

4X4 CULTURE

4x4 Adventure | Travel | Lifestyle

Issue 48

THE
BEST
JUST GOT
BETTER

ARB ELEMENTS
FRIDGE FREEZER...
THERE'S NOTHING
ELSE LIKE IT.

A man with a beard and tattoos, wearing a blue and red Fox motocross jersey and red and white pants, sits on the bed of a truck. He is holding a can of Red Bull. Next to him is a large, silver ARB Element fridge freezer. The background is a dense forest.

ARB

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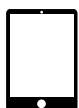
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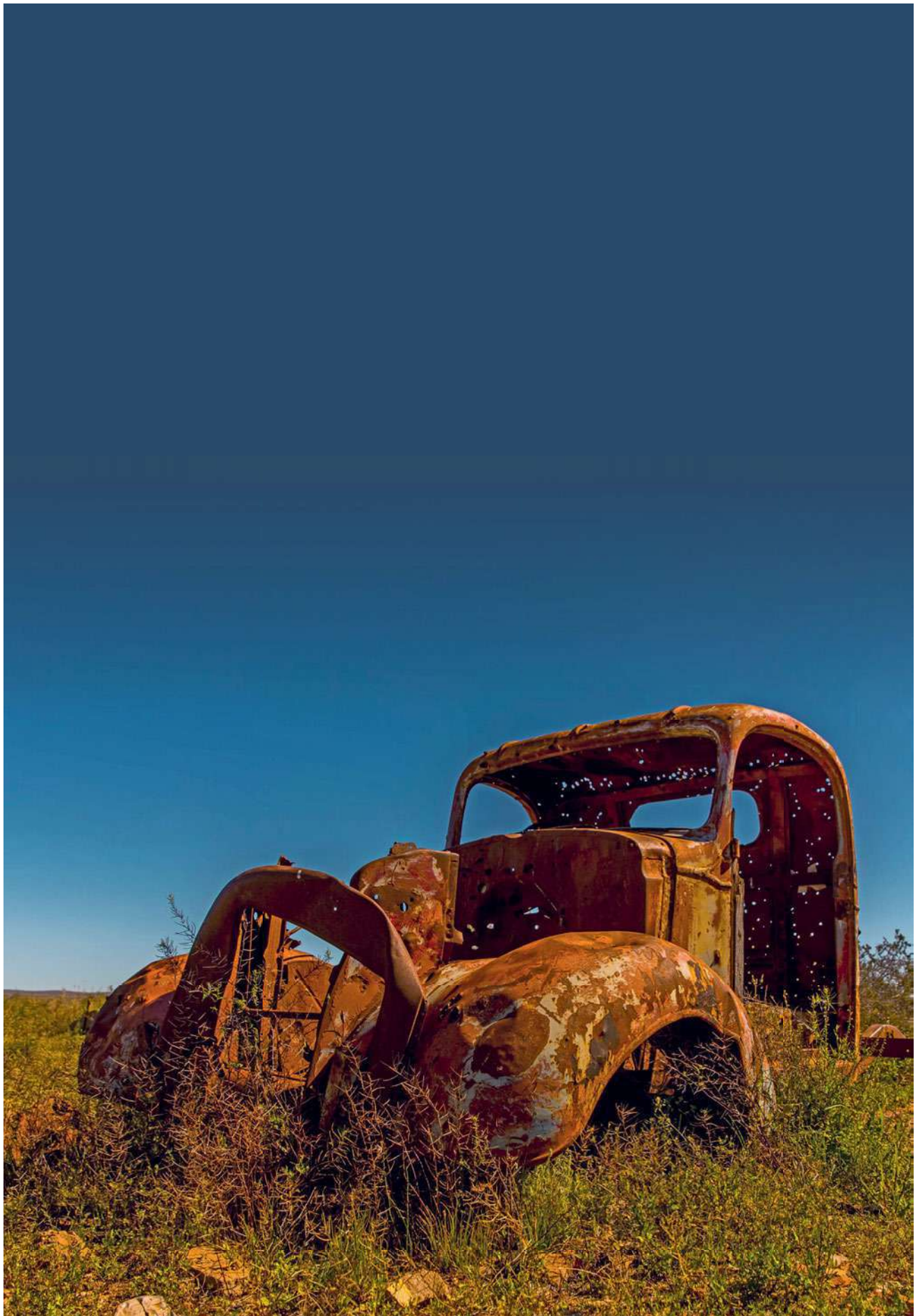
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Over View

Matthew Frost
National Sales & Marketing Manager





Welcome to the first issue of ARB 4x4 Culture for 2017. At the time of putting this magazine together, we're just finalising plans for this year's ARB Eldee Easter Event. Now in its seventh year, this family orientated off road event is a whole heap of fun, with a range of activities for everyone. Held in the magnificent Barrier Ranges, just north of Broken Hill, the event is designed to test driver skill, teamwork, navigational capability and all round 4x4 aptitude.

Several ARB staff members, including myself, assist with setting up and running the event each year and look forward to catching up with a regular group of competitors, marshals, organisers, sponsors and media every Easter. This year, there are new sponsors on board, including the Australian sunglasses brand, Spotters. Expect to see another huge prize pool on offer, so if you are yet to lock in your Easter plans, the ARB Eldee Easter Event is well worth a look.

Broken Hill is a terrific place to kick off an Outback adventure, with the Flinders Ranges to the west, Corner Country to the north, and Darling River Run to the east. I've enjoyed some fantastic trips to all of these regions over the years, and a well set up 4x4 is totally the best way to explore these destinations.

It's with a certain sense of sadness that I've come to the realisation that this Easter is probably going to be the last Outback trip I'll do in my current vehicle, a Land Rover Discovery 4. The current Discovery platform has been out since 2004, and an all-new model is due imminently. Prior to the Discovery 4, I had two 3s, so I've gotten pretty familiar with this vehicle over the years.

When the Discovery 3 was first released, it received a great deal of cautious attention due to the plethora of hi-tech wizardry on board. Variable height air suspension, traction and stability control, terrain response, active differential locks and multiple airbags were equipment levels that just weren't found on 4WDs back then. Many people were suspicious about this level of technical sophistication and doubted the vehicle's ability to operate in harsh and remote conditions reliably.

I've had my Discoverys in a variety of locations over the years including the Simpson Desert, Flinders Ranges and Victorian High Country, and they have all performed flawlessly. But what's really impressive about the Discovery is that it combines this off road competency with on road manners that are quite simply unmatched by any other standard 4WD vehicle.

While I'll be very sorry to see the Discovery go, of course, I'm also excited about the prospect of choosing and setting up my next 4WD. I think one of the best things about owning a 4x4 is the fact that they are so customisable to suit an individual's needs. There's a huge range of gear available from ARB, aimed at making remote area travel a safer and more enjoyable experience. My next vehicle will be the eighth 4WD I have set up, and it's fair to say I've changed my list of priorities over the years.

If I look at my first 4WD, a short wheelbase LandCruiser 70 Series, it had a bull bar, driving lights, roof rack and aftermarket suspension, but had no creature comforts such as a fridge and dual battery system. In fact, 25 years ago, after moving over here from the UK, I travelled for six months around Australia, and before that, for six months in Africa, in 4x4s with no refrigeration. The British are famous for happily drinking warm beer, but as I've Australianised over the years, strangely enough, I've lost my taste for warm, fizzy lager.

So these days, a car fridge and suitable power supply would sit on the top of my list of accessories for any 4WD. ARB has been selling car fridges for decades but things got really serious about ten years ago, when we designed our own model. While there were a few good brands around back then, ARB took things that one step further with some key features aimed at harsh off road use. In this issue of our magazine, we're pleased to take the car fridge to a whole new level with the release of our all new Elements fridge freezer.

This latest addition to the range is our flagship model, providing outstanding performance in a tough all-weather shell. It's the ultimate way of enjoying the comforts and convenience of home, in the great outdoors.

ONLINE STORE

Sometimes it's the little things that help make your off road adventures all the more enjoyable. Whether you need a stubby holder to keep your drink cool or a pair of Australian Merino Socks to keep your feet toasty warm, we have a range of accessories in our online store that you're sure to love.

ARB DISCOVERY BACKPACK



Coming in an intense black and red colour scheme, the ARB Discovery backpack is a stylish way to carry your goods on your next adventure.

- ARB drink bottle pocket with elastic draw cord and toggle
- Padded laptop pocket
- Headphone pocket at the top of the backpack for easy access

- Front pocket with a phone and pen holder
- Zippered mesh pocket to keep your keys and other small bits and pieces safe

The padded back panel makes the ARB Discovery backpack one comfy way to carry your belongings every day!

→ RRP \$80.00

ARB TONG MASTER APRON



Bring out the BBQ master in you with ARB's latest must-have accessory.

- Navy blue washed canvas and yarn dyed poplin lining
- Stylish 4WD cut chart print
- ARB leather embossed badge
- Adjustable straps for 'one size fits most'
- Multiple front pockets for all your cooking essentials

A great gift idea for the aspiring grill master!

→ RRP \$45.00

ARB TEN-FOUR CAP



Look the part in ARB's trucker inspired Ten-Four cap.

- Micro mesh rear panelling
- Black snap, 'one size fits most' clasp
- Vintage-styled cap
- A brushed felt peak and front
- Labelled with a black moulded ARB logo

→ RRP \$20.00

ARB BLUE STEEL JACKET



The ARB Blue Steel jacket is out to prove that style does not have to be compromised for functionality.

- Made from a Cordura 500D nylon Oxford with TPU membrane
- Waterproof rating of 10,000mm, breathability of 5,000mm
- Nylon taffeta coated lining for extra warmth and durability
- Genuine YKK zips
- All of the seams and stitches are taped to avoid water seeping

→ RRP \$200.00



ARB BOARD SHORTS

Make a statement with ARB's trendy new board shorts.

- Two-tone grey, with large pockets and anti-rust metal eyelets
- Peached microfiber fabric for quick drying
- Shoelace drawcord at waist with anti-rust metal debossed logo ends
- 3D rubber logo on pocket with pull tab and Velcro closure
- Back pocket
- Printed ARB logo

→ RRP \$50.00

FOURBY PLUSH TOY

ARB's loveable cartoon character, Fourby, comes alive in his distinctive red, black and grey colours. Fully kitted out in a range of ARB products needed for off road travel, Fourby is equipped with a bull bar, winch, auxiliary lights, snorkel, side rails and steps, rear bar, and even a removable rear tyre. Manufactured from 100% polyester, the plush toy incorporates detailed stitching showing off Fourby's trademark grin and large eyes, while also highlighting other details such as door handles and windows.

Reflective side mirrors, ARB logos on the doors and a Fourby signature on the underside complete the ultra-soft toy. With no need to fork out the big bucks for a custom car wash, Fourby is fully machine washable and suitable for all ages.

→ RRP \$40.00



FOURBY CAP

Ideal for young 4x4 fanatics, ARB's popular kids' mascot, Fourby, features on this vibrant red cap.

- 100% cotton
- Grey front panel features a large, detailed print of Fourby, the loveable red 4WD
- Small ARB logo on the back
- Metal embossed clip for adjustability

Also available in a purple Ariel design.

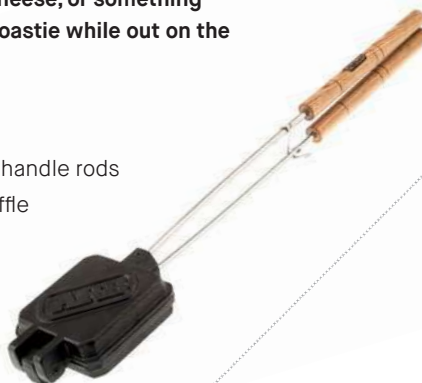
→ RRP \$20.00

ARB TOASTIE BRANDER

Whether it is a classic, like ham and cheese, or something fancier, you can enjoy your favourite toastie while out on the tracks with ARB's toastie brander.

- Heavy duty cookware
- Strong hinge points, large diameter handle rods
- Longer timber handles than most jaffle irons to ensure long life and safe operation

→ RRP \$35.00



THE ESSENTIALS

ARB Sleeping Bag



- REMOVABLE HOOD
- INTERNAL PILLOW POCKET
- FLANNELETTE INNER
- TEMPERATURE RATING: -10°C
- INTERNAL STORAGE POCKET



Building on the class-leading design features of the original ARB sleeping bag, such as a spacious 2,000mm x 1,000mm size, catering for the larger 4WDers amongst us, and removable hood with internal pillow pocket, preventing your pillow going north while your bag goes south, the updated model now sports a robust cotton canvas outer lining while retaining a 100% cotton flannelette inner lining.

If you thought a -5°C rating wasn't enough, the sleeping bag now includes a removable internal fleece liner, taking the

rating down to -10°C. Perfect for use in an ARB double swag or roof top tent, two unzipped bags can be easily joined by placing one on top of the other, with the removable hood being attached to the lower bag. This unique feature places the zippers on either side of the bag for easy entry/exit.

It's the small details that can often make a difference, such as an internal pocket for storing your keys, phone or even a midnight snack, full-length zipper draft barriers and a rectangular compression bag, making packing a cinch.

Weekender Recovery Kit



Choosing a recovery kit amongst the myriad of equipment available these days can be both time consuming and confusing. To help simplify this process, the Weekender recovery kit brings together components for snatch recovery and is the perfect companion for an ARB rated recovery point.

Packed in a cotton canvas bag with PU coating to help repel water and make cleaning easy, the kit includes an 8,000kg MBS snatch strap, two 4.75T bow shackles and a pair of leather Riggers' gloves to protect your hands.



Note: It is recommended that the straps minimum breaking strength (MBS) be between 2-3 times that of the vehicle's GVM (gross vehicle mass).

ARB Aluminium Encased Awning



- UVP 50+ RATING
- ANODISED ALUMINIUM HOUSING

- COMPATIBLE WITH ARB 2,500MM AWNINGS
- 300 GSM RIPSTOP CANVAS

Adding to the extensive range of ARB awnings and accessories is the ARB aluminium encased awning.

Designed to complement new vehicle designs, the anodised housing features UV treated marine grade shock cords to close the awning cover, as well as assist opening the cover clear of the canvas.

Packed with industry-leading features such as 2,500mm x 2,500mm 300 GSM PU coated ripstop canvas, with a UVP 50+ rating for protection from the elements, the aluminium

encased awning includes 25mm anodised, corrosion resistant alloy telescopic poles with flexible arm joints, 20% inner/outer pole overlap, metal cam locks and new nylon cuff joints for increased durability.

Compatible with all ARB 2,500mm awning accessories and weighing only 16kg, the ARB aluminium encased awning includes three bolt channels on the rear of the case to enable fitment to a range of ARB, Thule and Rhino racks and crossbars.

Adventure Light 600



Built with features such as dual hooks and magnetic mounts, the ARB Adventure Light 600 can be easily attached to the body of a vehicle for trackside maintenance and repairs, or hung from an awning or tree to flood a camp area at meal time.

Rechargeable for use beyond the reach of power cords, the dust and water resistant durable rubber housing has an IP54 rating and includes an LCD battery capacity indicator to

help calculate remaining run time. The latest technology COB LEDs are used in conjunction with a 4,400mAh lithium-ion battery to provide brilliant light for up to six hours, depending on whether you choose the high output 600 lumen setting or the energy efficient 300 lumen setting. The Adventure Light incorporates a 5V charge port and can be recharged with either of the supplied 240AC or 12V CIG USB adaptor leads.

ARB Recovery Gloves



Demanding recovery situations require tough hand protection, and ARB's recovery gloves provide defence against cuts and abrasion for both your palm and knuckles with moulded impact guards. With a breathable microfibre outer shell and adjustable cuff for a 'one size fits all', the gloves retain good dexterity for handling smaller items, while providing a firm, comfortable fit.

Designed primarily for use with both synthetic and wire winch ropes, the gloves can be used for any situation that requires hand protection, whether it be general vehicle recovery, mechanical repairs, splitting firewood or moving rocks and debris from the track.

IN ITS ELEMENT



ARB has developed an innovative all-weather portable fridge freezer that can be safely loaded into any vehicle, including the back of an open ute. In fact, you can drive through rain, hail or shine with complete confidence that your ARB Elements 60L fridge freezer will continue to operate as intended, while keeping its contents icy cold in virtually any weather condition.



60 LITRES
ALL-WEATHER
PORTABLE
LOCKABLE
STAINLESS STEEL
SELF ASSIST LID





The ARB Elements 60L fridge freezer features a tough stainless steel cabinet with ASA plastic corner mouldings, to protect it against the hard knocks it could cop in the back of a ute, as well as the harsh Aussie weather. It also has a lockable lid, so you don't have to worry about anyone knocking off your coldies. ARB has even developed an optional tamper-proof permanent mount kit to deter sticky fingers.

FOR EASE OF ACCESS TO FRIDGE CONTENTS, ARB'S ENGINEERS HAVE COME UP WITH WHAT THEY DESCRIBE AS THE HOLY GRAIL OF FRIDGE DESIGN

– a lid that opens and holds in any position, leaving both hands free to reach in and grab whatever you're after.



DESIGN CHALLENGES

When ARB's engineers were tasked with developing this all-new fridge, one of the biggest challenges they faced was ensuring it would continue to operate efficiently with the weatherproof design.

"One of the biggest challenges is that you've still got to have airflow, you can't box it in completely," explains James Luke, ARB Engineering Team Leader. "Although you can try and seal it all up, you've got components that need to remain cool; whether it's the compressor, the condenser or the electronics, they need to have airflow, so that doesn't couple with locking it in a box and sealing it off.

"We've been strategic about where we've placed things and how we've ducted the air over the compressor and out the other side to the condenser" continues James.

WITH EXCELLENT THERMAL EFFICIENCY, THE ARB ELEMENTS 60L FRIDGE FREEZER WORKS WELL IN ALL CONDITIONS.

A uniquely shaped evaporator has been used to ensure a larger cooling surface area, which now also cools the dairy compartment. James explains "The internal size of the fridge is the same as the current

60L fridge, but the external dimensions are slightly larger, and that's because we've added material around the outside to better insulate it.

"The more efficient you can make it, the better. Minimal power consumption is one of the most important features of a portable fridge; it doesn't matter what features you put in it, people still want to know how long their battery is going to last."



Capacity | **60L**

Weight | **31.8KG**

Cooling Capacity | **-18°C TO +10°C**



OPEN LID

In addition to its tough stainless steel cabinet with ASA plastic mouldings, one of the standout features of the new ARB Elements 60L fridge freezer is its gas strut assisted lid that will stay open in any position, leaving both hands free for easy access to fridge contents.

"It's a hydro-lift gas strut, and through correct gas pressure and carefully calculated geometry, it allows for infinite positioning of the lid, within its operating range," explains James. "You can lift the lid to any height or position, which means there's no more smacking your head when the fridge lid falls, while you're trying to get something out of it."

THE HYDRO-LIFT GAS STRUT IS CLEVERLY POSITIONED WITHIN THE BODY OF THE FRIDGE, OUT OF HARM'S WAY.

"The location of the gas strut was a challenge," says James, "because you don't want it outside the fridge where it's going to get knocked around or caught on things, and you don't want it inside the cabinet because it's going to get in the way of what you've got stored in the fridge and won't do well in the very cold and moist environment. So we've engineered it within an area inside the body of the fridge, where it's out of the way."



- Weatherproof ✓
- Secure ✓
- Practical ✓
- Awesome ✓



THE 60L ADVANTAGE

The existing 60L ARB Fridge Freezer has proven to be a popular choice amongst ute owners thanks to its squat design, making access easier in the back of a high ute tray. This is one of the reasons ARB settled on this capacity for the new Elements fridge freezer.

“It turned out there were only a few similarities in components between the current 60L fridge and this new one,” explains James. “The moulded inner base and the drain plug, as well as the compressor and the condenser, are the same as the current range 60L. Everything else has been redesigned from the ground up.”

The Elements weatherproof fridge freezer has a new evaporator with increased height so that it now surrounds both the primary and secondary (previously called the dairy section) compartments, resulting in a more uniform temperature throughout the cabinet.

THIS NEW EVAPORATOR DESIGN ALSO AIDS EFFICIENCY, WHICH RESULTS IN LESS RUN-TIME FOR THE COMPRESSOR, WHICH IN TURN LOWERS POWER CONSUMPTION.

The new fridge retains convenient features such as a removable basket with divider, LED interior light and front cabinet position drain plug for easy cleaning. It also has recessed handles, recessed power sockets and an optional recessed remote monitor transmitter.



SECURITY

As the Elements weatherproof fridge freezer is designed to be operated out in the open, ARB’s engineers have developed a number of security features to protect the fridge and its contents, including an electronic lid locking system, tamper-proof cast stainless steel hinges, provision for fitment of a padlock, and tamper-proof bolts, for fitment of an optional permanent mounting system.

“The last thing you want is somebody nicking your beer,” says James, “so the idea is that you can have keyless entry to get into your fridge. The electronic lock is keypad operated, and it’s a customisable code. Plus, you can turn this security feature on or off. There’s also the option to fit a padlock, for added security.”

To prevent tampering with fridge controls, and to avoid accidental knocks,

THE FRIDGE’S WEATHERPROOF BACKLIT CONTROL PANEL CAN’T BE ACCESSED WHEN THE LID IS CLOSED AND ELECTRONICALLY LOCKED.

The locking function can be deactivated if desired, and the fridge lid still relies on two aluminium latches to maintain correct lid sealing.

A variety of accessories are available for the ARB Elements weatherproof fridge freezer, including a tie-down kit and a fridge slide. There’s also a tamper-proof permanent mount kit which prevents fridge theft on installations in the back of ute trays.



SUMMARY

While the new 60L Elements weatherproof fridge freezer has been designed for use in the back of open utes, it's just as well suited for use in the back of wagons, covered utes, camper trailers and various other applications. From its tough and attractive stainless steel cabinet and all-weather capability, to its thermal efficiency and plethora of security features, this new 60L unit is without a doubt one of the most innovative fridges to hit the market.

SPECIFICATIONS AND DIMENSIONS

Volume

60L (63qz)

Weight

31.8kg (70lb)

External Dimensions

H – 440mm (17.3in)
W – 490mm (19.3in)
D – 820mm (32.3in)

Internal Dimensions

Main Compartment:
H – 332mm (13.1in)
W – 355mm (14in)
D – 477mm (18.8in)
Dairy Section:
H – 144mm (5.7in)
W – 355mm (14in)
D – 156mm (6.1in)

Cooling Capacity

Powered by the same BD35F compressor and control unit as the existing ARB 60L Fridge Freezer, the target internal cabinet temperature can be set between the range of 10°C to -18°C (+50°F to 0°F)

Note: The maximum cooling capacity is 50°C (122°F) below ambient temperature. If the ambient temperature is above 35°C (90°F), the minimum temperature cannot be achieved.

Power Supply

12/24V dc
100-240V ac 50-60hz

ARB FRIDGE RANGE

The new Elements weatherproof 60L fridge freezer joins ARB's extensive range of existing fridges, which are available in 35L, 47L, 60L and 78L capacities. These fridges are ideally suited for use in 4X4 wagons, SUVs, camper trailers and utes with canopies.

ARB fridges offer excellent efficiency, low power consumption and a number of innovative features including electronic control panels, digital displays, removable lids, drain plugs, tough external cabinets, recessed handles and a relatively small footprint.

35L



**35L PORTABLE
ARB FRIDGE FREEZER**

Great for short trips or as a second fridge, the 35L ARB Fridge Freezer suits many compact SUVs due to its low height and small footprint.

47L



**47L PORTABLE
ARB FRIDGE FREEZER**

Suitable for many medium to large SUVs, wagons and utes, the class leading ARB 47L Fridge Freezer is your perfect travelling companion.

60L



**60L PORTABLE
ARB FRIDGE FREEZER**

Perfect for family trips or off road touring, the ARB 60L Fridge Freezer features a low profile to suit roller drawer systems, utes, larger 4WDs, boats and camper trailers.

78L



**78L PORTABLE
ARB FRIDGE FREEZER**

With a huge capacity, the ARB 78L Fridge Freezer provides sufficient space to keep a touring family well stocked with cold food and drinks during extended off road adventures.

MUD PLAY

WORDS **DEAN MELLOR**
PHOTOGRAPHY **OFFROAD IMAGES**

NOT ONLY IS THE ARB OFF ROAD ICONS PROJECT A GREAT WAY TO CELEBRATE THE COMPANY'S 40TH ANNIVERSARY, IT ALSO PROVES YOU DON'T NEED A NEW 4X4 TO TACKLE ONE OF THE WORLD'S GREATEST OFF ROAD ADVENTURES.

We were smack-bang in the middle of the Simpson Desert. Our overnight camp on Knolls Track had been forced upon us by circumstance; the tucker truck's trailer had broken its coupling on the rough and undulating north-south track, and we had made camp where Mark Lowry and David Cox set about effecting a repair with the welder.

This wasn't the first problem we'd had with the trailer (Mark and Dave had already replaced one of its spring packs), but so far all of the ARB Off Road Icons had proved remarkably resilient on their journey from Alice Springs to this remote part of the Simpson Desert, despite their advanced years. So far on our adventure we had camped at the spectacular Chambers Pillar, enjoyed a rainy night at the Mount Dare Hotel and soaked in the warm waters at Dalhousie Springs. It had certainly been a fantastic trip to date.

As luck would have it, the trailer's coupling let go in a reasonable spot to spend the night. Although there were a few clouds about, they dispersed enough for the sun to put on an amazing light show, with pink and orange rays shooting skywards from behind the dune to our west.





THE FICKLE FORTY

We'd experienced a fair bit of rain, accompanied of course, by plenty of mud and standing water. The Toyota FJ40 LandCruiser had already proved fickle in the wet conditions, and if too much water splashed around in the engine bay it would stall and we'd have to pop the bonnet to dry out the ignition system. We tried all the old tricks (rubber glove over the distributor etc.), but even the tiniest splash in the wrong spot caused a splutter and usually a stall. On the positive side, we were able to drive the Cruiser through water and mud at a snail's pace thanks to the excellent traction provided by the front and rear ARB Air Lockers and the Cooper ST Maxx tyres.

After a good night's sleep, we made a quiet pre-dawn exit from camp in the FJ40 so the Offroad Images crew (Michael Ellem and Adam Bennett) could nab a sunrise shot of the old LandCruiser on top of a dune. We drove for 30 minutes before we found the right spot, then brewed a coffee while Michael and Adam did their thing.

By 7.30am the rest of the group had almost caught up with us, so Michael, who was keen to have a quick drive of the FJ40, tried to squeeze his lanky frame behind the big old steering wheel. After 10 minutes or so he'd had enough of the 40, or it'd had enough of him; the engine stalled and the Cruiser rolled to a stop. This time there was no standing water or mud to blame...



"THE 40.
I LOVE THAT CAR.
FRED AND I SPENT
12 OR 13 HOURS
BEING TOWED
ACROSS THE SIMPSON
DESERT IN IT, AND
I'VE BECOME REALLY
ATTACHED TO IT."

Chris Collard,
USA – Editor,
Overland Journal

**THE MIGHTY
DEFENDER CAME TO
THE RESCUE ONCE
MORE AND SNATCHED
DAVE AND VICKY OUT.**



TOJO TOWING

Mark Lowry, David Cox, Fred Williams, Chris Collard, Sam Purcell and anyone else who rated themselves as a wannabe mechanic poked around under the bonnet of the FJ40. After a couple of hours or so, we surrendered to the fact that we'd probably have to tow the old Tojo out of the desert.

We hooked the FJ40 up behind the Defender and started heading north to Approdirna Attora Knolls, where Knolls Track intersects the French Line. Along the way, Fred had a crack at firing up the old Cruiser and lo and behold the engine came back to life. It was already 10.30am and considering the tricky conditions that lay ahead, we knew it would be a long drive to our lunch stop at Poeppel Corner, so we got going.



**"THE DEFENDER
IS THE ONE VEHICLE THAT I WOULD GET IN
AND DRIVE ANYWHERE IN THE WORLD."**

*Fred Williams,
USA – Petersen's Four Wheeler Network*

About 7km shy of Poeppel Corner we arrived at a muddy looking salt lake. Sure enough, it was as soft as a toasted marshmallow and halfway across, the BT-50 tucker truck succumbed to the bog. The mighty Defender came to the rescue once more and snatched Dave and Vicky out.

With all the 'messing around' it was 2.30pm by the time we made it to Poeppel Corner

for another late lunch. We'd already wolfed down a couple of sandwiches and taken the obligatory happy snaps before a mud-covered FJ40 showed up, once again at the end of a tow strap. Mark Lowry had hauled Fred and Chris in the 40 Series through all of that mud...and we still had 160km to go to get out of the desert!

NIGHT CHALLENGE

We split the convoy at Poeppel Corner. Most forged-on in an attempt to reach Birdsville at a reasonable hour, while the tucker truck hung back to help out if Mark got into any strife towing the 40 Series.

To say the going was tough would be an understatement. We made it through the boggy salt lake at the start of the QAA Line without incident, but time was marching

EVEN THE UHF WAS DEAD, SO WE COULDN'T TELL THE REST OF THE CONVOY WHAT WAS GOING ON. THEN I STALLED THE DAMN THING...

We popped the bonnet and poured a jerry of water over the Landy's muddy alternator before giving it a push start. The radio and lights came back on, and we were back on track.



on, and after the sun had dropped below the horizon behind us, it was soon replaced by a nearly full moon ahead of us. As the lunar body climbed higher into the sky, it lit the green desert with an eerie iridescence, made more spectacular by the bright LEDs of our driving lights.

After negotiating countless stretches of water and mud, and getting plenty of practice with the snatch strap in the process, we knew that we'd almost conquered the Simpson Desert, but about four dunes shy of Big Red the old Landy started to falter; first the driving lights went out, followed by the headlights and then the dash lights.

It was almost 10pm by the time we lined up at the base of a dark and ominous Big Red. Wes Siler and Sam Purcell had a few cracks at the sandy ascent in the GQ Patrol and LN106 HiLux respectively, while Patrick Cruywagen and I let more air out of the Defender's tyres. We jumped back in, selected low range and launched our attack. The Defender conquered the Simpson Desert's biggest (and final) sand dune on its first attempt. Soon after, the other two Icons were up and over Big Red too. It had been quite a challenge and as we lined up the vehicles out the front of the Birdsville Hotel at 10.30pm that night, we wondered how the rest of our party was coping in the desert.



"THE HILUX IS BRILLIANT. IT'S MY FAVOURITE CAR HERE. IT JUST GETS UP AND GOES"

Wes Siler, USA – Blogger, Outside



“SOMETHING JUST HAPPENED”

It was 2.30am by the time the tucker truck, 79 Series and FJ40 rolled into the carpark at the back of the Birdsville Hotel, and their dog-tired occupants were covered in mud and barely able to raise a smile.

The next morning we got the full run down; the trailer, which by now had a bent axle, copped a puncture, so the spare was thrown on. Meanwhile, Fred and Chris were copping a battering in the FJ40 at the end of a tow strap, constantly being jolted around over the desert’s endless undulations. The experience wasn’t much better for Mark in the 79 Series as the tow strap continually slackened off and then snapped taut again. Then there was the mud...

Chris Collard explains: “We were at the end of a tow strap and we continued to get mired and bogged down in the mud. It was a long night: you just had to pull your boots off, roll up your pants and jump into the mud and grab a shovel and, yeah, we spent a lot of time getting unstuck. We were glad to have the MAXTRAX; we’d dig out a trench and lay the MAXTRAX down to get out of the trench... the wheel tracks were a foot and a half deep. So we’d have to get the 79 out first, then he’d circle behind us and pull us out. It was a continuing theme.”



NOT FAR FROM BIG RED, DAVID COX MADE A DEADPAN CALL ON THE UHF... “I THINK SOMETHING JUST HAPPENED.”

The wheel had fallen off the trailer. Fortunately, the wheel studs were okay and, after crawling around in the mud, the boys miraculously found three of the missing wheel nuts. They borrowed a fourth from the other side of the trailer, making it up and over Big Red and into Birdsville.

All three Icons had now made it across the Simpson Desert... but not all under their own steam.



"THE PATROL."

WHAT A BEAST. IT'S PRETTY UNSTOPPABLE REALLY, AND YOU CAN SEE WHY IT'S SUCH A POPULAR CHOICE FOR FOUR WHEEL DRIVERS IN AUSTRALIA."

Sam Purcell,
AUS - Editor, Unsealed 4x4

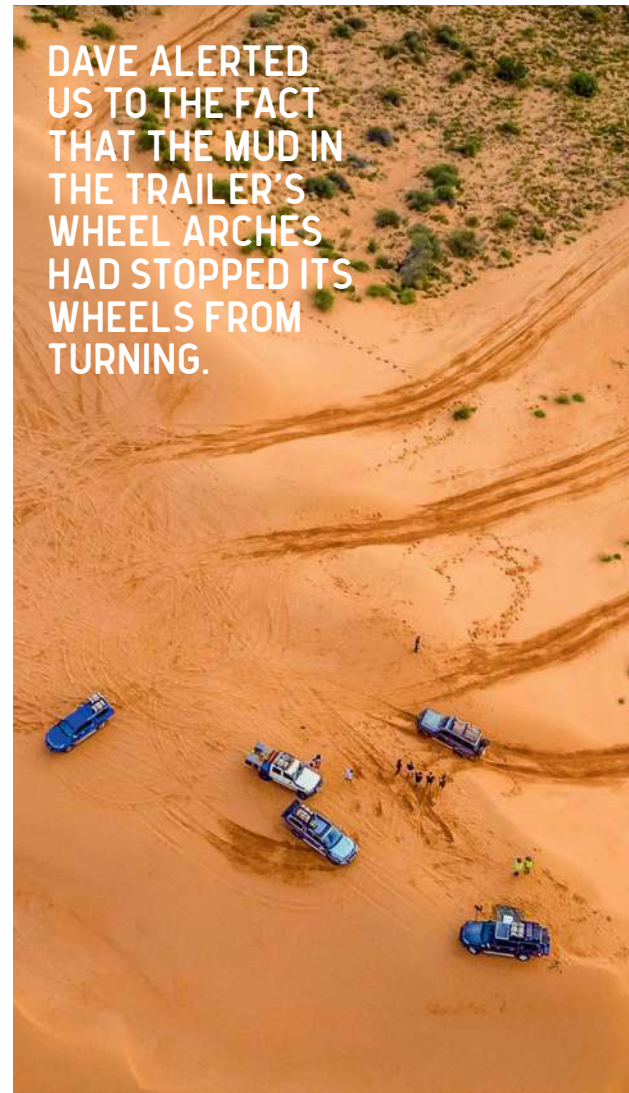
PLAN B

Our plan to travel from Birdsville through the Corner Country and on to Broken Hill had been well and truly scuppered by the excessive drenching the area had copped; there were road closures all over the place. We had to come up with a Plan B, so our fearless leader, Sam Boden, set about checking weather conditions and road closures so we could find a viable and enjoyable option.

In the meantime, the vehicles (and trailer) that needed mechanical attention

were ferried across to Barnsey, at the Birdsville Roadhouse. The trailer's axle was straightened, the 79's alternator was rebuilt and the FJ40's electrical fault was rectified; in the end, the problem with the 40-year old LandCruiser was found to be nothing more than a loose wire at the back of the distributor.

Back out at Big Red that afternoon for a play on the dunes and some sunset photography, we discussed our options, which would depend on how much more



rain (if any) we would cop on our second night in Birdsville.

The following morning we checked that the Birdsville Track was still open before we made our way south towards Mungerannie. The first 30km or so was extremely slippery and took us more than an hour to cover. We pulled up for a morning coffee when Dave alerted us to the fact that the mud in the trailer's wheel arches had stopped its wheels from turning.

The further south we drove the drier the conditions became and we made it to the Mungerannie Hotel by a very reasonable 4pm. Here we enjoyed the hot spring, the great camping and the excellent hospitality provided by publican Phil. The next morning Patrick, Fred and Wes even messed around trying to start Phil's old Defender 110 ute, which had apparently lain dormant for several years. They got it going in the end...



INTO THE FLINDERS

Our next destination was 400km away; the fabulous Prairie Hotel at Parachilna. We were on track to arrive before sunset when we suffered our next big mechanical issue. The inside rear wheel came off the 79 Series LandCruiser and, as a witness attested, it went

“RUNNING ACROSS THAT Paddock LIKE AN EMU”.

The wheel studs had sheered off and our only option was to call for a flatbed to haul the stricken Cruiser into Copley for repair. Dave and Vicky once again volunteered to accompany Mark, while the rest of us headed to the Prairie where we were sipping on our first cold beers by 8.30pm.

With the 79 fixed, and the whole crew together again the next morning, we headed off to Willow Springs Station, where we were booked-in to drive the spectacular Skytrek loop (see page 25). You could easily spend a full day or more here, and it was dusk by the time we'd made it to the final hill atop Willow Springs Homestead Lookout. It was here that the Defender started running rough, but Sam Purcell soon had it sorted by draining water out of the separator near the fuel tank. The GQ Patrol, on the other hand, had to make a break for it in an attempt to get back to the Prairie Hotel before sunset; its alternator had packed it in and would not provide enough charge to power the headlights.



"THE 40 SERIES IS THE CLOSEST THING TOYOTA EVER MADE TO A LAND ROVER. IT'S A LOT OF FUN TO DRIVE, AND I THINK IT SURPRISED EVERYONE."

Patrick Cruywagen,
RSA –
Deputy Editor,
Land Rover Monthly





WANG WAS A BIG FAN OF
THE FJ40
LANDCRUISER AND AT
TIMES IT WAS DIFFICULT
TO GET HIM OUT OF THE
DRIVER'S SEAT.

Wang Qing,
CHN – Publisher, FB Life

FINAL FLING

The final day of the ARB Off Road Icons adventure was a 500km drive from Parachilna to Broken Hill. We detoured along twisting dirt roads and through lush, green countryside for a lunch stop at Waukaringa Ruins and made it to Broken Hill by nightfall.

Our two-week drive from Alice Springs to Broken Hill had come to an all-too-soon end. It truly was a once-in-a-lifetime experience: it's one thing to partake in a 'standard' crossing of the Simpson Desert, but to do it in four iconic 4X4s ranging

from 20 to 40 years old is something else entirely.

The challenges presented by the vehicles themselves, along with the extreme conditions we encountered along the way, transformed what could have been an enjoyable trip into a truly epic adventure. It also proved that you don't need a 'new' four wheel drive to explore Australia's outback... as long as you have the right accessories, the right attitude and you're prepared for any potential problems along the way.

SKYTREK, WILLOW SPRINGS



WHAT IS IT?

The Skytrek drive loop on Willow Springs Station is a must-see attraction for any visitor to the Flinders Ranges. The station itself covers about 70,000 acres and the Skytrek loop was first opened in 1995. The loop was changed in 2012 and now runs exclusively on Willow Springs Station.

BEST WAY TO DO IT?

You can either self-drive Skytrek or join Michelle Reynolds for a guided tour, the latter option giving participants the opportunity to gain an insight into life on the station.

To comfortably complete the spectacular 80km Skytrek loop, you need to be booked in, have the gate key in hand and be ready to roll no later than 10.30am. While there's nothing extremely difficult on the loop, there's plenty to see along the way, so chances are you'll be stopping quite often.

Just 3.3km into the drive are some impressive aboriginal petroglyphs on a cliff

face beside the track. You then drive past black oak trees and bullock bush before breaking out into the open and happening upon Old Moxan's Hut, which was built around the turn of the last century and permanently occupied by a station employee until the early 1960s. This small hut was restored by the Nissan Patrol Club in 1993.

As you continue, keep an eye out for emus, kangaroos, wedge-tailed eagles and other wildlife, along with flora including black tea-trees, mulga trees, mallee trees, sugarwood and grass trees.

THE EXPERIENCE?

These days the Skytrek loop borders the Bunkers Conservation Reserve and it offers four wheel drivers a great mix of terrain, weaving through gullies and across paddocks, and up and over steep rocky tracks that offer impressive views of the property. Skytrek used to continue through the Bunkers Reserve to Mount Carnarvon, but it now stays entirely on Willow Springs Station. Two of the highest points, Prominent

Hill Lookout (704m above sea level) and Upalina Lookout (747m above sea level) provide spectacular 360-degree views of the surrounding Flinders Ranges.

The final stop on Skytrek is Willow Springs Homestead Lookout (725m, pictured above), which is a fantastic spot to watch the sunset before dropping back down to the homestead to return the key.

CAN I CAMP?

Accommodation options on Willow Springs Station include Jackaroo's Cottage, The Homestead, Moxan's Hut, Overseer's Cottage and the Shearer's Quarters. All of these self-contained facilities have utensils, crockery, blankets etc., so you just need to bring your own food and linen. There are also a number of private camping sites available. Bookings are essential and can be made by calling Brendan or Carmel Reynolds on (08) 8648 0016.

➡➡➡ For more information on Skytrek check out www.skytrekwillowsprings.com.au or email reynoldswsp@activ8.net.au.



70 Series Cruising

Toyota has upgraded its popular 70 Series LandCruiser commercial vehicle range, and ARB has developed new Deluxe winch bars to suit both flared and non-flared models.

SAFETY UPGRADES

Toyota has recently introduced an updated 70 Series LandCruiser range that features a host of upgrades, including the introduction of electronic driver aids such as Vehicle Stability Control (VSC), Active Traction Control (A-TRC), Hill-Start Assist Control (HAC), Brake Assist and Electronic Brake-Force Distribution, all in addition to

the vehicle's existing ABS brake package. To meet stringent 5-star ANCAP (Australian New Car Assessment Program) requirements, the 79 Series single cab chassis variants have also received significant chassis changes. This includes the relocation of the steering link behind the front axle for improved crash performance, a thicker and stronger chassis (now with seven cross members)

and new body panels. The 79 Series single cab models are also now equipped with a total of five airbags, including two curtain airbags and a driver's knee airbag.

The most obvious visual change across the 70 Series range is the redesigned bonnet, which has been developed to provide improved pedestrian safety in the event of an impact.

ARB DELUXE BULL BARS

ARB's engineers have developed a new, vehicle-specific mounting design for the LandCruiser 79 Series single cab models, to suit the redesigned chassis. The chassis spacing on single cab models is now significantly wider and taller than other models.

To retain the existing Deluxe bull bar appearance, the bar uprights and chassis mounts for the 79 Series single cab have been developed to tie in with the wider and taller chassis.

The recent facelift to the 70 Series range also gave ARB's engineers the opportunity to design and develop a 60.3mm Deluxe winch bar to suit non-flared 79 Series single cab models.

To ensure winch loads are shared through the bull bar and vehicle chassis while retaining airbag compatibility, the Deluxe bull bars for single cab models feature additional upright bracing.

FEATURES

Features of the Deluxe bull bar include ARB's multi-fold upswept and tapered wing design for optimum strength and maximum approach angle, a split-pan design for plentiful airflow to the vehicle's cooling system, 50mm cover straps on the uprights and room to accommodate a range of low-mount electric winches from Warn, Bushranger and Smittybilt.

Other Deluxe bull bar features include Hi-Lift jack points, driving light mounts, antenna mounts, LED clearance/indicator lights, and provision for fitment of optional ARB fog lights.

The ARB Deluxe bull bar is supplied standard in a satin black powder coat finish or can be optionally colour coded to match the vehicle.



A BETTER CRUISER

Toyota has upgraded the 70 Series LandCruiser's gearbox, giving it taller second and fifth gear ratios. As a result, the 70 Series will now cruise happily on the highway at 100km/h in top gear, with just 2,000rpm showing on the tachometer. In addition to offering more relaxed touring, this upgrade contributes to a claimed 10.1 percent improvement in fuel economy.

The LandCruiser's 1VD-FTV 4.5L turbo diesel V8 engine has also been upgraded and now features a diesel particulate filter (DPF) and piezo-electric injectors to help improve fuel economy and reduce emissions (it's now Euro 5 compliant). The addition of the DPF means that 79 Series models previously fitted with two 90L fuel tanks are now equipped with a single 130L fuel tank, making the availability of ARB Frontier and Long Ranger fuel tanks for the 79 Series even more attractive.

Other mechanical changes across the 70 Series range include the addition of auto-locking front hubs with a manual locking function and new single-piece steel rims on Workmate and GXL Troop Carriers, with tubeless 225/95R16 tyres.



LUX LID



AN ALTERNATIVE TO THE TRADITIONAL CANOPY, THE NEW ARB TANGO SPORT LID AND TANGO MOUNT SYSTEM FOR THE 2015 ON TOYOTA SR5 HILUX DUAL CAB, PROVIDES VEHICLE OWNERS WITH SECURITY AND LOAD CONCEALMENT, WHILE GIVING THE ADDED ABILITY TO CARRY UP TO 75KG LOAD ON TOP OF THE LID.

The new hinge system is designed to allow the original equipment (OE) sport bar to be refitted directly to the top of the sport lid, pivoting away from the cab as the lid is opened and increasing access to hard to reach areas of the tub.

Protecting the top edges of the tub and providing attachment points for the Tango sport lid hinges is the Tango mount system. Cleverly designed to allow easy removal of the sport lid for carrying taller loads, the Tango mount rails include T-Channels in the top face, which are designed to accept a range of Thule and Rhino cross bars, giving owners the ability to fit accessories such as bike carriers and load baskets.

Recessed within the top of the sport lid are two additional T-Channels, again allowing fitment of Thule or Rhino crossbars and accessories with the ability to carry loads

of up to 75kg. To enable the lid to be opened with the load in place, a maximum of 20kg is advised.

Utilising the vehicle key fob, the Tango sport lid incorporates central locking with a soft-touch electronic unlatching mechanism, similar to that used in the Ascent canopy range for simple one-handed opening. A weather-protected manual key lock and internal override latch is also provided, in case the vehicle battery is flat or someone inadvertently gets trapped inside.

Fully compatible with ARB under-rail ute liners, Sportguard and factory tie down points, the Tango sport lid can be used in conjunction with the Loadmaster cargo organiser and features an LED light that helps find items in those hard to reach areas.



LUX LID FEATURES

- > REVOLUTIONARY HINGE SYSTEM
- > EASY REMOVAL
- > ELECTRONIC CENTRAL LOCKING
- > MANUAL KEY LOCK
- > COMPATIBLE WITH ARB LINERS
- > LED LIGHT



200 BACK AT IT

Off road touring often requires the carrying of additional spare wheels or the relocation of a spare from under the vehicle, to allow fitment of a long range fuel tank. In addition, extra fuel or water may need to be carried and easily accessed. An ARB rear step tow bar offers a solution to these issues, while providing additional protection and a step for accessing loads carried on a roof rack.

Now available for the MY 2016 Toyota 200 series LandCruiser, the ARB rear step tow bar has been redesigned to allow for the subtle styling changes introduced with the facelift model.

Aesthetically, the most noticeable difference is the bumper moulding that houses a revised reflector design. ARB engineers have also taken the opportunity to introduce a revised wheel and jerry can carrier design that incorporates an upgraded bearing kit and bolt assembly.



As with the previous model, the ARB rear step tow bar is fitted in conjunction with the original equipment (OE) cross member and inbuilt square hitch receiver, with a 3,500kg rated tow tongue included in the kit. Large tow chain attachment points are easily accessible below the receiver, with a recessed mount, offering protection for a range of trailer socket types.

It should be noted that the ARB rear step tow bar is not suitable for fitment to the GX model due to the rear barn door design. If fitted, the lower rear door catches interfere with the bar, and the shape of the rear door creates a contact point with the carriers' under chassis movement.

FEATURES

Standard features of the rear bar include the option to fit a left or right-hand wheel or jerry can carrier, or a combination of both, with the ability to carry a pair of 33-inch wheel and tyre combinations or a single 35-inch. Wheel carriers are designed to fit both OE alloy and steel wheels and come with wheel nuts and an anti-

theft security nut and socket. There is also provision for fitting a padlock if additional security is required.

Each carrier is fitted with a simple latch lock and gas strut for effortless opening, while closing uses a slam-shut motion, similar to closing a car door. On severe off road angles, a spring loaded locking pin is used to hold the carriers open

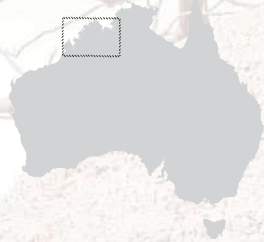
while accessing the rear of the vehicle.

Offering uncompromising rear end protection, the rear bar is manufactured from 3mm steel with departure angles optimised for off road terrain. Wing sections can be removed and replaced if they sustain damage and can be fitted with optional ARB mud flaps.

Finished in a durable satin black powder coat, the rear bar can be optionally colour coded to complement the vehicle. Accessories including a CB antenna bracket, camp light, HF aerial and Hi-Lift jack mounting kits, are also available.

MY 8 BEST OF THE GIBB

Words and Photography by Emma George



THE RUGGED BEAUTY OF THE KIMBERLEY'S SPARSE BUSH, WHERE BOAB TREES PROTRUDE FROM THE RED DIRT AND STUNNING GORGES LINE THE GIBB RIVER ROAD, IS A DESTINATION WHICH TRIGGERS ALL THE SENSES.

Falling asleep to the sound of dingoes howling and owls in the trees, and awakening to whistling kites and the sun bathing everything in golden light as it rises. Your sore body reminds you of almost every corrugation on the track, but the refreshing cool water of the gorge invigorates, as you wash away the dust that seems to infiltrate your entire body.

The 660km trek along the Gibb River Road from the outskirts of Derby to the fringes of Kununurra is a true wilderness adventure and something everyone should experience at least once in their lives. I travelled the Gibb River 10 years ago with my husband, Ashley and our young son, Austin, and we loved everything about it. This time we couldn't wait to take our three boys, sharing the experience with them and exploring further afield than our previous trip.

Long gone are the days when The Gibb was a mere goat track, as the road and campsites are now busy, particularly during peak periods. If you are willing to go in the hotter periods of the shoulder season and travel further afield, it eases congestion, and we had many a night when we were the only people to be seen. We spent almost four weeks on The Gibb, it was longer than planned but it was a brilliant adventure. Here are some of the highlights of our Gibb experience, but even after two visits, we will definitely be back as there is still so much for us to see and do.



1. TUNNEL CREEK & WINDJANA GORGE

Get your water shoes on for Tunnel Creek Cave and don't forget a torch, as this is a dark cave which extends 750m from one end to the other. One of the oldest caves in Western Australia, it was an exciting way for us to kick off our Gibb adventure. Even though we were visiting after two unusually dry wet-seasons, we still had to wade through water as we navigated the cave. Ghost bats and flying foxes hung from the ceiling, and a few small freshwater crocodiles weren't worried about the dark as they took residence in the creek.

It was a cool and welcome relief to the August heat, which already had the thermometer pushing well past 30 degrees. Large stalactites can be seen and if you hunt around, you can find Aboriginal rock carvings at the exit of the tunnel.

Nearby, Windjana Gorge is a beautiful place to explore and you are guaranteed to see freshwater crocodiles as you walk alongside the creek. The walk takes you past towering cliffs which rise almost 100m, and in these limestone walls, you can see fossilised fish and ammonoids. Jandamarra used the gorge as a hideout and Windjana Gorge is a highly spiritual place to the Bunuba people, who named it after the Wandjina, powerful creation spirits that reside here. We visited at sunset and the orange glow reflecting from the cliffs over the gorge was absolutely beautiful. It was just as striking the following morning when the sun rose above the horizon.

#CAVES
#SCENERY
#BATS
#FLYING FOXES
#CROCS
#HERITAGE
#FOSSILS
#BEAUTY



2. MORNINGTON WILDERNESS CAMP

Birds, wildlife and gorges are the highlight at Mornington. A 100km detour from the Gibb River Road, and, with a maximum of 50 people or 25 vehicles allowed at any one time, it is a great place to camp for a few days. Managed by the Australian Wildlife Conservancy, the area provides a refuge for native and endangered animals and is home to 201 different species of birds.

My 11-year-old, Austin, is a budding twitcher and as a treat, he and I rose before dawn and joined one of the birdwatching tours at the wilderness camp. We were taken to a private waterhole, where we sat quietly as the birds came to drink. It was engrossing seeing the numerous birds, such as finches, sparrow hawks, parrots and doves, but we were desperate to spot the rare Gouldian finch. As luck would have it, a flock of the superbly coloured red-headed and black-headed Gouldian finches flew from one branch to another and we studied their brilliant colours through our binoculars. I never realised

that bird watching could be so much fun and I felt privileged to share such a special wildlife encounter with my son.

The gorges were just as impressive and there is plenty to explore. We hired two canoes and paddled along the Fitzroy River at Diamond Gorge, stopping at the small waterfall for a picnic lunch, as well as several swimming spots along the river. Sir John Gorge sits in the middle of the King Leopold Range, and it is hard to fathom that you can sit on two-billion-year-old rocks that formed before life appeared on Earth. This is a favoured spot to visit at sunset, and we watched the cliffs change colour several times before the sun finally disappeared behind a grand old boab tree.

#BIRDS
#BIRD WATCHING
#CAMPING
#ANIMAL REFUGE
#CANOEING
#SWIMMING

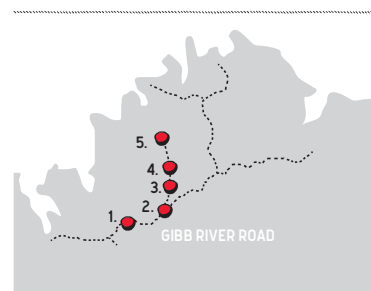


3. MOUNT BARNETT ROADHOUSE & MANNING GORGE

This bustling roadhouse was a favourite for us, with friendly and efficient service and a wide range of provisions, including fresh fruit and vegetables, which is a rarity in the outback. Mount Barnett Roadhouse is the key to Manning Gorge and you need to pay for a campsite or a day fee at the roadhouse to access the gorge. We decided to camp, and if you are happy to stay further from the facilities, there are some quiet sites where you can get away from the tourist throng.

A little tinny on a pulley system has been installed so hikers can keep their feet and clothes dry as they cross the river for the hike into Manning Gorge. The kids loved pulling the boat across and we started early

in the morning to avoid the heat and give us plenty of time to swim and enjoy the gorge. It was a warm walk and we were looking forward to a swim. When we finally reached the gorge, I immediately understood why so many people stop to visit. Despite the dry conditions, the waterfall was still flowing and the swimming hole was enormous. There were numerous rock ledges, all varying in height which we could jump off into the deep, clear water below, and we were instantly refreshed. A few of us gamer adults jumped off what we thought was extremely high at around six or so metres, but we were soon outdone by Austin and another boy who climbed to the highest ledge and launched into the water. We spent hours swimming, chatting to fellow travellers, standing under the waterfall and enjoying the reprieve from the heat and dust.



1. TUNNEL CREEK & WINDJANA GORGE
2. MORNINGTON WILDERNESS CAMP
3. MOUNT BARNETT ROADHOUSE & MANNING GORGE
4. MOUNT ELIZABETH STATION & BACHSTEN BUSH CAMP
5. ABORIGINAL ROCK ART & KING EDWARD RIVER

- #ROADHOUSE
- #FRESH FRUIT
- #FRESH VEGGIES
- #HIKING
- #SWIMMING
- #ROCK JUMPING
- #WATERFALLS

4. MOUNT ELIZABETH STATION & BACHSTEN BUSH CAMP

Of all the places we visited, **Bachsten Bush Camp** was our favourite, an incredibly beautiful, remote and quiet place in the Kimberley. It sits on the Munja Track near Walcott Inlet and is only accessed via Mount Elizabeth Station. You pay an entry fee and a key deposit to allow passage past the locked gate, making your way along the 120km rugged track, which takes about seven hours to negotiate. We hadn't planned on doing this detour, but after chatting with another couple, who had three boys like us, we decided to follow them in the next day. We love an adventure and don't mind a rough drive, but we didn't expect to find such a well-run and perfect bush camp in one of the most remote parts of the Kimberley.

The sand around our campsite was raked daily, we had wood supplied for our fire and of all the places in the Kimberley, there was a wood fired water heater for the showers and the most amazing solar powered twin tub washing machine. Camp hosts Peter and Anne baked us fresh bread and just when we thought things couldn't get any better, we had the whole place to ourselves one night and the beautiful gorges as well.

We hiked down the steep and overgrown track to Bachsten Gorge, which in peak flow almost matches the falls of the Mitchell Plateau. We enjoyed riding our fat bikes, and the kids loved exploring around camp, but the absolute highlight was the regular visits from endangered mammals. Northern spotted quolls would raid our rubbish if we weren't quick enough to stow it, northern brown bandicoots hopped around camp and scurried away as soon as you turned to see them. We also saw rare monjons (rock wallabies) and the endangered golden-backed tree rats, as well as numerous birds. It was an amazing experience to see so many endangered animals in the wild and a real privilege to visit this incredibly unique part of the world.

#BUSH CAMPING
#REMOTE
#HIKING
#ENDANGERED ANIMALS



5. ABORIGINAL ROCK ART & KING EDWARD RIVER

The Kimberley is home to some of the **oldest rock art in Australia** and it is believed that Aboriginal people lived here up to 60,000 years ago. Knowing where to find rock art requires a little research, however, there are several sites which are only a short detour from the main road.

Searching for, and discovering ancient rock art with our children was one of the highlights for us and we were able to appreciate beautiful paintings of Wandjina spirits, naturalistic images of animals and fish, as well as handprints and the intricate

Gwion (Bradshaw) images of human figures, adorned with elaborate dresses and artefacts. Some of the art was easy to find, while other times we walked kilometres searching around ledges and overhanging rocks where paintings might be.

One of the best locations we found was the second art site after crossing the King Edward River, on the road to Mitchell Plateau. A walking track leads past a mix of Wandjina and Gwion paintings which are scattered amongst the rocks.

#ROCK ART
#CULTURE



6. MITCHELL PLATEAU AND FALLS

A dusty road with thousands of corrugations and if it has been a good wet season, sizeable river crossings and seemingly endless deep bog holes, makes the trip to Mitchell Plateau a challenging yet memorable one. We visited 10-years-ago after a big wet season, and the falls were cascading at a rapid rate. Although it was slightly indulgent, we walked one way to the falls and took the scenic helicopter flight back to the camp ground. It was only from the air that we could truly appreciate the magnitude, ferocity and beauty of the waterfall.

Flying over the falls was a fabulous experience, however, we decided to bypass Mitchell Plateau on our last trip as the corrugations were extreme and the falls were only small due to a sequence of unusually dry seasons.

- #RIVER CROSSINGS
- #BOG HOLES
- #HELICOPTER FLIGHTS
- #WATERFALLS
- #CORRUGATIONS



7. KALUMBURU

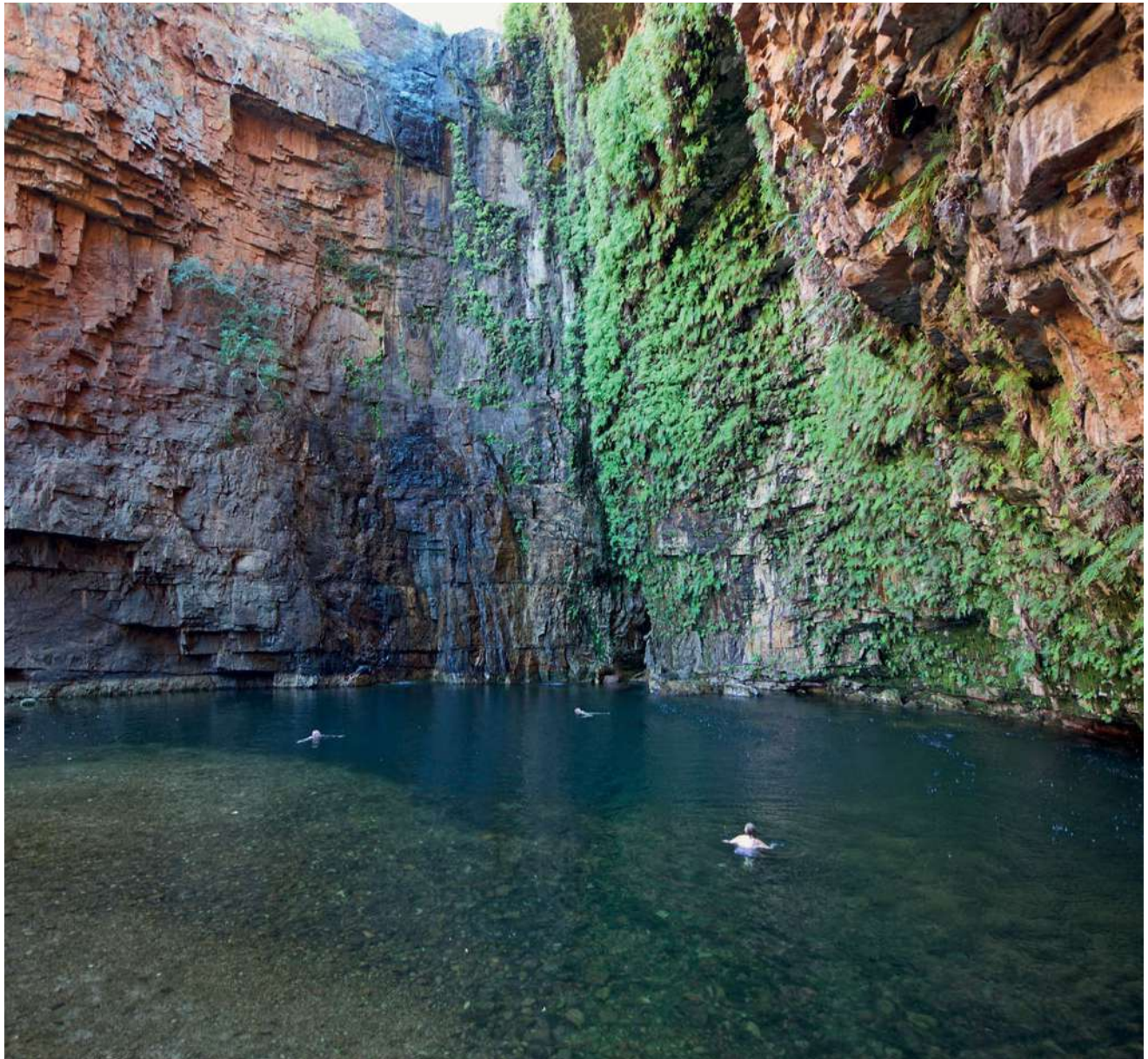
Honeymoon Bay is exactly as the name suggests, a picturesque place to camp right on the beach, about 25km from Kalumburu, and although the location and views are superb, the facilities are very basic. We were there to fish and enjoy the ocean and sand, a short reprieve from the dust of The Gibb.

Les, the Manager at Honeymoon Bay, has just re-established his fishing charter business and was happy to take our family out for a morning of fishing and exploring. We had glorious weather and as Ashley and I are fishing fanatics, we had our rods ready to go. We all caught giant trevally and trolled up a number of different species

but the highlight was watching our three kids haul in saddletail after saddletail, and even though the fish were still biting, we left as we had caught more than enough for us all to eat.

We visited Kira Kiro Art Centre at Kalumburu and bought some paintings, saw aboriginal rock art and even B25 Mitchell bombers that had crashed in World War II. It was well worth the rough trip into Kalumburu, and it was a good place to restock supplies.

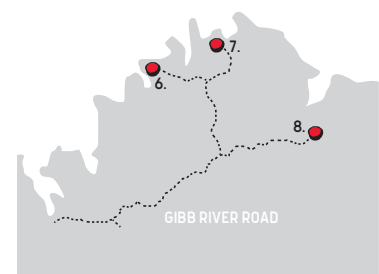
- #RIVER CROSSINGS
- #BOG HOLES
- #HELICOPTER FLIGHTS
- #WATERFALLS
- #CORRUGATIONS



8. EL QUESTRO STATION

This is the perfect base to explore some of the most beautiful gorges in the Kimberley, and with some of the best and cleanest facilities on our trip, we were happy to spend a few nights here. Although El Questro can get exceptionally busy, it is well set out, and we enjoyed dining at the outdoor restaurant, and the boys loved playing with other kids around the campground. The natural swimming pool, surrounded by grass and complete with deck chairs was a real luxury but don't stand still too long or the fish will nip you when you least expect it.

First stop for us was the very relaxing thermal pools of Zebedee Springs and we sat for ages in the warm water as the kids climbed from one pool to another. Emma Gorge is a relatively short walk, but it takes your breath away once you arrive, with ferns growing along the steep circular rocky sides that tower above the waterhole. The most enthralling for us was El Questro Gorge, a difficult scramble over big boulders, a swim through a rock pool and hike up a waterfall to finally reach the most picturesque little waterfall that runs into the clearest pool imaginable. It was a challenging yet exhilarating hike and a fitting way to end one of the best off road adventures our family has done.



- 6. MITCHELL PLATEAU AND FALLS
- 7. KALUMBURU
- 8. EL QUESTRO STATION

#RESTAURANT
#SWIMMING POOL
#THERMAL POOLS
#WATERHOLES
#HIKING
#BEAUTY

HOLDENS IN GEAR



ARB has developed a new range of protection equipment to suit the facelifted Holden Colorado and Trailblazer.

In addition to the recently announced Summit bull bar development for the facelifted Holden Colorado and Trailblazer models, ARB has developed a Commercial bull bar to suit these heavily revised vehicles.

Both the Colorado ute and Trailblazer wagon (previously named Colorado 7) underwent significant upgrades in the second half of 2016, with Holden making changes to the 2.8L turbo-diesel engine, the six-speed automatic transmission and the body. Many of these changes are aimed

at improving NVH (noise, vibration and harshness) levels, and the vehicles have been equipped with a new engine and body mounts, additional sound-deadening material, a thicker windscreen and new window seals.

The upgrade also includes revised front-end styling for both the Colorado and Trailblazer, hence ARB's development of the new Summit bull bar and Commercial bull bar to suit these vehicles. ARB has also developed Summit side rails and steps to suit the Colorado.

SUMMIT BULL BAR

With minimal under-the-skin changes to the front of the Colorado and Trailblazer, ARB's engineers were able to retain the existing bar mounts from the previous models.

As the Summit bull bar is new to Colorado and Trailblazer, there was still plenty of development work required to ensure compatibility with vehicle chassis and technology systems.

Both the Colorado and Trailblazer are available with a number of high-end safety features, and ARB had to take these into account when developing and testing the Summit bull bar. For example, the parking sensors had to be fitted as close as possible to their original locations to ensure correct operation. ARB also had to perform extensive testing of the lane-departure warning system, and forward collision alert system fitted to LTZ and Z71 models to ensure these technologies work properly with the Summit bull bar, as well as any accessories fitted such as antennas.

The durable steel Summit bull bar for Colorado and Trailblazer features ARB's distinctive multi-fold upswept and tapered wings with a 30mm outer radius, a split pan design for maximum strength and airflow to the vehicle's cooling system, large diameter 60.3mm tube outer frames and centre cross bar, and 62.6mm press-formed cover straps. It also has a recessed winch control box mount that results in a sleek and integrated appearance.

Other Summit bull bar features include Hi-Lift jack points, antenna mounts, driving light mounts, provision for fitment of fog lights and a range of low-mount electric winches from Warn, Bushranger and Smittybilt. For non-winch applications, the Summit bull bar is fitted with a press-formed winch cover panel for a fully integrated appearance.

COMMERCIAL BULL BAR

Recognising the popularity of the Holden Colorado and Trailblazer LT for fleet and commercial use, ARB has developed a Commercial bull bar to suit LS and LT models.

The mounting system originally developed for the 2012-model Colorado has been largely retained. The added reinforcing and attachment to the vehicle chassis provides airbag compatibility as well as a platform capable of withstanding winch loads up to 10,000lb, both angled and in line with the vehicle.

Like the Summit bull bar, the Commercial bull bar's wings finish in front of the vehicle's flared sheet metal guards. This allows adequate space for movement when the chassis is flexing. The bar is also compatible with each vehicle's forward collision alert and lane-departure warning systems. It should be noted that there is no provision for parking sensors to be fitted on the Commercial bull bar, as Holden's LS and LT model grades are not equipped with this feature.

The ARB Commercial bull bar is manufactured from durable steel and has a 60.3mm outer tube and 76.1mm inner tube. It has a split-pan design for airflow and extensive protection panels on either side. Features include twin Hi-Lift jack points, LED indicator and clearance lights, two antenna brackets, provision for fitment of ARB Intensity AR21 and AR32 Lights, AR40 light bar, a range of Bushranger and IPF lights and an optional fog light kit. The Commercial bull bar can also accept a range of Warn, Bushranger and Smittybilt low-mount electric winches.

SUMMIT SIDE RAILS & STEPS

Summit side rails and steps are now available for the Holden Colorado, offering the ultimate in vehicle body protection.

Summit side rails are compatible with either the Summit bull bar or Commercial bull bar, thanks to a design-registered clamp that offers a neat connection to the bars' 60.3mm uprights. The side rails and step are also manufactured from durable 60.3mm steel tube for a matched finish. They are supplied in a black satin powder coat finish or can be colour coded to match the vehicle.

The Summit steps have a silver anodised extruded aluminium top surface with front to rear ridges for grip. They can also be supplied with a return for those who don't want to fit side rails.

For more information on the full range of ARB product for the Holden Colorado and Trailblazer, visit arb.com.au

Isuzu I-VENTURE Club Tour

Do you remember your first off road trip? The first time you ever engaged low range, do you remember being in a near-new vehicle, with highway tyres, standard suspension and having no idea what your vehicle was capable of, as directions down a rock ledge were delivered to you across a UHF radio? Well, 20-odd Isuzu customers sure did after their inauguration into 4WDing during the most recent I-Venture tour through the Flinders and Bendleby Ranges, South Australia.

Many Isuzu D-MAX ute and MU-X owners found themselves here because Isuzu Australia propositioned them, "You bought a 4WD, how about we show you what it's capable of?", through their series of I-Venture Club training days and tours. We tagged along to the most recent event, a four-day tour through the Flinders and Bendleby Ranges and let's just say, this wasn't your usual 'beginners' tour'.



ABOUT I-VENTURE CLUB

I-Venture Club is an initiative started by Isuzu Australia to offer owners of their D-MAX dual cab utes and MU-X 7 seat wagons, the opportunity to undertake accredited 4WD training.

4WD training for beginners and experienced 4WDers is invaluable. The I-Venture Club training and tour events highlight the genuine capacity of today's 4WD vehicles and educates their owners on the safe and correct operation of these vehicles to get the most out of them.

From Adelaide, the convoy headed up the bitumen to Hawker for lunch, then dropped into Rawnsley Park Station to collect a gate key, before heading east into the Chace Range for the first afternoon of off road action. "Alright troops, as we cross onto the dirt we're going to switch over to 4WD high, does everyone remember how to do that?" A resounding reminder that this was a beginners' tour, some having never engaged 4WD before.

Winding through the flat pastures at the base of the Chace Range, I was looking forward to seeing an area of the Flinders I hadn't previously visited. At the entrance to the secured track, the drivers were instructed to jump out of their 4WDs and let their tyre pressures down to 20psi. All matter of contraptions were utilised, from keys to twigs and stones, tyre valves were depressed and the sweet smell of hot rubber extracted. Almost feeling like I was cheating, I offered a helping hand with the assistance of an E-Z Deflator to a few new friends to get us back behind the wheel.



Getting High on 4L

The instruction was given to engage '4L' as we entered the park. Taking up the rear of the convoy, it was both entertaining and encouraging to listen to the drivers ahead as they broadcast, often with no filter, their emotions and thoughts while approaching and traversing unfamiliar terrain. What started as undulated tracks crisscrossing through the pines quickly turned into dry and rocky riverbeds, switchbacks and culverts. A few decent climbs and some beautiful vistas later, amongst a flurry of UHF activity, a single voice broke through "Yes... made it, that was the steepest hill I've ever climbed."

"That's nice", I thought to myself, there must be a good little hill up ahead that's giving the newbies something to get excited about and test themselves. Conscious of the drivers ahead, a good buffer distance was between myself and the D-MAX in front, there is nothing worse than someone right up your

clacker as you're trying to negotiate a hill. When I arrived at the base of said 'hill' I had to do a quick double take to make sure I was still on the right track; had they really just taken 20 beginner drivers up this rocky, loamy and rutted track?

Well, it looked like a lot of fun, so needless to say, I was going up. Fully decked out with Old Man Emu suspension, running Cooper Discovery STTs, the MU-X flawlessly climbed the track, yet not without a little momentum and considered lines. Along the way I observed sporadic evidence of vehicles getting caught up on ledges, spinning tyres and the odd tow bar touchdown; but, they'd all made it and were deservedly proud of their efforts. A few hundred metres further up the track and we arrived at the lookout, drivers and passengers alike were up and about, swapping stories of their most hair-raising accomplished 4WD experience yet.

The Full Flinders Experience

What goes up must come down, a reasonable descent had all vehicles in second gear, 4L as we followed a tightly wound track around the range, heading back to Wilpena Pound Resort to be presented with our unique glamping abodes.

Day two was a chance to do the obligatory tourist trip of the region, up the fast flowing dirt roads to Chambers Gorge before heading west to the quaint town of Blinman for a mine tour (and a cold pint). From Blinman, we continued the tourist route through the must-see Bunyeroo Gorge and back to Wilpena Pound for a camp fire and supreme BBQ dinner.

During a chat around the fire, enjoying a frothy or two, I'd turned to Isuzu's David Harding and Marc Scott, "I'll give it to you boys, I was surprised to see you take these beginners up some of those tracks yesterday".



A STRAY, COY SMILE GRACED MARC'S MUG AS HE REPLIED: "YOU SHOULD SEE WHAT WE HAVE IN STORE FOR TOMORROW".



Heading South

Almost every state has a 'Billy Goat' track. They all share a number of characteristics; steep, rocky and generally not for beginners. Day three of the I-Venture Club tour had us packing up at Wilpena Pound and heading south to the Bendleby Ranges, where we would be stationed on an old cattle farm, currently offering a great range of homestead, shearer's quarters, bunk and camping accommodation.

From the property, Dave and his crew lead the convoy down a challenging and rocky valley, David, walking the track, at each interval was guiding drivers through with precise instructions over a

hand-held radio. The landscape through the area is stunning; the track is genuinely challenging with rock ledges and drop offs that, without the right line, would quickly have you and your vehicle on a path to destruction. As we negotiated the valley and headed for the saddle, drivers were challenged with rocky surfaces and large opposing washouts that, without diff locks, would threaten to render their vehicle immobile.

The shale descent was a heart thumper for the drivers, who at this point can no longer be referred to as beginners, given they had all successfully passed several intermediate rated tracks with no casualties short of a punctured tyre or two.



Billy Goat Ridge Track

Amongst the Isuzu owners, the chatter around the pending and infamous Billy Goat Ridge Track had started to turn into sheer terror. To be fair, I was nervous too. I remember those early days, approaching tracks with more questions than answers, not truly confident in either my own nor my vehicle's abilities.

I opted to go ahead with the crew from Pat Callinan Media, with an expectation that there might be the opportunity for some good action shots along the way. As we approached the start of the track, I appreciated the anxiousness this was likely to evoke from the drivers, as the path to the peak was almost completely visible from the bottom; every step, every rock. The track was aptly named.

With the PC Media boys ahead of me, in their stock standard MU-X, I watched at the base of each section to observe their line choice. Intermittent clouds of white dust shooting up into the air would signify a 'hang up' ahead, a pause in momentum suggested a passage worth extra consideration.

"This could get interesting," I thought to myself as I climbed the first section of track across a set of whoops that would have made an acceptable 'double' jump on any reasonable motocross

track. The obstacles didn't subside; each section offered its own challenge from tight off-camber switchbacks to series of rock steps. Once past the worst of it, time had come to pull over and grab the camera out to spectate how these quickly evolving drivers were going to adapt to the challenge.

It was at this point that the drivers, with their genuine lack of 4WD experience, coupled with stock standard vehicles, were starting to reach their limits. The 18psi tyres supported by the automatic aid of traction control could only offer so much relief through the technical section. Dave mentored each driver, spinning wheels and sweating brows, up and through the appropriately 'experienced' rated Billy Goat Ridge Track.

Mentally exhausted the drivers reached the pinnacle, which, while extremely elevated, could not match the spirits of the accomplished Isuzu owners. Having reached the summit, there was nothing more to do than chuck it in low first, and cruise down the steep track back to the Bendleby Ranges homestead to revel in memories from amongst the group, while enjoying a well-earned ale and hearty meal around the campfire.

THE RIG

THE ARB MU-X attracted more Isuzu owners than bug splatter throughout the tour.

The ARB MU-X is kitted for adventure:

- ARB Deluxe bull bar
- Old Man Emu Nitrocharger Sport suspension system
- Intensity AR21 LED driving lights
- ARB under vehicle protection
- ARB recovery point
- Outback Solutions drawers
- ARB 60L Fridge/Freezer
- ARB on-board air compressor
- WARN Zeon 10,000lb winch
- Safari snorkel
- Rhino Pioneer roof rack
- GME XRS Connect UHF
- HEMA X1 navigator

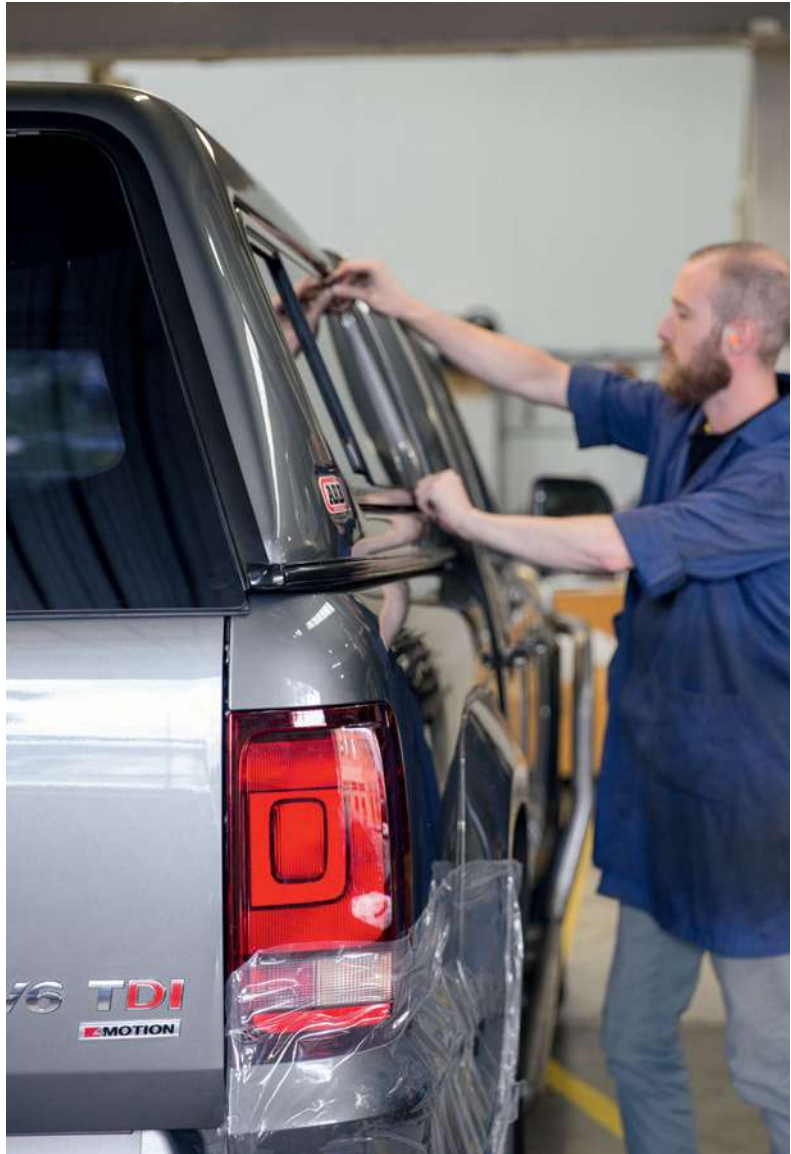
While today's 4WDs are remarkably capable, you owe it to everyone to protect yourself, your passengers, your vehicle and our tracks. Fitment of ARB gear prepares you for the unknown, while equipping you to visit some of the most remote locations with ease and in style.

I-Venture Club events are available to all Isuzu owners with training days and tours operating nationally, year round.

**For more information visit
www.iventureclub.com.au**

POWER PARTS

Volkswagen's new Amarok V6 is the most powerful diesel ute on the market. Despite a host of changes, ARB's engineers are working around the clock to ensure Amarok V6 owners have access to a complete range of 4x4 accessories.



Volkswagen's new top-of-the-line Amarok features a 3L V6 diesel engine that pumps out an impressive 180kW of power and 580Nm of torque in 'overboost' mode, making it the most powerful diesel 4x4 ute on the market. While the Amarok V6 doesn't score a dual-range transfer case, its eight-speed auto transmission has a low first-gear ratio, that still provides strong off road performance in tricky and steep terrain.

In addition to the new engine, Volkswagen has made various other minor modifications to the Amarok V6, including a slight redesign of the tub. As a result, ARB's engineering team have been hard at work ensuring a full range of accessories are available to suit the new model.



ARB Classic Canopy

ARB has completed development work on a Classic canopy to suit the new Volkswagen Amarok V6. With a number of minor changes to the internal tub design, the mount rail system for the existing canopy has been updated and replaced with a corner bracket mount system. This new system offers increased structural support of the canopy and ensures the load is transferred to the vehicle's tub hard points.

A new internal support frame has also been developed to suit the new mount system, and additional foam seals are installed at the time of canopy fitment for added protection against water and dust ingress.

The Classic canopy for Amarok is available in a standard height with a smooth or textured finish. It's manufactured from 9mm ABS plastic, making it extremely tough and durable. This material is also inert, so it's safe for transporting animals with suitable ventilation.

The canopy is fitted with 5mm thick tempered safety glass and the rear door contours to the curve of the tailgate. The front window of the canopy is a lift-up design, which provides maximum visibility and allows for easy access to the vehicle's rear cabin window, for cleaning purposes.

The Classic canopy is available with a wide range of options including vents and roof load-carrying accessories. The canopy is also compatible with all ARB ute liners.



Additional Accessories

Supplementary kits have been developed for the Amarok V6 allowing fitment of the existing ARB Deluxe winch bar and ARB Sahara bar. Both bars are supplied with a parking sensor kit for complete compatibility with the Amarok V6's front parking sensors. In addition to the aforementioned Classic

canopy, the new Amarok V6 is also compatible with ARB's top-spec Ascent canopy. The Ascent features a vanishing-edge design over the tub that complements the styling of the vehicle. It is also compatible with the vehicle's remote central locking system and features one-handed door opening, via a switch in the rear door grip, as well as pop-up side windows that are operated by simply pressing switches

located at the front edges of the canopy.

Other existing ARB accessories that have been confirmed for fitment to the new Amarok V6 include the Summit bull bar, Summit side rails and steps, Summit rear step tow bar, sport lid, Sportguard liner, bed liner, side rails and steps (supplementary kit required), Air Lockers, Outback Solutions roller drawers, and

Thule and Rhino racks. ARB's engineering team are continuing work on the Amarok V6 and will soon have availability confirmation of other accessories including Classic canopy plus (pictured), long range fuel tanks (Frontier and Long Ranger), Kaymar rear bars and carriers, Hayman Reese tow bars plus much more. Stay tuned!

THE OUTBACK WAY

WORDS AND PHOTOGRAPHY BY STEVE FRASER

I travel hundreds of thousands of kilometres each year, and most of these adventures begin at an airport. I'm resigned to the long queues, average food and many hours of cramped long-haul flights.

But, when I load up the Troop Carrier and head for the bush, I get very excited about the prospect of an Aussie adventure. **I have been to every continent on the planet and have lost count of the number of countries, but no trip matches up to remote Australia.**



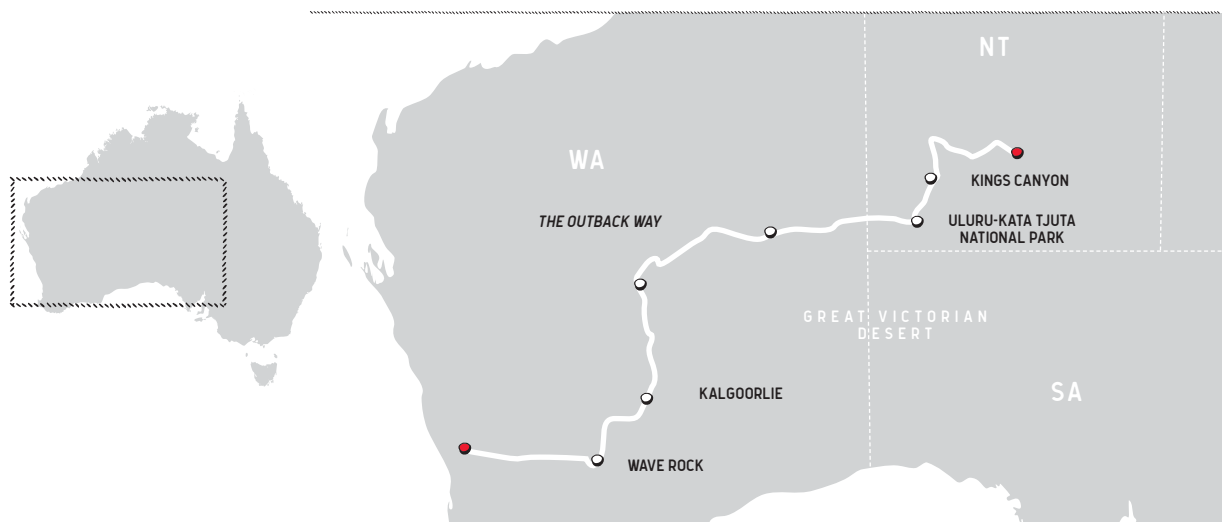
THE SETUP

Months of planning went into our six-week expedition through Central Australia, South Australia and along the Bight into Western Australia and home. Departure day arrived, and it was a joy to climb into the Troop Carrier (nicknamed Thomas the Tank) and head out onto the open road.

The Troop Carrier was filled with the comfy swag, camping gear, the fridge loaded with my favourite food, and of course,

a truckload of camera gear. We had everything we needed to get away from it all and sustain ourselves in the bush for six weeks.

My wife was along for the adventure, which made it much more fun as she doesn't always get to share my trips. We headed out from Perth with friends, Glen and Barbie, who have a well set-up Pajero.



The plan was to head to Alice Springs via The Outback Way, **but not before a few side excursions to check out some of Australia's most spectacular locations.** The first stop is Kalgoorlie to pick up a couple more friends, Ron and Sharon, who have a very well sorted FJ Cruiser.



KALGOORLIE TO GWALIA

The drive to Kalgoorlie is not the most exciting, but I know a couple of good country bakeries along the way, so that more than makes up for six hundred kilometres of blacktop.

The Goldfields town of Kalgoorlie is a fascinating place with lots of history and amazing old buildings. However, my love of the wilderness means that Lake Lefroy is the destination for sunset.

The dry salt lake is about eighty kilometres south of Kalgoorlie. The road is bitumen most of the way and a good gravel road the last 10-15kms. Lake Lefroy has been used for speed records, land sailing events and recently a few cricket ads. It has the craziest natural colour contrasts. The pure white of the salt lake, the rich red earth that fringes it and one of the best sunsets I have seen in a long time were the ingredients for a perfect evening. I got a pretty good photograph, and it was a nice way to start a trip.

The next morning was an early start, and as we headed north, the first stop was the quirky town of Gwalia. The little settlement that grew up around the Sons of Gwalia Mine in the late 1890s thrived until the final whistle blew on 28 December 1963, closing the mine and putting two hundred and fifty men out of work. Gwalia's twelve hundred-strong population fell to just forty in less than three weeks.

Today, the abandoned homes and businesses of Gwalia create a tangible snapshot of a vanished era and way of life. You can step inside quaint cottages built of corrugated iron, timber and whitewashed hessian and imagine the life of a mining family in the late 1800s. The old mining town is filled with equipment, cars and homes from a different era and is distinctly Aussie. A few hours further up the road, we finally hit the dirt, and the stresses of life disappeared with every kilometre. I love the fun of searching for a camping spot, and it's not long before we find a dry creek

bed, shaded by beautiful white gum trees—a perfect spot to share a campfire on the bank with a few good mates.

Before long, the camp is set up, the fire is going, and the scent of a good steak cooking over an open fire wafts over us. My favourite dessert in the bush is barbequed banana. The trick is to use over-ripe bananas, then throw them on the barbeque plate and leave them until they start to split. Leave it for another five minutes, and the result is a sweet caramelised banana. Yum!



236KMS



WARBURTON

We head towards Warburton the next day and the roads are rough in spots after the summer rain. Overall, it's a relaxing drive through classic Australian bush, lots of riverbeds lined with white gums. The decision is made to head off The Outback Way and head for Jamieson. The going is a bit slower, but it's more interesting with a few creek crossings and hundreds of old cars along the road. Jamieson was a great spot to refuel both the vehicles and the drivers.

Ten kilometres out of Jamieson, we head north and back towards the main road. This added around a hundred kilometres, but it's well worth the detour.

The camping choice for the night is a beautiful clearing, not far from Ngaanyatjarra-Giles and only a kilometre off the main road. We were surrounded by incredible ridges and the sunset's red glow intensified by the minute. It was time to sit back with a cold drink and enjoy what camping in the bush is all about. Did I say how much I love the bush?



672KMS





KINGS CANYON

Kings Canyon is best experienced at sunrise, so we got up early, and the six of us made the climb to the top of the canyon. We arrived around thirty minutes before sunrise with plenty of time to set up the camera and relax, or so I thought. I turned the camera on and, to my surprise, the batteries were totally flat. The spares were back in the car, what a rookie mistake!

I had a choice to sit back and enjoy the sunrise or make the dash for the car. Yep, you guessed it; it was time for a serious workout. Flat out like a mad man, I sprinted down the ridge, passing many overseas tourists who were either amused or perplexed at the mad Aussie.

I got the batteries and began my second climb to the top. It was me against the rising sun. As the glow got brighter, my heart rate maxed out. I continued to run to the top, passing the same tourists who were now convinced I was crazy. My legs shook, sweat poured, and my lungs screamed for a break. I made the top and put the new batteries in, just as the sun hit the horizon.

I took the shot, breathed and slugged down some water. No one will ever know that

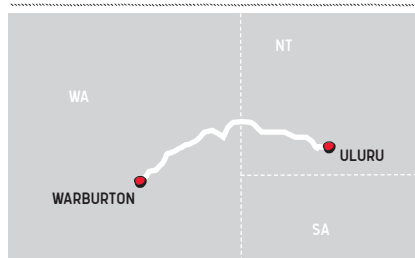
THE MONEY SHOT

The next day it was time to head for Uluru. I've been to Uluru on many occasions, but that first glimpse still makes my heart skip a beat. If you've never been there, you should make it a priority. Every Aussie should go at least once in a lifetime. If you've made the pilgrimage, then you will understand when I say it's more than just another great location. I always find it a spiritual experience and witnessing the rock transform at sunrise and sunset impacts me every time.

On this trip, I had a special photo in mind that would give a new and unique view of Uluru. The plan was to photograph the rock at 2am with the only light being a million stars. It's an interesting exercise working in total darkness. I wanted to catch the moment in a single image, no Photoshop, just nature at its very best. Uluru captivates people around the world, and the resulting image has been published all over the world and viewed by millions of people.

At sunset, the next night, I headed out to Kata Tjuta (The Olgas). After an hour hiking in the bush to get a different vantage point, Ron and I sat on the warm, smooth rock and watched the incredible Sunset Over Kata Tjuta show. I get why people like computer games and movies, but you haven't lived until you experience a sunset in Central Australia.

After a couple of days, we left the rock and headed north to Kings Canyon.



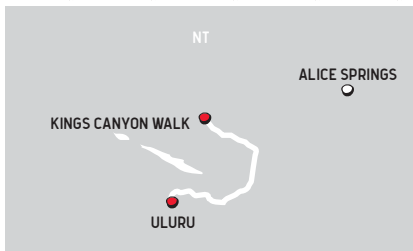
558KMS



that beautiful moment isn't as relaxing at the picture shows.

The rest of the visit to the canyon was a lot more relaxed. Spots like the Garden of Eden are worth the extra effort to climb into. Allow half a day and get there early to beat the heat, then take your time (and your batteries), and you'll have great fun.

The back road to Glen Helens from Kings Canyon can get a bit rough, but any 4WD will make it with ease, just take your time. The plan is to stay in one of the great cabins at Glen Helens for a couple of days. This will give me time to show the area off to the other guys who are visiting for the first time.



321KMS

WEST MACDONNELL RANGES

The West MacDonnell Ranges are one of my favourite locations and were made famous by the incredible Albert Namatjira's beautiful artwork. It's easy to see why Albert loved the region.

Ellery Creek with its white gum lined banks, Ormiston Gorge and those red rock cliffs, Mount Sonder, Mount Giles and Mount Zeil are classic Australian locations. To the local Arrernte people, this area is the Dreamtime birthplace of the mountain ranges in the area. As the caterpillar ancestral beings moved out from Emily Gap, they formed the MacDonnell Ranges and the site of Alice Springs.

When viewed from the air, this is truly some of the best landscapes in Australia. It's paradise for a landscape photographer and perfect for sharing with a bunch of mates.

The next few days are spent exploring, swimming and having an experience that none of us will forget. We all agree we need to come back and spend more time around the area. You could easily spend a week out here and not see everything.

We packed up and headed to Alice Springs. It was an easy drive on bitumen and gave us a chance to reflect on the last couple of weeks.

I think Dorothea Mackellar summed it up much better than I could ever do when she penned those immortal words:

'I love a sunburnt country, a land of sweeping plains, of ragged mountain ranges, of droughts and flooded plains.'



309KMS



GUIDING LIGHT

WITH SO MANY LED LIGHTING OPTIONS ON THE MARKET, CHOOSING THE RIGHT ONE FOR YOUR FOUR WHEEL DRIVE IS NO EASY TASK. HERE'S WHAT YOU SHOULD CONSIDER BEFORE MAKING A DECISION.

There are many things to consider when you're in the market for a lighting system for your 4X4, from the driving conditions you're likely to encounter, to the amount of space you have available to mount lights on your vehicle. The good news is that quality LED lighting systems, whether driving lights or light bars, provide better illumination than ever before. But which one will best suit your requirements?

DRIVING LIGHTS OR LIGHT BAR?

ARB Engineering Team Leader, James Luke, has been heavily involved in the development of ARB's Intensity LED driving lights and light bar, so he knows a thing or two about choosing the right vehicle lighting system for different applications.

"One of the most important things to consider when deciding between driving lights and a light bar is mounting location and the available real estate for mounting," explains James. "If you don't have room for a pair of round driving lights, then a light bar becomes a great alternative."

Whereas driving lights are traditionally mounted on the flat surface of a vehicle's bull bar, light bars provide greater flexibility due to their lower profile, enabling them to be mounted on the leading edge of a bull bar's top tube or up on a roof rack. This is particularly true of ARB's Intensity AR40 light bar, which can be neatly mounted on the bull bar top tube using a unique curved mounting system, or it can be mounted to a roof rack or on the top pan of a bull bar via an optional pedestal mounting kit.

The type of nighttime driving you're most likely to encounter will also influence the decision to fit a pair of round driving lights or a light bar.

"An understanding of what sort of light you would like is just as important," says James. "Typically, a round light offers a greater opportunity to focus the beam pattern, so if you're looking for projection down the road, then traditionally you're far better off with a round driving light than a rectangular bank of LEDs, which are generally better suited to off road driving, where a greater spread of light is preferable to a long distance spot."

It should be noted that not all light bars are created equal, though, and these days a well-engineered light bar can also be an effective light source for driving on the open road at night, especially one that offers a spot or a combination beam.



QUALITY OPTICS

"In spot beam configuration, ARB's new AR40 light bar provides a fantastic focal point and provides great penetration down the road," explains James Luke. "For the most part, this is due to the reflector technology and its ability to harness the light, which is particularly important when you're talking LEDs. There's a big difference between total light and useable light. A lot of competitors quote light output in total raw lumens, but this measurement doesn't represent real world performance."

A raw lumen figure is a theoretical value calculated by multiplying the maximum rated output of each LED by the number of LEDs in a light. It does not take into account the way the optics harness the light and direct it to where it's needed (see page 53, Lumens & Lux).

"We spend a lot of development time fine tuning our optics to make sure we get as much light as possible, focused on the areas that improve real world performance", says James.

The ability to focus the light through optics has always been important with driving lights, even when halogen and HID lights

were cutting-edge technologies, but James says it's even more relevant when it comes to LEDs. "The effect is more pronounced with LEDs because you've got 20, 30, 40 different light sources, all doing their own thing, and you don't have a large reflector to be able to focus the light and push it all forwards."

There is an advantage, however, with having all of these individual light sources.

"With light bars, we can now do combination beams, which contain a combination of spot and spread reflectors."

On our new combination light bar, we've got five banks [of LEDs], the outer two of which are a spread pattern and the inner three are a spot. This results in a nice hot spot in the centre for good penetration down the road, as well as good peripheral vision out to the sides from the two outer banks of LEDs," says James.

BUILD QUALITY

It's no secret that ARB joined forces with renowned US lighting company, Rigid Industries when it first embarked on its Intensity LED project. After all, Rigid is a world leader in the field of LED lighting.

"Our manufacturing expertise has always been focused on fabricated products like bull bars, rear bars and roof racks,"

says James. "When it came to getting involved in LED lights, we were keen to align ourselves with a specialist electrical manufacturer and Rigid Industries in the States, who are the LED light experts, fit the bill perfectly. They're at the forefront of LED lighting technology, so we've certainly taken their advice and have been very happy with what they've provided."

That advice involved componentry as well as design, which is why ARB Intensity lights use top-shelf Osram LEDs with a 50,000-hour lifespan, integrated thermal management, a high pressure cast and extruded aluminium bodies and a virtually indestructible polycarbonate lens. All ARB Intensity lights are dust and waterproof to IP68.

"With electronic circuitry inside the light, the IP68 rating, combined with breathability, is extremely important", says James. "You've got to keep these things protected, but they do get hot, so they have to be able to breathe as well."

"Designing the body of the light to aid in cooling was important too. Creating a heat sink to dissipate heat comes down to surface area and weight, and with over 435,000mm² of surface area on the AR40, we have plenty."

"While the heat sink on the Intensity light bar provides excellent cooling, it was still important to protect the circuitry in extreme conditions, such as when the vehicle is stationary for long periods of time in high ambient temperatures, with the light running."

"When these things get too hot, you'd much rather that they back off a little bit than fry themselves, so we've integrated internal thermal management as well, which will start de-rating the light, drawing less power and preserving the electrics. With good heat sink, a good surface area and good airflow around the light, the Intensity light bar can dissipate that heat extremely well so it would be very rare for the thermal management to kick in, but it's a safety thing," says James.



POWER CLAIMS

What you see and what you get aren't always the same, and this is the case with many cheaper LED lights on the market. Manufacturers often have high power claims, but don't actually produce anywhere near the amount of light that you'd expect.

"We've been doing back-to-back testing of various claims," says James. "A 20-inch light bar is typically about 120 watts, because you've got 40 LEDs at 3W each, but we've seen a range of results in our testing. We recently tested a 120W light bar that was drawing only 95W. We also tested a

55-inch light bar that was claiming to pull 450W, and it topped out at just 270W. If you're only pulling 270W, you're not getting anything like 450W at the other side, so the light is not providing anywhere near its claimed performance."

"There's a marked difference between a good quality light and something that's designed and built entirely around price. If we could say one thing to customers making a decision on lights, it'd be to make sure you're buying a light from a company that you trust can back up the claims they're making around performance."

LUMENS AND LUX

Lumen: The total amount of light that radiates from a source is measured in lumen. In the case of a light globe or LED, this is measured in all directions (i.e. 360°) from the source. It does not represent the usable light that falls on a particular surface (e.g. a kangaroo 600m down the road).

Lux: The amount of light falling on a surface is measured in lux (lumen/m²). In the case of a driving light or light bar, this can be the amount of light focused towards a surface in the distance (e.g. a kangaroo 600m down the road). For a given distance, a well-focused light source will provide a higher lux reading than one with poor focus, because the light has been tuned to point in the correct direction.

SMOOTH WRANGLER

ARB'S NEW TWO-INCH BP-51 SUSPENSION SYSTEM FOR THE JEEP JK WRANGLER OFFERS THE ULTIMATE IN RIDE AND CONTROL, WITH EASY ADJUSTABILITY TO SUIT DIFFERENT DRIVING CONDITIONS.



ARB has developed a new Old Man Emu (OME) BP-51 suspension system ideally suited to Jeep JK Wrangler owners who want to significantly improve the touring capability and comfort of their vehicles, while achieving a ride height increase of around 50mm. The BP-51 two-inch suspension system for the Jeep JK Wrangler joins the previously developed BP-51 four-inch system.

**THE BP-51 IS A
REVOLUTIONARY BYPASS
SHOCK ABSORBER WITH A
51MM BORE SIZE, AND IT IS
WITHOUT A DOUBT ONE OF
THE MOST TECHNOLOGICALLY
ADVANCED SHOCK ABSORBERS
ON THE MARKET.**

Features include a hard anodised, aircraft grade 6061, T6 aluminium body, a remote reservoir, revolutionary internal bypass, position-sensitive technology and adjustable compression and rebound damping.

The BP-51 has been designed to offer the ultimate in vehicle control and enhanced comfort through progressive damping. As



the suspension compresses under load or extends when rebounding, damping performance firms up significantly (up to 300 percent) in the end zones to virtually eliminate the chance of bottoming out or topping out. This results in a much-improved ride and better control over rough terrain, without compromising ride quality on smooth surfaces.

The BP-51 also features individually adjustable compression and rebound damping, allowing drivers to tailor their Wrangler's suspension performance to suit their preference, as well as to suit the terrain in which they're driving. A driver would typically run different damper settings on sealed roads or smooth gravel roads than in certain off road conditions. For example, if road conditions deteriorate as you're driving, and you encounter deep washouts, corrugations or undulations, you can increase compression damping by a couple of adjustments to give the shock more resistance to compression, and increase the rebound damping by two or three adjustments to give improved rebound control. A C-spanner is supplied

for easy damping adjustment through a range of 10 clearly marked compression and rebound settings.

Development of the new JK Wrangler BP-51 two-inch system was based on the existing four-inch system. "To optimise the compression and rebound travel available, it is desirable to make the compressed length and therefore extended length of the damper as long as possible without compromising compression travel," explains Stuart Fooks, OME Lead Engineer in charge of the BP-51 program. "On the front, this was achievable without the need for a bump stop spacer. To achieve the desired travel from the rear [suspension], a small bump stop spacer has been added to the mounting kit for the two-inch system."

"WE STILL HAVE MAINTAINED A REAR BUMP STOP SPACER, BUT IT'S NOT AS LONG AS THE BUMP STOP SPACER NEEDED FOR THE FOUR-INCH KIT," SAYS STUART FOOKS.

Like all OME suspension systems, there are a variety of spring options available for the JK Wrangler, depending on a number of factors, such as the potential for fitted accessories and the load the vehicle is likely to be carrying. In the case of the Jeep JK Wrangler BP-51 two-inch system, there are specific spring options to suit two or four door variants, as well as petrol and diesel models. Spring rates are also tailored to suit vehicles with no accessories fitted, vehicles with a bull bar, and vehicles with a bull bar and a winch.

The BP-51 system to suit the Jeep JK Wrangler has undergone extreme testing to ensure peak performance and durability, both in the lab and in the field. It will be available in April 2017.

PORTABLE POWER

Need for Power

Four wheel drivers have always needed access to more power than their vehicle's standard electrical system could supply. After all, accessories such as fridges, winches and driving lights draw a significant amount of power, which can quickly drain a vehicle's starting battery, leaving you potentially stranded.

Back in the early days, the solution to power requirements was to fit a second battery and an isolation switch, so that the operator could manually swap between batteries, to ensure accessories drew power from the auxiliary battery, leaving enough charge in the starting battery to fire up the engine when required.

The problem with a manual switch, however, was that the operator could easily forget to swap between batteries, rendering the starting battery useless. The solution was the automatic battery isolator, which came in various forms, such as the relatively simple switching solenoid, the blocking diode and the microprocessor control system. These systems all have their respective pros and cons and are still in use today in various forms.

Over the years the role of a dual battery system hasn't changed, although there are now far greater demands on a vehicle's electrical system due to the number of accessories we like to take with us when we head bush... to get away from it all. We still travel with a fridge, still use driving lights and occasionally need to operate an electric winch; we need to charge our phones, sat phones and cameras, run camp lighting and kids' entertainment systems, have power for our sat navs and UHF radios, and much more.

The complexity of vehicle electrical systems has increased dramatically over the past few years, as has battery technology, so a simple switch no longer cuts it when it comes to dual battery set-ups.

Dual battery systems are made up of several components: the vehicle's charging system (alternator); the starting battery; the auxiliary battery; a battery tray or battery box; a wiring loom; and a battery isolator. In modern vehicles, an additional component is required to ensure correct charging of the auxiliary battery; a DC to DC charger.



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Batteries

Traditional lead acid starting batteries have thin plates and a porous active material, that allows the battery to deliver a lot of power for a short period, which is needed to start an engine. The battery doesn't lose a lot of power in the starting process before the alternator begins to recharge it. But, if a starting battery repeatedly loses a lot of its charge and is recharged, the active material will break away, so it's not suitable for powering electrical equipment for long periods of time with the engine off.

Deep-cycle batteries contain a denser active material. In some deep-cycle batteries, there are glass-mat separators, which help keep the active material on the plates, as well as prevent damage from vibration – these are called Absorbed Glass Mat (AGM) batteries. Other deep-cycle batteries use a gel electrolyte technology, which holds the battery plates securely in an immobilised gel. Either of these designs will deliver consistently higher levels of power for longer periods of time than a starting battery, making them perfectly suited to powering vehicle and camping accessories.

While starting batteries and deep-cycle batteries are designed to perform different duties, there is one popular battery that will do both jobs; the Optima Yellow Top. This AGM battery is claimed to be the only true dual-purpose automotive battery, in that it can be used as a starting battery or for powering electrical accessories, because it offers both premium cranking power and unparalleled cycling capability (rechargeability).

For those without much space to fit a second battery, the solution may be a lithium iron phosphate (LiFePO₄) battery. Not only is a lithium battery about half the size of an equivalent lead-acid battery, but it's also about 30 percent lighter. Other LiFePO₄ advantages are that they emit no harmful chemicals, charge more efficiently and are much longer lasting (up to 10 times). Over its entire lifespan, a lithium battery may cost less than a lead-acid deep-cycle battery.

Power Requirements

No matter what auxiliary battery type you choose, you'll have to ensure it's powerful enough to suit your requirements. Batteries are rated in ampere-hours (Ah), which is the amount of energy charge in a battery that will allow one ampere of current to flow for one hour.

Your power requirements in watt-hours (Wh) can be calculated by checking the power consumption (load) of your electrical appliance expressed in watts, and then figuring out the length of time you intend to run each appliance between recharges. Simply multiply watts by hours to figure out each appliance's Wh requirement.

Divide your Wh figure by the voltage (12 volts in the case of most four wheel drives), and you will be left with Ah. Add a safety margin of 50 percent to decide what battery you need. Confused? Have a look at the below table.



Calculating Battery Size

	Equipment loading (watts)		Estimated usage (hours)		Watt hours
Fridge	30	X	12	=	360
UHF Radio	20	X	2	=	40
Camp Lights	40	X	4	=	160
Total Watt Hours (Wh)				=	560
Total Amp Hours (Ah)	(Wh ÷ 12v)			=	47Ah
* With a 50 percent safety margin you'll need a 70Ah battery.					

**POOR QUALITY LOOMS
WILL AT BEST RESULT IN
INEFFICIENCIES AND AT
WORST BE HAZARDOUS.**

Battery Location

The location of your auxiliary battery will depend on what vehicle you drive. While many vehicles will accommodate a second battery under the bonnet, others will not have available space there, in which case the auxiliary battery may have to be mounted somewhere on the chassis, somewhere in the cabin or, in the case of a ute, somewhere in the tub.

No matter where the auxiliary battery is mounted, it's of paramount importance to secure it in a quality battery tray. ARB battery trays are manufactured from powder coated steel and are laser cut and welded for extra strength. They are available as part of a complete dual-battery kit or on their own, and ARB also offers a dual-battery box for tub/load space applications, which comes complete with a separate bolt-on lid for additional protection.

It is also vitally important to use a high-quality wiring loom when installing a dual-battery system. Poor quality looms will at best result in inefficiencies and at worst be hazardous, with the potential for fire. Always have your dual-battery system installed by a professional.



Battery Management

ARB has been building and supplying dual-battery kits with battery trays, isolator, wiring loom and mounting hardware for many years. In these kits, ARB has traditionally supplied a REDARC SBI battery isolator, which is used in multi-battery applications as a solenoid priority system, only charging the auxiliary when the main battery is fully charged.

While REDARC SBI series isolators work well in older vehicles with fixed-voltage alternators, they are not as effective at fully charging the auxiliary battery in modern vehicles equipped with 'smart' alternators. As a result, this could cause premature ageing of the auxiliary battery.

To overcome this charging anomaly, ARB's BCDC battery kits are supplied with the new REDARC BCDC1225D in-vehicle battery charger, which ensures the auxiliary battery receives 100 percent charge to maintain peak battery condition. A BCDC charger will also improve auxiliary battery charging on vehicles with older-style fixed-voltage alternators.

Not only is the BCDC a multi-stage DC to DC battery charger, but it also incorporates a start battery isolator to ensure you always have the power to fire up your vehicle's engine. The BCDC1225D is also a fully sealed unit that has been designed and built in Australia to handle tough local conditions. It's waterproof, dustproof and vibration resistant, and can handle temperatures up to 80°C.



Auxiliary Batteries

Offering an independent power source for items such as fridges and camp lights, and providing added power when winching, an auxiliary battery system also offers the four wheel driver peace of mind in the event of a main battery failure.



BCDC In-Vehicle Charger

The BCDC is a multi-stage DC to DC charger, which ensures your auxiliary battery receives optimum voltage and maximum charge where there is either voltage drop due to long battery cables, or two different battery chemistries in use.

- Suitable for charging from 12V or 24V vehicles
- Charges AGM, gel, calcium, URLA and lead-acid batteries
- Available in 25 and 40 amp with inbuilt MPPT solar regulators for solar connectivity (requires RK1260 relay)



Battery Management Systems

Built to manage the vehicle's charging system, 240V and MPPT solar inputs, the management system is a complete multi-stage battery charging and maintenance solution. An interactive face panel will show important elements such as charge completion and solar power generation.

- No input is needed from the user
- Battery monitor and start battery isolator provided
- Charges AGM, gel, calcium and lead-acid batteries
- Can be used for automotive, RV, camper and marine applications



ARB Accessories from the dealer

Did you know?

You can have your new 4x4 decked out with an arsenal of ARB gear straight from the dealer?

Why order your ARB gear with your new car from the dealer?

Unleash the full potential of your new rig with premium ARB protection and serious off road gear, all bundled with your new car finance.

Where do you start?

Get the ball rolling by having a chat with your dealer, or drop into one of our ARB stores for the right advice and a printed quote to take with you back to the dealer.



ARB Accessories from the dealer

‘JUST
GOTTA
ASK’

ARB.COM.AU
1300 ARB 4X4

ARB's Product Range Includes:

ARB Summit Bars
ARB Deluxe, Commercial & Sahara Bars
ARB Under Vehicle Protection
ARB Side Rails & Steps
ARB Summit Rear Step Tow Bars
ARB Summit Side Rails & Steps
ARB Rear Bars & Rear Wheel Carriers
ARB Recovery Equipment
Electric Winches

Old Man Emu Suspension Systems
ARB Air Locker Locking Differentials
ARB Air Compressors
ARB Canopies, Ute Lids, Sport Lids & Ute Liners
ARB, Thule & Rhino Roof Racks
Outback Solutions Drawers
ARB Intensity LED Lights & Light Bars
IPF Lights
ARB SkyDome Swags

ARB Rooftop Tents
ARB Fridge Freezers
ARB Auxiliary Batteries
Safari Snorkels
Fuel & Water Tanks
Hayman Reese Tow Bars
GME Radios
Recaro Seats
Cargo Barriers & More

PRADO STEPS UP



Prado 120

Prado 150

The rigours of 4WDing can be quite damaging on a vehicle's panels, but with the addition of side rails and steps, damage can be averted.

ARB Summit side rails and steps are now available for 2013 on Toyota Prado 150 Series. Suitable for fitment with a Summit bull bar, the Summit side rails and steps are manufactured from the same 60.3mm large tube, and utilise a new integrated clamp design which offers internal spacing to allow for variances in vehicle chassis length.

Summit side steps are fitted in conjunction with the Summit side rails or can be installed as a stand-alone step, offering increased sill protection and aiding entry and exit from the vehicle. Complete with silver anodised extruded aluminium tread sections, the steps include a satin black powder coat finished infill panel, which has provision for re-fitment of the original equipment (OE) courtesy lights (where fitted).



Prado 120



Prado 150

Prado 120

With the Prado 120 Series still a favourite amongst the off road fraternity, ARB engineers have developed Deluxe side rails and steps to integrate with Deluxe bull bars on 2003 - 2009 flared models.

Manufactured from the traditional 47.6mm tube and finished in Millennium Grey tube and finished in Millennium Grey powder coat, the deluxe side rails and steps are fitted with corrosion resistant fasteners and include 2.5mm five bar tread plate, for increased grip entering or exiting the vehicle.

For those not wanting to fit side rails, or for vehicles without a bull bar, the step section can be installed as a stand-alone product for additional sill protection.

Due to the close proximity of the Deluxe bull bar top tube to the bonnet of the Prado 120, antenna mounting is restricted to the bull bar outer wing, which can interfere with the mounting of the Deluxe side rails. To complement the Prado 120 Deluxe side rails & steps is a newly developed side rail clamp that includes a left and right-hand side antenna mount, allowing the antenna to be refitted. The side rail antenna mount can also be retrofitted to other vehicles fitted with Deluxe side rails, if additional antenna mounts are required.

TRITON FRONTIER



THE LATEST ARB FRONTIER DIESEL TANK TO SUIT THE MITSUBISHI TRITON IS HERE.



Manufactured from a specially formulated polymer, the Frontier long range diesel tank provides vehicles with a significant increase in fuel carrying capacity, while offering excellent impact resistance and UV stability.

The Frontier tank is rotomolded from a cross-linked polymer material. The rotomolding process allows for single-piece construction that's contoured to the shape and form of the underside of specific vehicle models.

The 120L Triton tank replaces the original equipment (OE) 75L tank, giving Triton owners an increase of 45L over factory capacity. With a wall thickness of up to 8mm, the ARB Frontier tank is durable and impact resistant, perfect for off road applications.

The Triton Frontier tank is fitted with an ARB engineered fuel collector. This fuel collector acts as a 1.3L fuel bowl and provides a fuel supply during rough terrain, extreme vehicle angles, low fuel and fuel slosh conditions that may otherwise starve the engine of fuel. This clever fuel collector also features spring loaded mounting which ensures the fuel collector maintains contact with the bottom of the tank, automatically adjusting as the tank adapts to terrain conditions.

BELOW THE SURFACE

WORDS AND PHOTOGRAPHY BY **CARLISLE ROGERS**

KARIJINI HIDES ITS BEAUTY BELOW THE SPINIFEX PLAINS AND THE IRON-HAULERS.



Scrabbling in knee-deep water through a canyon as wide as my outstretched arms, yet stretching so far above me that the sky is a thin ribbon of waning blue, I try to keep my footing.

Part hiker, part human canoe, I'm winding my way down Hancock Gorge, through narrower and narrower stone crevasses with names like 'Spider Walk', named after the Spiderman wall hugging you do over the thin waterfall you're following.

As the canyon widens around me, the lips of the ridge above nearly touch, throwing the blue-green Kermit's Pool into dusky shadow. After the angular blood-red shards

of stone that make up much of the gorge, this softly-sculpted grey bowl of deeper, older stone is like a cross between a 1960s swimming pool and something out of a Disney set. It's the ultimate end to a fairly challenging, mind-blowing hike down into, and through, one of the true wonders of the natural world.

There are no wide meandering rivers in Karijini National Park, only these knife-edged slices into the red earth, cut over millennia by intermittent rains, trickling most of the year, rushing through violently after storms, always cutting deeper, ever deeper, into the prehistoric red iron and blue crocidolite.

Karijini divides the human animal into its two halves: animal and spirit. Below the yellow plains of rolling spinifex, dotted intermittently with crayon red termite mounds, organic in their rough-hewn shapes that follow some internal logic, their silhouettes as genetic, and as haphazard, as the variety of expressions of the DNA that ultimately defines their architecture, a perfect dichotomy of values is hidden. One of the largest deposits of iron ore in the world, it is the fulcrum of the Hancock mining fortune, with an estimated 24 billion tonnes of ore there for the taking. In a world built of steel, the Pilbara is the proto-mine, the quarry that is building the known world.

Offshore natural gas and petroleum wells dominate the coastal economy. Mining in the Pilbara is not an economy, it is the economy, with half the towns here nothing more than vast corporate entities, sprawling processing plants surrounded by worker housing and enough shops to keep everyone fed and moderately entertained.

Below that same gilded surface lies another kind of treasure, one which appeals to the very part of us that eschews material wealth, that rejects worldliness itself. The physical beauty of the gorges cut into the landscape, deep scars that turn the vertical walls into geological museums, have a value to us that does not depreciate with time, that can build no skyscrapers, that cannot be moved with giant dump trucks and exported.



Life Lessons

From all accounts, Karijini is Australia's most dangerous national park. The walks through the gorges are largely unfenced, with the safety of visitors firmly placed in their own hands. There is a reliance here on common sense, in the service of the direct experience of the landscape, that has faded elsewhere under the ever-widening net of litigation and a philosophy that we must be protected from ourselves whatever the cost.

In Karijini, the value of the landscape bubbles up through the mire of bureaucracy.

Centred on the Hammersley Range, named by explorer G.T. Gregory in 1861, the park has lived other lives before succumbing to its current state as a site of pilgrimage for geological acolytes.

Around two and a half billion years ago some of the oldest exposed rocks on the

planet now were laid down as sediments, before life existed on the planet. The banded iron formations that colour this landscape blood red, which lie above the Mount McRae Shale, signals the emergence of life in the ocean, in the form of photosynthetic cyanobacteria. Photosynthesis creates oxygen, which saturated the ocean, forming the iron oxide precipitates which make-up the staggering walls of the gorges of Karijini. This same bloom of oxygen waste created an atmosphere suitable for life beyond plants.

Since then, water, the other keystone of life on the planet, has been carving the landscape like a hot knife through butter, filmed in super slow motion, as it continues to do today.

Karijini is a window not just into geological processes, or a way to measure time, it is a window into creation, into the birth of life itself. On these walls are written the greatest story ever told.

The East

The park is accessed via Tom Price on the western flank or Newman on the east. While the majority of the area designated as national park is not accessible to the public, the gorges in the northern quarter of the park alone warrant Karijini's rightful claim as one, if not the, most beautiful national park in the country.

Driving in from the east, there is little in the landscape to suggest what lies beneath.

There are enough gorges to explore here to spend weeks within the park without growing bored, but only two main campgrounds, one in the east, one in the west. Huddled around the Dales campground are a handful of falls and gorges, so this is my first base camp. It is very national park, full of bollards and drop toilets, the camps close enough together to hear the snoring from the next camper trailer, but all of that fades once you drop into the first gorge in the morning.

Fortescue Falls reminds me of The Kimberley. It is a broadly hemmed gorge shaped like an amphitheatre, with giant-sized stadium seating on one side and a sheer red cliff on the other, split by a black mirror of ice cold water filled by a waterfall running down the steps.

The water reflects the cliff, the trees and the sky into a rippled impressionistic fantasy. Bodies lying on towels on the sun-warmed stones alternate between trying to capture the visual melee with beeping digital cameras and sliding through the water like lizards.

From Fortescue, the track to Fern Pool cuts through low-slung figs, their roots running over the surface of the stone floor in undulating tangles. Here, even in the noonday sun, the leaf-strewn ground is shaded by yawning branches and the deep walls of the gorge.



In contrast to Fortescue, Fern Pool is a deep, cool pool of still water. Tiny fish fleck the surface as dragonflies hunt in the premature dusk. A thin waterfall cascades over a shallow cave in the undercut stone. A small pool ladder descends from a wooden platform into the ice-cold water. Reeds line the edges of the pool, the forest leaning in over the water, echoing thin birdsong, trapping this world within a world.

If Fortescue Falls is the sun-washed forehead, its bare stone open to the sky, Fern Pool is the musky fold, the sensuous centre, alive with green, movement and mystery.

Dawn rises in the Dales campground to the familiar anthropogenic sounds of wet flip flops and coffee whistling, the smell of

bacon and gum tree sap. Today I descend into Circular Pool. From the overhanging cliff, I can see a couple swimming in the onyx water below, a black semicircle ringed by a green fringe, down a telescope of iron-rich stone.

Walking down the steep stairs into the chasm you can run your hand along the walls, the banded iron formations running in a never-ending cascade of layers, fingernail thin, laid down in an ocean as ancient as myth.

The bed of the gorge is a wide flat river of thin water, coloured vibrant green by floating sponges of algae, pulled downstream in long threads like hair. The walls are lined by trailing fig roots, running metres down bare rock to reach the water, a rippling bamboo curtain. Where the sky is reflected in the still water, the blue is punctuated by green algal clouds.

The track crosses the water flow in several places, alternating between running along the tops of boulders and sheets of stone, layered like gateaux along the edge of steps, dropping into the green flow.

The pool itself is similar to Emma Gorge in the Kimberley, shallow clear water running into a deep pool surrounded by red stone colouring everything in rose tint. The sky is encapsulated above, like holding your hands in a circle and looking through at a blue ring. Every voice, every ripple in the water echoes back and forth on the stone. There's no better place than Karijini to play the echo game...



The West and Far West

The Karijini Eco Retreat is nestled in the heart of the park and surrounded by a plethora of gorges, swimming holes and waterfalls, as densely packed as matches in a box.

This is the better campground of the two in the park, affording a bit more open space – it feels more like camping and less like a refugee camp. Good luck trying to visit the more than half a dozen gorges and walks here without spending as many days. Each waterhole demands a day, to see the

light change, to see it at dawn, under the noonday sun and as the red rocks light up under the sunset.

To my taste, though, Hancock is the jewel of the park. Descending into this steep-sided chasm is like tromping down into the belly of the beast, its cavernous jaws far above hiding most of the blue sky, revealing a thin cerulean streak now and again, but preventing much direct light from hitting the bottom. It is a world of reflected ochre light, of shadows that paint the water pitch

black, of waterfalls, thin walkways along precipices and striated rock of every colour and geological age.

Hancock is where the park really comes into its own, as a self-led adventure destination. There are small markers along the way, but as a worn path gives way to bare stone, it's up to you to find your way through crevices, along narrow passes and through the deep clear water. This isn't the kind of hike where you can keep your boots dry.



The end of the hike, for most travellers, is Kermit's Pool. This deep aqua pond cut into the pale grey shale is refreshed by a thin rivulet of water running down a chimney, cut into the stone less than two metres wide.

Here, the walls of the gorge overhang, becoming a soaring cupola over the waterhole, throwing everything into a soft light. For some reason, it's my favourite spot in the whole park, and easily the strangest swimming hole in the country. It's like swimming in an alien landscape, shaped by water and wind, subterranean and subdued by that milky light, every shape carved into a gentle curve.

Beyond this pool, the gorge continues, but a steep waterfall runs from here to the plunge pool below, requiring at least basic abseiling gear to descend safely.

It was here that an SES volunteer lost his life mid-rescue eleven years ago, when a flash flood raged through the gorge without warning.

While deaths are not common here, rescue numbers have been slowly increasing, averaging around half a dozen a year.

A thin rope across the top of the waterfall and a water-washed sign warn visitors not to progress further, but guided tours can take you much further into the gorge, offering climbing gear and expert advice.

Joffre Gorge is walking distance from the campground, along with Red and Knox Gorges, each offering a unique view into the viscera of the earth here, but none, to my mind, as visually spectacular, as spiritually cementing, as Hancock Gorge. On the far western verge of the park, accessed by literally leaving the park and coming back in via its own road, is Hammersley Gorge.

Hammersley foregoes the arduousness and mystery of Hancock for something more akin to a themed swimming pool park. Wide open to the sun and the stars, this is one of the best places to see evidence of the scale of geological forces. The iron banded formations here have been

twisted into snaking meanders, the twisted stone taking on the characteristics of a much softer material under unimaginable tectonic forces.

A broad pool of water makes up the most part of the gorge that is accessible, with a series of pools and waterfalls, running down a steep incline. Some of these pools, like the Spa Pool, are intricately carved out of spherical bowls, the thin waterfall emptying into iridescent blue water, wrapped in a curved bubble of stone.

Bodies lie on the flat stones like sun-gilded goannas, and the opportunities to explore the gorge both up and downstream mean you could explore here for days, if there was a good campground nearby!

Karijini is a secular cathedral carved out of stone half as old as the planet. It is a place to come wash away preconceptions, worry and anything else that finds it impossible to survive several hundred metres below the surface alongside crystal clear running water. These aren't just any canyons, though. The colours, the textures and the unique age make Karijini a necessary stop on the pilgrimage of the soul around Australia



FAST FACTS

KARIJINI NATIONAL PARK is located just north of the Tropic of Capricorn, amongst the Hamersley Ranges in Western Australia's Pilbara region. The park protects over 627,000 hectares of land and is located approximately 1,000km north of Perth.

CAMPING FACILITIES are available at Dales Gorge Campground, contact the Karijini Visitors Centre for more information on (08) 9189 8121.

FORTESCUE FALLS are located at Dales Gorge and are a fantastic spot for a refreshing swim on a hot day.

FERN POOL is located nearby to the Dales Gorge Campground and provides one of the prettiest backdrops in the state for a lunch break. A great spot for a dip and to snap some photos.

CIRCULAR POOL is located within Karijini National Park and is reached via a three-hour return trail from the main campground.

HANCOCK GORGE is a highlight of any visit to Karijini National Park, and should not be missed. You can visit the gorge by yourself or as part of an organised tour. A ladder leads deep into the gorge, where you can explore the narrow chambers and hidden rock pools.

OXER LOOKOUT is positioned at the junction of Karijini's four mighty gorges. The view from the lookout is stunning and provides some of the best photo opportunities to be had in the park.

HAMERSLEY GORGE is home to a natural spa which is the perfect spot to take a dip and wash away the day's sweat and dust.

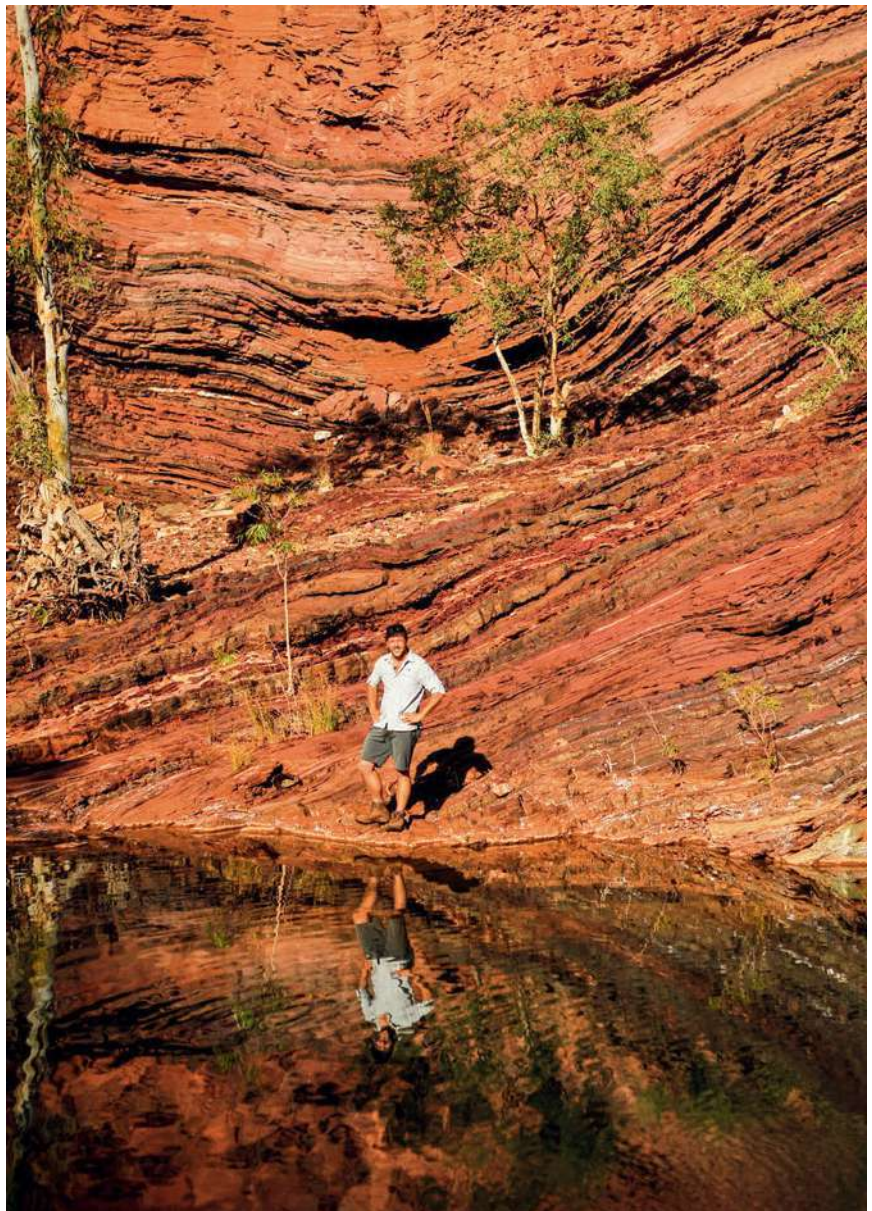
MILLSTREAM CHICHESTER NATIONAL PARK is located in the Pilbara region, approximately 1,200km north of Perth and 200km north of Karijini National Park. The park protects the old Millstream station on Millstream Creek and the Chichester Range.

DEEP REACH is a deep pool on the Fortescue River. It is a sacred place to the local Yindjibarndi people and is also respected by neighbouring Aboriginal clans.

MILLSTREAM HOMESTEAD is located within the park and now provides a visitor centre service, which is open daily. The homestead is not staffed full-time but is patrolled and maintained by National Parks Rangers.

CAMPING AREAS at Millstream include the Milliyanha and Stargazers campgrounds. Both campgrounds provide barbecue facilities, but open fires are not allowed. No online booking is available for either campground.

THE PYTHON POOL is located within the Chichester Range and is approximately a 50km drive from the Millstream camping areas. No camping is available at Python Pool.



ARB RETAIL BLUEPRINT



Undoubtedly, one of ARB's greatest strengths is the breadth and passion of our national store and stockist network.

With 58 ARB stores and over 90 authorised stockists around Australia, it doesn't matter whether you need some new gear to improve the capability of your fourby, access to after-sales support in the middle of nowhere or simply some advice before embarking on the adventure of a lifetime - we have you covered.

IN MID-2015, WE EMBARKED ON AN AMBITIOUS PROJECT TO FURTHER STRENGTHEN OUR RETAIL NETWORK, WITH THE INTRODUCTION OF AN ALL-NEW LOOK AND FEEL FOR ARB BRANDED STORES.



PRODUCT AND CUSTOMER FOCUS

Our range of products has grown significantly over the past decade, and with the introduction of a wide range of camping and touring gear, not only can we equip your vehicle for remote area travel, but we can also make life more comfortable and practical when you reach your destination. From an external point of view, ensuring this extended range was highlighted to customers was a key priority, and we've achieved this with the introduction of category signage on street side pylon signs, as well as on the buildings themselves.

ROLL OUT BEGINS

Inside, our brief revolved more around improving the customer experience and reinforcing our manufacturing heritage with a style we like to refer to as 'modern industrial'.

In late 2016, this project came to fruition, with the opening of our first concept store in Geelong, Victoria. With a complete range of new livery, technology, and custom joinery, the new Geelong store represents the pinnacle of ARB stores across the country.

With a number of additional developments currently underway, it won't be long before you are able to experience the new design for yourself. Until then, if you're on or around the Bellarine Peninsula, be sure to pop into ARB Geelong for a look around.

Store contact details and opening hours are available at arb.com.au.

READY TO RALLY

Words by Kendra Miller

Photography by Tim Calver & Nicole Dreon

The Rebelle Rally was something discovered via a press release. The first event of its kind to take place in the United States and only for women. The ultimate off road trip through the deserts of California and Nevada with no phones, laptops or GPS. Only maps and compasses to find your way.

"You should call Bailey" Steve suggested. He was referring to Bailey Campbell, Ultra4 racer, photographer and daughter of 3-time King of the Hammers Champion Shannon Campbell. She was a woman, she could drive, and hopefully she needed a teammate. After an email introduction, that went something like: "Hey Bailey. ARB is going to enter a team into the 2016 Rebelle Rally, wanna drive?" her response came through quickly, "Are you serious? Of course I want to drive!" and just like that, Bailey and I had agreed to compete together in the Rebelle Rally.

At this point, there was very little information on the Rebelle, but in our minds, this was going to be a Women's Dakar in the US, and we were built for it. Bailey's an amazing driver, I can read a map, don't get car sick and ARB had agreed to let us use the Quicksand Jeep. We were off to a great start.





TRAINING & PREP

A few months later we would meet at the Rebelle-hosted navigation training, and Emily Miller, founder of the Rebelle Rally, would inform us that this was a rally and not a race. We would not win by being the fastest, the first or the team with the least distance on the odometer. To win the Rebelle, a team needed to be able to find the tree in the forest. This meant being able to plot coordinates on a map, then use advanced land navigation techniques to drive to the locations and activate a tracking device. The coordinates were given difficulty ratings of green, blue and black.

Green checkpoints were mandatory, marked with large green flags and rally staff. Blue checkpoints were marked with a 1m tall blue plastic pipe. Black checkpoints were completely unmarked. "How would we know if we were at a black checkpoint if it's unmarked?", one trainee asked. "That's what we're going to teach you" replied Emily with a smirk.

Emily and her team lived up to their promise. The next two days consisted of learning our compasses, practicing plotting coordinates on a map, reading terrain, triangulating our location and eventually sitting in a vehicle to guide a driver to a location. We would learn that maps lie, your car will mess with your compass, terrain changes as you travel and that you're never as lost as you think you are. Bailey and I would complete navigation training with a mixed sense of accomplishment and trepidation. We had learnt new skills, but also knew that we knew nothing about the Rally.

Living approximately 2,300 km from each other meant we'd have to figure out another way to get rally ready. Most of our training consisted of sending each other navigation puzzles to solve and taking friends/family to get lost in the desert with us. Which brought up another concern, would we get along in a vehicle for 10 hours a day for seven days with the added pressure of competition? Only one way to find out.

NOW THE ROADS SEEMED ROUGHER,
THE COMPETITORS MORE SKILLED AND
OUR HELMETS A LITTLE HEAVIER.



RALLY READY

Day one of the Rebelle Rally, Bailey and I were feeling good. We'd spent the last few months honing our skills and were ready to show this rally who's boss. After arriving at our first green checkpoint, I confidently aimed my compass, pointed to the distance and proclaimed "drive that way!". Two hours, two missed checkpoints, and many u-turns later, I realised this was going to be much more difficult than anticipated. I had failed my teammate and left our team in 25th place. There were still six days left in the rally, but now the roads seemed rougher, the competitors more skilled and our helmets a little heavier.



ONLY WAY IS UP

The next morning, we got up at 4am, packed our gear and began plotting that day's course. We were determined not to let this mistake ruin our chances, and with nowhere to go but up, we had nothing to lose. The first decision of the day was to head for some high-value black checkpoints or slightly lower value blue ones. While the black checkpoints were worth more, they were also completely unmarked. We would run the risk of wasting time and getting zero points. The blue checkpoints were marked with a 1m tall blue plastic pipe, giving us certainty in our location. Feeling like we couldn't afford to waste points, we headed for blue. Arriving at base camp that night, staff greeted us, gave us leave of our helmets and sent us to discover our score for the day. We had climbed in rankings and managed to claim victory on our first black checkpoint with an accuracy of 19 metres. Feeling redeemed we headed to dinner where teams shared their failure of the day, laughed about wandering off trail to pee, only to bump into a photographer and congratulated each other on not getting lost or stuck.

BIG PICTURE

The next four days would challenge us in the form of tougher navigation puzzles, rougher terrain, and gluten-free bread. Bailey and I would continue to grow as a team and climb in the rankings, from 25th to 10th. We were also not the same team that started. When a mistake was made, we learnt and let it go. We watched our time, terrain, distance and compass. No longer were we worried that a cartographer was on team #105, that team #131 had a fancy tool



we'd never seen, or another team had competed in several Rallye Aicha des Gazelles. Without cell phones, laptops, televisions and email, we were getting lost in the rally.

FINAL LEG

We awoke on the final day of the rally in the Algodones Dunes, the largest sand mass in North America, with dune heights reaching over 90 metres. Beautiful but terrifying. Bailey hated driving on sand dunes, and I had little to no solid terrain to navigate by. Neither of us were feeling confident, but we were determined to make the best go of it. After picking up a few easy checkpoints in the small North dunes, we decided to partner up with two other teams for safety, as we ventured into the towering Southern Dunes. This turned out to be an excellent decision; we could stop to recover other teams quickly, spot for each other and combine navigation efforts. We were having fun and had nearly forgotten about the competition altogether.

On our way to the final checkpoint, one team stopped to verify their navigation. As Bailey drove closer, I spotted the checkpoint. Bailey honked her horn, and I waved for

the two teams to follow us. With four of us at the checkpoint, we noticed that one team hadn't moved. They were still sitting on top of the last dune, and now they were lifting their hood. We weren't about to let them end their rally stuck in the dunes. When we caught up with them, we'd found out their Jeep had overheated and now wouldn't start. Bailey drove their navigator over to the last checkpoint while the other four of us devised a plan to help them avoid a 50-point rescue penalty. With all three teams back, we lined up the jeeps, connected them with tow straps and began towing our competitor back to basecamp. As we exited the dunes, the towing allowed sufficient air to run over the engine, cooling it enough to turn over. We quickly pulled over, detached and raced to the finish.

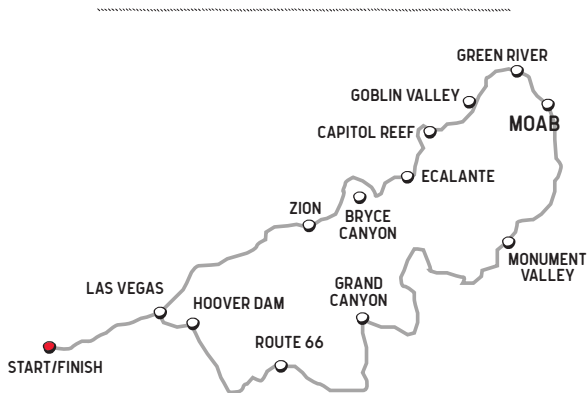
We crossed into basecamp, were greeted by staff, relieved of our helmets, congratulated on a rally well done and sent off to review our scores. Bailey and I waited in line congratulating our competitors, who felt more like teammates now, and debating on whether to turn on our cell phones. As our turn came up, the scoring judge told us we'd placed 7th, and we decided to leave our phones off for one last night.

Southwest USA

ROAMING THE
**WILD
WEST**

SO DIFFERENT TO OUTBACK AUSTRALIA, RON AND VIV MOON LOVE WANDERING THE WILDER PLACES OF SOUTHWEST USA, AND YOU CAN DO IT TOO! HERE'S A GREAT WAY TO START.





- START:** Southwest
FINISH: Moab
TIME: 21-28 Days
DISTANCE: 2,060km
VEHICLE: Toyota 4WD
ESSENTIALS: Hotdogs & Camera

Thunder crashed about us, reverberating off the great cliffs of Fifty Mile Mountain away to our south, and bouncing off the natural rock amphitheatre of Dance Hall Rock just behind us. Lightning flashed in a coruscation of blinding light and pulsating natural power, as the leading edge of the thunderstorm rolled over the cliffs and rocky hills around us. A splattering of raindrops followed, but the storm was more a light and sound show than any real drenching, the few drops hardly unsettling the dust and only occasionally gathering in small pools on the sea of rock that surrounded us.

That rolling sea of rock that swept away from us in all directions was, in fact, 'petrified dunes' that were once mobile sand dunes that over the aeons of time have fused together in a much more stationary form, but are now even more impressive in their harsh, bare starkness. The 4WD trail we were following dipped and climbed, curled and wandered amongst these low rock swells, the waves of rock becoming more pronounced and dominant the further we progressed along the trail.



Pioneer Footsteps

We were following in the footsteps of one of the most incredible endeavours of the settlement of America's Wild West. In the late 1870's a group of Mormon pioneers set off to establish a community in the south-east of Utah. Their wagon train of 80-odd wagons, 250 people and hundreds of livestock blazed the trail from the small community of Escalante eastward, and when they came to the 600-metre sheer cliffs that bordered the Colorado River in an area we call Glen Canyon, they simply pushed on. They set about the task of widening a crack in the defile they discovered – now known as Hole-in-the-Rock – suspended a road out from the edge of the cliff in places, and lowered their wagons, livestock and people down the scary near sheer slope. Once at the bottom, they built a ferry to get themselves across the raging river and then their hardships really began as they climbed and tried to find a route up the other side. Talk about pioneer grit and fortitude, backed up no doubt, by a big dose of religious fervour.

Still, until you stand on the edge of that high cliff at Hole-in-the-Rock and look down to the waters of what was the Colorado River,

and is now the backwaters of the man-made Lake Powell, the full enormity of what they did is impossible to comprehend. Even then, most people are in complete and utter awe of what the pioneers achieved, and that is reflected in the Visitors' Book that is found nearby;

**'UNBELIEVABLE' ...
'CRAZY' ...
'STUPENDOUS' ...
'STUPID' ... 'AWESOME' ...
'TERRIFYING' ...**

were just some of the single word comments listed.

We wandered the cliff edge and climbed a short distance down the defile, shaking our heads in wonderment all the time. Then, with nobody around – we had only seen a couple of vehicles all day – we set up camp nearby, our surrounds and view being identical to what those early, hardy and resourceful pioneers had experienced.

Starting Out

Our latest travels in the south-west of America had started a few weeks previously when we had bought a second-hand Dodge Ram and fitted it with a four wheel camper slide-on, some ARB protection equipment, a set of IPF driving lights, a rear step and swing-away carrier and a full set of Cooper ST Maxx tyres; then we headed for the more remote parts of the country.

In a country roughly the same size as Australia but with a population of over 300 million it's a little harder to get 'remote' than it may be in Australia, but it is still possible. While our Hole-in-the-Rock camp is one example, another far better-known spot on everyone's bucket list, is the Grand Canyon. This incredible location sees over four and a half million visitors each year, and while the popular viewpoints on the South Rim are crowded much of the time, the North Rim is far less so. Then, if you head either west or east from Bridle Veil Lodge, that is the heart of the North Rim, you will end up on a series of forest trails that take you to the very lip of the canyon. Here, you can find a spot to camp all to yourself on the very edge of the canyon near-unbelievable, but true!



Page to Utah

From the North Rim we headed to Page where the mighty Colorado River has carved another canyon. Amongst this incredible range of vistas, there is Horseshoe Bend and Antelope Canyon, the latter only spoiled by the sheer number of people that wander through it.

From Page, we went west and crossed the State Line into what has become our favourite state in the Union – Utah! Slipping off the blacktop, or 'pavement' as the Yanks call it, we entered the Grand Staircase-Escalante National Monument, a vast area that links many of the nation's finest national parks and national recreational areas into a contiguous 1.4 million hectares of protected lands ... and that doesn't include the huge areas of national forest that border these parks and reserves.

Our route through the national monument took us along the Cottonwood Canyon Trail and some isolated camps along Cottonwood Creek, before coming to the rock formation of Grosvenor Arch and then the multi-hued Kodachrome Basin State Park. Nearby is the popular and impressive Bryce Canyon National Park, and while we

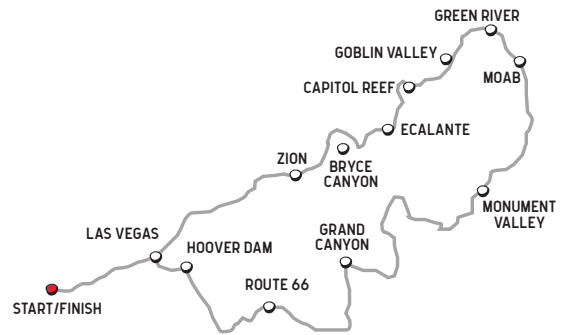
took in some of the views and wandered the walking trails for a short distance, it was way too crowded, so we headed for the adjoining Dixie National Forest and picked up the Great Western Trail. This trail runs from the Mexico border in Arizona to the Canadian border in Montana and passes mainly through national forest and BLM (Bureau of Land Management) land for the whole way. It would make a great trip in its own right and one we are planning to do in the future.

THAT NIGHT WE CAMPED IN THE HEART OF A SMALL VERDANT MEADOW AT AN ALTITUDE OF 2,500 METRES, BELOW A GREAT WHITE AND RED BLUFF, DOTTED WITH PINE AND FIR TREES.

A spring bubbled from the ground just a few metres from our camp, while deer eyed us warily from the surrounding cover of trees and scrub. It was a magical spot!



A FAVOURITE 3-4 WEEK LOOP



Head out of LA on I-10. You can stop in Las Vegas if you want, but whatever you do, head for the south rim of the Grand Canyon in northern Arizona. From there, dodge around to Page (don't miss Horseshoe Bend at sunset) and then head back west for a remote camp on the North Rim of the Grand Canyon (note: this area only opens in mid-May).

Escalante

The next day we rolled into the small hamlet of Escalante and then, after finding out about the endeavours of the early pioneers, took the Hole-in-the-Rock track, which took us again to the edge of the mighty Glen Canyon. Being of weaker mind and

we found a choice of campsites – the Forestry Service providing some fabulous camping areas while, with just a bit more flexibility and effort, we could find a more isolated spot on a pine-fringed meadow, all to ourselves.

From the North Rim, head into Utah and check out Zion and Bryce NPs before heading to one of our favourite towns, Escalante. You can get lost around here in the Grand Staircase-Escalante National Monument for a few days or much longer, before heading over to Moab and its incredible parks and red rock country.

ESCALANTE IS SURROUNDED BY THE MOUNTAINS, CLIFFS, FLATS, WASHES AND SANDSTONE CANYONS OF THE GRAND STAIRCASE-ESCALANTE NATIONAL MONUMENT AND THE DIXIE NATIONAL FOREST.

From Moab, mosey on into southern Colorado - Telluride and the Million Dollar Highway before swinging north to the Great Sand Dune NP and more. Then swing back west through Utah and Capitol Reef NP.

aptitude to the early Mormons, we turned back on this dead-end track and wound our way up into the higher country to the west of Escalante.

From our mountain-top camp we headed east along Hells Backbone and then onto the Burr Trail leaving the Grand Staircase-Escalante NM and passing through the bottom section of the Capitol Reef NP, an impressive series of switchbacks as the trail dropped over the edge of the Waterpocket Fold: the dominating 150-kilometre long feature of the national park.

Pick up I-50 – 'the loneliest road in America' – and head across Nevada, poking around the old deserted mining areas close to Eureka and Austin (both old towns are worth an explore).

One of the things I love about touring the west of America is the incredible variety you can witness in just an hour or so drive. One minute we were in a raw, red-rock landscape more akin to our desert country; next we were travelling through verdant pine covered mountains dotted with lakes and cut by cool trickling streams. Again

Back in California, you'll cross the Sierra Nevada Mountains through any number of high passes, before heading into Yosemite National Park (see: www.nps.gov/yose). Hopefully, you'll get a campsite in the valley (it pays to book), stay a few days and take in the views and giant Sequoia trees (or head a little north to see the more impressive Redwoods) before heading south to LA and a flight home.



Moab Meandering

For the next few days, we wandered the back roads, mainly through BLM land, leading to Moab and the mind-blowing vistas of Canyonlands NP and the gravity-defying rock formations of Arches NP. We had been to both parks previously,

After a somewhat disjointed wander through this four wheel drive and adventure mecca, we slipped into Colorado and headed into some fabulously rugged mountain country. The trouble was, while the main roads and highways were open, we were too early to

MOAB'S ARID LANDSCAPE HAS BEEN USED AS A SHOOTING LOCATION FOR MANY POPULAR FILMS INCLUDING; ONCE UPON A TIME IN THE WEST, INDIANA JONES AND THE LAST CRUSADE, THELMA AND LOUISE, CON AIR AND TRANSFORMERS: AGE OF EXTINCTION.

and while there were always a few people around, these two parks and the surrounding country offer some of the best scenery, walks and four wheel drive trails in all of the US.

From Moab itself you can partake in any choice of adventures from hiring a rock crawler or ATV to going rafting on the Colorado, climbing or abseiling some of the many sheer rock faces in the surrounding area, horse riding or mountain biking on some of the high desert country trails that radiate from the town.

travel the high mountain trails, which were still closed under many feet of snow (this was early June). We contented ourselves to wandering the more beaten paths as we made our way south into New Mexico, travelling the rarely used trails in the wake of some of the Wild West's most famous characters – Billy the Kid and Kit Carson to name just twobut that's another story to be told in the future.

TRAVEL PLANNER

GETTING THERE

Numerous airlines fly from Australia direct to Los Angeles in the USA, and if you keep an eye on their websites, you can get some great bargains.

GETTING SOME WHEELS

Hire or buy? For hiring a fully set-up RV, start with Cruise America (www.cruiseamerica.com), but there are plenty of others, including Tonto Trails (www.tontotrails.com) who hire fully set up 4WD pick-ups with slide-on campers fitted, or fully set-up 4WD Sportsmobile rigs.

If you are planning on touring for longer than a couple of months, buying a second-hand rig is a good choice. You'll be surprised at what you can get for 10 to 20 thousand dollars.

BEST TIME

Spring (April-May) is good for touring the desert country of the South West and is less crowded than later. Summer comes late in a lot of the high country, so access can be restricted due to deep snow off the main roads & highways, so it's best to be flexible.

MORE INFO

All the parks, reserves and forests have great websites where you'll find a heap of info. For the national parks/monuments, start at: www.nps.gov, or for the national forests visit: www.fs.fed.us.

The Bureau of Land Management (BLM) controls nearly 107 million hectares of land in the West and much of this is available for touring and recreation - see www.blm.gov

We always buy a state atlas of each new state we visit in the west - their detail on tracks and reserves will open up a whole new world to any US traveller.

Stairway to Heaven



A trip to South Australia's spectacular Flinders Ranges is not complete without a visit to the amazing Arkaroola Wilderness Sanctuary.

If you like your four wheel driving steep and rocky, then you'll absolutely love Arkaroola Wilderness Sanctuary. Situated in the northern Flinders Ranges, this incredible property is the ideal destination for families looking for a South Australian adventure.

BRIEF HISTORY

A geologist by the name of Reg Sprigg first studied in this area as a student of Professor Douglas Mawson in 1939. Copper was first mined here in the early 20th century followed by uranium, which peaked around World War II, but Arkaroola's remote location eventually made this unviable.

In 1967 Reg tried to convince the South Australian Government to purchase what was then the Arkaroola sheep station and turn it into a National Park. Instead, the government suggested he purchase it

himself, which he and his wife Griselda did in 1968. They removed the sheep and re-established the native flora and fauna, gradually transforming the property into the amazing place that it is today; South Australia's first legally protected wilderness sanctuary.

Arkaroola is now operated by Doug and Margaret Sprigg, who are Reg and Griselda's children.



EXPLORING THE SANCTUARY

Arkaroola is a four wheel driver's paradise. There are impressive mountain ranges, deep gorges and peaceful waterholes along Arkaroola Creek. Wildlife includes more than 160 species of birds and the endangered yellow-footed rock wallaby.

Arkaroola offers a range of guided four wheel drive tours and walks. The Echo Camp Backtrack, for example, is a self-drive 4WD-only tour with several sections classified as 'Extreme 4WD', so you'll need a vehicle with adequate ground clearance and low range gearing.

The Big Daddy of all the 4WD tracks is called the 4WD Ridgetop Tour. This track is deemed so steep and difficult that it's not included in the self-drive category. If you want to tackle the Ridgetop Tour, which heads to the top of Sillers Lookout, you'll have to do it as a passenger in the back of one of Arkaroola's specially equipped 70 Series LandCruiser utes. It's a four-and-a-half hour drive over some seriously bone-jarring, hair-raising tracks. The reward is well worth the effort, however, as you are presented with unequalled views from the summit, taking in the Freeling Heights, Lake Frome and desert beyond.

OTHER ACTIVITIES

There's more to Arkaroola than just four wheel driving; think bush walking, mountain biking, bird watching and photographic workshops.

For those who want to get a full overview of the area, Doug Sprigg operates scenic flights in Arkaroola's six-passenger Cessna 207. There's a 35-minute flight over the property, a longer 45-minute flight to Lake Frome (the whitest salt lake in Australia) and longer half-day and full-day flights to Lake Eyre.

Arkaroola also features three fully equipped astronomical observatories that are available to both professional and amateur astronomers. There are two 360mm computer-assisted telescopes, a selection of Dobsonian telescopes, and 'star chairs' fitted with powerful binoculars. Thanks to Arkaroola's remote location, there is little in the way of light pollution, resulting in some of the best astronomical conditions in the southern hemisphere.

FACILITIES

In addition to all the activities on offer, Arkaroola is well suited to those who want to just kick back and relax, with a swimming pool, a fully licensed restaurant and a bar.

Other facilities include mechanical repairs, gas bottle refills, a basic shop and take-away food.

There are a variety of accommodation options in Arkaroola, including 50 campsites (powered and unpowered) in the caravan park, a number of bush-setting campsites, self-contained cottages and motel-style lodge accommodation.

CONTACT

Phone: (08) 8648 4848
Email: res@arkaroola.com.au
Website: www.arkaroola.com.au

Big Breakfast Bake



Ingredients:

1 red onion, sliced
4 rashers of bacon, diced
4 sausages (removed from casings)
1 red capsicum, sliced
2 cans of diced tomatoes
1 can of butter beans, drained
1 tspn of paprika
1 dried red chilli
2 tomatoes, thickly sliced
6 eggs
Tasty cheese, grated (optional)
Toasted English muffins to serve
1 camp oven

Method:

Preheat camp oven over the fire or on coals.

Add onion, bacon and sausage to the camp oven and fry until brown, breaking up sausages with a spoon.

Add capsicum, both cans of tomatoes, beans, paprika and chilli. Stir until well combined and cover with a lid. Simmer over the fire or on coals for 20 minutes.

Add six slices of tomatoes evenly around the camp oven and one in the centre. Make a well between each slice of tomato and crack an egg into each well. Cover with a lid and place back over the fire or on the coals for 3-4 minutes, or until the eggs are cooked to your liking (ensure to check on the eggs frequently as the camp oven temperatures may vary).

Eat by itself or served on toasted English muffins, topped with grated cheese.

Serves 4-6 hungry campers

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

Peach Cobbler



Ingredients:

2 large cans of peaches (drained)
Pancake mix (prepared as per packet directions)
3 eggs
3/4 cup of sugar
1/4 cup of butter
1 tspn of mixed spice
Custard or cream to serve
1 mixing bowl
1 camp oven

Method:

Line the inside of your camp oven with foil.

Add the peaches, 1/2 cup of the sugar, and the mixed spice. Stir to combine ingredients, then put aside.

In a mixing bowl, add the eggs, prepared pancake mix, butter, and remaining 1/4 cup of sugar and mix well.

Pour mixture over peaches in the camp oven and stir to combine.

Grab your shovel and remove two shovel loads of coals from the hottest part of the fire. Place your camp oven on top and cover with another shovel load of coals and cook for 25 minutes (checking every 10 minutes) until cooked through and golden brown on top.

Serve with custard or cream.

Serves 4-6 hungry campers.

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



BEHIND THE SHOT

I received a call from ARB's marketing team with an exciting storyboard to photograph ARB's new Elements fridge freezer, for the cover of 4x4 Culture magazine, shot on the back of a 79 Series ute, deep in the forests of Victoria.

The new ARB Elements weatherproof fridge freezer is a good looking unit and naturally belongs on an open tray, ready to brave nature. Being shot in the middle of the day, with heavy tree cover causing intense sunlight patches and heavy shadows, this shot will need lighting support. The contrast between these two lighting extremities is greater than the dynamic range of your camera, and therefore we need to pull one end of this dynamic range closer, providing a tonal range, which can be captured with infinite detail by my camera of choice for that day, the Canon 1DxII.

We can achieve the tonal range in one of two ways. Either by placing a massive scrim or diffuser over the scene subjects, or by introducing artificial light via shaping tools. You could combine both methods, but the subject is a rugged guy with his dirt bike, sitting on his fridge, in the back of a dirty ute. This needs to be bold and full of colour, emphasising highlights that show off the fridge, the bike and the model.



I could shoot every image as an HDR, but when you are dealing with a moving model and lots of different scene setups, it would result in an incredible amount of post production editing, an extremely time consuming photoshoot and one very still and (eventually) very frustrated model.

I love using light shaping tools and, although they are an expensive purchase, they are an invaluable asset and a sound investment, in this instance they allowed us to shoot all day. For this lighting system, I selected a couple of big Ranger packs and some 70cm deep soft boxes.

Simply put, this will provide soft lighting for Mick, our model, the bike and the rest of the gear, but still provide edge contrast and catchlights on the stainless steel and highly reflective fridge, our main subject. With lighting

gear like this, you can play around with the exact look that the client is after, with confidence the result is produced and minimal effort in post-production.

Really happy with the result and a huge thanks to Jess and Mark from ARB's marketing department for their assistance with props and on set, and Mick for his enthusiasm and patience... cheers guys!

Michael Ellem – Offroad Images



To see a 'behind the scenes' video of this issue's cover shoot, head over to <https://www.arb.com.au/experience/arb-4x4-culture-magazine/>



Photographing Pets

When it comes to your pets, you get back what you put in.

If you make an effort and show them affection, they will always be happy to see you. Dogs bounce off the walls when you come home and cats affectionately wrap themselves around your legs, purring.

I feel photography is the same; you really do get back what you put in. If you approach photography with enthusiasm, you can achieve some wonderful things. If the subject is something that you love, the results will be twice as rewarding, bringing an even bigger smile on your dial.

Getting Started

If you have a twin lens kit, bring out the longer lens. Ready for a lens upgrade? This is the perfect excuse to buy a small telephoto zoom lens, and photographing your pets is great practice for wildlife photography. No need to venture out into the middle of the Outback, covered in camouflage, crawling amongst the bugs and dirt with a \$20,000 lens, all you need today is your backyard, your best furry buddy and a whole lot of patience.

Start with the longest telephoto lens that you have and set your camera to Aperture Priority, choosing a big aperture. Remember the smaller the number, the bigger the aperture (lens opening). This means more light is passing through the lens, resulting in a smaller depth of field. We choose this setup because the critical focus is the subject. The background will be a blur and wash of colour, but we need a fast shutter speed to reduce movement as your pet bounces around.

Making sure the lawn is clean, lay in the grass to get the camera as low as possible to the ground, getting down to the animal's level. This will look great if your pet is lying on the grass, having the foreground in focus and encourages the viewer to pay attention to the subject. With these short depths of field, it is extremely important to get the focus right. My guide is to ensure that the focus setting is chasing the reference point. For Canon users: AI Servo and for Nikon users: AFC. Also set the camera for continuous shooting, providing you with bursts of images every time you press the shutter. This will ensure you grab any quirky expressions or unplanned adorable moments.

When shooting a dog, try to encourage them to keep their ears forward by making strange noises to keep their attention and interest, dogs can look threatened or sad on camera when their ears are back.



Smartphones and Pets

"The best camera is the one that's with you" - Chase Jarvis

Sometimes the best photo opportunities arise when you don't have your camera. Smartphones are a wonderful failsafe for when an interesting opportunity arises, and you need to capture it before it passes. Think of your smartphone as a real camera, making sure you take a moment to compose the image correctly, even adjusting the exposure slide to ensure you get the right look.

Photographing Your Pet Inside

If you want a different look, try photographing your pet inside. You can set up a black sheet that runs down the wall and across the ground. Darken the room and use either an off-camera flash system or an arrangement of LED lights, close to the subject. This setup will create some interesting results and an extremely professional look.

Now, I may use expensive lighting gear, but when I was learning and just starting out, I used simple bedside lamps to highlight the subjects. The most important thing is to ensure that the light is not shining on the black background, but focuses on the subject.

Candid and Family Shots

Sit still for a while and let your pet get accustomed to your camera. Candid shots provide a much more natural look. Our pets are part of the family, so get your kids playing with your pet and capture these special moments. The key here is to get them to the same level and bring them both close together. Priceless memories for sure.

And if you don't have a pet... get one!! They're awesome!

WOULDN'T READ ABOUT IT

We stood on the bank, mouths agape at the magnificent landscape before us. Our friends, Mick and Bron were right – this place was magic. The sun cast its yellow blanket over the valley, and the river sparkled like a million gemstones had been placed below the surface. As far as the eye could see was the pristine river and not a soul in sight.

I reversed the camper trailer under a small she-oak tree not more than twenty metres away from the water's edge. The she-oaks whistled their mysterious tune, and the waters gurgled over the smooth rocks in the nearby rapids.

We set up camp quickly to the sound of the kids laughing and screaming in the water -

LIFE WAS GREAT

-

OR WAS IT?

Evening came, and the first glimpse of the storm came with a single lightning flash in the distant southern sky. We sat around the campfire enjoying its ambience and reflecting on how privileged we were to be camping in such a spectacular location. It was the kids who noticed the first droplet of rain. One droplet, then two, three, four and before we knew it the sky became a fireworks

spectacular with accompanying sound show. The rain started to fall in torrents, as we all charged to the safety of the camper trailer. My wife and I marvelled at the resilience of the canvas being able to withstand the amount of wind and rain it was being belted with.

Two hours dragged on like an eternity. The heavens were still angry, and I questioned how much more our camper trailer tent could take before it started to leak water.

I'D JUST STARTED TO DOZE OFF WHEN I THOUGHT I HEARD A STRANGE NOISE IN THE DISTANCE.

WAS I DREAMING?

I nudged my wife "can you hear that?" I asked. "Yeah, it's called rain" she replied (funny girl, my wife). "No," I urged "it's like a rumbling sound in the distance...it's not thunder...it's too constant for that. It almost sounds like cattle trucks, but they wouldn't be on the road at this time of night, surely."

"Mmmm, it sounds more like a train to me. I didn't see any railway tracks coming in, though", replied my wife.

I'm not quite sure what hit me first – fear or realisation, but I jumped out of bed so quickly my feet barely touched the floor. As I looked into the distance, I saw one of my worst nightmares playing out in front of me – the river had turned into a herd of stampeding liquid elephants and they were heading straight for our campsite.

WORDS BY *PETER BONOMINI*

“
**WAKE UP! WAKE
UP! GET OUT!
QUICK!**
”

**I SCREAMED AT
MY FAMILY.**

“Tania! Get the kids up on to the ridge! There’s a wall of water heading straight for us!”

The next hour was, and still is, a blur. All I remember in my mind’s eye, aside from panic and confusion, is a rapid succession of still snapshots – the kids crying up on the ridge, my wife soaking wet trying to rip up tent pegs and me hitching up the trailer to the Patrol, spinning and skidding in the mud and slush, while trying to skull drag the damn thing up the hill.

Morning arrived, and the silence was deafening. The sun peeked its eye over the hills, and the sky was a blue mirror. We decided the Patrol wasn’t too uncomfortable to sleep in after all. Blearly eyed, I looked around – it wasn’t pretty. The ridge was covered in a battle zone of ripped canvas and camping gear. It was all too unbelievable. The she-oak tree we had camped under had disappeared – a deep hole in the ground the only testament to its existence. Apart from the murky water and some missing vegetation, there wasn’t all that much evidence to the violence which occurred the evening before.

**WE STOOD ON THE BANK,
MOUTHS AGAPE AT THE MAGNIFICENT
LANDSCAPE WE SAW BEFORE US. THE
PLACE WAS INDEED MAGIC, BUT IT
COULDN’T BE TRUSTED.**



Have an unbelievable off road story?

Let us know in 700 words or less, and you could win an ARB Essentials Recovery Kit worth \$320.

Email promotions@arb.com.au

Thule

Thule Motion XT



**Transport your gear
in style with Thule's
sleek, durable Motion
XT Roof Box range.**

Transport your precious belongings from A to B securely, safely and in style with Thule's sleek and stylish Motion XT - the latest addition to its range of quality roof boxes.

Setting a new standard in durable roof boxes for the adventurous Australian, the Thule Motion XT range is available in four

family-friendly sizes, ranging from 300L to 610L in capacity, promising the perfect travel companion no matter the scale of your adventure.

Choose your Thule Motion XT in:

- Sport (RRP \$849)
- Medium (RRP \$949)
- Extra Large (RRP \$1,069)
- Limited Edition Extra Large in Matte Black and Lime Green (RRP \$1,299)
- XXL (RRP \$1,499)





Optimised for ease of use, the sleek design of the Thule Motion XT creates unparalleled space efficiency and an aerodynamic vehicle fit. With extra wide, easy to mount pre-installed PowerClick quick-mount system, rest easy knowing that simple and secure fitting to all vehicle types is guaranteed.

Built to endure all weather conditions, a smooth and safe lid opening is enabled by grip-friendly outer handles and supporting lid-lifters. The cleverly installed SlideLock system enjoys separate unlocking and opening, automatically locking the lid in place and clearly indicating when the box is closed securely.

Thanks to DualSide opening capabilities, access your gear quickly and easily from either side of your vehicle. Designed with a forward position on the vehicle roof, the Thule Motion XT allows full access to the vehicle's trunk or hatch with minimal risk of contact with the cargo box, ensuring your cargo box stays in top shape for many years to come.



ARB RIDES WITH CADEL EVANS

Introduced in 2015, the Cadel Evans Great Ocean Road Race is the first event of its kind in Australia.

Inspired by the prestigious "Spring Classics" of Europe, the event provides a weekend of the world's best cycling, delivering high excitement and intense competition. The event includes a People's Ride open to the general public as well as a UCI classified race for the World Tour teams.

The third edition of the Cadel Evans Road Race weekend was completed with the weather gods smiling on Geelong and for what proved once again to be an event full of surprises.

Thousands of people joined the Australian icon, Cadel Evans, in his own backyard by getting involved in the People's Ride as part of the Cadel Evans Great Ocean Road Race. Held at the end of January every year, the Swisse People's Ride offers two courses – 111km and 65km – following the road of the elite women's and men's races. Entrants can then sit back and recover while they watch the elite women battle it out before the elite men's race the following day.

Starting from Geelong's foreshore, the course follows south-east via Barwon Heads Road, to the hometown of Cadel Evans. Travelling up the main street of Barwon Heads the course hugs the coast, taking in the breathtaking views across Thirteenth Beach, including views of endless sands and rolling surf.

The 65km short course riders split off at the Horseshoe Bend Road while the 111km long course riders return to the coast on approach into Torquay along the spectacular foreshore.

Our ARB team were amongst the riders tackling the course. In the words of Robert Puts, "Geelong put on its best weather. The 65km course was not too challenging which made it possible for riders of all levels of fitness. The angulating roads certainly contributed to the pace-making. The team managed to stay together and cross the finish line as a bunch. The event itself was well organised with plenty of services to offer. The atmosphere was buzzing, and with great cafes and restaurants in the area, it was nice to enjoy a quality brew by the waterfront after a pedal."

ARB team:

- **Robert Puts**
(Manager, Aftermarket Products)
- **Andrew Bellamy**
(Global Pricing Manager)
- **Jesse Wilcocks**
(IT Business Manager)
- **Lachlan McCann**
(International Business Manger)
- **Sam Steward**
(Design Engineer, Compressors)
- **Mark Gardner**
(Supplier)
- **Brad Puts**

DUCK AND COVER

No matter your vehicle, Black Duck will have a solution to meet your needs. Add protection and resale value to your vehicle with a canvas or denim seat cover.

Whether it's used for work or pleasure, Black Duck covers are built to withstand the most unforgiving conditions, while delivering a custom fitted look and feel, and the highest safety compliance standards.



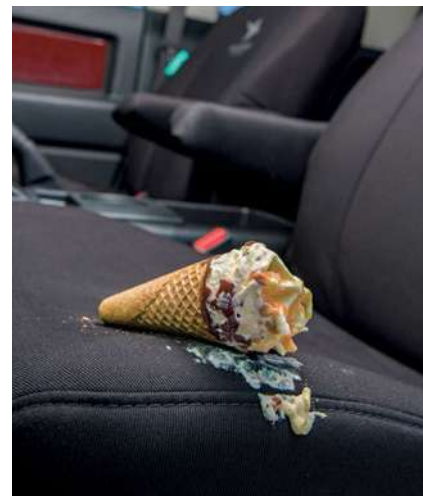
WHY CHOOSE BLACK DUCK?

With their durable canvas or denim seat covers, Black Duck provide you with peace of mind as well as returning that extra value at resale. Their exceptional products serve as a genuine investment for your vehicle and prolong the lifespan of your original seats. All seats fade and accumulate blemishes or stains over time, ensure you maintain the aesthetic appeal of your interior, by utilising stain resistant covers which are easy to clean and made to be tough.

Black Duck covers cater for a wide range of specifications with over 1,070 seat cover patterns. The list continues to expand every day as their Research and Development team work hard to keep up with the latest releases. Black Duck offer various seat cover patterns for passenger and commercial vehicles covering a wide range of industries.

BLACK DUCK DENIM

The Black Duck Denim material is a heavy duty twill fabric which has a layer of high-density foam for extra comfort and a soft polyester net backing to protect it from wear. The Denim range is a comfortable alternative to canvas, and it is water resistant and strong. The canvas cover is designed to take a hard beating of mud, dirt, grease, grime, sand, every day however the denim has sacrificed a little bit of that durability for comfort. It will still take a lot of use and abuse and protect the original seats and will provide maximum comfort for the daily drive. Perfect for the beach trip, the weekend away or the accidentally dropped ice cream.



BRED FOR STYLE

- Available for Black Duck's complete range, including airbag compatible and certified seat covers
- Increased comfort provided by a heavy duty twill fabric and foam backing
- Water resistant for spill protection
- Exudes style through a tailored, snug fit

Contact ARB for part numbers and pricing

SIZE MATTERS



Bushranger are excited to release two new sizes in their popular LED Nighthawk light bar range.

Available in 20.5" and 43.5", these light bars are optioned in either combo or flood beams. This completes the Nighthawk LED light bar range, offering 10 light bar lengths from 5.5" to 51".

Bushranger LED light bars have been developed in Australia by Bushranger's own team of engineers. Designed to suit a wide range of applications and with the Australian climate in mind, these LED light bars have been built to withstand even the toughest of punishment.

The shape and distance of the light output are some of the most important aspects to consider when selecting the right light for your needs, so Bushranger LED light bars have been specifically designed with particular purpose in mind.



20.5"

Flood Beams:

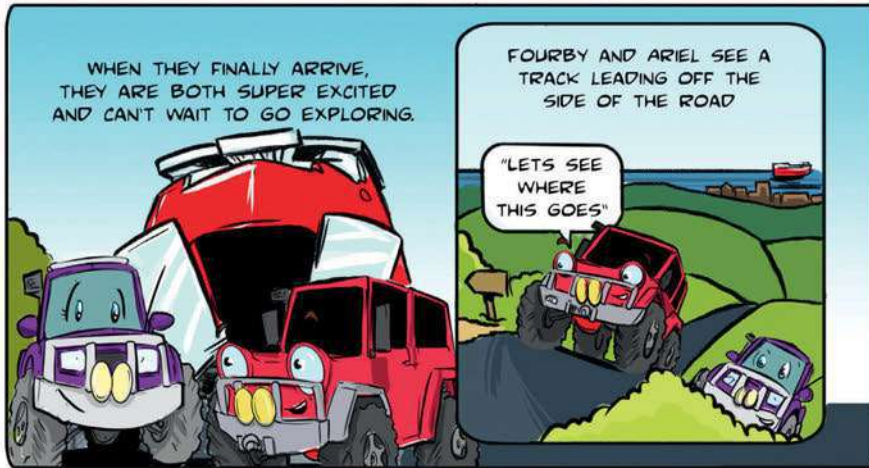
Off road driving, where dispersion of light shows all the details of the surroundings ahead. Wide beam angles in all directions, not just along the horizon, allows for all the terrain to be seen even on undulating tracks. An ideal light to combine with a dedicated driving light setup for an uncompromised lighting solution for on and off road.

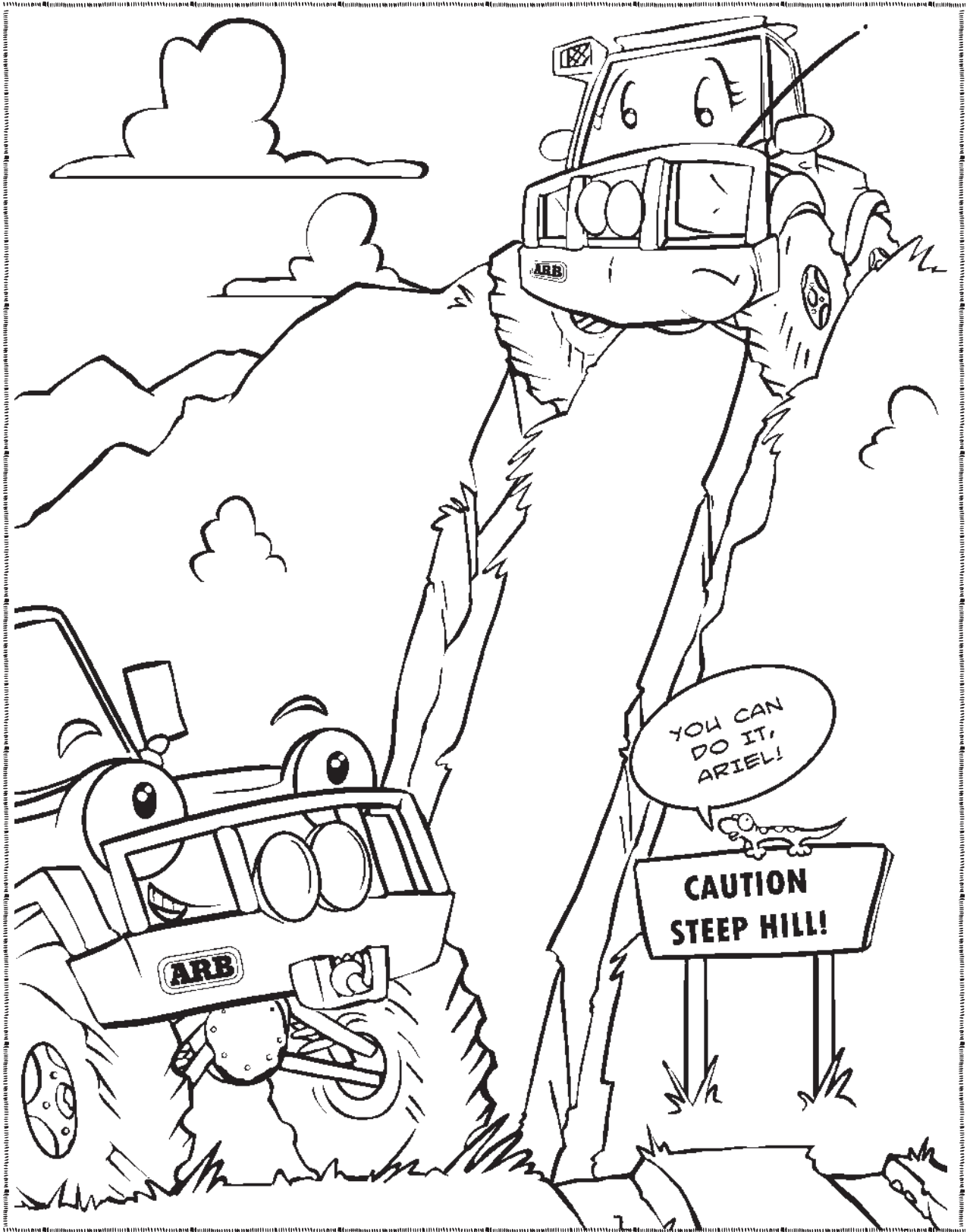


43.5"

Combo Beams:

On road driving, where long distance light can increase your reaction times and safe braking distance. Long distance illumination is achieved with a focussed beam that is kept broad enough to light up the sides of the road where good visibility is required. Excellent balance between distance and spread, and can be used as a standalone lighting solution or combined with a quality driving light setup to deliver maximum long range performance.





COLOUR FOURBY'S WORLD

This Issue we're running a colouring competition, and there are some awesome prizes up for grabs!

Send in your entry, and you could win an ARB Fourby Plush Toy or an ARB Kids Pack, plus have your winning entry posted to the ARB Kids Corner website page. Remember to include your name, age and address on the back of your entry. Competition closes June 30th, 2017.

SEND TO:

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

EMAIL: fourby@arb.com.au

Under Pressure Competition



Calum Mckenzie, Kaipoi NZ



Sarah Moss, Sorell TAS



Jayden Lamby, Biggera Waters QLD

UNDER PRESSURE

Competition Winners

We asked for photos of your most hairy off road experiences and certainly weren't disappointed. Here is just a selection of the fantastic entries we received.
Each published entry wins an ARB Digital Tyre Gauge worth RRP \$79.00



Trent Burgmann, Shepparton VIC



Chris Chater, Dubbo NSW



Russell Kneebone, Kooralbyn QLD



Nathan Spies



Daniel Eiser, Meringadan West QLD

IN THE DRINK COMP

Been through
a serious
water crossing?
We want to see it!



Send us a photo (or video) of your most intense water crossing moment, and you could **win an ARB Weekender Recovery Kit worth RRP \$159.00**. Entries close May 31st, 2017.

ARB STORES

VICTORIA

Bairnsdale (03) 5152 1226
Ballarat (03) 5336 4605
Bendigo (03) 5445 7100
Brighton (03) 9557 1888
Dandenong (03) 9793 0002
Echuca (03) 5480 2600
Geelong (03) 5272 2611
Hoppers Crossing (03) 9749 5905
Keilor Park (03) 9331 7333
Kilsyth (03) 9761 6622
Pakenham (03) 5940 5500
Shepparton (03) 5822 1877
Somerton (03) 9460 9988
Traralgon (03) 5174 9190

SOUTH AUSTRALIA

Elizabeth (08) 8252 1599
Morphett Vale (08) 8186 6101
Regency Park (08) 8244 5001

ACT

Fyshwick (02) 6280 7475

NEW SOUTH WALES

Albury (02) 6021 2477
Artarmon (02) 9438 4484
Broken Hill (08) 8087 9250
Brookvale (02) 8507 3073
Dubbo (02) 6885 5777
Moorebank (02) 9821 3633
Newcastle (02) 4953 9555
Orange (02) 6369 0700
Penrith (02) 4731 1266
Port Macquarie (02) 6581 2500
St Peters (02) 9565 2455
Tamworth (02) 6762 0541
Wagga Wagga (02) 6885 5777
Wentworthville (02) 9631 7889

WESTERN AUSTRALIA

Canning Vale (02) 9455 4366
Geraldton (08) 9921 8077
Mandurah (08) 9583 3200
Osborne Park (08) 9244 3553
Wangara (08) 9409 5764
Welshpool (08) 9358 3688

NORTHERN TERRITORY

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

QUEENSLAND

Biggera Waters (07) 5537 8800
Bundaberg (07) 4153 2929
Burleigh Heads (07) 5535 9223
Caboolture (07) 5499 1955
Capalaba (07) 3823 5900
Cairns (07) 4035 3350
Caloundra (07) 5491 4500
Coopers Plains (07) 3277 2020
Jindalee (07) 3715 6400
Nundah (07) 3266 3255
Mackay (07) 4998 6888
Maroochydore (07) 5475 4011
Rockhampton (07) 4922 7788
Toowoomba (07) 4632 1122
Townsville (07) 4728 0900

TASMANIA

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

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4X4 ACCESSORIES