



4X4 ACTION

PRODUCTS / NEWS / TRAVEL / INFORMATION / ADVICE / LIFESTYLE

ISSUE 38

**WIN 2 ARB
AIR LOCKERS!**



FEATURE ARTICLE ON

ARB AIR LOCKERS

LATEST PROTECTION EQUIPMENT

Includes bull bars for Colorado 7, Isuzu D-Max & Y62 Patrol

TOURING AWNINGS

Check out the latest awnings and accessories from ARB

TRAVEL

Explore North Queensland's hidden fishing spots & the best of autumn in North America

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

Editor: Kelly Teitzel

Contributors: Sam Boden, Penny Cameron, Patrick Cruywagen, Alexandra Dandanis, Ken Duncan, Michael Ellem, Steve Fraser, Matt Frost, James Jackson, Mark Lowry, Al McGlashan, Mark de Prinse, Luke Watson, Rose & Mick Weber, Candice Wright.

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WIN! WE HAVE A PAIR OF ARB AIR LOCKERS UP FOR GRABS. VISIT PAGE 23 FOR DETAILS.

SNAPSHOT

The final issue of ARB 4x4 Action for 2013 would have to be one of the most visually stunning we have ever produced. The front cover sets the tone for the rest of the magazine, with a breathtaking night shot of a Jeep Wrangler captured by ARB's very own Michael Ellem. This is just one of a series of images taken to assist with a major re-branding exercise we have recently undertaken for ARB's air operated locking differential system, the Air Locker.

ARB's Air Locker has been around since the mid 1980s, and is widely regarded as the best traction aid available anywhere in the world. It has benefitted from a series of enhancements over the years but some significant refinements more recently inspired us to develop a whole new look for the brand. A very late night in the Barrier Ranges, just north of Broken Hill, allowed us to get the look we were after, and you can read all about the evolution of Air Locker in this issue.

Also in this edition, Steve Fraser, a regular contributor to the magazine, gives us a spectacular insight into the New England region of North America. I experienced a white Christmas whilst travelling through this area many years ago and can attest to it being a classic winter wonderland. In autumn, the area sees an explosion of colours, which Steve has captured beautifully.

Another feature article from someone who is pretty handy behind the lens is 'Dipsticks of the Outback', written by Australia's best known photographer, Ken Duncan. Ken and I became friends a few years ago when he approached me for some advice on outfitting his Toyota LandCruiser for remote area travel. Ken's work takes him all over Australia and around the world, but lately he has been spending an increasing amount of time in remote communities where he has been working with Aboriginal children and teaching them some of his artistic skills. This has led to the creation of the Walk A While Foundation, an organisation which aims to provide indigenous youth in remote communities with equipment and skills to empower them to tell their stories. We will be bringing you more of Ken's tales, including his community work, but for now we're kicking off with something that's a big bugbear of his – Outback graffiti.



It is a statistically proven fact that people who own dogs are happier, healthier and live longer, so it makes perfect sense that they join us on our off road adventures. Our Online Communications Manager, Sam Boden, has given us his top tips for travelling safely with our best friends, and making sure they don't run into any trouble. Personally I find my dogs the perfect travelling companions. After all, they're cheap to feed and will happily eat anything I dish up, don't complain when we're lost, are quick to get up and get going in the morning, don't get mad when we get bogged, don't argue about my choice in music, play with the air conditioning controls, etc.

We sincerely hope all of our customers enjoy reading this issue of ARB 4x4 Action, and we hope to see you in store soon. On behalf of everyone at ARB, our best wishes for Christmas and the New Year.

Matt Frost – National Sales & Marketing Manager

WHAT'S NEW

THE LATEST PRODUCTS ARE HERE TO HELP YOU GET THE MOST OUT OF YOUR TRAVELS.



ADVANCED GUIDE TO ADVENTURE

To cater to intermediate and experienced 4WDers, Pat Callinan's 4X4 Adventures Advanced Guide features a host of 4WDing tips from Pat and his team. The handy guide includes up to date information on driving and recovery techniques, trip planning, remote area survival, basic first aid techniques, permits and heaps more.

▶ PART NO: 215948
PRICE: \$29.95



ARB EMERGENCY V-SAFETY KIT

Keen to promote safety when it comes to vehicle recovery and remote area travel, ARB has put together the V-Safety kit, which includes two universal high visibility safety vests and an internationally recognised distress V-Sheet. All items are stored in a handy storage bag that has velcro tabs, allowing it to be attached to a cargo barrier or simply stored beneath a seat.

▶ PART NO: ARB4191
PRICE: \$39



STEP UP

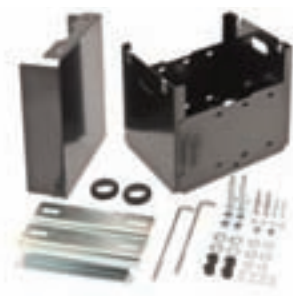
Easily step up into your Navara D40 while also enjoying protection against branches and debris with ARB's side rails and steps. Specifically engineered for the Nissan Navara D40 550 dual cab, the side rails and steps feature 2.5mm 5 bar aluminium tread plate steps, corrosion resistant fasteners and steel, mandrel bent tubing.

▶ Contact ARB for part numbers and pricing

TUB MOUNT BATTERY BOX

Designed for use in dual cab ute tubs, the ARB dual battery box provides considerable strength and protection over traditional plastic boxes used in tub mount applications. Designed around the Optima range of battery and BCDC range of Redarc chargers, the battery box is manufactured from 2mm sheet steel with a separate bolt-on lid to provide full protection for the battery. Visit your local store for further details on the range and suitability for your vehicle.

► PART NO: 4200010
PRICE: \$217



OLD MAN EMU JACKET

The new OME jacket ensures you can stay warm, dry and comfortable during any off road adventure. The jacket is waterproof and made from Cordura 500 nylon oxford weave, and features micro fleece lining on the collar, adjustable rubber cuffs, high quality YKK zips, three internal pockets and a zip off hood. Head in store to try it on today.

► PART NO: 217487-217494
PRICE: \$199.95



SAFARI SNORKEL FOR HOLDEN COLORADO

Owners of the Holden Colorado and Colorado 7 RG can now experience the benefits of having a Safari snorkel fitted to their vehicle. Designed to exceed the airflow requirements of the vehicle whilst ensuring clean, dry air is always available, the Safari snorkel features UV stable, cross linked polyethylene material, air ram and stainless steel plated hardware for corrosion resistance.

► PART NO: SS176HF
PRICE: \$450

CHASING COLOURS



STEVE FRASER EXPERIENCES THE WONDERS OF AUTUMN IN NORTH AMERICA.

.....

WORDS & PHOTOGRAPHY
BY STEVE FRASER

Some roads trips are worth the wait. It has taken many years, but finally I arrive at Montreal Airport to begin a month-long journey through some of the most colourful autumn landscapes on the planet. The plan is to follow the fall colours from the top of Vermont to the bottom of Virginia, finishing in a month's time by standing on Virginia Beach.

As a landscape photographer, I chase colours. Normally, this means enjoying just a brief moment at the beginning and the end of the day when that golden light appears and transforms an average landscape into something extraordinary. However, this trip is different, as much of the colour is in the foliage and needs little help from the sun.

When I plan a trip like this, I research and work out a few



key spots that I want to photograph and when it is best for me to get there for ideal conditions. Sometimes, this can be looking at tides or snowfall or, in this case, following the National Parks' foliage guide. This is updated every couple of days and shows you where the best colours are during fall. Make sure you use it if you are planning a trip as it is very accurate and can save you lots of wasted miles.

Four weeks seems like a lot of time, but I was trying to cover Vermont, New York State, Maine, West Virginia and Virginia, so I had my work cut out.

I depart Montreal, and within two miles of entering Vermont I want to stop and get the cameras out. The colours are vivid and unlike anything we get in Australia. It's true we have small pockets of autumn colour, but I am talking about

valleys that go on as far as the eye can see.

The plan is to get off the highway as quickly as possible and explore the backcountry, so it's not long before we are heading to Burlington via a winding country road that is framed in the reds, auburn and yellows of fall. I am not making much progress driving but, boy, am I having fun.

Based in Burlington, it was easy to travel across from Charlotte into Essex, New York State and into the Adirondack Region. Mountains covered in tall timber and autumn colour are a feast for the soul and the camera.

Exploring more of Vermont led to country roads with covered bridges, pumpkins for sale on the side of the road and Robert Frost country.





I love exploring back roads and discovering things off the tourist trail. That's why one of my favourite quotes is:

**'TWO ROADS DIVERGED
IN A WOOD, AND I, I TOOK
THE ONE LESS TRAVELLED
BY, AND THAT HAS MADE
ALL THE DIFFERENCE.'**

ROBERT FROST

Seeing where Robert Frost lived and wrote these words was very inspiring.



THE COLOURS IN NATURE TRUMP PHOTOSHOP EVERY TIME

After Vermont, it was east to Maine. We based in Camden, a picture postcard location, where the local fare centres around lobster (what a shame!). How many lobster burgers and chowder can one man eat?

Maine has some incredible coastline, which was one of the motivations for heading this way. The people are incredibly friendly and getting around is really easy. It would be busy near Camden in an American summer, so try to avoid that time of year.

I have some inspirational days in Maine. I cover lots of the coast and manage to get a few very special images. Lighthouses abound along the coast and speak of a maritime history along this rugged coast, while Acadia National Park with its mountains, ocean, woodlands, lakes and hundreds of kilometres of hiking trails make Maine a feast for the senses.

As I headed west towards Virginia, I kept telling myself that Maine is somewhere I will come back to.

There's a lot I could see between Maine and Virginia, but I have limited time. Every time I cover big distances in the car I have a never-ending debate. Do I stick to the plan or deviate, missing the shots I really want to get?

The decision? Camden to West Virginia is 725 miles (about 1100km), and I will drive through New Hampshire, Massachusetts, Connecticut, Pennsylvania and only see the freeway. Part of me is disappointed and the other part is excited about the main goal – West Virginia.

I arrive late in the day. The cold air bites. The locals tell me snow is on the way. It's not great as snow strips the fall foliage, so early the next morning I head out into the backcountry towards Babcock Mill, a beautiful old mill on the banks of a river. I saw images of it years ago and

always wanted to photograph it. When I arrived, it was a bit disappointing as the autumn colours were almost gone. As the locals will tell you, you should have been here last week. Great. I get some shots and console myself to the fact that none are really great, but I have the shot.

I leave Babcock and head into the Shenandoah Valley and the Blue Ridge Mountains made famous by John Denver. He was right when he called it almost heaven. Oh my goodness, the colours were off the chart and the disappointment of Babcock is long forgotten.

After a few miles down a boggy track I put the hiking boots on, rug up and head into the wilderness. After a few hours of hiking and a couple of cold river crossings I found just what I had been looking for – the most spectacular mountain of fall colours I had ever seen.

My heart was racing, partly from the cold and mostly because some days you just know you have captured something very, very special. There are some moments when you simply look through the viewfinder and know you have captured a unique image. You don't need the fancy computers with post processing, Photoshop, and colour enhancing. You have got the real deal. The colours in nature trump Photoshop every time.

I slept really well that night and woke up in the morning to eight inches of snow. It was beautiful. My mind straight away went back to Babcock. How cool would it look with some snow and a little autumn colour? However, it's over 200 miles away along twisting back roads covered in eight inches of snow. My thought? Let's rock and roll!

I arrived late in the afternoon. Babcock Mill was perfect. I was the only one there, the snow was gently falling and the day's drive was a distant memory. The things I do to get one image! Boy, it was worth it.



The next day, I was on the road to Virginia Beach, the last leg of the adventure. I stopped early in the morning along a gravel track to photograph an old farm shed. As I got closer, the sign on the building said, 'If you are close enough to read this you are in range!' This would have been bad, but all along the track there's signs saying, No Shooting. However, every time I stopped to photograph, gunshots echoed around the valleys.

Time to move, I think to myself. I needed gas (no, it's not a personal issue...just trying to speak American) and stopped at a one-pump gas station in a one-horse town. I filled the car and headed inside to be greeted by three guys, all in chequered shirts. The first guy spits chewing tobacco on the floor and loudly announces, 'You isn't from round here, are y'all?'

I don't know about you, but I saw *Deliverance* and this could be the set they used. In my most Aussie bush manly voice, I said, 'Just the gas and the mineral water.' It probably wasn't the right drink of choice as they all looked at each other. I should have chosen a Bud.

They asked which way I'd come from. Nervously, I tell

them. All three told me that it was a very dangerous spot today. Lots of illegal hunting happens in that area and that it was a great day to hunt as the deer were a bit slower on the first day of snow. Apparently lots of local boys were out shooting. I was glad I wore the bright blue jacket that morning. I decided that was enough chitchat with my newfound buddies and left before I became an extra in a movie I would rather not see.

The landscape in Virginia started to flatten out as I travelled to the coast. I headed not to the main tourist beach at Virginia Beach but further south on the border of North Carolina. I got there a few hours before sunset with time to reflect on the last month.

Thirty one days of predawn starts and late finishes. I had slept in twenty different beds, covered over 5000 miles, met some amazing and colourful people, and spent endless hours hiking. I was both exhausted and exhilarated.

My memories of America's east coast in fall are of inspiring, breathtaking colours. This trip is exactly why I take photographs for a living and I suppose why most of us dream about that next road trip.



BT-50 BUILD UP

Hi ARB,

My new Mazda BT-50 GT is my fifth 4WD, the last being a 120 Series Prado which was well optioned with ARB accessories. Before the Prado I also owned two HiLux dual cabs and a Jeep. With my previous experience with 4WDs and camping, I knew exactly what I wanted when I ordered the new BT-50. I wrote up my wish list and sent it to a number of new car dealers, most of whom fell off their chairs when reading the extensive list of mods and accessories I wanted straight off the bat.

Finally, the salesman at my chosen dealership put me in direct contact with the State Manager of ARB in South Australia, Michael Davis, so that I could make sure everything was fitted just the way I wanted. Michael's attention to detail on the build up of my new BT-50 was outstanding. He is obviously well versed in ARB products and was able to explain the pros and cons of all the different ideas I came up with. Dealing with people who share the same passion for 4WDing, camping and the outdoors certainly makes things a lot easier.

The end result is that I now have a new BT-50 ready to take my family and me on many Outback adventures and tackle any track we come across. We can free camp for days on end in confidence with all the fantastic modifications and accessories the ARB Regency Park team have fitted to the BT-50; I just wish I had more annual leave up my sleeve!

Trips in the calendar are Bendleby Ranges in June, then Uluru, Palm Valley, Old Andado Track, Ghan Line and Lake Eyre in July. Can't wait!

Thanks again to Michael and the ARB team.

Mark

Hi Mark,

What an exciting period it must be for you, getting ready to spend some serious time on the road.

You can never be too prepared when it comes to off road travel, as you never know what may happen out there... especially in remote areas. The idea behind fitting accessories to your 4WD is to make it as safe and convenient as possible for your next adventure, and so, Mark, you are spot on that the best way to approach setting up a vehicle for off road is to start with a list of where you want to go and what you want to do, and build up from there.

The trick is to carry the right gear and accessories for the area you are travelling to. What accessories will make your 4x4 adventure safe will depend on how far off the beaten track you travel and how safe you want to feel. Many accessories for your 4WD are just like an insurance policy, ensuring that you and your vehicle can return home safely from any adventure.

As for Michael, he's been part of the ARB team for over thirteen years, having moved up the ranks after starting as a retail salesperson in ARB SA's state office. He's been a qualified 4WDing training instructor and tour guide for the SA government in another life, too, so he knows just how important it is to have reliable gear and be well prepared for any off road trip.

I am really glad we have been able to assist you with your vehicle preparations. The BT-50 is a brilliant platform for building up the ultimate off road tourer and will no doubt serve you well when you hit the tracks.

All the best on your adventures.

Kelly Teitzel – Editor

WIN! WRITE IN TO ARB AND YOU COULD WIN A PORTABLE ARB AIR COMPRESSOR. EMAIL MARKETING@ARB.COM.AU.

LETTERS TO ARB



SNATCH STRAP AS A TOW STRAP

Hi folks,

Having recently bought a fantastic 2009 HiLux and campertrailer, we're planning to ditch the day jobs and go on a year-long jaunt around this great country of ours.

Since we're pretty new to 4WDing, we're a bit nervous about leaving the black tar but believe we need to be prepared by carrying some basic equipment. The HiLux doesn't have a winch but we do have a snatch strap. We've seen videos of people using snatch straps as tow ropes but have been told it's not always a smart option. What's ARB's thoughts on this?

Regards,

Jack and Winnie

Hi Jack and Winnie,

Great to see you have caught the 4WDing bug. There would be nothing better than taking a year off to discover all of the gems Australia has to offer.

As for your question, snatch straps are not ideally designed to be used as a tow rope. Sure, when you are recovering a stranded vehicle you are actually towing the vehicle out of a situation, however this is only for a very short distance and with the strap taut.

In an application where the vehicle may be towed for a much greater distance, as the lead vehicle slows down, inevitably there will be some delay in the reaction of the driver of the towed vehicle and the strap will slacken and fall to the ground, only to be dragged until tension is taken up again. Depending on the road surface, in a very short span of time the strap can become frayed and damaged, causing it to lose strength. The next time the strap is used as a snatch strap and subjected to much greater forces, it is likely to fail at the point of damage.

So in an emergency, yes, it could be used for towing but you should consider replacing it before using it as a snatch strap again. It is also worth checking with state authorities as to the legality of towing a vehicle on the highway with a 'tow rope' as it can be inherently dangerous if the towed vehicle has no engine power to assist braking.

I hope that answers your question.

Mark Lowry – Product Development & Evaluation Manager

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

IT'S A DOG'S LIFE

**YOU CAN BET YOUR
DOG GETS JUST AS
EXCITED ABOUT THE
PROSPECT OF HITTING
THE ROAD AS YOU DO.**

Including the dog on our weekend adventures can be very rewarding. There's nothing quite like watching the delight on their faces, heads out the window, ears flapping in the breeze as we make the pilgrimage to our favourite campsite.

Unfortunately, taking the dog camping isn't quite as easy as getting it in the back of the 4WD with a few cans of Pal and hoping for the best. Preparation and common sense play a big part.



TRANSPORT

Like us, dogs also need regular breaks on long trips. They too need toilet stops and a chance to stretch their legs, so it's a good idea to get into the habit of letting them out of the vehicle every time you stop.

Long stints in an air conditioned vehicle can also accelerate dehydration, so offering your dog regular drinks will ensure they arrive at camp in tip top condition.

Appropriately restraining your dog is also important, not only for its own safety, but also for that of other occupants. Regulations for transporting dogs in vehicles vary from state to state, so it's important to contact your local government body to investigate regulations in your area. The RSPCA website also contains some relevant information on this subject.

TIP: *If your dog travels in the back seat, having a block of foam made to fill the foot well will provide a much larger and more comfortable area for your dog to lie on.*

SHELTER AND COMFORT

Throughout your trip, and particularly at night, you'll need to ensure that your dog has a warm, dry, comfortable and safe place to sleep.

If you're not keen on a cold, wet tongue in your ear during the night, then there are a range of options available that don't necessitate your dog sleeping beside you. Cheap, one person dome tents can be picked up for a song these days and will keep your best mate away from the elements and out of harm's way. On mild nights, a comfortable bed under an awning is also a great setup.

Whatever you choose, always ensure that your dog is restrained overnight, not only for their safety but also for that of our native wildlife and for the comfort of other campers in the area.

TIP: *Just like the collapsible camp chair, there are now many similarly designed dog beds that will keep your dog up off the wet ground and won't take up too much space in your vehicle.*

HEALTH AND SAFETY

The great outdoors provides plenty of wonderful experiences for your dog but, given their explorative nature, they're prone to the odd health risk. In Australia, snake bites and paralysis ticks can be fatal for dogs. To minimise the risk of snake bite, never allow your dog to venture off into the scrub unsupervised. Snakes will rarely frequent open camping areas or formed tracks, so restricting your dog to these areas will help ensure their safety.

It's also important to do some research regarding ticks prior to your trip. If you're heading to a region where you're likely to encounter them, contact your vet for some advice on preventative measures before leaving. These will include tick control products, daily inspections and an understanding of tick related symptoms and treatment.

One often underestimated consideration when camping is the impact of mosquitoes on your dog. They too can be bitten, resulting in a very uncomfortable time away. Applying some pet friendly repellent in mosquito prone areas will ensure a comfortable time for all. Finally, adding some pet specific products to your first aid kit and knowing how to use them is also a responsible course of action when travelling off road with your dog.

TIP: *Most ticks are found forward of the front legs, especially on the face, neck and ears. However, it's important to search the entire dog at least once each day.*

OTHER CAMPERS

Unless your top secret campsite is yet to be uncovered on the world wide web, chances are you're going to encounter other campers when you're away with your dog, many of whom have dogs of their own.

It's common courtesy to always ensure your dog is appropriately restrained around fellow campers so as not to impact negatively on their experience. That's not to say that your dog can't enjoy the benefits of escaping into the wilderness; just be mindful of others and use your common sense.

It goes without saying that aggressive dogs and those who like to bark all night long are best left at home.

TIP: *Corkscrew type ground anchors, coupled with a swivel and a length of sheathed stainless steel cable, provide a great way to let your dog explore a large portion of your campsite without giving them access to other campers or potentially dangerous areas.*

NATIONAL PARKS

In just about all national parks throughout Australia, dogs are not permitted. State parks are generally okay, however restrictions do apply in some areas, so it's always important to check with your local Parks and Wildlife Office before travelling.

TIP: *There are a number of great resources available, both online and off, that list places where you can take your dog. These include Camps Australia Wide, Bush Camping with Dogs and www.exploreaustralia.com.au.*



AIR LOCKERS UNLOCKED

**NEW FEATURES, NEW WARRANTY,
NEW BRANDING.**

FIND OUT WHY ARB AIR LOCKERS JUST KEEP GETTING BETTER.

The ARB Air Locker has been internationally synonymous with traction since 1988, becoming the mainstay traction aid for 4WDers, dirt racers, rock crawlers, governments and NGOs around the world.

Never satisfied with the achievements of yesterday, ARB's Air Locker engineering team has remained focussed on evolving the design into an even more superior product. As a result, we're celebrating 25 years of innovation with new features such as forged gears, timed gearing and a two piece design, along with launching a new logo and industry leading five year warranty.

NEW FEATURES

Forged gears, which deliver increased load carrying capacity and strength, are typically found in the most demanding applications, including heavy duty industrial, commercial, race car and agricultural transmissions.

In the Air Locker, the strength of the gears, plus their durability and fatigue resistance, is paramount. This is because one side gear, which is attached to one axle, is locked to the outer case when air pressure is applied to the locking ring. The other axle, being connected through its side gear and the spider gears to that now locked side gear, is also then positively locked. The phenomenal amount of force applied to these gears has led ARB to heavily invest in the application of forged gears in all Air Lockers.

When combined with ARB's patented 'timed gear' design, the resulting strength of the whole assembly is amplified. Simply put, timing the gears means that the locking mechanism has its spline spacing synchronised with the gear tooth spacing so that whenever the assembly locks, it always does so with the maximum tooth surface area and point of strength in contact with each other. This ensures that optimal locking strength is achieved every time the Air Locker is activated.

Housing this superior internal gear train in a two piece case brings further benefits. Machining a case from two pieces instead of three results in a much higher dimensional accuracy of the finished assembly. Eliminating the smaller cylinder cap as a separate part and switching the air entry to the crown wheel side of the differential not only adds huge strength, but also allows ARB to refine the locking mechanism design, eliminate the need for an internal annular piston, and lock the side gear directly to a redesigned high strength flange cap. In addition, this also allows the locking ring to reside closer to the splined side gear, considerably reducing actuation and disengagement time.





YEAR **5** WARRANTY

**THE STRENGTH OF THE
GEARS, PLUS THEIR
DURABILITY AND FATIGUE
RESISTANCE, IS PARAMOUNT**

NEW WARRANTY

The traction aid of choice for four wheelers around the world, the Air Locker is now better backed with an industry leading five year warranty. This reflects the faith ARB has in an internationally acclaimed and trusted product.



NEW LOOK

To reflect the Air Locker's 25 years of constant evolution, the look of the brand has also been transformed in order to better represent the Air Locker's market leading design. Utilising the 'A' and 'L' of 'Air Locker' in a modern symbol, the new logo encapsulates the monumental engineering, testing and state of the art production that goes into each ARB Air Locker.



AUSTRALIAN DESIGNED AND TESTED

ARB's Air Locker division, based in Melbourne, utilises the latest arsenal of software programs, including Solidworks, CAD and Cosmos, in the development of all Air Lockers. The lengthy design process involves countless hours of testing using Finite Element Analysis (FEA), which allows the engineers to subject each Air Locker design to 'virtual' off road driving simulations which are impossible to replicate in the real world. This software, along with other programs, can highlight stress concentration areas and potential weaknesses long before the physical prototypes are created.

Prototypes are then tested to ensure the strength of the Air Locker exceeds that of the axles or other driveline components. A specially designed test rig, the only one of its kind in the world, statically tests the Air Locker's strength against the vehicle's axle. Incorporating a 10,000psi hydraulic system capable of generating up to 30 tonnes of force, the test rig is used to accurately measure the force required to break something within the differential or axle.

Finally, field testing is carried out with units fitted to 4WDs that operate in the harshest environments imaginable, including Outback NSW, the Flinders Ranges and the Victorian High Country. Some prototypes are sent internationally to be put through their paces in extreme off road events like the iconic King of the Hammers in the Southern California desert.

AUSTRALIAN MADE

As many people know, ARB has a core manufacturing plant in Melbourne. Measuring in at 4.1 acres, it's the place where products including bull bars, air compressors, under vehicle protection and snatch blocks are manufactured.

It's also where the majority of Air Locker components are manufactured and assembled in a world class, aerospace standard machine shop. Every metal-based Air Locker component is manufactured in-house except for the forged gears. These gears, while not made at ARB, arrive at the plant as blanks, and so it's up to the Air Locker production team to complete the finishing processes to customise them to Air Locker applications.

It's this commitment to Australian made, combined with aerospace grade materials and state of the art machinery and quality control measures, that has ensured the Air Locker has earned its reputation for quality and reliability throughout the world.



GET A GRIP ON THESE

TO CELEBRATE ALL THINGS AIR LOCKER, WE'VE GOT A HEAP OF NEW GEAR AVAILABLE NOW.



BRING YOUR A GAME TEE

Available as a men's or women's tee, the Bring Your A Game shirt features printed logos and 100% combed cotton fabric, with a flattering ladies fit designed for female 4WDers.



Mens
 Sizes: S-3XL
 ▶ PART NO:
 217501-217506
 PRICE: \$36.95



Ladies
 Sizes: 8-16
 ▶ PART NO:
 217508-217512
 PRICE: \$27.50



GET A GRIP TEE

Get a grip on the toughest situations the track dishes out with the men's Get A Grip tee. The shirt features a simple Air Locker logo on the front and a great slogan printed on the back. Made from 100% combed cotton jersey with 2x2 rib at the neck, this tee is comfortable and fashionable.

Sizes: S-3XL

► PART NO: 217495-217500
PRICE: \$36.95



TO CAP IT OFF

Whether you're exploring the bush or lazing at the beach, looking stylish is easy this summer with the Air Locker Signature cap. The cap comes with a contrast sandwich peak, embroidered logos, embossed metal buckle and is made from 100% cotton unbrushed twill to have you looking your best.

► PART NO: 217522
PRICE: \$15.95



POLO

The Signature Polo uses a simple and smart design for Air Locker fans. Featuring logo buttons, side splits for a comfy fit and embroidered ARB and Air Locker badges, the polo is made from 100% cotton with a soft woven collar and inner placket for added comfort on the trails.

Size: S-3XL

► PART NO: 217513-217518
PRICE: \$49.95



AIR LOCKER KEY RING

Featuring the new Air Locker 'A' symbol and an embossed Air Locker logo, the new key ring is a great way to jazz up your keys and is made from lightweight silver zinc alloy for durability.

► PART NO: 217519
PRICE: \$8.50



STAY COOL ON THE TRACKS

The Air Locker Get A Grip stubby holder means you (and your drinks) can stay cool in the Outback. With neoprene taping, EVA base and printed logos, the stubby holder will dress up your drink and keep it cool for those great occasions when you've successfully climbed that impossible hill.

► PART NO: 217507
PRICE: \$7.95

ARB HOPPERS CROSSING NOW OPEN

THE ARB NETWORK IS GROWING FROM STRENGTH TO STRENGTH
WITH THE RECENT ADDITION OF ARB HOPPERS CROSSING.



Previously known as Western 4x4, the team at Hoppers Crossing has been servicing the western suburbs of Melbourne for 12 years. Owned and operated by John and Vince Occhipinti and family, the Occhipinti's have a long and rich history in the automotive industry. In a pure coincidence, the family launched an automotive garage in 1975, the same year that ARB's founder, Tony Brown, took his fateful trip to Cape York.

Easily accessible at 73-79 Old Geelong Road and only minutes from the Princes Freeway, ARB Hoppers Crossing stocks the entire range of ARB accessories, including Air

Lockers, Old Man Emu suspension and Warn winches to help you prepare for your next adventure. In addition, the team is a VACC accredited service centre with five onsite mechanical fitters to carry out all accessory fitment, mechanical repairs and log book maintenance.

So whether you're planning the trip of a lifetime, a weekend getaway, or simply passing through, stop by and say hello to the team at ARB Hoppers Crossing for all of your 4x4 requirements.



Where to find us

73-79 Old Geelong Road
Hoppers Crossing VIC 3029

T: 03 9749 5905
F: 03 9749 5905
E: sales@arbhopperscrossing.com.au

Opening hours
Mon-Fri: 8:00am - 5:30pm
Saturday: 9:00am - 1:00pm
Sunday: Closed

WHAT'S ON

NOVEMBER

**RV & CAMPING
LEISUREFEST - BENDIGO**
NOVEMBER 22-24
Ascot VIC
www.leisurefest.com.au

**ARB MOOREBANK
OPEN DAY**
NOVEMBER 30
Moorebank NSW
www.arb.com.au/stores/arb-
moorebank

DECEMBER

ARB KILSYTH OPEN DAY
DECEMBER 7
Kilsyth VIC
www.arb.com.au/stores/arb-
kilsyth



WIN 2 ARB AIR LOCKERS!

Celebrating 25 years of traction on demand, we have two ARB Air Lockers up for grabs.

To win, simply email marketing@arb.com.au and tell us in 25 words or less why you need your own pair of Air Lockers.

Competition ends 31st December 2013. One entry per person. The winner will be contacted directly. CKSA12 air compressor included in the prize. Fitting not included.

SUBSCRIBE



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

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

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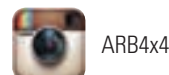
Contact me by: email post

Make Model Year

Vehicle #1 _____

Vehicle #2 _____

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JOIN 100,000 FANS



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

It's been a big few months in social media land. We cruised past 100,000 fans on Facebook, received our 3.7 millionth YouTube view and continue to grow our audiences on Twitter and Instagram. Oh, and gave away over \$11,000 worth of gear. Certainly nothing to be sneezed at!

If you're not already onboard the ARB social media bandwagon, there's never been a better time to get involved. We're committed to bringing you more behind the scenes action, keeping you up-to-date on the latest product developments and inspiring you to pack the fourby and explore the great outdoors. We're also here to help with any questions or feedback you'd like to send our way.

Go on, then, hop to it!



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



CAPTION THIS!

The 20 most creative comments receive a new Air Locker stubby holder.



-  **Dustin Adkins:** ARB, making sure people stay hydrated on any adventure.
-  **Shea Cook:** My name is Nev, I'm an Aries, I like long walks on the beach and a beer or 20...
-  **Chris Adamson:** Tough terrain, lighten the load!
-  **Duane Craig:** When it's time for an ice cold beer, make sure the fridge is near.
-  **Chris McDerby:** Research and testing department hard at work testing the new fridge.
-  **Chris Bohlin:** When you're stuck, there are really only two things that might get you unstuck. A good winch and free beer.
-  **Holly Randell:** John was never the sharpest tool in the shed, but he knew when to send his mate for help.
-  **Craig Silverado Allen:** You can always count on ARB for those 'A'ustralian 'R'efrigerated 'B'eers.

Write a comment to win!

ARB PRODUCTS



SCOUT CUBE LIGHT

Bushranger has recently added the Wurton Scout Cube Light to their extensive line up of off road products. Available in a single or dual pack, the Scout Cube light utilises 5W LEDs with a 50,000 hour life expectancy plus stainless steel hardware. Rated for 10V to 30V operation, the light comes in spot, flood and diffused beam patterns.

// Contact ARB for part numbers and pricing



DISCOVERY 3 & 4 AIR LOCKERS

Owners of the Land Rover Discovery 3 & 4 can now achieve traction on demand with the release of front and rear ARB Air Lockers. Utilising the patented 2 piece design, forged 'timed' gears and aerospace grade materials, the Air Lockers allow owners to climb the toughest terrain in a safe, slow and controlled manner.

// Contact ARB for part numbers and pricing



UNDER VEHICLE PROTECTION FOR JEEP JK WRANGLER

Designed specifically for the Jeep JK Wrangler 2012 on with Pentastar V6 petrol engine, ARB's latest addition to the under vehicle protection range will give protection to the JK's vital under body components including the engine sump, transmission, exhaust crossover pipe and charcoal canister. The two panels have been engineered for strength and functionality and will suit various size suspension lifts and transmissions, and is suitable for both left hand and right hand drive models.

▶ PART NO: 5450110
PRICE: \$485

DIPSTICKS OF THE OUTBACK



There is no better feeling than getting in your car and heading off into the bush or Outback for an adventure. When you hit the road it doesn't matter what you have left behind or forgotten to do; you will deal with it. The cries of life's urgency dwindle with the kilometres travelled, and you begin to unwind as the view ahead opens to endless horizons. Yes! Going bush is like a magic formula – as the odometer goes up, the stress comes down.

So what is it about the Outback that helps us unwind? I believe it's the space, and in Australia we have plenty of it. In fact, I reckon we should do an Aussie ad campaign: 'Space travel without leaving Earth'. When you get out

amongst nature, it does something to your soul. Its vastness helps you put your life into perspective. It gives you a chance to empty your in-tray. It's an opportunity to clear your head, breathe fresh air and relax.

We are blessed to live in such a diverse country, and I believe our Outback is one of our greatest medicinal treasures. It is far more than red dirt and desert. It's hard for me to imagine how travelling through Australia's open country could not positively change any person.

Lately, though, in my travels I am starting to realise there is a strange breed of yobbo that feels the Outback is there for

FINDING GRAFFITI ON AUSTRALIA'S OUTBACK
 ICONS HAS BECOME THE NORM, BUT RENOWNED
 LANDSCAPE PHOTOGRAPHER **KEN DUNCAN**
 EXPLAINS WHY IT SHOULDN'T BE.

WORDS & PHOTOGRAPHY **BY KEN DUNCAN**



them to trash and leave their branding on. They don't allow the bush to wash over them – they want to leave their mark on the Outback.

These people feel a need to leave their name emblazoned on anything they can, as if they are some big explorer who wants to leave their name for posterity. They are like dogs leaving their scent to mark their territory. It's as if they're thinking, 'Hey, look at me, I can write my name, I'm so intelligent.'

What they really do is leave their name as a testimony to their stupidity. They probably don't even realise what

dipsticks they are. I call them dipsticks as a dipstick is used to check the level of something – and these sorts of people must have very low levels of brain activity. They need to have the paddles of life turned up to full power and applied to their heads.

This fondness for graffiti is something that is really starting to get under my skin. People (and I use the word loosely) have spray-painted their names on The Devil's Marbles and many other Outback icons. We as Aussie travellers need to take a stand, as it is getting out of hand. This is our backyard. We need to confront the vandals who do this type of thing and tell them they are dipsticks who need to get a

life and show some respect. As a photographer, I am at a loss as to why people feel the need to deface things. Some recent graffiti cases have finally tipped me over the edge. It's time to really try and bring this epidemic to light and deal with it.

Up near Cameron Corner, in the middle of nowhere, there is an old yellow double-decker bus that was used as an out-camp for cattle workers, called Jack Camp. Talk about the last bus stop. When I first saw the bus, it had no graffiti on it, but over the years dipsticks have felt the need to add their names. While standing there recently, ready to take a new photo of the bus, I pondered the worst of the fresh graffiti – the scrawled name 'Wishbone'. I wondered what would possess someone to do that. And guess what? I got my answer.

At that very moment, a guy pulled up in his Holden ute with the big aerials, driving lights and fluffy dice on the rear vision mirror, and jumped out of his car with his girlfriend. He headed over to the bus proudly with his lady and said, 'Look, darling, there's my name, Wishbone. I did that – isn't it great!'

His girlfriend just giggled nervously, not really knowing what to say. They were both right near me and I overheard their profound exchange. I couldn't believe I had actually met the owner of the graffiti. Wishbone then looked over at me, clearly proud of his ability to spell his name, and announced

once more, 'That's me,' awaiting my approval.

I like to be as friendly as I can, but I just looked at him and said, 'If you did that, then you are a dipstick. Why did you do it?'

The poor fellow just looked at me with a vacant stare – obviously not the sharpest tool in the shed.

My latest run-in with graffiti is courtesy of a guy called Gaz, in the high country of the Alpine National Park, Victoria. This is the land of legends – the high country cattlemen and the Man From Snowy River. It's part of our history.

I was looking for new high country huts to photograph and found Howitt's Hut – and there, on the door, a person by the name of Gaz had spray painted his name. I put Gaz up there as the king of the dipsticks. What was he thinking with his effort? Hundreds of people have written their names on the walls of the hut over the years. They have no right to (unless they were a real part of its history) and it has gotten out of hand. In some places the walls are so crammed with writing that there is not a spare space to be seen!

I then went to look at another place in the same area called Millers Hut. When I got there, again Gaz had beaten me. This time he really outdid himself. He had used a chainsaw to write his name in letters 30cm high on the old log walls of the hut. I could not believe anyone could be so insensitive.





PREVIOUS SPREAD: Last Bus Stop, Jacks Camp, Cameron Corner, South Australia. Some wally, Trainors, puts his graffiti over Wishbone's efforts. LEFT: Gaz graffiti on main door after I spent time trying to remove it off the door with a scraper. Howitt Hut, Alpine National Park, Victoria. ABOVE: Millers Hut, Alpine National Park, Victoria. BELOW: Howitt Hut, Alpine National Park, Victoria.

**THIS IS THE LAND OF LEGENDS - THE HIGH COUNTRY CATTLEMEN,
AND THE MAN FROM SNOWY RIVER. IT'S PART OF OUR HISTORY.**





MAIN Millers Hut, Alpine National Park, Victoria. *LEFT* Settler's Rest, NSW. *ABOVE 1* Gaz's chainsaw graffiti at Millers Hut, Alpine National Park, Victoria. *2* Alan's chainsaw graffiti, Howitt Hut, Alpine National Park, Victoria.



KEN'S PHOTOGRAPHY TIPS FOR THE OUTBACK

- ▶ MAKE SURE WHEN YOU TRAVEL, EITHER DRIVING OR WALKING, THAT YOU CARRY AND DRINK PLENTY OF WATER TO AVOID DEHYDRATION.
- ▶ KEEP EQUIPMENT SAFE FROM DUST AND PROTECT IT IN GOOD DUSTPROOF BAGS.
- ▶ CARRY A COMPASS TO HELP WITH SUNRISE AND SUNSET DIRECTIONS. IT'S ALSO VERY HANDY IF YOU GET LOST.
- ▶ IF YOU ARE IN THE REAL OUTBACK, YOU WILL PROBABLY HAVE NO MOBILE PHONE COVERAGE, SO CARRY A SATELLITE PHONE. IT COULD SAVE YOUR LIFE.
- ▶ A HEAD LAMP IS ESSENTIAL FOR PHOTOGRAPHERS AS IT ALLOWS YOU TO WAIT FOR THE AFTERGLOW OF TWILIGHT AND THEN GET SAFELY BACK TO YOUR CAR AFTER DARK.

WE ALL WANT TO ENJOY OUR OUTBACK ADVENTURE AND THE GREAT SPACE AND FREEDOM WE HAVE. WE DO NOT WANT TO BE REMINDED OF THE SELF-INDULGENCE OF HUMANITY.

How could he think this was normal behaviour? How many beers did Gaz have to come up with this dumb idea? Where were his friends, who should have told him what a dipstick he would be if he did something as stupid as defacing a part of our Australian history? People like Gaz don't travel alone; they usually like an audience.

Would you want to invite this guy to your place for dinner? Imagine it: while you are out in the kitchen preparing the meal, Gaz gets out his chainsaw and carves his name in your walls, because he wants to be part of your history. Maybe he could even do it as a parting gesture on your fence. I would be less than impressed if Gaz left his calling card in my home – he would certainly be history.

The saddest part is that Gaz is not alone. When I started looking closer, I saw that others had used their chainsaws on the old wood of the high country huts. There was Max, Tim and Alan, and the list goes on. Shame on you all. I hope someone who knows you sees this article and lets you know you are now in the dipsticks hall of fame. You are dumb enough to add your own names to it.

It seems women are less prone to this disease of the mind, yet I see many joint efforts. Maybe people think if it's done in the name of love, it is okay. Oh, how sweet, darling, you wrote my name on a wall, a tree, a rock – how romantic. Be real brave, dipsticks, and try writing it on a park ranger. That will probably put you on the road to healing.

We need to join together and put the paddles of life to the brains of those from the low end of the gene pool who practise graffiti in the Outback. We all want to enjoy our Outback adventure and the great space and freedom we have. We do not want to be reminded of the self-indulgence of humanity. It's not meant to be 'look at me,' it's meant to be 'look at the scenery.' Yes, it's my space, it's yours, it's our children's – but it's not an advertising space for dipsticks.

On a positive note, thank God it's not too late and the world has so many beautiful people who do the right thing. We all just need to make sure we stand up to Gaz and his mates and give them a hand to see themselves – even if they do have a chainsaw.

WARN ZEON WINCH

ENGINEERED FROM THE GROUND UP, THE **ZEON WINCH** IS THE NEXT GENERATION OF WARN WINCHES.

Based on extensive customer research, feedback and development, Warn have designed a new range of Premium Series electric winches that combine high quality with the latest in winching technology.

The Zeon family incorporates 8,000lb, 10,000lb and 12,000lb pulling capacity winches, all with the same mounting dimensions. Depending on the model, owners can have wire or synthetic rope.

Among the many new features of the Zeon winch is an IP68 rating for water and dust protection. The highest possible rating for keeping foreign objects and water out of the winch, the IP68 rating involved extensive testing by Warn, including submerging the winch under a metre of water for 30 minutes and then operating the winch under water for one minute.

Integrated into the design is a new motor, which features aluminium housing, stainless steel bolts, improved sealing and five motor fasteners. Operating quieter and smoother overall, the winch also features a large diameter winch drum for reduced rope wear, and a mud excluder and spring loaded seal to keep mud, water, sand and grime out of the drum.



The 8k and 10k winches are suitable for ARB bull bars which currently specify up to and including 9.5k winches, whilst the 12k Zeon winch is suitable for ARB bars which have been load tested to accept a 12,000lb winch.

For full details and specifications of each winch, plus the suitability of each Zeon winch for your ARB bull bar, visit www.arb.com.au.



ARB CALENDAR

STRUGGLING TO FIND THE BEST STOCKING FILLER FOR YOUR 4WDING MATES? LOOK NO FURTHER.

The 2014 ARB Calendar features some of the best shots from renowned 4WDing photographer Michael Ellem. This ring bound calendar includes a few added extras, like a metallic front cover and iridescent inks throughout to make the images stand out like nothing else. Stocks are limited, so head in store or order online (store.arb.com.au) now.

Size: 340mmW x 370mmH

▶ PART NO: 217528
PRICE: \$12.95

FOURBY & ARIEL'S SkyDome Swag



THE LATEST ADDITIONS TO THE SKYDOME SWAG RANGE OFFER SPACIOUS, COMFORTABLE SLEEPING QUARTERS FOR JUNIOR ADVENTURERS.

Due out this summer, the Fourby and Ariel range of SkyDome swags mean that young adventurers can experience the excitement of camping with their very own swag.

The new swags measure 750mmW x 1800mmL and come in two fun colours – either Fourby blue or Ariel purple. Easy to set up, the freestanding design includes waterproofed canvas and base, comfy 75mm corrugated foam mattress, head and foot awnings and reflective guy ropes.

Nylon mosquito net is fitted to the entrance and all windows, and four internal pockets plus mount hooks mean that junior adventurers can store all of their important gear, from iPods and torches to maps and journals.

// Contact ARB for part numbers and pricing

CROSSING THE KIMBERLEY



EVER WANTED TO EXPLORE THE BREATHTAKING BEAUTY OF THE KIMBERLEY WHILST ALSO DONATING TO A WORTHY CHARITY? HERE'S YOUR CHANCE.

Variety – the Children's Charity of Queensland is an events based not-for-profit organisation dedicated to empowering Queensland kids who are sick, disadvantaged or who have special needs. Earlier this year saw Variety lead over thirty 4WDs up to Cape York on a two week adventure that took on some of the most interesting 4WD tracks the country has to offer, and all while raising much needed funds for Queensland kids.

Next year promises to be even bigger and better, with the 2014 Crossing the Kimberley Variety 4WD Explorer event scheduled for October. Mixing fun and philanthropy, the Kimberley road trip will encompass some of Australia's most spectacular natural wonders, with an immense and complex landscape encompassing magnificent gorges, waterfalls and cave systems, pockets of lush rainforest and an astonishing variety of wildlife.

To sign up for the 2014 Variety 4WD Explorer, participants are required to pay an entry fee of \$550, and each car is required to raise a full tax deductible donation of at least \$5,000 prior to the event.

Among those to directly benefit from the Cape York adventure was Emma Deede, who has cerebral palsy and was presented with a standing frame at the start of the 2013 event.

Her mother, Dolleen, encourages people contemplating the 2014 adventure to get behind the event. 'Your donation will not only help a child stay healthy, be more mobile or have more fun, it also gives a family less worry and stress, strength to continue their fight and more quality time to spend together,' she said.

With an emphasis on the road less travelled, 4WDers on the 2014 Crossing the Kimberley event will navigate a safe, mapped and exciting course whilst soaking in the scenery, meeting the locals and having plenty of fun.

Suited to anyone with an adventurous spirit, this event has been a hit in previous years, with places filling up fast. For more information, visit www.variety.org.au/qld4wdexplorer.

2014 ARB ELDEE EASTER 4WD EVENT



WITH THE NEW YEAR LOOMING, IT'S TIME TO PLAN AHEAD FOR SOME OF 2014'S BEST OFF ROAD SHINDIGS, INCLUDING THE ARB ELDEE EASTER 4WD EVENT.

Running from the 18th to 20th of April 2014, the ARB Eldee Easter 4WD Event is a family 4WDing competition run over the Easter long weekend at Eldee Station, near iconic Broken Hill, NSW. Open to 4WDers who want to test their skills and knowledge in a range of off road challenges, the event combines off road racing, family fun and a healthy dose of Easter chocolate.

Eldee Station's superb hospitality and stunning surrounds are the perfect backdrop to the event, which is set up by 4WDTV's Simon Christie and benefits from his considerable 4x4 know-how. Unlike many other events staged in the area over the years, the ARB Eldee Easter Event is very much a family activity that anyone with a 4WD can compete in. Most of the challenges during the weekend are timed and based on competency rather than speed, allowing families to compete together in a number of interesting and fun challenges.

The nights are no less enjoyable, with a trivia night, complimentary sunset tour and two course dinner on Sunday night. Competitor and spectator packages are available and offer powered and unpowered site options, as well as food packages.

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





A BAR ABOVE THE REST

THE NISSAN Y62 PATROL GETS THE DELUXE TREATMENT WITH A NEW ARB BULL BAR.

The complexity of the Nissan Y62 Patrol's Forward Collision Warning System (Radar), parking sensors, frontal camera, and headlight washers represented a number of challenges to the ARB engineering team, however a fully compatible deluxe bull bar is now available for this vehicle.

Featuring ARB's five fold upswept and tapered wing profile, the deluxe bar utilises a split pan design to facilitate airflow into the engine and also incorporates provision for an electric winch for non-Radar equipped models. A fully engineered mounting system caters for the vehicle's air bag

functionality, whilst under bar protection panels help to prevent damage to vital undercarriage components caused by rocks and debris.

The bar also features reinforced Hi-Lift jacking points and provision for the forward facing camera (if fitted), two CB aerials and ARB Intensity LED driving lights. Designed with optimal approach angles for off roading and city car parks, the deluxe bar allows unrestricted access to the original tow point and is finished in a satin black powder coat with the option to colour code.

// Contact ARB for part numbers and pricing



VIEW HOW AN ARB BULL BAR IS BORN AT [YOUTUBE.COM/ARB4WD](https://www.youtube.com/ARB4WD).



OLD MAN EMU

4X4 SUSPENSION BY ARB

ENJOY NOTICEABLE IMPROVEMENTS IN RIDE, HANDLING AND CONTROL WITH THESE OLD MAN EMU SUSPENSION PRODUCTS.

GVM UPGRADE FOR MAZDA BT-50

Owners of the Mazda BT-50 single cab (cab chassis variant) can now upgrade their Gross Vehicle Mass (GVM) to 3330kg. Unlike some GVM upgrades on the market, an Old Man Emu GVM upgrade is based on the combined front and rear axle loadings. This follows sound engineering principles by staying within the tested and proven capabilities that the vehicle manufacturer has established for their axles, thereby maintaining your vehicle's reliability.

// Contact ARB for part numbers and pricing



LONG TRAVEL KIT FOR LAND ROVER DEFENDER

With the key aim to deliver 50mm ride height for the Land Rover Defender 110 and 130, Old Man Emu's engineers designed new front and rear coils and matched them to longer travel Nitrocharger Sport shock absorbers. Also delivering optimum control and load carrying capability in extreme terrain, the long travel kit is available now.

// Contact ARB for part numbers and pricing



JEEP SPECIFIC NITROCHARGER SHOCK ABSORBERS

Following customer feedback on the need for a new strut and shock absorber that focussed on more control for constant heavy loads, Old Man Emu's engineers have developed a new Nitrocharger application for the Jeep Grand Cherokee WH/WK (to 2010) and Commander XK (to 2010). Specifically designed with Australia's unique driving conditions in mind, the Nitrocharger shock absorbers and struts will improve overall performance when fitted with standard springs, however more substantial benefits can be achieved when combined with OME springs for a complete, integrated 4WD suspension system.

Front Nitrocharger shock absorber

▶ PART NO: N219S
PRICE: \$222

Rear Nitrocharger shock absorber

▶ PART NO: N220
PRICE: \$152



A MOMENT IN TIME

It would seem that everyone is busy nowadays. You would think that with all the modern technologies, we would have more time for ourselves. But how rewarding can it be when we simply take a moment to stop and chill, for even a few minutes?

Whilst travelling through Menindee Lakes in western NSW, we had the opportunity to capture an Intermediate Egret catching an early breakfast in the water outlet from Pamamaroo Lake.

We noticed that water was flowing from one lake system to another, creating turbulence in the water and bringing fish to the surface. So I grabbed the Canon 1Dx and the 400mm f2.8 IS and headed for the water's edge. I knew that I didn't have a great deal of time as we needed to get to another location for a planned photo shoot hundreds of kilometres away.

I set the camera's focussing system to assist in tracking a fast moving object and prepared the camera to operate at high shutter speeds with an aperture which would hold a given depth of field to ensure that the bird's wings would be somewhat in focus yet the background would be a blur. Then I waited.

A couple of whistling kites were active on the water and then this Intermediate Egret made an awkward flight approach into the area, zeroing in on the water. Somehow it ended up grabbing this fish.

I tracked the bird through its flight path and pressed the shutter as it hit the water, with the camera doing its thing for me, running the focussing system all over these shots.

We were able to create this shot simply by taking time from a busy schedule.

- Michael Ellem, Offroad Images

Photography Specifications

Camera	Canon 1Dx
Lens	Canon EF 400 f/2.8 L IS
Shutter Speed	1/2000 of a second
Aperture	f4

TOURING IN STYLE

THE ARB TOURING AWNING RANGE HAS BECOME MORE VERSATILE WITH NEW SIZES AND A HEAP OF NEW ACCESSORIES.



ARB TOURING AWNINGS

Vehicles with short roof racks, such as canopy and cab racks, can now be fitted with ARB Touring awnings that extend out to 2500mm, offering almost 20% more undercover area compared to previous models. Measuring 2500mm x 2000mm, the new Touring awning features 300gsm waterproof and UV protected canvas, adjustable telescopic legs, pegs and guy ropes.

Owners of larger roof racks can similarly enjoy increased undercover protection with an increase in the size of ARB's largest Touring awning, which is now a massive 2500mm x 2500mm. Each self standing awning takes just 30 seconds to deploy.

2500mm x 2000mm

► PART NO: ARB4402
PRICE: \$299

2500mm x 2500mm

► PART NO: ARB4401
PRICE: \$329



AWNING ROOMS

Designed to function as a fully enclosed room, the awning room includes a durable floor, two large mesh windows with roll up blinds and a zippered door with solid and mesh panels. The rear wall features a central door that allows access to the vehicle rear door or canopy (depending on awning mounting position) along with additional ventilation panels and access points for 12V/240V power leads. Coming in four convenient sizes, the awning room is available now.

2500mm x 2100mm

► PART NO: ARB4407
PRICE: \$219

2500mm x 2500mm

► PART NO: ARB4406
PRICE: \$249

2000mm x 2100mm

► PART NO: ARB4411
PRICE: \$209

2500mm x 2000mm

► PART NO: ARB4412
PRICE: \$229

WIND BREAKS



Front Wind Break – 1250mm

▶ PART NO: ARB4405
PRICE: \$69

Front Wind Break – 2000mm

▶ PART NO: ARB4410
PRICE: \$99

Front Wind Break – 2500mm

▶ PART NO: ARB4403
PRICE: \$119

Side Wind Break – 2100mm

▶ PART NO: ARB4404
PRICE: \$109

Awnings are great for providing protection from the sun and rain, however not from windy conditions. The addition of front and side wind breaks not only provide wind protection but also help further secure the awning in unpredictable weather. Designed to angle out from the awning, the ARB wind breaks have a UVP50+ rating for extra shade.

THREE WALL SETS



Comprising of three individual walls that wrap around the outside of the awning legs, the three wall set offers the convenience of a private room in the Outback. Joined together by a zip, each wall can be used individually or as a set. Two walls feature a versatile half mesh, half clear PVC window, allowing ventilation in hot climates and protection in inclement weather. A third wall features a zippered door section that can be rolled up for easy access. Each wall incorporates a mud flap with adjustable tension straps and eyelets to secure the walls to the ground with the supplied steel pegs.

2500mm x 2100mm

▶ PART NO: ARB4409
PRICE: \$189

2500mm x 2500mm

▶ PART NO: ARB4408
PRICE: \$209

2000mm x 2100mm

▶ PART NO: ARB4413
PRICE: \$179

2500mm x 2000mm

▶ PART NO: ARB4414
PRICE: \$199

MOSQUITO NET ROOMS



Manufactured from 48gsm midge-proof mesh, the mosquito net rooms are available to fit 2500mm and 2000mm model awnings. Incorporating mud/storm flaps to reduce grass seeds from collecting in the lower sections of the mesh, the mosquito net rooms feature double stitched seams for additional strength and a roomy design for easy fitment.

2000mm x 2100mm

▶ PART NO: ARB3112
PRICE: \$137

2000mm x 2500mm

▶ PART NO: ARB4416
PRICE: \$159

2500mm x 2100mm

▶ PART NO: ARB3109
PRICE: \$141

2500mm x 2500mm

▶ PART NO: ARB4415
PRICE: \$169



A NEED FOR SPEED

WORDS **BY SAM BODEN AND THE ARB AORRS COMMITTEE**

PHOTOGRAPHY **BY ANDREW STOTT, VAN NIXON AND WWW.KANEOPHOTO.COM.AU**

THE INAUGURAL ARB OFF ROAD RACING SERIES COMBINES THE BEST OF SPEED, MUD AND MAYHEM.

A blur of colour, the sound of screaming engines and the smell of high octane fuel all combine to create the ultimate adrenaline rush that is off road racing. It's a sport that has to be experienced firsthand to fully appreciate the capabilities of these impressive machines.

Suspension, driveline and engine components all get pushed to their limits, drivers put their considerable skill to the test and spectators watch in awe as competitors fly past (quite literally in some cases), all vying for the ultimate reward... a podium finish.

This year saw the inaugural running of the ARB Australian Off Road Racing Series. Made possible with the support of ARB, Cooper Tires, Narva and a host of contingency sponsors, the series was created to promote a safe, fair and family friendly series, with a focus on a transparent, open and professional attitude to competitors.

Comprising of eight vehicle classes and staged at four of Australia's premier long course off road racing venues – Sea Lake, Griffith, Goondiwindi and Millicent – the series provided off road racing competitors Australia wide the chance to participate in an enjoyable and affordable competition, encompassing a variety of different terrains.



SEA LAKE

Wind the clock back to 1973 and reigning Bathurst champion, Peter Brock, was strapping himself into the driver's seat of his rally edition Holden Monaro for the inaugural running of the Sea Lake Mallee Rally, a track forged around Lake Tyrrell by Frank Coad on his trusty Massey Ferguson. Fast forward to 2013 and over 120 off road racing teams descended upon the otherwise quiet rural town in Victoria's northwest for the 40th anniversary of what is now known as the MBL Sea Lake Mallee Rally ARB 350, for the first leg of the new series.

Four laps around this 80km fast and flowing track is challenging. With plenty of obstacles ready to launch you into the scenery, local knowledge or caution is the smart approach in order to complete the first lap unscathed. Racing two at a time every 30 seconds, competitors were given the green flag to leave the start line with the first few kilometres of track within view of the cheering crowd.

Not long afterwards, the vehicles veer north over rolling hills and gullies as the track changes from hard packed dirt to loose sand and the occasional stretch of black mud as it nears the lake. Gradually, salt bushes make way to trees and, whilst not one competitor would balk at more power, this side of the lake rewards a driver's skill and experience more so than outright power. As the track rounds the northern end of the lake, trees become sparser and the track starts to open up for the run back to the finish line, the quick cars reaching speeds of up to 240km/h.

Some 2 hours and 46 minutes later, overall winners Glenn Owen and Mat Ryan crossed the line having completed the 352km course at a blistering average speed of over 125km/h. In second place, having been promoted from third after receiving a minute and 30 seconds time adjustment for rendering assistance at an accident, typifying the great spirit on which the series was built, was Aaron Habby, with a total time of 2:48:02. A further 30 seconds behind and rounding out the top three was the team of John Hederics and John Williams with a time of 2:48:35.

Off the track, hundreds of spectators soaked in the family friendly festival atmosphere with live bands, fireworks and many other celebrations marking the 40th anniversary of the famous event.

GRIFFITH

Rain in the weeks leading up to the second leg of the series saw the red dust settle and the anticipation grow as many of Australia's leading off road competitors headed for the town of Stackpoole in central NSW for the start of the ARB Griffith 400.

The ARB Griffith 400 consists of five 82km laps around the Stackpoole farming property and presents many challenges for both driver and navigator. Formed of rich red soil and bounded by contrasting green and yellow crops of grain and canola, the course combines fast straights, sweeping corners, rocky escarpments and narrow bush tracks, all requiring full attention to navigate safely whilst pushing as hard as possible to make up time on the car in front.

It was the rocky sections that would test tyres and machinery to the limit. Many who ventured off the racing line paid the price with an early end to their race. Others were lucky enough to avoid catastrophe but in doing so dragged basketball sized rocks onto the track to challenge the next unsuspecting racer.

As time wore on, the track became increasingly challenging. Fast sweeping corners which could initially be tackled with gusto, suffered later in the race from a barrage of over eighty high powered vehicles, tripping up the more exuberant drivers.

When the dust had settled, it was once again the team of Glenn Owen and Mat Ryan who took the chequered flag in a time of 4:05:40, closely followed by Mat's brother Andy Ryan and his team mate Ben Austin, just a minute and 26 seconds behind.



ARB's own Danny Brown, in his Monster Energy backed Trophy Truck outshone a number of faster buggies to take out third place and a spot on the podium.

With amenities blocks installed by the Griffith Off Road Club and catering supplied by the Rotary and Goolgowi Progress Association, the 250+ competitors, families and spectators camping at Stackpoole were very well looked after. The massive hillside site was a sea of tents, campers, transporters and race vehicles. The family friendly camping atmosphere was appreciated by all and it was great to see the podium filled with a second generation of off roaders.

GOONDIWINDI

Affectionately known as Gundi, the Albins ARB Goondiwindi 400 formed the third leg of the 2013 ARB series. Located in QLD just north of the NSW border, the Gundi track, famous for its melon holes (some big enough to swallow a small car), certainly lived up to its reputation by causing quite a few hairy moments for both the uninitiated and old hands alike.

Like giant corrugations, the melon holes are unavoidable, and drivers had to find a speed that resulted in a good balance of control and comfort. Any sort of rhythm was difficult to establish due to variations in both the depth and length of the holes, meaning rollovers were an ever present danger.

This track is certainly one place where crews who delivered predictable vehicles, with the suspension tuned to thrive in the tough conditions, were rewarded. Conditions at Goondiwindi really suit the Trophy Truck class and with the high speed cornering and handling advantages of the faster Pro Buggies minimised, the action at the front of the field was intense. This coupled with the fact that overtaking is very difficult on the Gundi course even in non dusty conditions, meant that the prologue (qualifying) was as important as ever. Getting it wrong would see drivers subjected to an uncomfortable, weekend-long dust shower.

Proving that outright speed isn't everything at Gundi, the team of Brad Gallard and Scott Modistach took the overall honours in their 6.0l V8 Extreme 2WD Trophy Truck, covering the 400km long course in 4:08.00. Glenn Owen and Mat Ryan were relegated to second for the first time in the series, crossing the line over 15 minutes in arrears, with Dan Bonnor and Richard Clapham a further 3 minutes and 42 seconds back in third place.

MILLICENT

There are not many off road events that are dust free. One exception is the Teagle Excavations ARB Pines Enduro 400 near Millicent in South Australia's southeast. Run over a mix of sand and limestone logging tracks through the pine forests, the lack of dust means there is always a lot of wheel to wheel racing action.

With only 27 points separating the top four place holders leading into the event, comprising vehicles from three

different vehicle classes, the competitors were all brimming with excitement in the lead up to the event. One wrong move had the potential to prove the difference between first and missing the podium altogether.

The Teagle quarry forms a fantastic stadium for the start and finish. With a commanding view of the high speed straight, huge jumps and a mix of fast and slow corners, this venue is extremely popular with spectators.

Winding its way through a large pine plantation, the 71km track is one of the fastest in the series with the quickest vehicles averaging in excess of 110km/h and reaching speeds of over 200km/h on more than ten separate occasions. Long straights and tight corners result in sustained periods at high revs (the Pro Buggies spend up to 75% of the course at full throttle) and heavy braking, combined to wreak havoc on poorly prepared vehicles.

As the cars accelerate out of one 90 degree corner and brake hard for the next, deep wheel ruts grow throughout the race, testing the skill and experience of those with less ground clearance. Following a weekend of 'what ifs', many of the highly fancied teams failed to finish, including series leaders Glenn Owen and Mat Ryan, who suffered a race ending engine failure on the second lap and found themselves bundled out of the top three in overall series standings.

OVERTAKING IS VERY DIFFICULT ON THE GUNDI COURSE EVEN IN NON-DUSTY CONDITIONS

It was the team of Carl Haby and Brenton Gallasch taking the chocolates in a time of 3:52:01, with Jack Rhodes and David Pullino grabbing second, just ahead of Chris Western and Stewy Bishop in third.

A strong finish by ARB's Danny Brown and his navigator George Apled saw them claim overall series honours by a single point, finishing on a total of 261. The closeness at the top of the series leader board was further highlighted by a tie for second place with Andrew McClelland and Murray Mott finishing on 260 points along with Dan Bonnor and Shawn Teagle.

In its inaugural year, the ARB Australian Off Road Racing Series has gone from strength to strength. It's the passion projected by everyone involved, from the series committee to the individual event organisers, land owners, competitors, sponsors and spectators, that has resulted in such a positive, affordable and, above all, fun series.

It's a series that's here for the long haul and one that will be back, bigger and better than ever in 2014.

For full results and 2014 series details, visit www.arboffroadracing.com.au.



30 YEARS OF EXPLORATION

HEMA MAPS HAS BEEN EXPLORING AUSTRALIA FOR 30 YEARS TO CRAFT RELIABLE NAVIGATION SOLUTIONS THAT EMPOWER OFF ROAD EXPLORERS.

Taking the first two letters from founders Henry and Margaret Boegheim's first names, 'Hema' originally distributed and sold maps and marine charts when it opened its doors in 1983. In 1989 the two founders purchased their first 4WD and immediately crossed the Simpson Desert, traversed the Gunbarrel Highway and took on Cape York.

Astounded at the poor map quality for Australia's rugged remote locations, the company almost immediately moved into the art of 4WD map-making with maps of Cape York,

the Kimberley, Flinders Ranges and the Top End (among others) within a matter of years.

This culture of taking the road less travelled swept through the entire business, culminating in the decision to heavily invest in the new technology of GPS to field check maps in 1996. At the time, the technology was bulky, and using it to field check mapping whilst driving tracks in real-time proved tedious.

'Despite all the possible difficulties, the ability to do our own mapping so accurately was unique. It was like lightning had struck,' says Henry.

Maps that were digitally crafted and updated using GPS had superior accuracy and presentation to those drawn by traditional methods, which gave Hema Maps the impetus to undertake the biggest mapping expedition on record by a private company in Australia – the 1998 Great Desert Tracks expedition.

Managing Director Rob Boegheim orchestrated the expedition, which produced highly accurate mapping for an area almost completely devoid of maps suitable for 4WD explorers. To make the Great Desert Tracks series, the field



checking was divided between numerous teams known as the Map Patrol, who drove every Outback road and track in Australia's arid centre to gather the data.

The Great Desert Tracks series gave explorers the confidence to discover Outback Australia, and in the process affirmed that digital technology was the future for both producing and using navigation products. Hema Maps followed this assertion by digitally field checking and redrawing its entire range of core 4WD maps: the Kimberley, Cape York, the Flinders Ranges, Fraser Island and Victorian High Country.

Digitally created and updated maps gave users more information and more accurate navigation, though it also served as a stepping-stone towards the next innovation for finding the way: the personal GPS navigation system.

In 2007, Hema Maps put its digital database to another use with the Hema Navigator HN1. As the first portable navigation system in Australia to offer both on and off road navigation, the HN1 pre-packaged all the navigation off road travellers needed in one device.

A dedicated technical support team was assembled to back the move into digital navigation, which was new territory for a company that previously produced traditional paper maps, atlases and guides.

'Before the Hema Navigator, people never came back unless the paper ripped,' says Rob Boegheim.

Three units have followed the Hema Navigator HN1, each bringing new features to seamlessly connect different elements of 4WDing and touring such as camping, caravanning and general trip preparation. This connectivity between content and navigation is exemplified in the market leading Hema Navigator HN6, which combines premium

quality mapping with Camps Australia Wide data and other features to better inform and guide off road explorers.

'Our future devices will be more connected to online services and the broader needs of travellers, not only to take the complexity out of navigation but to offer explorers the information they want, when they want it,' says Rob.

Smart phones and tablets embody this all-in-one belief, and so in 2011 Hema Maps released 4WD Maps for iOS, which allowed users to navigate their off road adventures and share them with friends on the same iPad or iPhone that they play games and check emails on.

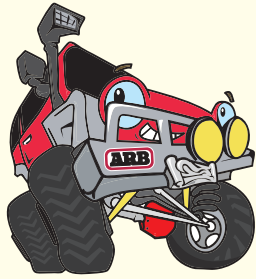
Evolving this concept is Hema's latest app for Android and iOS, HemaExplorer, which empowers off road adventure with high quality maps, interactive travel content and the choice between web and mobile functions.

Features and usability aside, Rob is quick to note that what Hema has always done best is what is most important – make reliable and detailed maps.

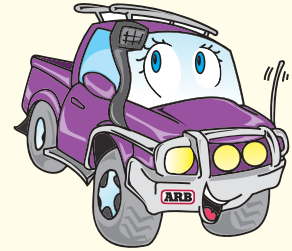
'First it was a paper map, then a dedicated GPS navigation system and now apps for smart phones and tablets. Whatever happens, the unique and accurate content we offer to our customers, and the advantages that has, are the same today as it was 30 years ago, albeit in ever-changing forms,' says Rob.

'Over a million dollars has gone into the 300,000km of roads and tracks we have field checked since 1996, which has all been an investment in ensuring the quality and accuracy of our map content.'

For the company that has built a reputation around exploration, the real adventure is continuing this trend well into the future.



HEY, KIDS, FOURBY HERE!



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



Declan

My name is Declan. I am 5 years old. This is my Daddy's Grand Vitara. We love going for drives in it.



Rose

10 year old Rose sent in this drawing of a 1994 GQ Nissan Patrol. Great work, Rose!



Daniel

Here is my Dad's 100 Series Toyota LandCruiser! (Daniel, age 12)



Sofia

Hi Fourby! Sofia here. I love going 4WDing with my Dad in the hills, patting the horses and picking apples. It's real fun. (Sofia, age 11)



Ruby

6 year old Ruby sent in this map of Kangaroo Island, showing her favourite camping spot, Seal Bay.



Clayton

5 year old Clayton drew this great picture of a 4WD travelling through a very tall forest.



Georgia

We drove to Cape York in 2012. This picture is of our car with ARB accessories after our 2011 trip to the red centre. (Georgia, age 9)



Will

This is a picture of my Dad's ute going over rocks in our back paddock. (Will, age 6)



Tynan

Tynan (age 11) sent in this bright blue 4WD with a big trailer on the back.



Kaylan

This very colourful four wheel drive was drawn by 6 year old Kaylan.



Gloria

Check out the brilliant drawing Gloria, aged 8, sent in of a night spent camping under the stars.



Archie

This awesome cut, paste and draw picture was sent in by 2 year old Archie.



Jake

Jake, who is ten years old, drew this great picture of his Nissan driving along the beach.



Kaelan

11 year old Kaelan specially cut out and laminated this awesome drawing.



Charli

This is a picture of a Toyota Prado 2010. I hope you like my picture. (Charli, age 9)

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

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

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

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

Email: fourby@arb.com.au

THE ADVENTURES OF FOURBY AND FRIENDS



IT'S A BRIGHT SATURDAY MORNING AND FOURBY AND ARIEL ARE HEADING TO A LOCAL 4WD EVENT, THE MINI WINCH CHALLENGE. ARIEL IS GOING TO COMPETE!



WHEN THEY GET THERE, ARIEL REGISTERS AND FOURBY HELPS HER GET READY FOR HER RACE.

WHEN IT'S ARIEL'S TURN, SHE WAITS AT THE START LINE WHILE THEY COUNT HER DOWN.



THERE'S EVEN A FILM CREW THERE READY TO FILM.



3
2
1

...AND SHE'S OFF!

ARIEL RACES AROUND THE COURSE...



AND THE FILM CREW TAKE GREAT SHOTS OF HER AS SHE'S DRIVING!



SHE'S DOING VERY WELL AND EVERYONE'S SHOUTING OUT TO HER.



SHE HEADS DOWN THE FINAL STRAIGHT AND FINISHES WITH AN AWESOME TIME!

EVERYONE CROWDS AROUND ARIEL TO CONGRATULATE HER.



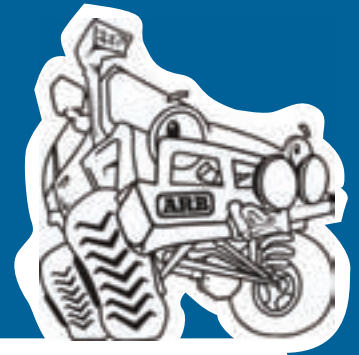
AFTER SHE'S HAD A WELL DESERVED REST, IT'S TIME TO ANNOUNCE THE RESULTS...

ARIEL'S WON FIRST PLACE!





WORD SEARCH

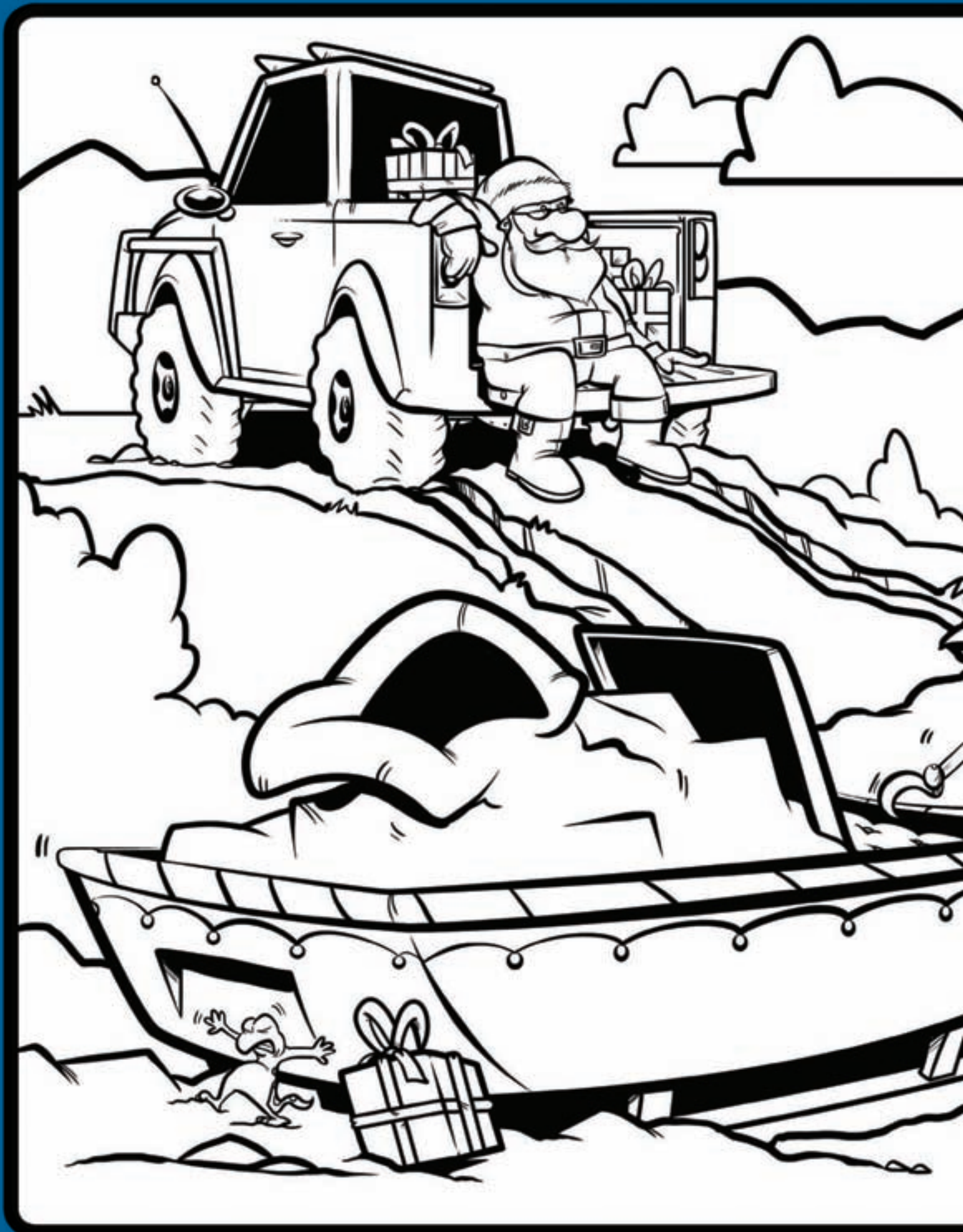


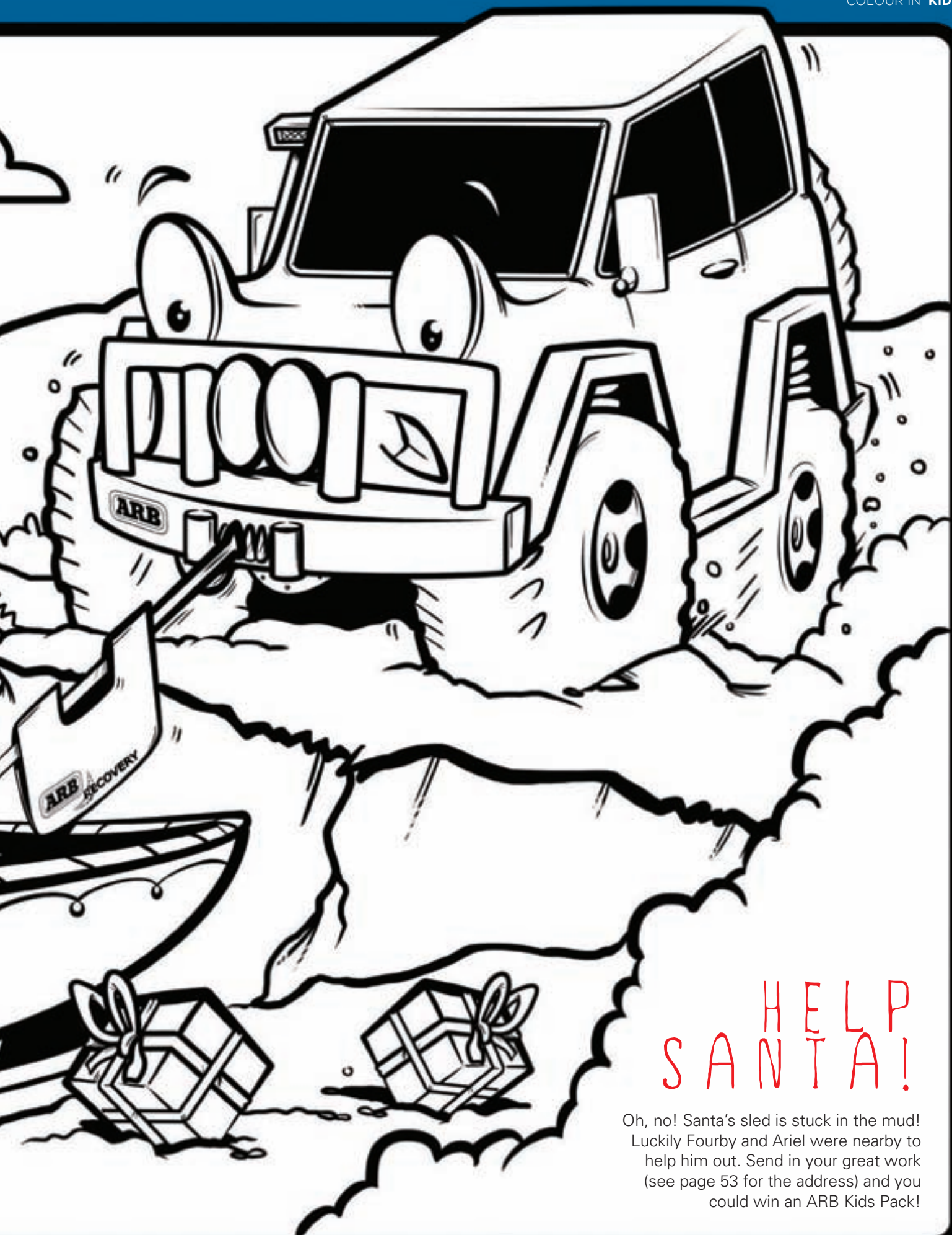
G	T	A	E	T	A	D	U	T	B	A	C	K	F	P	R	W	W
S	A	D	V	E	N	T	U	R	E	D	U	I	D	E	E	F	E
J	I	D	G	Y	I	F	Y	D	W	P	S	K	U	A	L	R	R
C	A	M	P	I	N	G	U	P	W	A	T	E	R	A	C	I	S
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B	U	A	E	T	R	A	C	K	S	W	I	L	D	L	I	F	E
X	S	G	A	D	Z	Y	B	U	L	L	B	A	R	D	T	D	P
K	H	D	S	U	M	M	E	R	E	L	D	L	T	N	A	G	P

ADVENTURE
BEACH
BULL BAR
BUSH
CAMPING
DAMPER
DESERT

FAMILY
FOUR WHEEL DRIVE
FRIDGE FREEZER
HOLIDAY
MUD
OFF ROAD
OUTBACK

PLAYING
SUMMER
SKYDOME SWAG
SWIMMING
TRACKS
WATER
WILDLIFE





HELP SANTA!

Oh, no! Santa's sled is stuck in the mud! Luckily Fourby and Ariel were nearby to help him out. Send in your great work (see page 53 for the address) and you could win an ARB Kids Pack!

SHOOTING FOR THE STARS

WORDS AND PHOTOGRAPHY BY MICHAEL ELLEM

IT'S TIME TO LOOK UP AND TAKE IN
THE BIG BLACK BEYOND.



How awesome is it to get out there in the Outback and see a clear night sky with so many stars and formations.

It is an amazing scene which you could stare into for hours whilst lying back on a rolled up swag, but will we ever really understand what is really going on out there. Well at the very least, we can photograph it.

There are endless possibilities for photography at night that can be captured during your travels so long as you are a bit of a night owl and have a little patience – there is little doubt that you will end up with a huge smile as you start capturing some beautiful scenes.

Why is it that these stars are so unbelievably bright the further out of town we travel?

Light from the cities buildings, houses, vehicles and streetlights glow up into the atmosphere and highlight the atmosphere and dust particles all around us. It is because of this light that we cannot see the stars in space as clearly, as our eyes have adapted to the bright glow around us.

In order to see the stars and all their unique formations, we will need to get away from the city lights. So grab your camera, hop into your 4WD and head for the Outback.



**TO REALLY SEE THE
STARS AND ALL THEIR
UNIQUE FORMATIONS,
WE NEED TO GET AWAY
FROM THE CITY LIGHTS**





Today's DSLRs have far better abilities to capture scenes that your eyes cannot see, so on correct exposure, you will capture far better image results than what you see in the sky. This is because your eyes are capturing split seconds of light reflected off the subject, yet the camera will have the image captured over an extended period of time, building the image as light reflects back through the lens. Our eyes can only open so far in order to capture a scene which is captured in a split second in our memory banks. Imagine if we could open our eyes even wider and the split second was condensed from 30 seconds of vision. Imagine what we would see!

Apart from your camera, you will need a sturdy tripod and a head torch, and a hand torch would help. Walk away from the camp lights hanging from the awnings and tents, using your head torch to find a good spot away from these lights. Allow your eyes to adjust for a little while and then look up into the sky.

Start with setting your camera to manual exposure mode, providing you the opportunity to control both the aperture (the amount of light entering through the lens) and the shutter speed (the amount of time this light travels through the lens).

After that, follow these steps:

- The lens should be set wide open, say f2.8 or f3.5
- Set a high ISO of around ISO 1600
- Focus on the subject and then set the focus to manual so that the camera doesn't try to re-establish a new focussing point
- Set the exposure time or shutter speed for 30 seconds
- Set the shutter for a 2 second delay or 10 seconds if your tripod is not sturdy
- Check the image composition
- Press the shutter release button
- Remove your hands from the tripod
- Enjoy the results, but make any changes that you might think will assist in capturing the image the way you see it
- Enjoy your smile – it's good for you



LIGHT PAINTING

Whilst you are at it and you are capturing the scene successfully, it is time to get busy with introduced light from a torch or headlamp. Keep in mind that it doesn't take much light to assist in accurate exposure of foreground subjects.

Start with a few seconds of light from your torch and increase or decrease the light accordingly. Each time, count the seconds that you are casting this light on the subject so that you know how to adjust accordingly.

The reason that it is called light painting is that the torch lights up the subject much like a brush on a canvas. The better you paint the subject accurately with this introduced light, the smoother the result will be. But if you get it wrong, it is digital after all, so just take another shot.

When you are checking for exposure levels on the back of the camera's LCD screen, remember one thing: your eyes have adapted to the dark light in the area, so when you look at the LCD, it will look much brighter than when you take the camera into a fully lit up room. So it would pay to maybe turn your headlamp on in the area whilst you check the image exposure. This will definitely help things along.

You can go a step further with all of this and introduce various light sources to completely change the look in the image. Whether it's warm light or cold light, you can do this just for a little fun or to create a different mood.

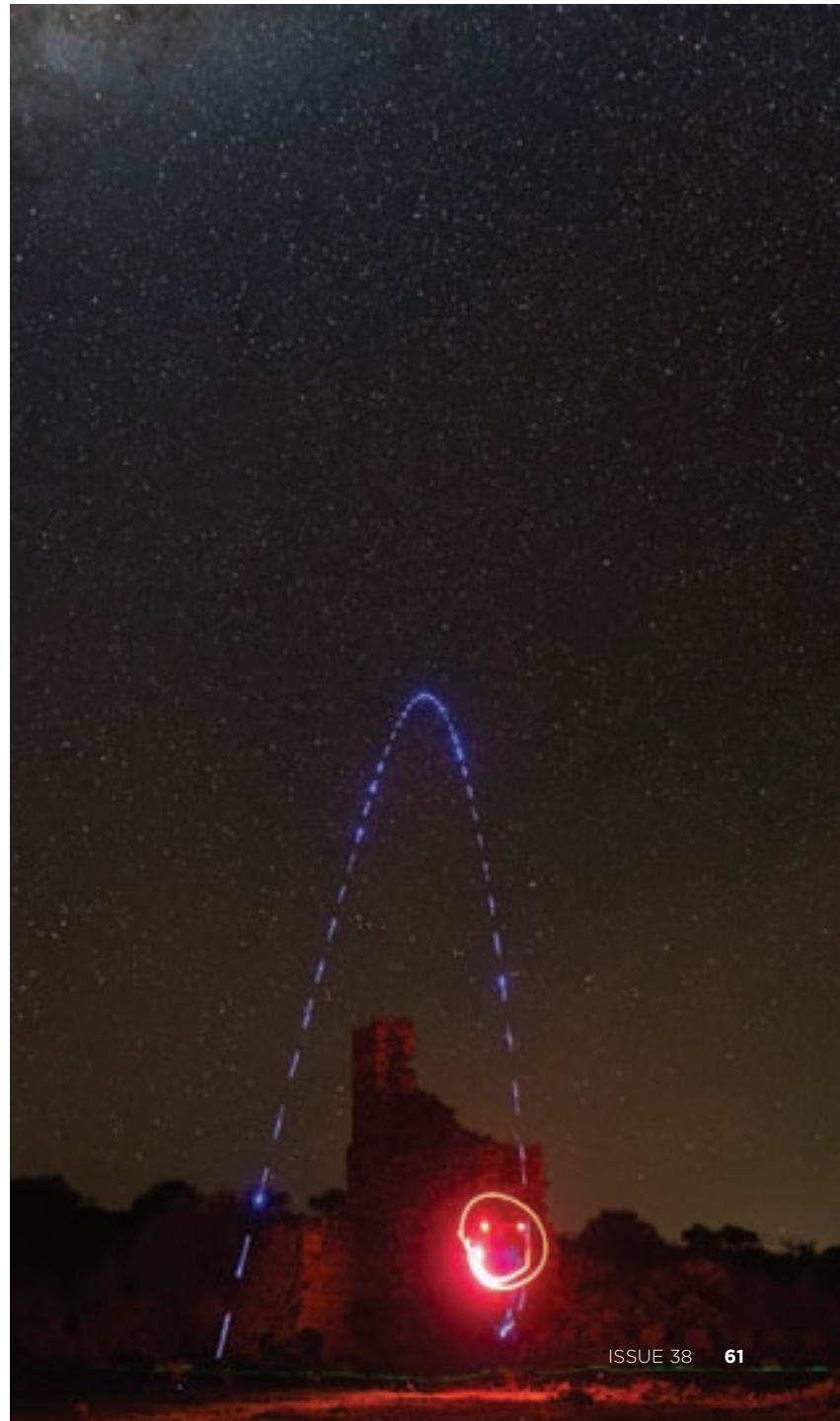
Get someone out into the middle of the scene and ask them to write their name using a torch. If you want red writing, get them to shine the light through their closed fist. Draw a smiley face, people's names or something about the location. Try also introducing light from sparklers, or a small fire.

It's all a heap of fun and the results are only limited by your imagination.



Some things to consider when choosing the site:

- It must be away from distracting bright lights such as large campfires, bright camping lights, bright lights from buildings in the area and so on
- It is best if there is not too much wind as movement of subjects like trees or fabric can often become distracting to the eyes
- Choose a night with no moon (or next to no moon)
- People in the area should keep their torches and headlamps off during the exposure
- Be patient!



COLORADO 7 GOES DELUXE



GET OUTSTANDING PROTECTION WITH THE ARB DELUXE BULL BAR FOR THE HOLDEN COLORADO 7.

Owners of the Holden Colorado 7 can now enjoy the benefits of a superbly engineered, air bag compatible deluxe bull bar from ARB. Manufactured from durable steel for maximum protection, the deluxe bar has a split pan design for superior strength and airflow.

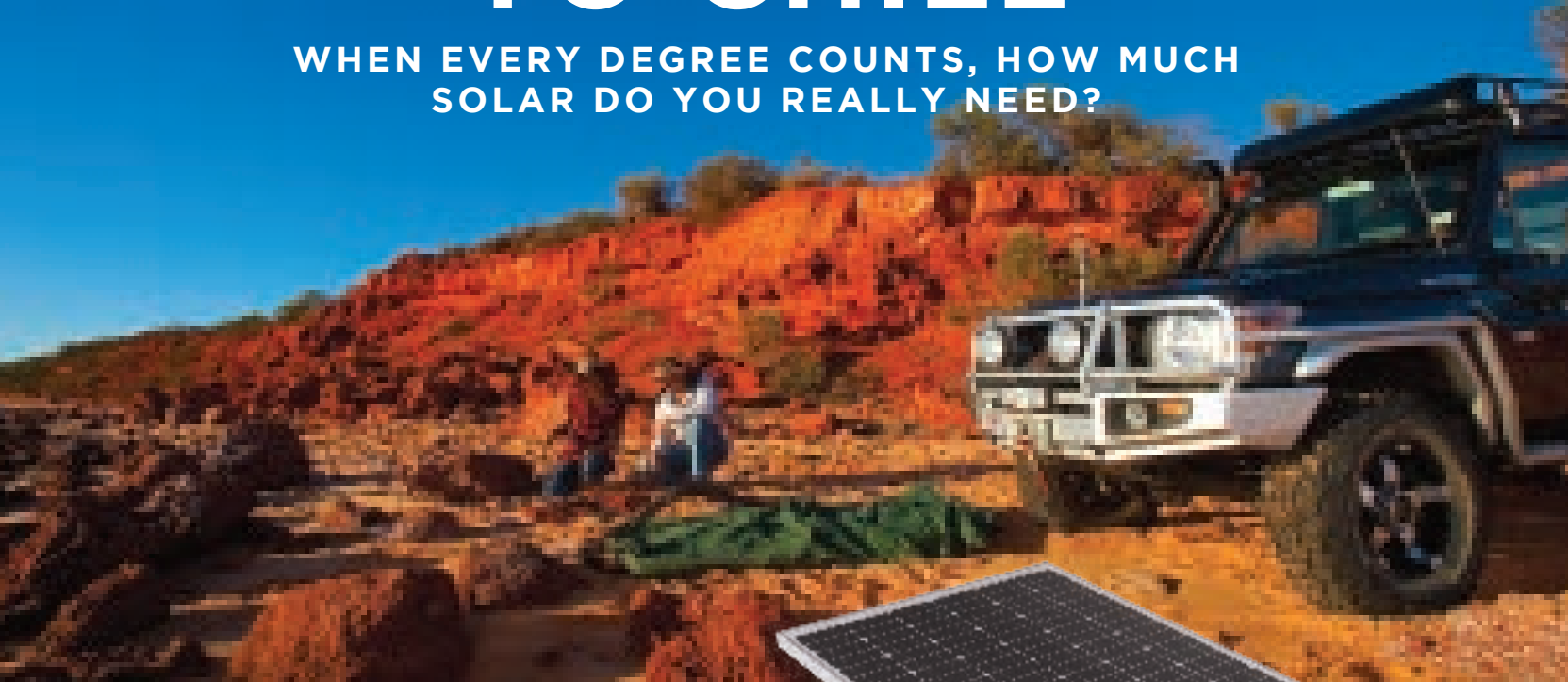
Provision to accommodate low mount electric winches, ARB Intensity LED driving lights, optional fog lights and aerials are integrated into the design, as are twin Hi-Lift jacking points. The new deluxe bar also retains the original equipment tow point and features recessed indicator lights to protect against branches and debris.

Finished in a hard-wearing powder coat with the added option of colour coding, the ARB deluxe bull bar is available now and joins a growing range of products available for the Holden Colorado 7, including Outback Solutions drawers, Safari snorkels and Hayman Reese tow bars. Visit in store for the latest updates on products for this vehicle or head online to www.arb.com.au.

► PART NO: 3448490
PRICE: \$1795

THE POWER TO CHILL

WHEN EVERY DEGREE COUNTS, HOW MUCH SOLAR DO YOU REALLY NEED?



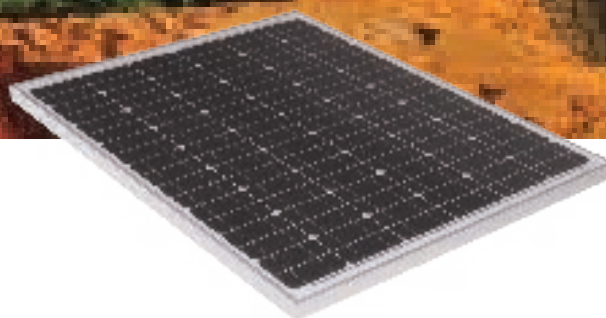
THE POWER OF
REDARC[®]
 SOLAR

The ever increasing range of 12V appliances and accessories available nowadays has made camping and touring more comfortable, but the drain on our batteries has never been greater. ARB and Redarc have pooled over 60 years of experience in 4WDs and automotive electronics to provide an extensive range of solar systems for four wheelers.

Solar panels provide an environmentally friendly, quiet and simple way to harness free energy from the sun, and modern technology provides more flexibility than ever when it comes to solar setups.

Delivering exceptional power performance, outstanding reliability, and unparalleled technical support, the Redarc Solar System has been developed by Redarc engineers to ensure a complete solar solution. Not simply a collection of separate products, Redarc's solar range provides complete, flexible systems designed to ensure users get the maximum possible power from the sun for use any time of the day or night.

From traditional monocrystalline solar panels and accessories to the more innovative solar blankets that fold up and can be stored under your seat, the Redarc Solar range caters for a wide range of camping situations.



REDARC SOLAR CALCULATOR

No matter the type of equipment you need to satisfy your recreational lifestyle, it is essential to get the power supply right. If the setup is too small, you will be forever frustrated by under-performing equipment and flat batteries. If it is too big, you will have paid too much and you will be lugging around extra weight you don't need.

Redarc Solar has developed a clever interactive online solar power calculator that ensures that you get the right mix of solar products to meet your power requirements. This simple application produces a one page document recommending panels, mounting kits and accessories customised to your vehicle's setup.

Simply take this list to your nearest ARB store to get the accessories and advice needed to set up your vehicle for all your power requirements.

// Contact ARB for part numbers and pricing



LOST CREEK

WE ALL DREAM ABOUT FISHING IN UNTOUCHED WATERS. AL MCGLASHAN FOUND ONE TO REALLY RAVE ABOUT.

WORDS AND PHOTOGRAPHY **BY AL MCGLASHAN**

There is something very alluring about being the first to fish untouched waters. Finding these spots is a real challenge in this day and age as the population continues to grow, squeezing out these remote unspoiled spots. It's no different from four wheel driving – in fact, I see the two going hand in hand if you are to find these secret spots.

Local knowledge really does play a role in finding the hidden gems. I was up in a remote part of northern Queensland's Outback exploring by 4WD and had dropped in to a mate's station for a few days. Leaning on a fencepost, I chatted to the station manager when, as always, fishing came up in the conversation.

'The main river is pretty tough but there is a little creek out the back that is full of fish,' he said. My ears sprung up. 'It's seriously hardcore and requires some major 4WDing to get to,' he added.

Now I was really fired up!

The next day we loaded up the 4WDs and set off down the track. We were in remote country so there were no sealed roads, and after passing through several gates and a few cattle grids, we left the tracks behind us and snaked through a sea of grass.

Weaving between the termite mounds, we made our own track through the long grass between the gum trees of



the open savannah. Finally, we pulled up next to a rocky escarpment that dropped away into a lush green line of trees.

No wonder this place had never been fished – it was like a lost world tucked out of sight where no one could find it. Even from the sky it was hard to spot and easily lost in the endless savannah that stretched to the horizon and beyond. If that wasn't enough, it was also locked away on pastoral land hundreds of kilometres from the nearest bitumen, making it near impossible to access.

Parking the 4WDs under a handy gumtree, we loaded up and followed a game trail that led down to the water. Weaving down into the thick line of trees, we soon burst out onto one of the prettiest stretches of water I have ever seen. Thick scrub opened out onto a lovely sandy beach, while the far bank was dominated by a huge red escarpment that dropped down dramatically into aqua green waters. It was a massive waterhole fed by a set of rapids at the top end.

I spotted some sizeable fish slinking off into the shadows even as I made my first cast. To my surprise, I never even got a bite despite thrashing the water. To make matters worse, mate James Yerbury snatched up the rod as soon as I put it down and hooked up a decent sooty grunter on his first cast!

After a few photos and a lot of ribbing about my lack of skill, the fish was set free. However, this was only the beginning and suddenly everyone was hooking into the sooties except for me.

Determined not to be outdone, I swam across the creek holding my rod up high to a steep fishy-looking bank. Focussing on the shadows, it didn't take me long and suddenly a pile of sooties charged out of the depths and climbed all over my lure. One hooked up only to spit the lure, but then a second larger fish hammered it. Even while I

battled this sooty, his companions tried to steal the lure out of his mouth. Landing the fish, I realised the camera was still on the far bank so I swam all the way back, fish in tow, for a few happy snaps before setting it free.

Taking a break from fishing, we sat back and enjoyed a BBQ of venison steaks and a few sooties washed down with a couple of coldies. Sitting back in the middle of nowhere, I had to admit all the worries and pains of working in a big city were miles away. This is the exact reason why four wheel driving and fishing are so popular in this country.

After lunch, the urge to fish again became too great, so after teaming up with brother Stew, we set off downstream to explore some fresh water. Bush bashing our way downstream, we tumbled out onto the banks of a huge pool.

Steep rocky banks dropped straight down into crystal clear water broken up by the odd bit of dead timber and rocks. It just screamed out 'fish' and, sure enough, Stew hooked up on his first cast.

There were so many ambush points it was hard to know where to cast, and Stew was on his second fish before I even managed my first. We pulled a few more sooties before they finally woke up to our game and shut down. It seems that even in untouched waters, the fish learn quickly!

Moving down midway along the pool, I spied a patch of fish. Flicking my lure into the midst of them got a bite. This fish fought a bit differently and I was horrified when a huge talapia appeared, followed by all his mates. An introduced species, talapia are a real pest species that are starting to appear in a number of river systems in northern Australia. Not only do they compete with the native species, they can live just about anywhere. We managed a few more sooties and a couple dreaded talapia before the ailing light finally sent us scurrying back to camp.



FINDING UNTOUCHED WATERS

From Victoria's High Country to the New England Ranges in NSW, there are still lots of little spots tucked away that see little to no pressure. The more rugged and inaccessible, the more remote and unspoilt the fishing spot.

If you want to find your own little stretch of water, the best advice I can offer is to look for places where access seems impossible. Google Earth is an unbelievable tool for this and puts the world right at your fingertips – you just need to know what to look for. As a general rule, most anglers are lazy and won't walk anywhere, so in essence the harder it is to get to, the better the fishing.

Remember, it's not just public land or national parks that hide the fishing gems – sometimes the best areas are on private land. The huge stations up in Queensland and the Northern Territory stretch for hundreds of kilometres, so you can see why there are still some amazing untouched spots. Gaining access can be hard, but as was the case with the station we were on, these guys have no time to fish because they are always working too hard, so the waters are largely untouched.

I should also add that the angler that does the hard yards and really makes the effort to reach remote areas also tend to have greater respect and really look after it, minimising their impact.

To get more info and advice from Al, visit www.almcglashan.com.

TRAVEL LIGHT FISHING

When it comes to fishing remote waters, the key is to pack light. In most cases, a light to medium spin rod, a handful of lures and a pair of pliers is all that is needed. This is no walk in the park – you need to be prepared to rough it and put in the tramping hours just to reach the grounds.

The work might be hard but the results are rewarding, not just in terms of the fishing but in the whole experience. It's nature in the raw with little impact from mankind on the wildlife, scenery and, of course, the fishing. Packaged together, this makes remote fishing such an awesome adventure.

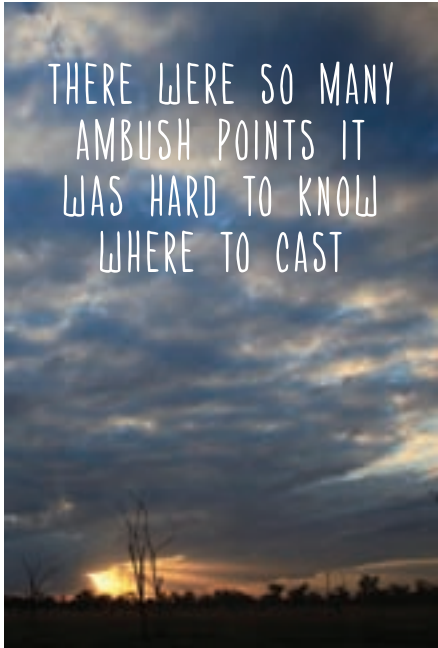
SOOTIES

A member of the grunter clan, sooties are usually uniformly dark in colour. They are found right across the top, favouring fast flowing rivers. They can grow to more than 45cm and 4kg in weight, although are much more common in the 25-30cm range and less than half that weight.

Despite their aggressive nature, sooties are omnivorous and will eat anything from shrimps to algae. On the table, they are average with a typical muddy taste you get from freshwater fish. Sooty grunters spawn in the summer months in response to rising water levels. The good part is the spawning is pretty much a group activity, and after the fun is over the male is left to look after the eggs.

BACK TO BASICS

Fishermen love tackle and technology but sometimes you can't beat a simple handline – and best of all it's the cheapest fishing outfit on the market. While fishing this remote creek, I had all the gear from Shimano but was still out-fished by Yvette and the kids who were using handlines. The lesson here is that even in the most untouched waterways, you still don't necessarily need the latest in technology to get hooked up.



THERE WERE SO MANY
AMBUSH POINTS IT
WAS HARD TO KNOW
WHERE TO CAST



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Walking the entirety of the Canning Stock Route is not for the fainthearted, but Mick and Rose Weber are preparing to do exactly that in July 2014 in order to raise funds and awareness for Suicide Prevention Australia.

Walking unaided along the track and carrying their own supplies, Mick and Rose aim to improve awareness about suicide and mental health throughout Australia, as well as where to get treatment or support.

The reasons for the trek are personal, with Rose having lost her brother to suicide two years ago.

'Being a typical bloke, he never told anyone he was suffering from depression,' says Rose. 'It was only after he died that we found documentation in his home dating back ten years showing that he had depression.'

Their son, Saxon, and nephew, Harley, will join them as support crew on this important journey.

No strangers to putting in the hard yards, Mick and Rose rode their bicycle over 5000km through Western Australia earlier this year in order to deliver over 2500 resource packs to various mines, schools and communities, whilst also raising over \$10,000 for Suicide Prevention Australia.

Rose says, 'We are aiming to stop the stigma associated with mental illness of any description so no one will feel judged if they get the help they need.'

To lend your support or donate to this worthy cause, visit www.suicideawareness.simplesite.com for more details.

If you or someone you know requires assistance, call Lifeline at any time on 13 11 14.



COMMERCIAL BAR FOR ISUZU D-MAX

ARB OFFERS ANOTHER FRONT PROTECTION OPTION FOR YOUR D-MAX.

Adding to the range of ARB bull bars currently available for the Isuzu D-Max, ARB has just released a commercial bull bar for this vehicle. Utilising durable steel for maximum protection, the ARB commercial bull bar offers improved approach angles and reinforced multi-fold and upswept wings to provide increased strength.

Cost savings are made possible by simplified manufacturing processes such as the elimination of cosmetic weld grinding and urethane buffers, and yet the bar incorporates the same structural integrity and strength that has made the ARB deluxe bull bar the top choice for 4WDers worldwide.

The commercial bar is also specifically engineered to deliver optimal airflow via the split pan design and centre stone guard, which incorporates a mesh panel to increase airflow to the radiator.

Designed to provide a useful platform for various optional accessories, including ARB Intensity LED lights, aerials and a low mount model electric winch, the bar also retains the original equipment tow point and recessed indicators for protection against damage from branches and debris. Finished in a durable black powder coat, the commercial bar is available now.

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TOP 10 4X4 TRIPS IN AFRICA

WORDS & PHOTOGRAPHY BY PATRICK CRUYWAGEN

PATRICK CRUYWAGEN IDENTIFIES TEN OF THE MOST POPULAR
4X4 ROUTES IN SOUTHERN AFRICA AND BEYOND.





They say that the Swiss invented the clock but the Africans own the time. 4x4 travel through Africa takes time, often lots of it. Even simple border crossings can take several hours or days of pure frustration. Often all it takes is a sneaky little payment to help hasten the process along.

Another reason 4x4 travel takes time is that several of the continent's major national parks, such as South Africa's Kruger National Park or Tanzania's Selous, are bigger than some European countries, and to properly explore you need days or even weeks. It is places like these that make the frustrations of African travel oh so worth it.

Journeying in a 4WD opens up a whole new continent of opportunity where often you can find yourself all alone for days on end. After spending a decade travelling Africa for SA4x4 Magazine, I have come up with a few favourite routes.



1. CAPE TOWN TO CAIRO

This is the big daddy and the one everybody wants to do, the classic crossing of the whole African continent. Obviously the roads and infrastructure have improved since the first time this was done, which means today one can do it in a Toyota Rav4 or Land Rover Freelander.

If starting in Egypt, the easiest route would be to travel via the Sudan, Ethiopia, Kenya, Tanzania, Zambia, Botswana and then onto South Africa. The more adventurous travellers will instead head along the west coast of Africa. If doing this, you might want to avoid some countries, especially if there is some kind of conflict going on at the time as no 4x4 trip is worth dying for.

The great thing about this crossing of the continent is that there are so many special places to see along the way such as the Victoria Falls, Serengeti, Masai Mara, Nile River, the silverback mountain gorillas and Egypt's pyramids. The more time you have, the more you can explore and take little detour trips to places such as Lake Tanganyika or see the gorillas in Uganda and Rwanda.



2. SOUTH AFRICA TO KENYA

This trip involves massive distances and takes you through several countries. It requires meticulous planning and loads of time to execute, so give yourself a minimum of six weeks. Leaving from South Africa, you will have to pass through Botswana and Zambia just to get to Tanzania. Alternately, you can travel via Mozambique and Malawi – I say take one route up and a different one down. Once in Tanzania, you can visit iconic parks such as the Serengeti, Selous, Lake Manyara, Ngorongoro Crater and Ruaha. Depending on the time of year, you may be lucky enough to experience the remarkable wildebeest migration crossing the Mara River. From there, you can cross over into Kenya, where the plains of the Maasai Mara, the misty mountains of the Aberdares and the flamingos of Lake Nakuru await.

3. LÜDERITZ TO WALVIS BAY, NAMIBIA

The only way one can access the mammoth dunes of the Namib Naukluft National Park is on this week-long guided trip starting in Lüderitz and finishing in Walvis Bay. You will begin this adventure as individuals but finish as a family, having conquered seemingly impossible-to-pass dunes together.

Sections of the trail have daunting names such as Devil's Workshop, Saddle Hill, Land Rover Graveyard and Long Drop, but the key is to find your vehicle's perfect power and torque band in the sand. Be patient, as this takes time. It's not just about the desert, though, as the route takes you past ghost towns, shipwrecks, abandoned vehicles and seal colonies. You'll sleep among the dunes or next to the freezing Atlantic and, blissfully, civilisation will feel a lifetime away.





5. NAMAQUA ECO TRAIL, NORTHERN CAPE, SOUTH AFRICA

This unguided trail traces the Orange River from Pella – the little town with the big yellow church – all the way to where it flows into the cold Atlantic Ocean between Alexander Bay and Oranjemund. It's best to split up the trail into two sections. The first 330km stage stretches from Pella to the Vioolsdrif border post and has three beautiful, informal campsites on the banks of the Orange River, each with nothing more than a big tree to camp under and no facilities except the river in which to wash. The second half of the trail is about 280km long and goes from the Namibian border post to the river mouth. What makes this route so special is that you are travelling through a mountain desert with the Orange River always by your side. Camping next to it is pure magic – in particular at the favourite Groot Melkboom and Kamgab sites.

6. GREATER LIMPOPO TRANSFRONTIER PARK, SOUTH AFRICA TO MOZAMBIQUE

This unguided route is a great alternative to the busy highways. It takes you to the Mozambique coastline through the peace and quiet of the Kruger Park and the adjoining Limpopo National Park (both part of the Great Limpopo Transfrontier Park), where you will of course also see loads of wildlife along the way.

In winter – and provided your vehicle has decent ground clearance – head north to Kruger's Pafuri Gate. Cross the Limpopo River into Mozambique at Mapai (making sure the water level is low enough for this). Then head east along a narrow gravel track past the northern part of the Banhine National Park. Travel as far as you can towards Vilanculos before it's time to set up camp for the night. All in all, this route is about 1100km long. The other option is to enter the park at the Phalaborwa Gate, travel on to Giriyondo border post and then head for Massingir Dam, stopping over at Machampane Camp. This route will eventually reach the coast at Xai-Xai, a lot further south than the first option. Whichever route you choose, what a great way to reach your holiday destination!

4. KGALAGADI TRANSFRONTIER PARK, SOUTH AFRICA AND BOTSWANA

This park is massive. To get from the southern entrance at Twee Rivieren to its most north-western corner at Unions End will easily take you a day. This is just the South African section of the park! If you have a 4WD, it becomes even bigger.

The 4x4 routes here cater for everyone. They are guided or self-drive, long or short routes, fenced or unfenced accommodation, and camping or comfortable wilderness chalets. They have to be booked beforehand though. The best part of all is that you are in a part of the Kalahari where you will see red dunes, lions and a host of other wild animals such as oryx, hyena, springbok, leopard and wildebeest.

There is no greater wildlife experience than sleeping in an unfenced camp with only a toilet and bucket shower for facilities. Then when night falls the hyenas start to laugh and the lions roar – often they will walk through your campsite without you even knowing they were there. It is the most sobering thought that all that separates you and a black maned Kalahari lion is a flimsy bit of tent canvas. This is why people just love the Kalahari Desert.



7. AFRICAN IVORY ROUTE, LIMPOPO, SOUTH AFRICA

This trail has several route options of varying lengths. If you only have a couple of days, then head to Lake Fundudzi, which, along with the neighbouring Thathe Vondo Forest, is sacred to the local Venda people. The tracks in this area are pretty slow going. From here, take the rocky drive up to the top of the Soutpansberg and overnight at Fundudzi Camp, which offers clean and affordable rondavels. The locals will look after you and make sure that you have everything you need.

Next, head to Makuya Nature Reserve and the nearby Sagole Baobab. Stop at World View for lunch or a sundowner and look down on to the Luvuvhu River and the wildlife-filled green plains – it is a very special place. Then spend two nights at the Mutale Falls Camp, where game drives, swimming near the falls and enjoying the views from the deck will keep you busy and happy. From the camp, cross the Mutale River and you are in the secluded northern part of the Kruger National Park.



8. MATROOSBERG IN THE SNOW, WESTERN CAPE, SOUTH AFRICA

This route, just outside the Boland town of Ceres, gives you the best chance of seeing snow in the Western Cape. You won't find a higher trail in the area, as it climbs up towards the Matroosberg peak, which stands at 2249m.

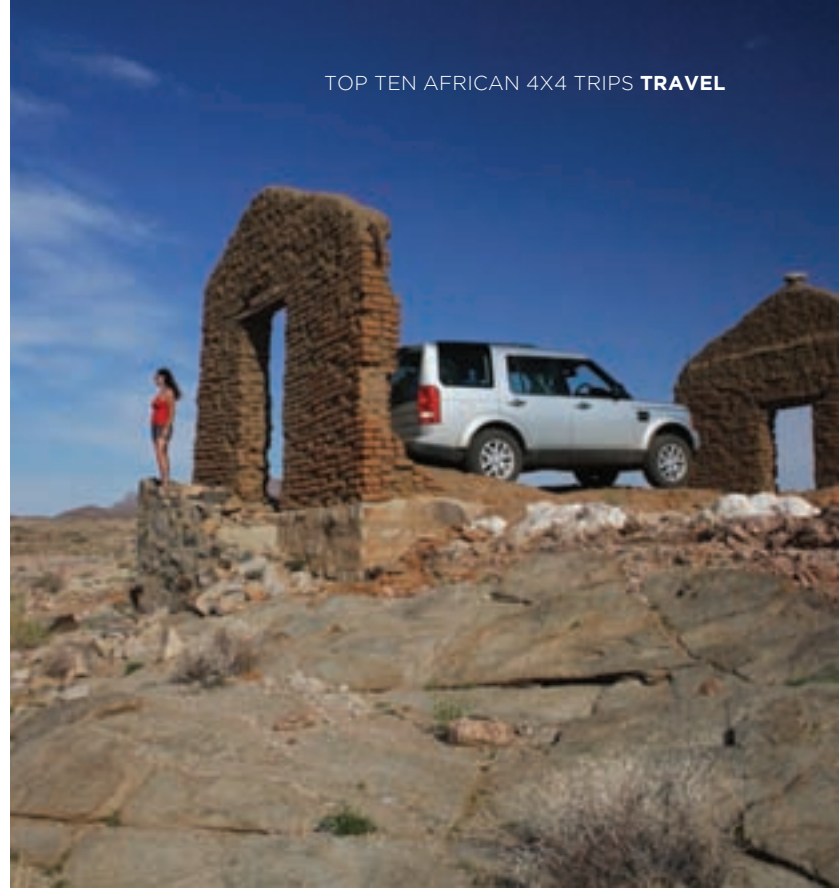
During winter, off road enthusiasts keep an eye on the Matroosberg Facebook page, waiting for the latest snow updates. When they get the green light, cars are filled with kids, jackets and flasks as families set off to have fun in the snow. It's like being in the Alps, except Table Mountain is just two hours away! For the most part, the trail isn't extreme or technical, though in dire weather it can become tricky, and inexperienced drivers could find it tough going.

9. ALTITUDE OF LESOTHO, MOUNTAIN KINGDOM ROUTE, LESOTHO

This is the only country on the planet where every square centimetre lies more than 1000m above sea level – which helps to make it an off roader's paradise. Throw some heavy snowfalls into the mix and you have a recipe for pure adventure. One can enter and exit Lesotho from any direction via several border posts.

Start off at Van Rooyens Gate border crossing, then follow some of the lesser known tracks towards Roma, and then on to Semonkong. This route can be muddy, wet and slippery, so you need to know what you are doing. Spend the night at Semonkong Lodge, where a must-do activity is the abseil down Maletsunyane Falls – the world's longest commercial abseil at over 200m high.

Next, head to Katse Dam before venturing on to the slow-going Kao Mine road, which will eventually spit you out onto the tarred A1. If there's snow about, stop at Afriski for a run down the slope. Then, if you have the time, take the legendary Sani Pass as your exit route out of Lesotho – it's definitely worth it.



10. WEST COAST ROUTE, WESTERN AND NORTHERN CAPE, SOUTH AFRICA

This trail is all about ruling over your own little piece of the West Coast beachfront for a few days, eating snoek and crayfish alongside a rooikrans campfire. To get to the trail, exit the N7 at Klaver and head for Lutzville, then take the road to the coast and head north. You will now have sea on your left and sheep on the right. Be warned: parts of the track are badly corrugated as no one maintains it. You can camp for free wherever you like along this stretch of coastline, but please do so responsibly, leaving only your footprints and tyre tracks.

About 10km south of the Groen River you'll pass the spot where the Namaqua shipwrecked in 1876; you can still see some of its remains. Once you cross the river, you are in the coastal section of the Namaqua National Park, which stretches all the way to the Spoeg River. Signs warn of soft sandy sections, which seem to get worse the further north you go.

The park has several formal campsites, each with a stone wind break and some with longdrop toilets. At Christmas the place is busy, but during the rest of the year you may not see another soul on the trip. Be sure to stop off at the Spoeg River Caves, home to the earliest evidence of domesticated sheep in South Africa.

This is where the trail ends, but it does not have to be the end of your adventure. The small fishing town of Hondeklip Bay and the inland part of Namaqua National Park – both worth a visit – are just north of the Spoeg River mouth.



ADVENTURES FOR EVERYONE

Help improve the lives of disabled kids by supporting
Disability Sport & Recreation.



Disability Sport & Recreation is the health-promoting peak organisation for the disability sport and recreation sector in Victoria, striving to ensure Victorians with disability have equal opportunities to take part in the activities they'd like to participate in.

The organisation's Junior Camps are unique, as they cater specifically for kids with physical disabilities. The camps provide opportunities for children to socialise with other children with disability, build self-esteem and independence, as well as provide much-needed respite for families.

On Friday 26th July, a group of very excited kids waved goodbye to parents, siblings and staff at Disability Sport & Recreation and headed off for a winter adventure at Falls Creek, Victoria. For some, it was their first trip away from home, for others a chance to reconnect with other campers from previous years.

The pristine weather brought with it 360° views of the surrounding mountains plus plenty of powder, creating perfect conditions which lasted all Saturday. A team of volunteers led the kids up and down the slopes, and after long hours the kids were exhausted but exhilarated as they recounted their best runs.

Sunday brought new challenges, with very cold temperatures and visibility down to 30m. New powder and icy winds raked the mountain, however the conditions did

not dampen the spirits of the participants. Even the newest skiers showed a noticeable boost in confidence as they tackled the slopes. The weekend came to a close with new friendships forged and a host of stories for the folks at home. Many kids are already counting down to next year's camp.

The generous support of the community and organisations like ARB has enabled Disability Sport & Recreation to run recreation camps both in the summer and winter, with access to specialised equipment, personal care and accessible activities.

Donations are crucial, and among those raising funds is 18 year old Ben Van Raay. After growing up attending Disability Sport & Recreation camps, Ben has become the first participant to complete the 50km Upstream Challenge in an all-terrain wheelchair, known as a TrailRider. Four volunteers will assist Ben in completing the challenge, which starts in the heart of Melbourne and follows the Yarra River and nature corridors 50km to Donvale.

Money raised from the Upstream Challenge will support Disability Sport & Recreation's kids programs, including summer and winter camps. You can support Ben's journey by donating online at bit.ly/DonateDSR.

For further information about Junior Camps and how to lend your support to Disability Sport & Recreation, visit www.dsr.org.au.

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

We took the picture along the Savannah Way and it is a good reminder of what to do. **Glen Boyd**



Here's a shot of my 120 Series Prado doing the Jim Jim Creek crossing whilst heading out of Twin Falls in Kakadu. **Stephen Wilson**



This pic was taken last year on a snow trip we took the kids on down here in Tasmania. We had to stop and clear the snow off the windscreen as the wipers wouldn't work. **Aaron Frith**

Here's a photo of my 2010 NT Pajero on the beach at Moreton Island near the Wrecks. Spent five days on the island in June and had a ball! **Dion Mikkelsen**



OFF THE TRACK

Here's a pic taken on the Cape Leveque Road in July this year. **Ian Baker**



This picture was taken at Saunders Gorge in the Adelaide Hills. It was a great day out and I love this photo of my Pajero. **Dan Bywaters**



One of the many water crossings we tackled on the Telegraph Track during our long awaited Cape York trip in September 2013. **Kylie & Jay Randall**



My mate, Luke, and I did a trip covering 20,500km in our kitted out Hiluxes. We covered VIC, SA, WA and the NT. **Andrew Oliver**



Sunrise over the campsite on the way to Dalhousie Springs at Anna Creek. **Charley Lodge**

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



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ARB 4X4 ACCESSORIES

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