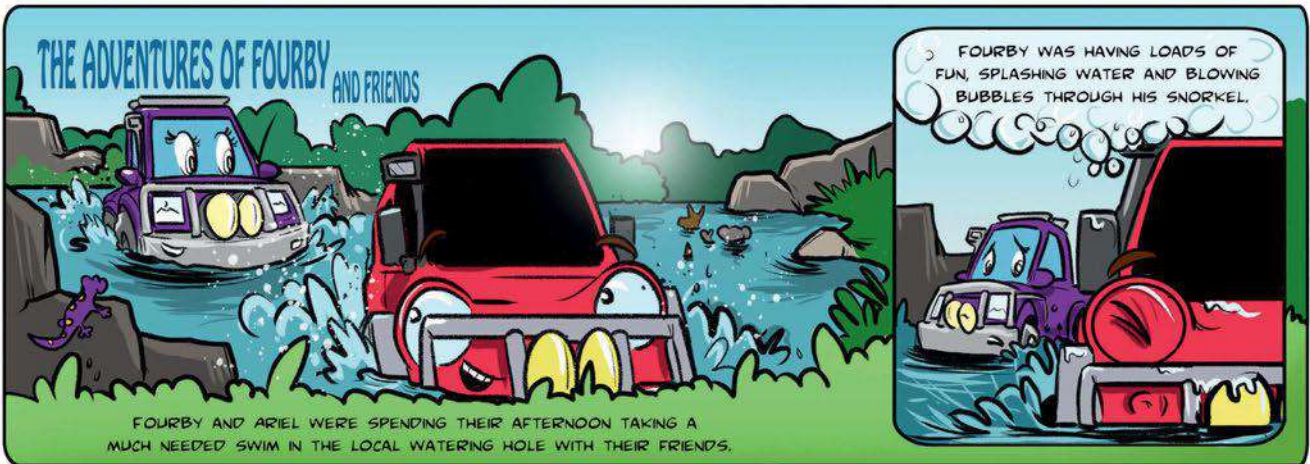
- Bluetooth Smart Connectivity - BT Classic 2.1 and BT Low Energy 4.0
- End user software upgradeable via the app
- Download the XRS Connect App on Google Play or the App Store
- App compatible with iOS9.0, Android 5.0 and above
- Windows app compatible with 7.0 and above, available January 2017
- Easy to configure and customise radio, via the app
- Create and share personalised scan lists up to 400 frequencies
- Instant access to over 20,000 receiver frequencies
- XRS Connect speaker microphone with OLED display
- Customisable buttons
- 25% faster scan speed at 50 channels per second
- Five-year warranty + one additional year for downloading and registering app



In the box:

- XRS-330C super compact hideaway UHF CB radio or XRS UHF CB radio
- XRS connect speaker microphone
- Extension lead and adaptor
- Heavy duty microphone bracket and screw kit
- Quick start guide – full manual available online
- Radio mounting bracket

For more information visit your local ARB store



COOKING WITH FOURBY AND ARIEL



FOURBY'S HOT DOG TOASTIE

Makes 1 Toastie

2 slices bread
Butter
2 hot dog frankfurts
1 cheese slice
Tomato sauce

Butter two slices of bread. Place one slice, butter-side down, on your ARB Toastie Brander. Cut two hot dog frankfurts in half longways and place on bread. Top with a slice of cheese and a good squirt of tomato sauce. Place the second slice of bread on top, butter-side up and close the toastie brander tight. Ask a parent or adult to place the toastie brander in the fire and cook until brown and melty.

ARIEL'S NUTELLA RAINBOW MARSHMALLOW TOASTIE

Makes 1 Toastie

2 slices bread
Butter
Nutella
Small handful mini marshmallows
100's & 1000's

Butter two slices of bread. Place one slice, butter-side down, on your ARB Toastie Brander. Spread a good amount of Nutella on the bread and top with a small handful of mini marshmallows and a sprinkling of 100's & 1000's. Place the second slice of bread on top, butter-side up and close the toastie brander tight. Ask a parent or adult to place the toastie brander in the fire and cook until brown and melty.

Lap Dog Competition

We asked for a pic of your best mate living the off road dream and certainly weren't disappointed. It was so hard choosing our favourite entries from the hundreds we received. These canine friends have won their lucky owners an ARB camping chair.



Guy Winnall



Adam Bennett



Dave van Zanten



Simon Nguyen



Anthony Papale



Chris Wisniewski



Josh Tyrrell



Jessica McGarry



Chris Doyle



Sue McDonald



Jenna Tennant

Under Pressure Competition

Send us a photo of your most stressful off road experience, and you could win one of ten ARB Digital Tyre Inflators worth RRP \$79.00. Email your photo, along with your name and address to promotions@arb.com.au



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 Keilor Park (03) 9331 7333
 Pakenham (03) 5940 5500
 Thomastown (03) 9460 9988
 Echuca (03) 5480 2600
 Bairnsdale (03) 5152 1226
 Ballarat (03) 5336 4605
 Bendigo (03) 5445 7100
 Traralgon (03) 5174 9190

SOUTH AUSTRALIA

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 Morphett Vale (08) 8186 6101
 Elizabeth (08) 8252 1599

ACT

Fyshwick (02) 6280 7475

NEW SOUTH WALES

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 Moorebank (02) 9821 3633
 Artarmon (02) 9438 4484
 St Peters (02) 9565 2455
 Wentworthville (02) 9631 7889
 Wagga Wagga (02) 6925 8777
 Albury (02) 6021 2477
 Broken Hill (08) 8087 9250
 Dubbo (02) 6885 5777
 Newcastle (02) 4953 9555
 Orange (02) 6369 0700
 Penrith (02) 4731 1266
 Port Macquarie (02) 6581 2500
 Tamworth (02) 6762 0541

WESTERN

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

AUSTRALIA

(08) 6254 2367
 (08) 9244 3553
 (08) 9409 5764
 (08) 9358 3688
 (08) 9583 3200
 (08) 9921 8077

NORTHERN TERRITORY

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

QUEENSLAND

Nundah (07) 3266 3255
 Capalaba (07) 3823 5900
 Coopers Plains (07) 3277 2020
 Biggera Waters (07) 5537 8800
 Bundaberg (07) 4153 2929
 Burleigh Heads (07) 5535 9223
 Caboolture (07) 5499 1955
 Cairns (07) 4035 3350
 Caloundra (07) 5491 4500
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 Rockhampton (07) 4922 7788
 Toowoomba (07) 4632 1122
 Townsville (07) 4728 0900

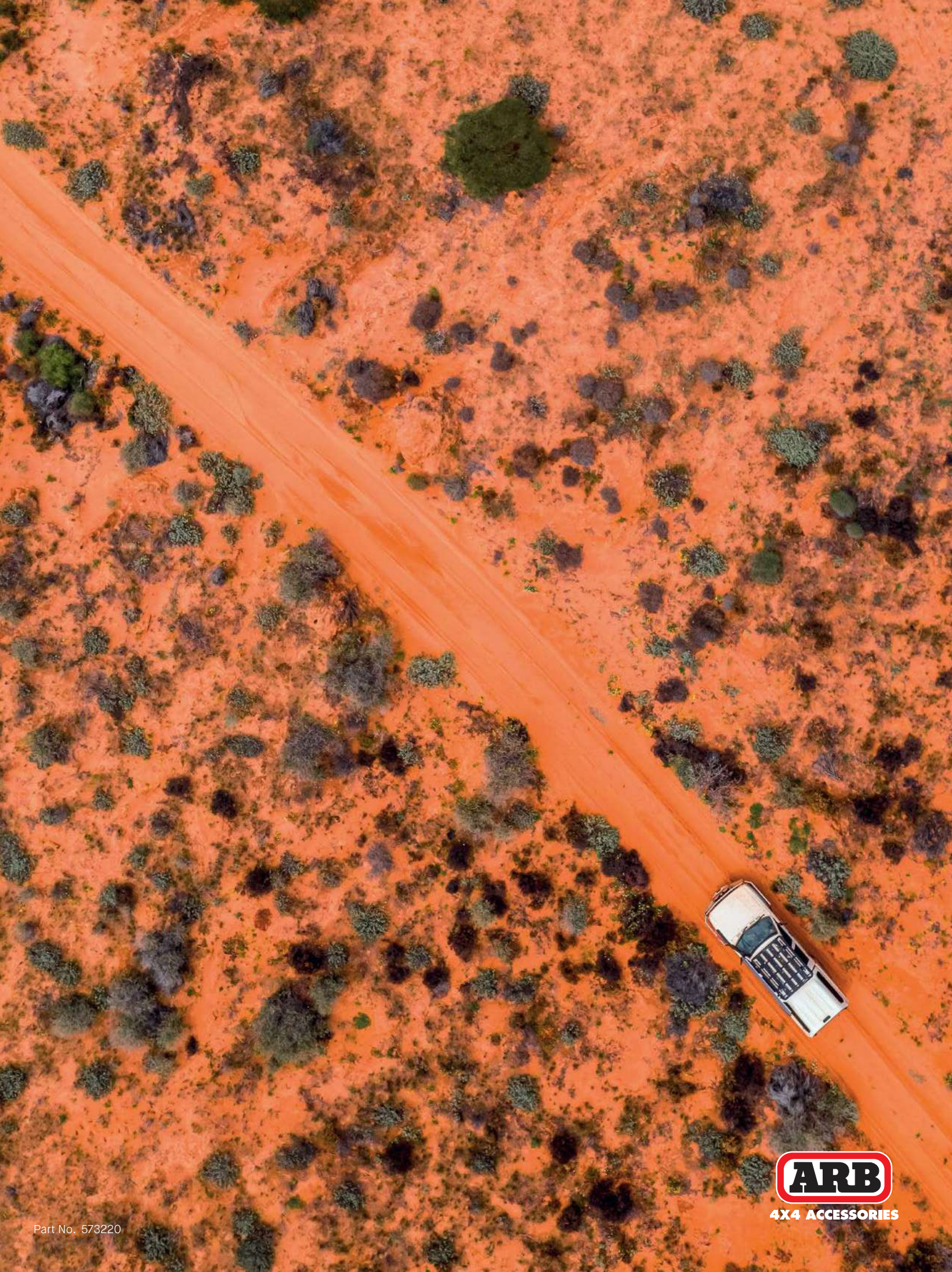
TASMANIA

Burnie (03) 6431 4494
 Launceston (03) 6331 4190
 Hobart (03) 6228 6822

HEAD OFFICE:

ARB 4X4 ACCESSORIES

42-44 Garden Street,
 Kilsyth Victoria 3137 Australia
 Tel: (03) 9761 6622
 Fax: (03) 9761 6807
 Email: sales@arb.com.au
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