

# 4X4 CULTURE

4x4 Adventure | Travel | Lifestyle

Issue 52

**WHAT ARE YOU  
WAITING FOR?**

TAKE A BEHIND-THE-SCENES LOOK  
INTO ARB'S R&D AND FIND OUT WHY  
OUR RANGE OF ACCESSORIES FOR NEWLY  
RELEASED VEHICLES IS WORTH THE WAIT.



# Contents

## In the Workshop

- 12 Summit Raw Rear Step Tow Bar
- 16 Alloy Bull Bar Range
- 18 Isuzu MU-X
- 26 ARB Engineering & Development
- 43 LandCruiser 80 & 105 Series BP-51
- 44 40 Series Limited Original Bar
- 52 Volkswagen Amarok Tango Sport Lid
- 54 ARB Seat Skin Covers
- 55 Black Duck Seat Covers
- 64 Tailgate Assist
- 65 ARB Track Shelter
- 94 New Look ARB Stores
- 96 Bushranger
- 97 Warn

## On the Road

- 6 Trip in a Van – Happy Wife, Happy Life
- 20 Chris Collard – Angel Falls, South America
- 36 Mark Berger – Dirk Hartog Island, WA
- 48 Jessica Vigar – Lorella Springs, NT

- 58 Emma George – Travelling Breakdowns Part II
- 66 Steve Fraser - 4WDing Esperance, WA

## Inside Track

- 40 Ultimate Fishing Destination
- 56 ARB Experience Days
- 78 Eldee Easter Event
- 84 ARB Supercross Sponsorship
- 98 Beard Brag Competition Winners
- 99 Old Man Competition

## Coming Home

- 4 Snapshot
- 72 The Lat-Long of it
- 76 Off Road Cooking
- 86 Photography Tips & Techniques
- 90 Behind The Shot
- 92 Kids' Cartoon
- 93 Kids' Activity
- 99 ARB Stores

## Editor

Jessica Vigar

## Technical Sub Editor

Dean Mellor

## Copy Sub Editor

Louise Truscott

## Contributors

Mark Berger, Rhys Brown, John Clark,  
Chris Collard, Shannon Diedrich, Michael Ellem,  
Steve Fraser, Matthew Frost, Emma George, Bec Lorrimer,  
Justin Lorrimer, Steve Sampson, Luke Watson

## Graphic Design

Vanzella Graphic Design

## Creative Direction

Meraki St Creative

## Photography

Offroad Images

## Pre-press

Splitting Image

## Printing

Offset Alpine



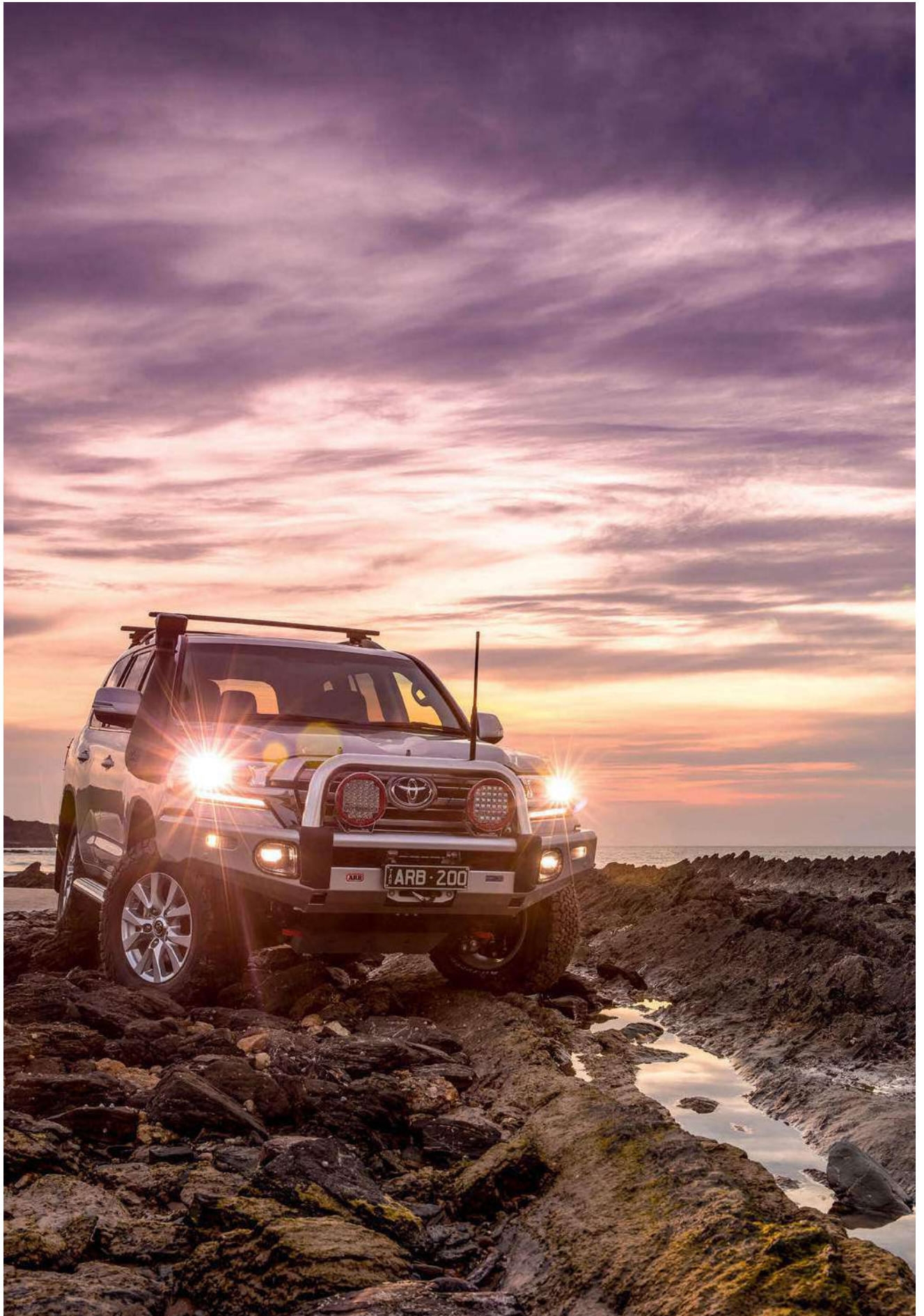
Read online or download our past issues of ARB 4x4 Culture at [arb.com.au](http://arb.com.au). Make sure you subscribe to our mailing list to stay up to date with the things that matter most to you!

## Get Social

Keep track of all the latest ARB news and events on:



Prices shown in this magazine are ARB's Australian domestic east coast recommended retail prices inclusive of GST, and do not apply to international markets. ARB reserves the right to amend these prices without notification. In some regions of Australia, additional freight costs can be expected. Prices shown do not include supplementary charges such as fitting or colour coding. The views and opinions expressed in this magazine are those of the individual authors and do not necessarily reflect the views of ARB Corporation Limited.



# Snapshot

**Matthew Frost**

National Sales & Marketing Manager

In the last issue of 4x4 Culture, we launched Jack, our new hydraulic lifting device that offers customers a modern alternative to the traditional Hi-Lift style of jack that hasn't changed much in over a hundred years.

It's been one of the more colourful products we've launched in a while if the attention it has received on social media is anything to go by. Some of our customers have been drooling over the product while others have been ridiculing us over the price.

Quite a few of the comments we receive on social media are utter nonsense and we tend to take them with a grain of salt and sometimes even amusement. There are, however, a couple of themes that come up from time to time that we thought we'd take the opportunity to address.

A topic that came up with Jack is that ARB products are expensive because we have to cover the cost of all of the elaborate marketing. We actually find this quite complimentary as nothing could be further from the truth. It's fair to say that for a company the size of ARB, we take quite an unorthodox approach to how we market our products given we don't use any advertising or brand agencies.

We take a very hands-on approach creating our marketing material, with everything produced by a small team of people in-house. We have a couple of key external

partners, including Michael Ellem who has been handling all of our photography and videography requirements for the past 15 years. Mike's a very keen 4WDer and outback traveller who provides us with some great input when it comes to choosing themes and locations. A photography planning session usually involves coffee or beer (depending on the time of day), some brainstorming and a few wacky ideas. By the end of it, we'll have a pretty good idea of what we want to achieve though.

Using our recent towing video as an example, Mike and I decided to take three vehicles to several locations along the Murray River. His wife came along as the third driver and my twelve-year-old lad helped out with cleaning vehicles and camp chores. We bush camped the entire shoot and edited most of the video out the back of Mike's base station (aka caravan but he doesn't like people calling it that) each evening. It's actually a bit of a joke amongst my colleagues that there wouldn't be many sales and marketing managers of ASX200 listed companies whose idea of corporate travel is sleeping in a swag and using a tree for a dunny.

A fair degree of the cost of ARB products can be attributed to the fact we operate our own in-house design and manufacturing. There aren't many companies in the Australian 4WD industry that engineer their own accessories and even fewer that actually build the products themselves. In this issue

of 4x4 Culture, we take the reader behind the scenes at ARB and provide an insight into the depth of expertise that exists within our design and manufacturing operations. We strongly encourage our customers to research what goes into building the equipment they buy for their vehicles. You might be quite surprised by what you find out.

There was another theme that popped up with Jack on social media with claims that we got our market research wrong and have entered the market at too high a price point. Well, that's definitely not the case because we didn't do any market research. Of course, through our normal business activities, we are familiar with what's around. But Jack wasn't the result of any strategic planning to take the market by storm, rather the creative vision of our design engineers and ARB's desire to build something extraordinary.

Innovation is one of several key pillars that ARB was founded on. Others include customer focus, safety and never compromising. But it was innovation that came first when our founder, Tony Brown, began building 4WD gear over 40 years ago. Our history is full of ground-breaking products, many of which are copied and counterfeited around the world. Where Jack falls into the scheme of things remains to be seen. What we do know is that we have built, in-house, the very best Jack we can.



Our resident supermodel, Mark "Lowmount" Lowry  
at the end of a big day shooting ARB products

# Happy Wife, Happy Life

**Words & Photography  
by Bec Lorrimer**



Bec Lorrimer from Trip In A Van absolutely loves camping with her family; however, this hasn't always been the case. She gives us some great advice on how to make camping enjoyable and inclusive for the entire family.





## I've been with my husband for over a decade and we've shared countless camping trips, fishing shenanigans and 4WDing adventures.

Now, I must admit, I wasn't really into the whole camping, 4WDing and fishing thing when we first met but I knew it was a huge passion for Justin. Not only did he love it, he needed it. After a hard working week, for him there was nothing better than packing up the ute – a Nissan Patrol at the time – loading up the fishing rods and heading for a sandy 4WD track. A favourite was Moreton Island. It was his way to unwind, enjoy a few beers over the campfire and re-energise for the week ahead.

Again, as previously mentioned, this wasn't MY passion 10 years ago... I preferred to be shopping, catching up with friends and dining out. But all this changed very quickly and I developed a new passion similar to my husband's.



### Cool Cucumber

After finding the perfect set-up for both of us to be comfortable, camping, 4WDing and fishing soon took over our weekends. Comfortable, you ask? Justin purchased a portable fridge and this undoubtedly made camping easier. Constantly topping up the esky with ice, having food become water logged, and transferring it in and out of our rig was inconvenient. Knowing our food and beers were kept frosty and securely in the back of our ute definitely made our road trip easier.

### Forty Winks

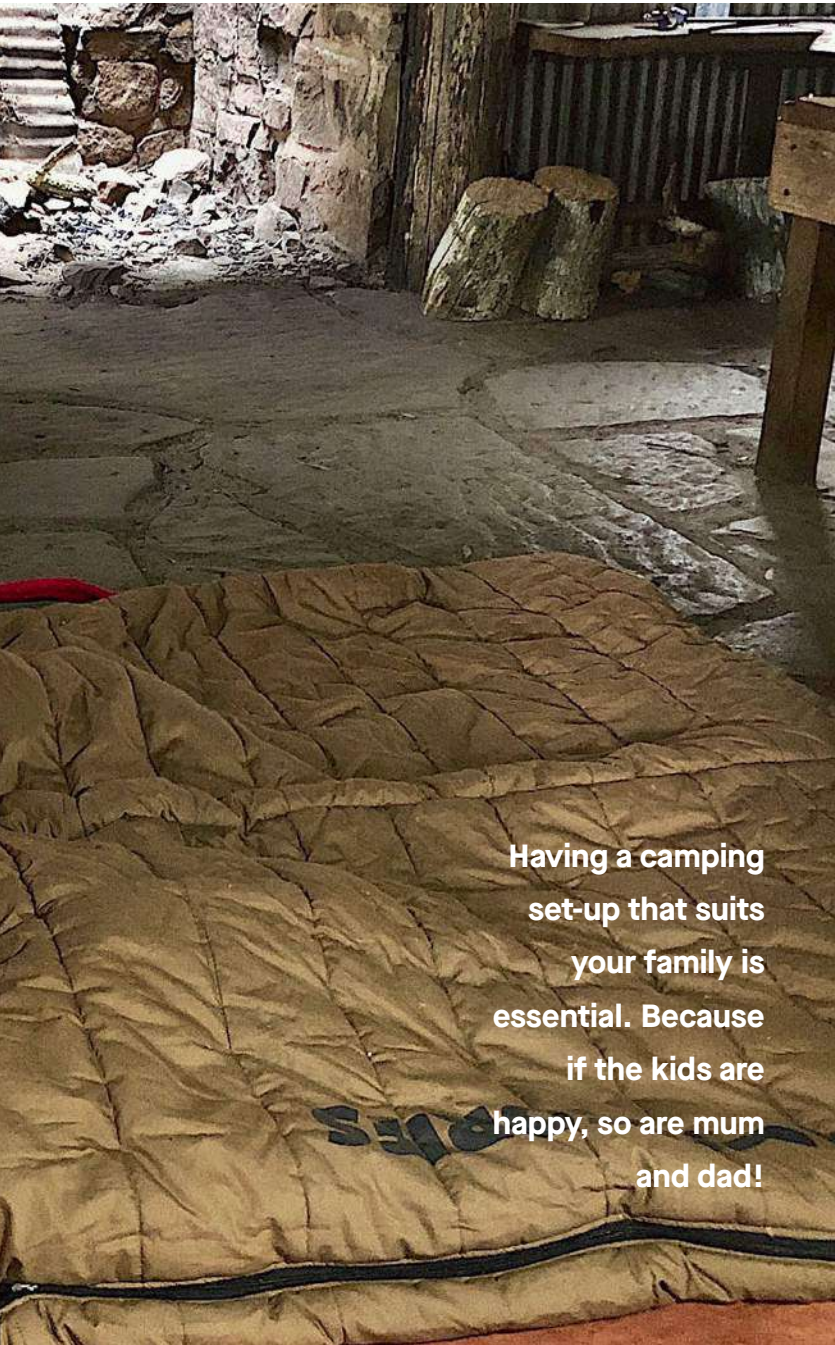
Next was a comfortable mattress. There's nothing worse than coming home with bruised hip bones because you practically slept on the floor, so making sure our sleeping quarters were comfy made for an excellent night's sleep while listening to the sounds of the ocean.



### Organised

Justin is pretty handy and made up a set of drawers to fit inside the back of our ute. This meant everything was accessible and we didn't have to stack a heap of tubs in the back of our Patrol. As a woman, having the right set-up is essential in enjoying the trip. We don't really thrive much on chaos. This way everything had its place and I wasn't relying on Justin to pull everything else out just to locate a knife or fork.





Having a camping set-up that suits your family is essential. Because if the kids are happy, so are mum and dad!

## Camping

I LOVE camping!!! There is nothing better than sleeping out under the stars. We've done all types of camping from under the ute's canopy, swag, tent, camper trailer and now to a caravan. There really is something about being in nature, gazing at a campfire, enjoying a cold one under the car awning at the beach. These are now the amazing memories we make with our kids and it's what they truly love to do and where we find that they are their happiest.

Having a camping set-up that suits your family is essential. Because if the kids are happy, so are mum and dad! Always remember marshmallows for the campfire as it's the kids' favourite thing to do when camping. Keeping them entertained with bikes, cards and sandcastles makes for an easy family trip and they just seem to find their own fun. This means we can have an uninterrupted glass of wine and cold beer.

If you're camping in cooler weather, warm sleeping bags are a must for everyone and we highly recommend the ARB ones.

**During a trip through the Victorian High Country, we were all kept toasty warm and comfortable on those freezing nights.**

## Fishing

Justin is a mad keen fisho and would often leave the kids and I (when they were little) to head out in our boat for an early morning fish. It is his favourite thing to do! As the kids have become older and more interested in fishing, he doesn't really get the time to just fish. He's baiting hooks, untangling lines and teaching them his tricks of the trade. All this effort, though, will be well worth it in years to come when we can all go fishing together and not have the dramas it currently causes. I often let him head off for a solo fish so he can really enjoy it and take some time out from the chaos of family.





## Family

Now, have I mentioned yet that we have three kids...?

Jack, five, Billy, four, and Charli, three, have been living life on the road for the last two-and-a-half years! With their dad being into fishing, camping and 4WDing, it made sense to introduce our kids to our love of adventure from a young age. We set off in our camper trailer when our eldest was just six weeks old, our next one slept through an epic 4WD through the Stockton Dunes at two months and our third hit the road in a caravan at just six months old. It's what they love and living outdoors is a fantastic lifestyle for kids; not only beneficial in terms of what they learn but they become well-rounded kids, too. Travelling with kids is a fantastic experience but it can also be hard at times, due to us living together 24/7 with three boisterous little ones in tow. Not that I'd change it for a second (well, maybe for just a second so I can have my cuppa in peace). But we really do have to remember that routine is important. It's actually essential to living life on the road with your family.

## 4WDing

Let it be known, I really do love a good fourby track. My ideal track is a steep incline, ruts, water crossings and just really gnarly stuff. I love getting bogged, too. Using the winch, MAXTRAX or snatch straps is all part of it and, to me, a highlight! What I'm not into is sitting on a bumpy track for four to five hours in the passenger seat passing over food and water to the kids just to go for a drive. One, I get motion sickness and two, I find it boring after a while. My husband scopes out a 4WD track whenever he can as he's mad keen on it and for good reason! He soon realised, though, to make it fun for both of us, I needed to learn some basics.

**I too wanted to have a crack at some driving, so he patiently taught me the essentials and it's bloody good fun!**

I really enjoy a deep water crossing! It is much more exciting when we both have a drive and do some gnarly tracks; but I prefer them short and sweet.

## Having a Routine

Our routine goes a little something like this...

---

**7.00am** – Kids wake and climb into bed with us for morning cuddles. Brekky, some "housework" and planning for the day's adventures.

---

**8.30am** – Homeschooling time.

---

**10.00am** – Head out for the morning to explore.

---

**12.00pm** – Lunch and a snooze for our youngest (at the van or out and about), our handy ARB fridge always keeps our lunch stocked and cool.

---

**Afternoons** – Arvos are for chilling or exploring, whatever we feel like.

---

**5.00-5.30pm** – Dinner time for the kids.

---

**6.00pm** – Bath time.

---

**7.00pm** – Kids hit the sack and Justin and I enjoy dinner in peace.

---

**7.30pm** – Have a beer with our camping neighbours or bust out the laptops and work!

---

**10.30pm** – Hopefully, we are getting some zzzz's.

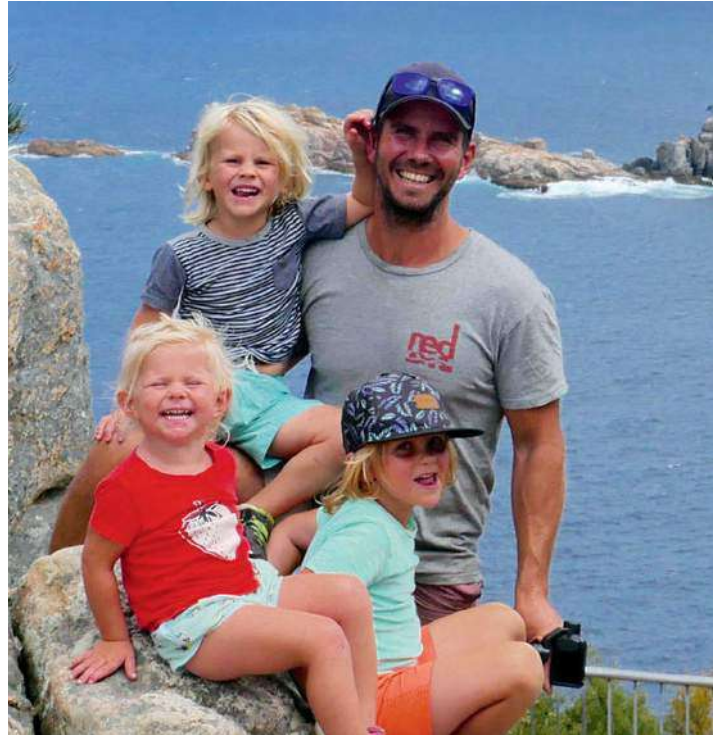
---





## Top 5 Tips for Getting Your Wife on the Road

- 1** Make sure you have the creature comforts she loves to make travel and camping easy.
- 2** Teach her how to 4WD, tow a camper or caravan, and reverse before you leave.
- 3** Don't argue with her when she books a hair appointment.
- 4** Just because you're on the road doesn't stop your wife being a woman, she still needs to check out cool shops and have some time on her own now and then.
- 5** If you plan to go fishing all day, make sure you tell her that when you leave. Don't just say you're "ducking off for a few hours" and come back at sunset. Us wives get kinda worried!!



## How Justin Handles Having Kids Around 24/7

How does Justin handle having kids around 24/7? How does a father of three go from working crazy shift work to being a full-time dad? Well, in short, pretty damn good!

Justin worked a lot of hours as we were madly trying to pay off our mortgage. Loads of overtime, night shift and barely seeing the kids. Moving from that into changing nappies, dealing with tantrums and living on the road with your family 24/7 was a huge adjustment! He has changed so much in this time! From being grumpy and tired from night shift, resenting work for not being able to see the kids and a decline in his zest for life. He is now his old self, a happy and content bloke. I mean, he doesn't love changing nappies but it's much better changing nappies than swinging spanners. He found a new passion through our travels and the flexibility it brings enables him to be an awesome husband and father while also working.

### TOP TIP

Tell your wife to flick through this article and give it a go. It might just change her perspective and soon enough you'll be hitting the tracks with the whole family in tow!

Cheers.

Bec Lorrimer – Trip In A Van



# IN THE RAW





ARB has developed a new rear step bar to suit ute owners who require comprehensive protection for the rear of their vehicles but might not need all of the features of a Summit rear step tow bar (RSTB).

Called Summit Raw, the new bar will initially be available to suit the Ford Ranger, Mazda BT-50 and Toyota HiLux, with many other applications to follow.

### The Original

The Summit RSTB was launched to great acclaim in 2015, offering drivers of 4x4 utes an attractive rear protection system featuring press-formed wing panels that perfectly match vehicle styling. The Summit RSTB also incorporates an integrated tow hitch with a 3.5-tonne rating, jacking points, anodised aluminium top tread plate and many other features exclusive to this innovative product.



### The New

The new Summit Raw retains many of the features of the Summit RSTB but has a redesigned protective tube structure in lieu of the press-formed wing panels on either side of the lower tub area.

According to ARB Product Manager Steve Sampson, the Summit Raw is aimed at ute drivers who want more protection than an OE bumper bar but who don't need all of the features of a Summit RSTB.

"We're aiming the Summit Raw between those people who would normally just fit a tow bar to their ute and those who would go for all of the features of the Summit RSTB," says Steve. "The Summit Raw sits halfway between those two options."



### Protection

Although the Summit Raw is not fitted with press-formed wing panels, it still offers exceptional protection thanks to the retention of a tough 60.3mm x 2.6mm steel tube structure that mounts directly to the vehicle chassis.

“With Summit Raw, you still get the tow bar component and you still get the protection around the lower edge of the vehicle tub as you would with the Summit rear step tow bar but you’re just not getting the press-formed wing panels on the lower edges of the tub,” explains Steve. “It’s still extremely tough and it still incorporates jacking points – you can still lift the vehicle by the Summit Raw rear step bar.”

“Because the press-formed wings of the Summit RSTB contribute to its strength, we have redesigned the tube section of the Summit Raw so that it’s situated down lower, along the side of the tub,” adds Steve. “The tube structure is substantially different between the Summit and the Summit Raw,

**there’s more protection from the tube work on a Summit Raw to account for the absence of the press-formed wings.”**

### Ready for Anything

Modern 4x4 utes have long rear overhangs that inhibit departure angle, so adequate rear-end protection is of paramount importance, especially when driving off road where the rear of the vehicle might hit the ground when exiting gullies or dropping off rock shelves. The 60.3mm steel tube structure of the Summit Raw has been designed and engineered to take all kinds of off road abuse and thanks to its durable textured black powder coat finish, it will not easily mark. “It can better stand up to knocks and hits, unlike a colour-coded finish. The Summit Raw’s textured finish really suits this style of rear bar,” says Steve.

Like the Summit RSTB, the Summit Raw has an anodised aluminium top tread plate with ridges along its entire width, ensuring there’s plenty of grip available no matter where you plant your feet on the rear step. Summit Raw also has jacking points.

The Summit Raw doesn’t have a flip-up panel above the tow hitch point as per the Summit RSTB but it still packs plenty of handy features. “It doesn’t have the lift-up panel but in terms of the tow bar component, the Summit Raw still has a 3.5-tonne rated hitch assembly, it still has tow chain points, it still has a mounting location so you can wire up your chosen trailer pin plug, it still has a dedicated location for an air compressor outlet and it still has the facility to mount an Anderson plug,” says Steve. “The Summit Raw still has all of these features, they’re all still there, it just doesn’t have the flip-up cover.”



### Vehicle Specific

Each Summit Raw rear step bar is designed and engineered for model-specific fitment and, as such, there are slight variations across the range. "On the Ford Ranger, for example, we'll have sensor and non-sensor versions to suit vehicles equipped with or without rear parking sensors," says Steve. "In the case of the Summit Raw for HiLux, there will only be a non-sensor version as that vehicle is not equipped with parking sensors.

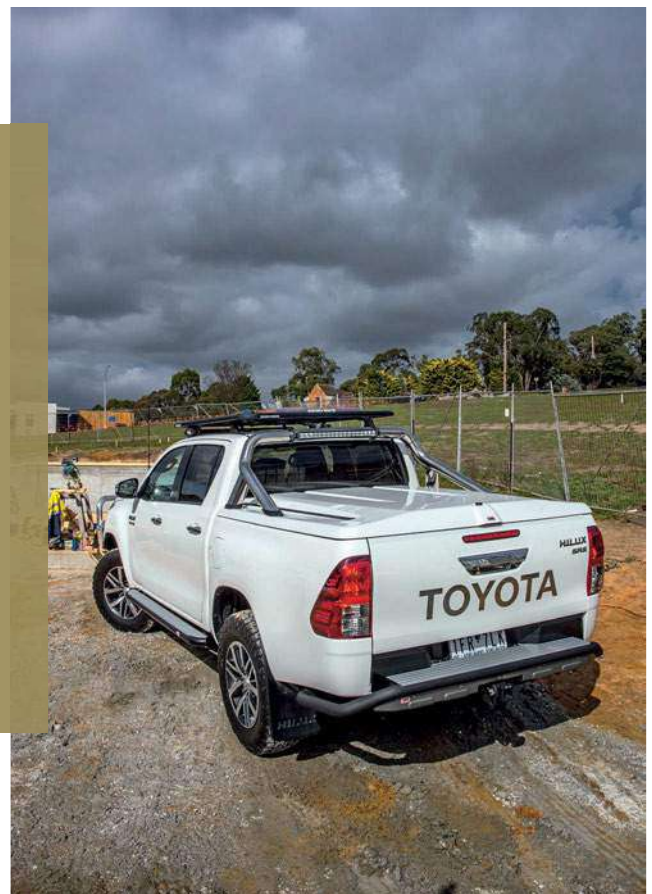
"Having said that, we will also offer a Summit Raw for HiLux without a built-in tow bar," adds Steve. "This version is designed to fit around the OE tow bar because models such as the HiLux SR5 now come standard with a bolt-in OE tow bar."



**The Summit Raw fills a gap in the marketplace, catering to ute drivers who need the ultimate in vehicle protection without all the frills.**

## SUMMIT RAW FEATURES

- 60.3mm x 2.6mm steel tube frame
- Durable textured black powder coat finish
- Anodised aluminium top tread plate
- 3.5-tonne, class 4, 50mm tow hitch (where applicable)
- Built-in tow chain points (where applicable)
- Facility for trailer wiring, Anderson plug and air compressor outlet
- Moulded licence plate bezel and NARVA LED licence plate light (depending on vehicle)
- Replaceable 2mm zinc-plated stone guards to reduce damage to the inner rear face of vehicle beaver panel (Ford Ranger/Mazda BT-50 models)



# ADDITIONAL ALLOY



ARB has recently expanded its range of Alloy bull bars with the release of new models to suit the Volkswagen Amarok, the Holden Colorado and the Holden Trailblazer. And, by the time you read this, owners of the new Toyota Prado and MY16-on Isuzu D-MAX will also soon have the option of fitting a stylish ARB Alloy bull bar to their vehicles.

ARB Alloy bull bars provide a lighter alternative to steel bull bars but retain optimum protection through the use of several different alloys and tempers, as well as ARB's renowned multi-fold upswept design, which also offers an improvement in approach angle when driving off road, particularly on each side of the bar.



## DESIGN

“When designing the full range of Alloy bull bars, we keep to a theme in regards to the lower section of the bar, so they share the same fog light surround, the same buffer section and the same three-piece grille with the steel Summit Bar,” explains ARB Product Manager Steve Sampson. “This is why the Alloy Bar still retains a distinctive ARB look. The main difference in design is in the top tubes, which are unique to the Alloy bull bar range.”

The outer frames of the ARB Alloy bull bar are manufactured from 60mm tube while the cross frame is a 48mm tube. Both tube sections have a 3mm wall thickness. A 5mm-thick alloy is used in the bar uprights while a 4mm-thick alloy is used in the wings and pans.

The Alloy bull bar also incorporates ARB’s split pan design that adds overall strength to the structure while providing plenty of airflow to the vehicle’s cooling system. A three-piece grille in the split pan features a hidden door for access to winch controls when fitted. A polished aluminium winch cover panel is situated in the press-formed top pan in non-winch applications.

All ARB Alloy bull bars feature an airbag-compatible mounting system that ensures vehicle safety systems work correctly and they can also be equipped with an optional winch-mounting cradle that can accommodate a range of winches up to 10,000lb capacity.



## APPLICATION

“Because we have already developed Summit and Summit Sahara Bars for Amarok, Colorado and Trailblazer, in terms of the way those bars mount to the chassis, a lot of that experience is rolled through into the development of the Alloy Bars... In terms of how the Alloy Bars interact with the chassis, they’re essentially the same as the Summit Bars,” says Steve.

Depending on the vehicle application, the ARB Alloy bull bar allows for the retention of OE safety features such as parking sensors, forward collision alert and lane departure warning. There’s also provision for fitment of an optional ARB fog light kit.

As well as providing vehicle protection, the ARB Alloy bull bar is the ideal platform for mounting driving lights and antennas. It is also compatible with ARB Under Vehicle Protection (UVP) systems.

While the Alloy bull bar to suit Colorado, Trailblazer and Amarok is available now, the new Toyota Prado and Isuzu D-MAX Alloy bull bars are expected to reach showroom floors sometime between late-July and the end of the third quarter.

GOOD.  
BETTER.  
BEST.



Words by Dean Mellor  
Photography by Offroad Images

**A recent article published in popular online magazine RV Daily proposed that the Isuzu MU-X could well be the best tow vehicle in Australia.**

Sure, that's a big call but the MU-X certainly has plenty going for it in terms of towing capability, so it's little wonder this ute-based 4x4 wagon, with its full separate chassis, is often seen hauling caravans and camper trailers all over the country.

Further upping the MU-X's towing credentials, a recent MY2018 upgrade has seen the introduction of Trailer Sway Control (TSC) across the range, which monitors trailer movement via the vehicle's

Electronic Stability Control (ESC) sensors, and modulates throttle and brake inputs to individual wheels, bringing the towed trailer under control if unwanted sway is detected.

The MU-X is by no means the most powerful vehicle in its class, but its three-litre, four-cylinder turbo-diesel engine has healthy enough outputs, producing a claimed 130kW at 3,600rpm and, more importantly for towing, 430Nm at a low 2,000-2,200rpm. As RV Daily said of the MU-X's engine, "The swept volume of this four-pot gives you good off-idle torque and the boost comes on in a linear, unhurried way. It's there when you need it and it doesn't make a fuss."

The six-speed auto is the pick of the transmissions for towing, making the most of the engine's low-rpm torque, and the MU-X handles the weight of big trailers reasonably well, although it's a little on the soft side.

With prices ranging from \$50,200 for the base-spec LS-M through to \$56,200 for the top-spec LS-T, the MU-X certainly represents great value for money, leaving many buyers with plenty of options when it comes to further improving the towing and touring capability of this 4x4 wagon.

# MAKING A BETTER MU-X

ARB offers a huge range of equipment designed specifically to suit the Isuzu MU-X, some of which will significantly improve the vehicle's towing capability, including upgraded suspension systems, long-range fuel tanks, protection equipment and much more.

## SUSPENSION

As mentioned, the MU-X's standard suspension is on the soft side but ARB offers a range of model-specific Old Man Emu (OME) suspension upgrades that will vastly improve ride and handling, especially when carrying a load or towing a trailer. There are several OME kits to suit the MU-X, with different spring rates depending on the load the vehicle generally carries and whether or not it's equipped with accessories such as a bull bar and winch. An OME suspension system offers the added benefit of providing increased ground clearance for off road conditions.

## PROTECTION

ARB has several bull bars designed to suit the Isuzu MU-X, all offering maximum vehicle protection as well as offering a stable platform for fitment of accessories such as driving lights, radio antennas and a winch. The range to suit MU-X includes the stylish Summit Bar, the Summit Sahara Bar and the innovative SmartBar.

The ARB Under Vehicle Protection (UVP) system is also available for MU-X. It bolts directly to the vehicle chassis and offers protection for components such as the steering system, sump, gearbox and transfer case.

## LONG-RANGE FUEL TANKS

The Isuzu MU-X's three-litre turbo-diesel is an economical engine but the vehicle's small 65-litre fuel tank limits touring range, especially when towing a trailer. ARB offers a 112-litre replacement Frontier Long-Range Fuel Tank to suit the MU-X, which is manufactured from a durable and impact-resistant cross-linked polymer that, like an OE fuel tank, allows for flexing of the vehicle chassis. A Long Ranger steel fuel tank is also available to suit the MU-X.

## WATER CROSSINGS

One of the most important accessories you can fit to any 4WD is a snorkel and ARB offers the world renowned Safari Snorkel to suit the Isuzu MU-X. Safari Snorkels not only prevent water from entering the engine during river crossings but the high air intake also ensures it can breathe clean air, even when driving in very dusty conditions.

For those who expect to encounter river crossings, ARB also offers the Crossing Cover to help keep water out of the engine bay, as well as a Differential Breather Kit.

## CARGO CARRYING

There's a full range of ARB steel and aluminium roof racks to suit the MU-X, as well as Thule and Rhino-Racks and associated accessories, which include bike holders,

kayak holders, awning mounts, Hi-Lift jack and shovel holders and much more.

Other cargo-carrying accessories for the MU-X include Outback Solutions Drawer systems, cargo barriers and fridge slides, which are all available at your nearest ARB outlet.

## TRACTION

The Isuzu MU-X is one of the few ute-based 4x4 wagons on the market that's not available with an OE rear differential lock. Relying solely on its electronic traction control system in slippery and undulating conditions, the MU-X can struggle to maintain forward progress when full suspension travel has been exceeded. ARB offers both front and rear Air Lockers to suit the MU-X, ensuring there's always drive to the wheels with grip even when those without are lofted high into the air.

Another benefit of the ARB Air Locker system is the inclusion of an air compressor, which can also be used for inflating vehicle and trailer tyres.

## GENERAL ACCESSORIES

There are countless ARB accessories designed and engineered to suit the Isuzu MU-X, including Warn, Smittybilt and Bushranger winches, ARB Intensity LED driving lights and light bar, IPF and Bushranger driving lights, communications and navigation equipment, rated recovery points and associated recovery gear, the ARB LINX central control system and much more.



## TAILORED VEHICLE

With a full range of accessories designed and engineered specifically to suit the Isuzu MU-X, ARB offers vehicle owners the chance to tailor their vehicles to perfectly suit their needs, whether that be daily commuting, weekend getaways, extended outback adventures or towing a van, camper, boat or horse float.

Head to your local ARB store to check out exactly what's available for your vehicle or start your journey at the ARB website at [arb.com.au](http://arb.com.au).



# INTO THE HOUSE OF THE DEVIL

Words & Photography by Chris Collard



## **FOLLOW CHRIS COLLARD THROUGH TRENCH WARFARE IN THE DEPTHS OF VENEZUELA'S GRAN SABANA IN PART I OF HIS TREK TO ANGEL FALLS.**

The wings ricocheted off rough air as rising thermals wreaked havoc on our small craft in an attempt to thwart our approach. Our pilot, José, lowered the flaps and our airborne sarcophagus reared back in retort, the airspeed indicator dipping toward the no-fly zone. A carpet of jungle reaching as far as the eye could see now consumed an increasing portion of my rear window. We were six adult men with loads of gear in an overburdened Cessna 206.

The afternoon was humid and hot, and we had capped the 1,400lb weight limit before the last bag was tossed in. My mind raced back to my days as a pilot – these were not ideal flying conditions. The headlines would read, “American journalists perish in the South American jungle.” I glanced at my buddy, Ned Bacon. We’d travelled together through various third world countries before but this was feeling a bit on the sketchy side. My focus returned to José, who quickly pressed the stick forward, lowering the nose. Clearing the canopy, we crabbed our way toward a muddy, postage stamp-sized airstrip. Our landing was less than elegant, the wheels bouncing and rattling down the rutted runway like a rickety cart on a boardwalk roller coaster. As the tyres came to a stop, we piled out and collected our gear under the wing. I wanted to kiss the soil underfoot.

## THE DESTINATION

Looking up, I could see a cluster of white, neatly painted buildings beyond the clearing. We had arrived in Las Bonitas, a small Indian village on the north-western reaches of the Gran Sabana. This was south-eastern Venezuela and we were boot-deep in a campaign to reach Kerepakupai Vená, commonly known as Angel Falls, the loftiest waterfall on the planet. Things had not gone as planned in reaching this point. We had lost time departing the capital city of Caracas, were delayed by overflowing rivers and flooding, and been challenged by mechanical issues. But the falls were now within reach. We could smell it and the tropical humidity pushed us on.



Isolated geographically by impenetrable jungle and a tangle of rivers and tributaries, Angel Falls is normally viewed by air or boat. Both forms of access depart from the inland island village of Canaima, which is also only accessible by air or boat. To avoid a pre-arranged tourist junket, another plan needed to be hatched. Italian brothers Felipe and Enso Campisi, owners of Jumbok 4WD and the local ARB dealers in Caracas, had grown up exploring Venezuela's back country. They were passionate about the preservation of the region and its people, the Pemon, and

knew of a seldom-used route to Canaima through the jungle. It would entail a Camel Trophy-style slog through the muddy two-tracks of Indian miners, plying ancient rivers in a curiara (dugout canoe) and trekking on foot through torrid, dense wilderness.

## HOW WE GOT HERE

Five days earlier, we were navigating our way through a maze of gridlocked streets and dodging suicidal drivers in the capital

city. At the time, Venezuelan President Hugo Chávez and US President George W Bush were in the midst of a verbal slugfest – a week prior to our arrival, Chávez, in an address to the United Nations, had referred to the US president as the “the Devil”. Near the zona centro, where machine gun-toting soldiers patrolled nearly every corner, we passed a hand-painted mural of a skull-faced Uncle Sam holding a bloody dagger. The slogan read “No Imperialismo”. The political welcome mat for Americans seemed far from the door, so we didn't linger.





Clearing the barrio, a ramshackle heap of brick abodes stacked precariously on the mountainside, vendors lined the two-lane highway offering everything from bananas and coconuts to live monkeys. Kicking caution to the curb, Venezuelans drive with an air of frenetic insanity. I gripped the “Oh, #%&\*” handle tightly as we passed on blind corners while oncoming traffic squeezed by three abreast – painted lines on the road are more of a suggestion than a directive.

## WATER CROSSINGS

Bouncing off the pavement’s end in the pueblo of La Paragua, on the upper reaches of Río Paragua, we located a man who could arrange to ferry us across the river. Typical of third world settlements, the town was an eclectic fusion of 21st-century and timeworn tradition. Elderly, sun-weathered men smoked cigarettes and sipped Polar beer under a shade tree as an iPod-clad kid shuffled by. Chickens pecked the dirt in yards of brightly painted homes next to a shop selling boom boxes. Overhead, a spaghetti bowl of exposed wire dangled from a power pole, supplying electricity to those who could afford it.

Recent rains had left the rivers spilling over their banks and unseasonal high water obscured most routes to the south. The marina was a swarm of activity; small skiffs and curiaras burdened with supplies for local ranchers and miners were busy with the day’s commerce. From the deck of a waterfront cantina, a crowd of patrons watched curiously as we pulled up the ramp and onto the barge – we were the first white men, or non-Indians, into the jungle for the season. Sharing the platform with a local ranch truck, we paid the captain our tariff and pulled away. Two curiaras fitted with outboard motors were used to propel the vessel and 30 minutes later, the ramp was lowered onto the muddy banks of the east side. We locked in the hubs and rolled off.



## GRAN SABANA

The Gran Sabana comprises a 4,200-square-mile region of grasslands, rivers and low-lying jungle that spans from Guianan Savanna in the north to the Brazilian border to the south. It is rich in flora and fauna, ranging from jaguar and puma to scarlet macaw. It is also home to the Parque Nacional Canaima, a UNESCO World Heritage Site.

## CAMP OUT

A few hours later, a speck appeared in the distance, slowly becoming larger as it made its way toward us. The ramp hit the mud and Hildelara stepped off. His family had lived on the river for many years and operated the only transportation into the jungle; he would be an excellent resource for local information. Felipe and Enso had befriended the family during previous visits and he welcomed us to his corner of the Gran Sabana. Working our way through a ghostly labyrinth of dead, half-submerged trees, we made landfall on his island near last light.

Life in this remote enclave is a simple one. The family's source of electricity was a few 12-volt batteries charged by a car alternator that was run by a small gasoline motor. A few structures made of local wood and covered with mud shared the island with a half-dozen thatch-roof huts. We had two orders of business before joining in the nightly fiesta: hang our hammocks and replace a broken hub on the Jeep that had failed during a water crossing. Libations flowed and the day's catch was breaded and deep-fried in oil over a 55-gallon drum. About midnight, Hildelara entered our palapa with a 12-gauge shotgun in hand and woke us up. "We hunt caiman, you go?" It was, of course, not an experience to pass up.



## SWAMP GRASS & CAIMAN

As the moon rose over Lago Chiguao, Hildelara, with a drink in one hand and a shotgun resting between his legs, led us through a dimly lit tangle of stumps and reeds. Scanning the banks with a flashlight, we spotted a pair of blazing red eyes on the shoreline – caiman eyes are unmistakably blood red. The percussion of buckshot whizzing by my head rattled in my eardrums and down my lower spine. An explosion of water filled the end of the spotlight beam. Missed! Our second sighting was about three feet in length, too small to take. I asked Hildelara if I could try my hand. Armed with a headlamp, camera and a fistful of adrenaline, I scrambled over the bow and down the shoreline. My reptilian counterpart was less than half my height, yet I'm sure I was more terror-stricken than it was. I don't remember

instructing my hand to do so but it plunged for the back of its neck. Near miss! Luckily for me, the little guy thrashed a 180 and disappeared into the blackness.

The next morning, we loaded the vehicles back onto the barge and maneuvered through several kilometres of shallow water choked with thick reed grass. The grass became a problem, fouling the propeller with regularity until it became evident that we would not reach dry ground. Dropping the ramp into the unknown depths of the swamp, we eased the Jeep's front off the edge. The headlights disappeared and Felipe stood on the throttle; there was no turning back. Fortunately, the tyres found the bottom and we churned our way to terra firma. The barge pulled away, we turned our tyres toward the jungle and were on our own.

*Make sure you grab Issue 53 to read Part II of Chris's hair-raising and mud-filled adventure.*





ARB Manufacturing Facility, Kilsyth Australia



# WORTH THE WAIT

Words by Dean Mellor  
Photography by Offroad Images

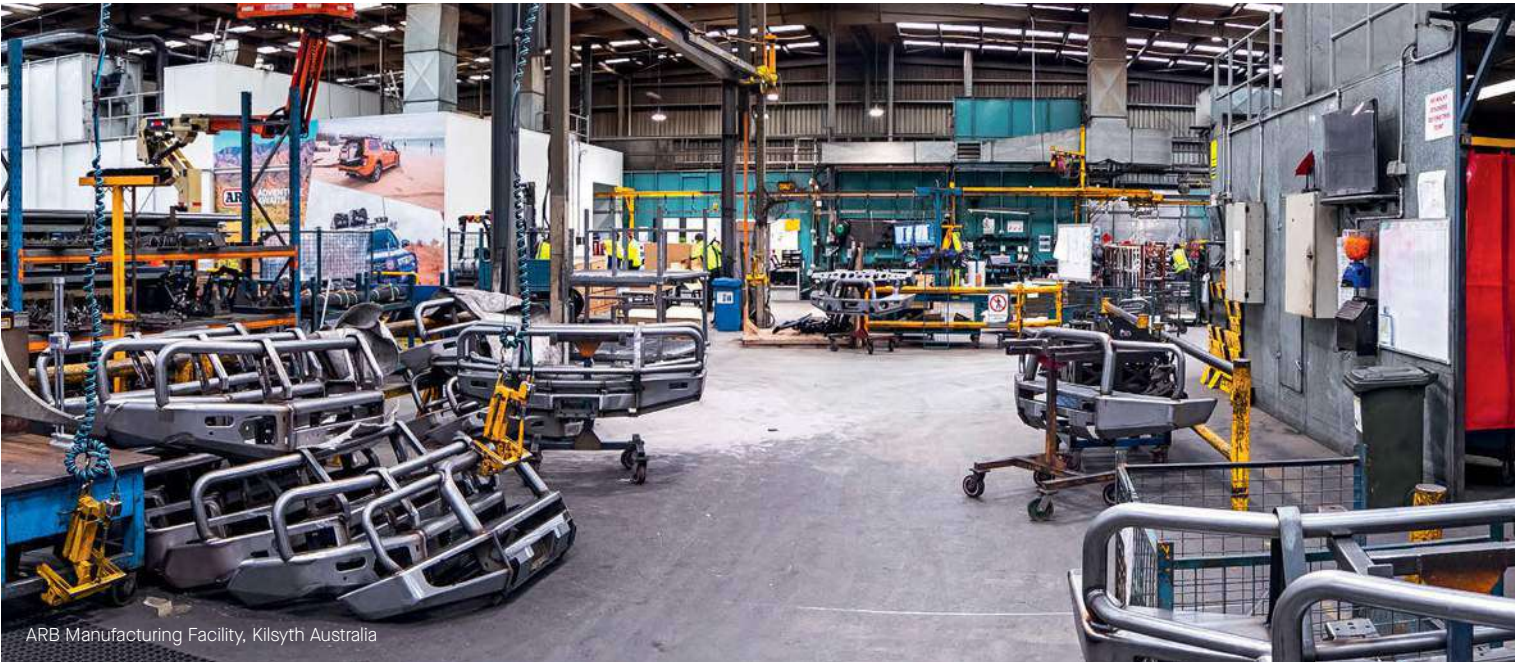
Over more than four decades, ARB has built a reputation for producing the best 4WD accessory equipment in the world – bar none.

This reputation is built around a philosophy of improving the adventure experience for ARB customers and ensuring the gear they equip their vehicles with will help to take them to some of the world's most amazing places, in some of the harshest environments on earth, and get them safely back home again.

The key to producing the world's best 4WD equipment comes down to several factors, not least of which is a true passion for off road adventure, backed by an incredible investment in research, development and engineering integrity.

Developing new products is no easy task and with 4WD vehicles more popular than ever, ARB's product range is rapidly growing. ARB strives to get new product to market as soon as possible, even purchasing vehicles in overseas markets and shipping them to its Melbourne HQ to get a jump on development before those vehicles are released locally. But rather than rushing products to market to simply satisfy customer demand, nothing leaves the ARB factory until there is certainty it will be capable of handling the rigours of extreme off road travel.

Remember this the next time you want to kit out your new vehicle with 4WD accessories: ARB equipment is worth the wait.



ARB Manufacturing Facility, Kilsyth Australia

## **WORTH THE WAIT**

Producing the world's best 4WD accessories comes from experience and passion.

"We understand our customers and how our customers use the products that we've been designing over the last 40-plus years," says ARB Engineering Manager for Design and Production, John Clark. "Take a look at my team – a lot of them are 4WDers and they understand what's needed out there in a harsh environment.

"This is why we strive for engineering integrity in the components we build.

**WE HAVE A TOTAL UNDERSTANDING OF THE RELIABILITY REQUIRED WHEN YOU ARE IN THE MIDDLE OF THE OUTBACK.**

You want to be sure that no matter the situation or where you are, you can get yourself out and you can get back to civilisation.

"Understanding what can happen out there when you're 4WDing, we ensure that we put the testing and design work into what we make so that our components are world class."

## **DEVELOPMENT PROCESS**

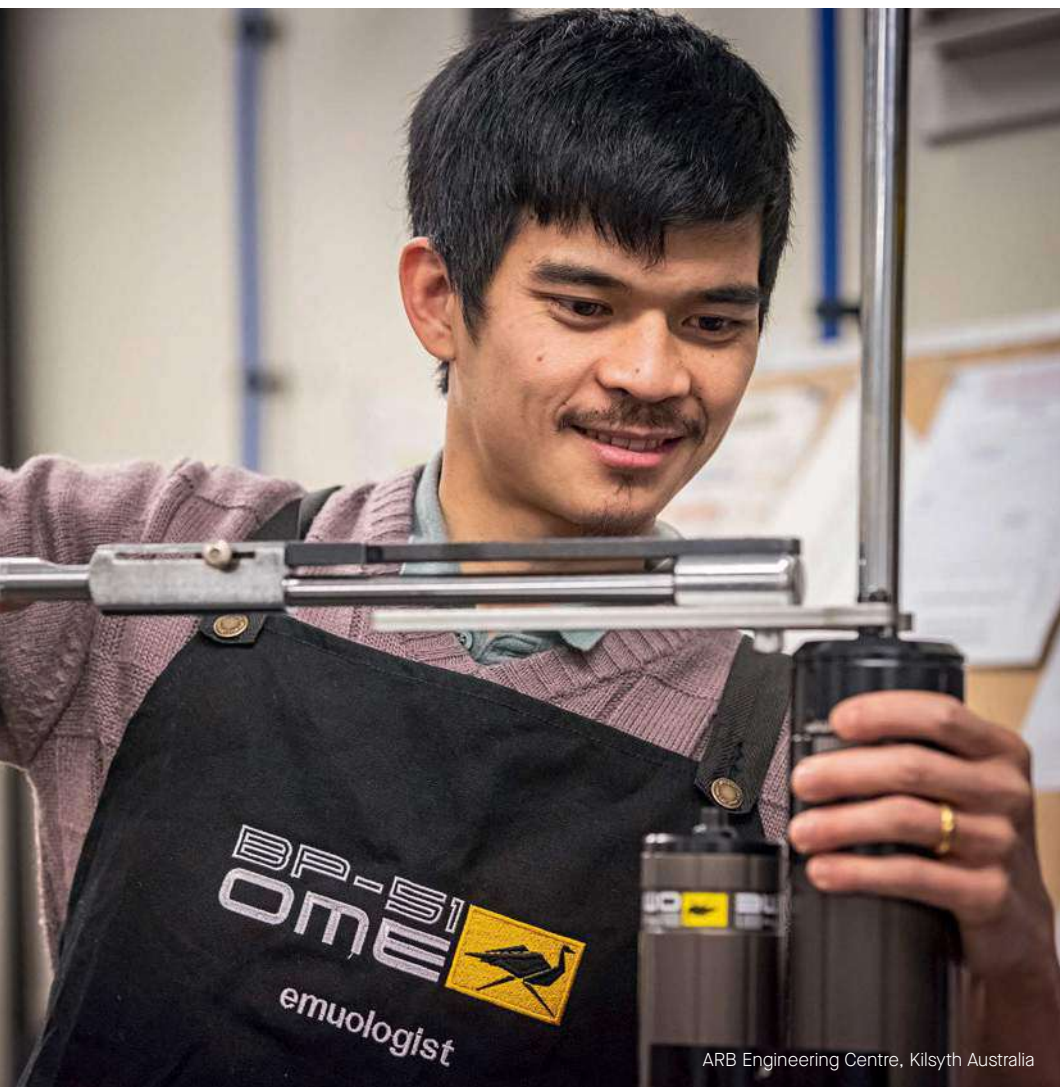
As soon as a new vehicle arrives at ARB HQ, the engineering teams are the first to get their hands on it. Of course, different engineers are tasked with developing different products, from suspension systems to protection equipment to Air Lockers and more, so the teams have to work together to ensure the end goal is achieved as efficiently as possible.

Before anything is removed from the vehicle, base settings have to be measured, so the vehicle is weighed and the corner weights are recorded, and then the exterior is scanned, as is the underside of the vehicle.

The Old Man Emu suspension team then evaluates the standard vehicle's approach and departure angles, ride and handling performance, and this is conducted with both a light load and right up to GVM (Gross Vehicle Mass).

Once all of the weights and scans are complete, various components are then removed from the vehicle to better access hidden structures and to conduct further testing and measurements of OE equipment.





ARB Engineering Centre, Kilsyth Australia

## SUSPENSION DEVELOPMENT

After all base-vehicle weights, measurements and evaluations are complete, the Old Man Emu team can then start dissecting various suspension components.

“We’ll measure various components such as the length of the dampers, clearance to driveshafts, bump-stop location and length, and how much suspension travel is available, so then we can start to work on the lift on the vehicle,” explains John Clark. “Then we look at the standard spring rates and the damper curves. We’ve got our own shock dyno on site so we can measure the damper curves and armed with all of this information, we can start to develop our own components. We then produce what we call ‘take-aparts’, which are shock absorbers in which we can easily change the valving.”

For most vehicles, ARB develops several suspension kits, with different settings depending on the customer’s intended load and the number and type of accessories fitted.

“There are different set-ups for those who want to carry constant loads on the vehicle, say for tradies or for touring, so we develop a variety of different spring rates, spring heights and damper tuning,” says John.

“We initially develop Nitrocharger Sport suspension systems and, on specific models, we then develop a BP-51 suspension package. For these, we go through the same process but also design mounting brackets for reservoirs and examine how those components are going to be fitted to the vehicle without affecting clearances.”

Of course, each suspension system undergoes a thorough testing regime, which includes on and off road driving. “We also use test facilities such as Anglesea Proving Ground to do suspension testing, which may also include stability control testing, high-speed lane changes and articulation testing, depending on what improvements we’ve made to the vehicle,” says John.

### VEHICLE COMPATIBILITY

As well as scanning the exterior of the vehicle, the engineers who look after fabricated products – including bull bars, side rails and steps, rear bars and under vehicle protection (UVP) – must also scan the underside of the vehicle, which may involve removing the front fascias to get access to the chassis rails and other components. This is done to gain a complete understanding of the vehicle structure.

“If it’s an all-new vehicle, we need to examine the crash structures of the vehicle so that we can do development work on bull bar mounting components,” says John. “This often involves testing the crush characteristics of the structure to understand how our bull bar mounts will mimic that same deceleration in the event of a crash impact. This ensures the compliance of the vehicle safety systems.”

The testing involves removing specific crash structure components from the vehicle and performing crush testing in ARB’s hydraulic press to understand the deformation characteristics. To achieve this, several spare vehicle components, in addition to the new vehicle itself, have to be purchased for what is essentially destruction testing. This information is then used to generate FEA (Finite Element Analysis) models to enable base data to develop a compliant mounting system.



ARB Canopy Manufacturing Facility, Kilsyth Australia



ARB Engineering Centre, Kilsyth Australia

### WINCH COMPATIBILITY

As well as ensuring crash compatibility, most ARB bars are designed to ensure winch capability, which requires the winch to be housed within the bull bar for vehicle recovery purposes.

“Winch installation is a very important aspect of our bull bar designs,” says John. “We conduct a lot of FEA of the bar and winch mounts to understand the forces and how the bar will transfer loads into the vehicle structure. As winch recovery operations can

place heavy side loads on a vehicle, this FEA is critical to ensure that the final bull bar design is compatible with the vehicle chassis.

“The big challenge is that you want a bull bar to be compliant for crashworthiness but you also have to offer protection from animal strikes, so the complexity of the mounts and how everything works for the engineering integrity of the component is very, very important,” stresses John.



## CANOPIES

As with the development of protection equipment, a lot of scanning and CAD work is involved in producing canopies to suit a new vehicle.

“We’ll get the vehicle in, we’ll scan the interface surfaces [where the canopy will mate with the vehicle tub] and then do a styling activity to ensure the style of the canopy works with the vehicle – whether it’s a Classic canopy or an Ascent canopy – we make sure we pick up some features and lines from the vehicle to incorporate into the canopy design to make it work,” says John. “We’ll also work through how all the fittings will work such as the different window installations and rear doors.

**“BEING ABLE TO SCAN THE VEHICLE AND USE CAD IS A REALLY BIG KEY TO REDUCE TIME AND ENSURE WE KEEP DIMENSIONAL ACCURACY,” ADDS JOHN.**



ARB Main Warehousing Facility, Keysborough Australia

## PRODUCING A BULL BAR

Armed with the information from the vehicle scans and plotting of critical zones including lighting, radar, camera and parking sensors, the engineers who look after fabricated products – including bull bars, side rails and steps, rear bars and under vehicle protection (UVP) – can then set about designing products to suit the new vehicle.

“Once we’ve done the styling work, we turn that into a CAD (Computer Aided Design) model,” explains John Clark. “We use the scan data to check clearances for components on the underside of the vehicle and we then produce an engineering prototype. One of the great things about having our manufacturing facility right here on site, if we get our designs to production by two o’clock in the afternoon, they’ll be able to produce the samples overnight. This allows us to assemble the new

design the next day and perform a fitment trial onto the vehicle for review and testing.

“We use the production machines to do our laser cutting and to press brake the folds, and by doing that we know what we’ve produced as a prototype is very producible in the factory, which also reduces development time,” adds John.

Once the prototype has been tested and approved, the next stage is an off-tool sample trial, where jigs and fixtures are assembled to ensure production will run smoothly. Following this is a pilot run.

“The pilot run will usually be around 10-20 units to ensure we’ve got consistency of build,” says John. Once the pilot run is deemed to be successful, production of the bull bar can begin.

“ARB invests a lot of time and effort to make sure the design works on the screen, but also once we get a mould done and produce a prototype component, we do a full vehicle review of the canopy on the vehicle. If we have to make some more adjustments, we will do that but from the experience and knowledge that we have, from CAD to mould to prototype, it’s rare that major design changes will be required.”

Another big focus with canopy development is how the vehicle attachments are designed. “Different model vehicles may require variations on our mounting systems, so that’s where a lot of the design work takes place,” says John. “A lot of the proto-manufacturing that we do in-house is to make sure the interface is designed to mate very well to the vehicle. With vehicles that are used in off road conditions, you want to ensure that the strength of the canopy is there and the mating onto the vehicle itself is a critical key to that.”



## **AIR LOCKERS**

If a vehicle arrives at ARB HQ and it is fitted with a new diff design, such as the upcoming Jeep JL Wrangler, then the engineering team in charge of Air Lockers has a busy time ahead of it.

“The first thing we need to do is disassemble the diffs, to take the diff centres out and examine the axles,” says John. “We do very precise measurements of those components to ensure we understand the tolerances within the current diff centre and then we start our CAD modelling of the Air Locker diff itself. We need to take into account the installation of the Air Locker into the vehicle and also the routing of the air lines to the diff, as well as where the ports will be located on the outer diff housing.”

The next step is to produce and test prototypes, which is all achieved at ARB HQ. “We have a machine shop that machines up prototype components so we can install them into the diffs and then do in-house testing.”

Other things that need to be considered when developing a new Air Locker kit are the location of the air compressor and switches. Of course, the latter is easily resolved if the vehicle is equipped with an ARB LINX set-up.

## **LONG-RANGE FUEL TANKS**

The method for developing a Frontier long-range fuel tank for an all-new vehicle once again begins with the scanning tool. The process involves scanning the underside of the vehicle with the OE tank in location, checking clearances and measuring ground clearance beneath the tank.

“We then remove the OE tank and do a scan of how it mounts up to the vehicle,” says John Clark. “With the tank out of the vehicle, we can then examine the routing of the fuel lines and location of venting valves and how they’re positioned on the underside of the vehicle.”

“We then make sure that other accessories that may be mounted beneath the vehicle, such as a dual battery or UVP, are all in place so we can see how much space we have available to do an initial CAD model of the tank. This also allows us to get an idea of how much extra capacity we can get out of a tank.”

“Once we’ve completed a CAD model, we’ll have a foam model CNC machined so we can do an initial fitment trial up to the vehicle. This allows us to ensure it clears vehicle

components like driveshafts and differentials when they’re in full bump and full droop,” says John.

Other factors taken into consideration include any effect on ground clearance and ramp-over angle. If it’s found that the foam model needs to be modified, these modifications are also made to the CAD model.

“We then supply that CAD model to our manufacturer of the mould (SmartBar in South Australia) and they produce the first engineering sample. Then we get those back here to start doing our fitment trials and finalising the tank strap design,” explains John.

Once the design has been signed off, the tank is subjected to further in-vehicle testing, which includes rechecking clearances, ensuring the mounts for the straps pass requirements and finally performing a fuel volume test. “We do a fuel consumption test to ensure we understand the full useable capacity of the tank,” says John. “You can do it by CAD but to get an accurate figure you need to drive the vehicle until it runs out of fuel.”





ARB Engineering Centre, Kilsyth Australia



ARB Main Warehousing Facility, Keysborough Australia

## THE ARB LOOK

ARB invests a lot of time and resources when it comes to the styling of products such as bull bars. One of the designers, who's been working long hours on the new JL Wrangler bars, is Gavin Smith.

"Gavin and I work very closely together doing styling reviews," explains John Clark. "When we get to a point where we're happy with the theme going forward, we'll then conduct a styling review with a small group of people within ARB to examine the concepts."

"We'll initially start with maybe six different concepts, have a review, whittle those down to two, develop two and then get down to one, which we'll then develop to the level of doing some prototyping."

The small group charged with conducting the styling review includes ARB's Managing Director Andy Brown, who has been behind the design of countless ARB bull bars over several decades.

"Andy still gets very involved, yes, part of that team does incorporate Andy, so he's very much still a key member," says John. "It's more than just his experience in the business, he's also got a very keen eye for styling aspects that really support the designs going forward."

## PRODUCTS UNDER DEVELOPMENT

ARB is currently working on developing a range of products for a variety of new vehicles, including the upcoming Jeep JL Wrangler and the recently released Mercedes-Benz X-Class.

The new Wrangler is a very important vehicle for ARB as it sells in huge volumes in North America and buyers there, and locally, are always keen when it comes to the fitment of aftermarket accessories.

"We'll have four unique bars to suit the JL Wrangler," says John. "These will incorporate unique pressings and style to suit the model."

Other accessories being developed for the JL Wrangler include rock sliders and a unique rear bar, as well as new Air Lockers.

While you may think many accessories already developed for the Nissan Navara will translate directly to the new Mercedes-Benz X-Class, there are significant differences between the two vehicles that require additional development time. The location of safety features such as cameras, for example, is not the same on both vehicles; on the Navara the camera is housed in the Nissan badge whereas on the X-Class it's down low in the grille. Minor differences like these necessitate additional testing when it comes to developing bull bars for the X-Class.

# MEET THE TEAM



**John Clark**  
Engineering Manager –  
Design and Production



**James King**  
Engineering Manager –  
Canopy



**Naronglit Lumjoun**  
Engineering Manager –  
Production ORA



**Oleg Perethodiouk**  
Engineering Manager –  
Production



The ARB engineering department is made up of over 60 qualified staff who spend countless hours designing, testing and developing our product range to ensure ARB remains an innovator in the industry.



**James Grundy**  
Engineering Team Leader –  
Original Equipment



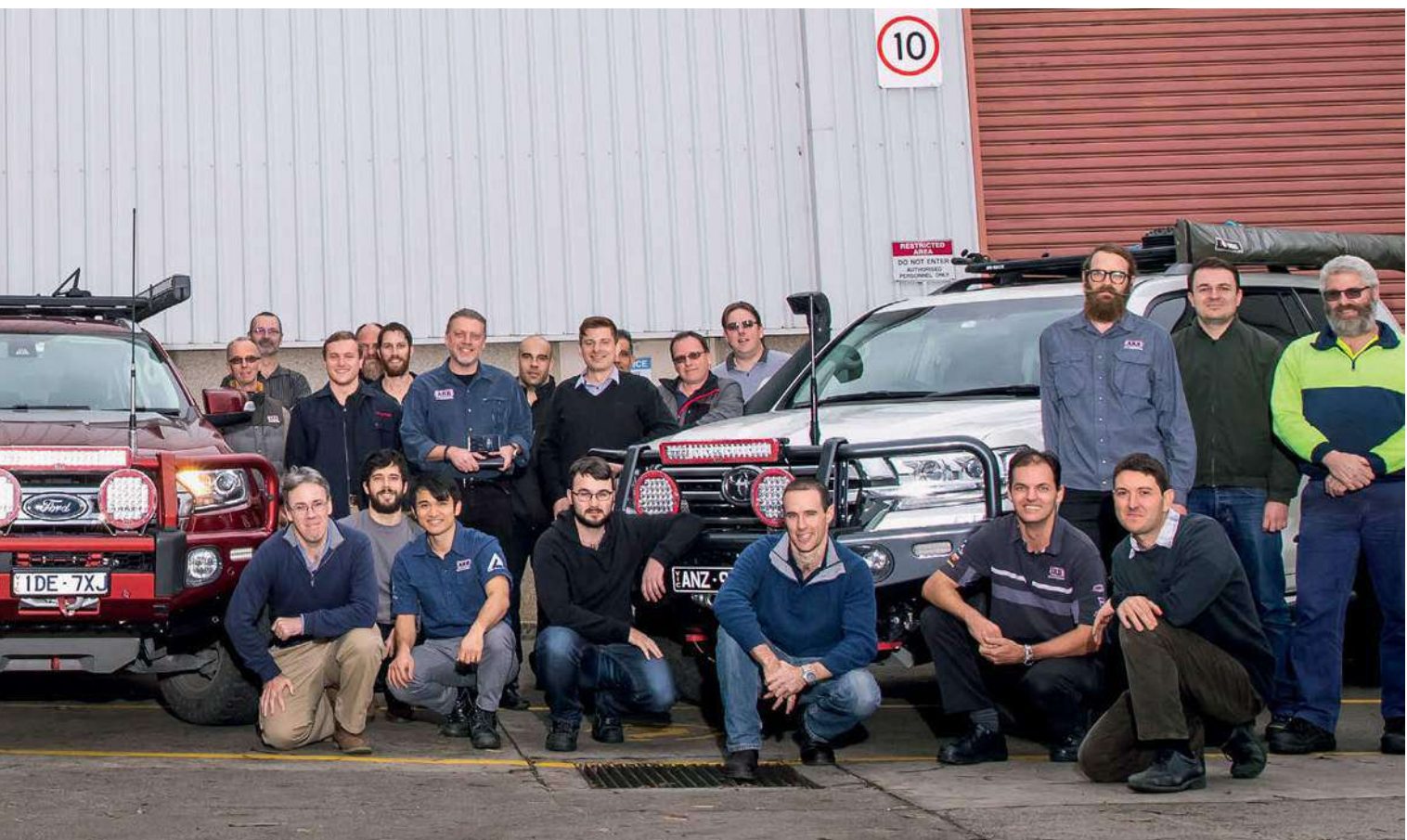
**James Luke**  
Engineering Team Leader –  
SPG (Speciality Product Group)



**Daniel Bongard**  
Engineering Team Leader –  
Air Locker



**Stuart Fooks**  
Engineering Team Leader –  
OME



# IT'S BESIDE THE POINT

EXPLORING BEYOND STEEP POINT

Words by Mark Berger  
Photography by Offroad Images





## 4WDING DIRK HARTOG ISLAND

If you don't enjoy traversing sandy tracks, exploring cliff tops, climbing rocky hills, admiring crystal blue waters and huge Middle Eastern style sand dunes... then 4WDing might not be for you.

Dirk Hartog Island is a rabbit warren of sand tracks divided by a series of shifting sand dunes and deep sand bowls stretching 80km north to south. Most tracks are easy to navigate with appropriate tyre pressures, while care should be taken on some of the northern beaches and the tall sand dunes, which can become very soft in areas.

To the island's west are kilometres of cliff faces while the east offers an equivalent stretch of beautiful sandy beaches and salt lakes.

The island is dedicated to 4WDers with no other means of transport. The national park also restricts access to no more than 20 vehicles on the island at a time, so you can be sure to enjoy this sanctuary in peace.

## CAMP OR CABIN

The northern end of the island offers a range of campsites with drop toilets. These are in a prime location for the fishing lovers amongst us keen to bag a big Spanish mackerel, tuna, giant trevally or marlin. There are also some basic cabins that can offer refuge from a harsh onshore wind.

On the south-eastern shoreline is the Dirk Hartog Island Homestead, which offers a range of unpowered bush campsites with flushing toilets, running showers and a food preparation area, all stretched along a beautifully beached coastline.

I love a good bush camp but sometimes it's nice to find yourself a room and a cosy bed. The homestead offers two accommodation options utilising either their fully-contained private three-bedroom, one-bathroom, one-lounge Ocean Villa or an ensuite room in the beautiful sandstone Eco Lodge. Eco Lodge bookings are booked as a multi-night package including transfers, meals, island tours and activities to suit your requirements.

**Men have risked life and limb racing towards it. Tourists collect the bumper sticker. 4WDers post their photos parked beside the marker "Steep Point, mainland Australia's most westerly point".**

**But how many of us know of what lies just west of mainland Australia's most westerly point?**

**How many have driven the six-hour return drive to Steep Point unaware of the 4WD wonderland that lies just 1.8km off the shoreline?**

***Welcome to Dirk Hartog Island.***



## MORE THAN JUST 4WDING

For enthusiasts, the 4WDing here is the main attraction. However, it is worth allowing yourself the time to properly take in some of the unique and exhilarating activities otherwise available on the island.

**SANDBOARDING:** Dirt Hartog Island is home to some of the steepest and longest sand dunes you will find in Australia. Bring along a sandboard for hours of entertainment.

**BLOW HOLES:** Explore the south-west corner to see some big blow holes as the southern ocean crashes into the sheer cliff faces.

**FISHING:** The island is known for some fantastic big game fishing.

**WHALE-WATCHING:** In whale-watching season (July to October), walking tours are available along the west coast to watch some of the local humpback whales make their annual pilgrimage.

**SURFING:** Aptly named, "Surf Point" in the island's south-west is a great spot to paddle out when the surf gods are working in your favour.

**TURTLES, DOLPHINS AND CRABS:** From Turtle Bay on the north coast to the mud and ghost crabs spotted in the south to the popular Monkey Mia bottlenose dolphin pods that surround the island... sea life is rife.

**SWIM WITH SHARKS:** That got your attention! Positioned off "Shark Bay", the beaches are home to a number of shark species. In the shallow blue waters of the coastline beaches, only small harmless shovelnose sharks will rest in the sands. Further offshore, best to be wary as this is home to tiger sharks.

**SAND DUNE DRIVING:** Did we mention sand dune driving? Obviously a 4WD activity but so much fun it deserves another mention.



## THE GEAR TO GET YOU THERE

**We love our accessories but if we had to pick ARB's top five essential items for touring Dirk Hartog Island, they would be:**

- 1 ARB Tred Pro Recovery Boards: With so many sand tracks and dunes to play in and get you around the island, a pair of recovery boards are a must!
- 2 E-Z Deflator: Tyre pressures are going to be crucial to driving on this very sandy island. The E-Z Deflator will not only get you on the tracks quickly but ensure pressures are accurate.
- 3 Long-Range Fuel Tank: The closest petrol station is a 350km return trip from the barge pick up location. We recommend allowing at least 200 litres to get to, tour around and back from

the island. You can organise fuel on the island in advance from Kieran at DHI Homestead.

- 4 4WD Fridge: A full tour of the island is going to take some time and you really don't want to feel rushed. Enjoy a packed lunch on the north shore and a refreshing ale on the western cliffs as you watch the sun go down. Nothing beats the convenience of a 12-volt fridge freezer.
- 5 Intensity Driving Lights: The west coast is the most isolated area of the island and the best viewing area for a glorious sunset. Making your way back through open sand dunes and narrow tracks can be dangerous. A good set of driving lights is a must.



## WHAT'S IN A NAME?

A mere 150 years before our mate Captain Cook arrived at Botany Bay in 1770, a Dutch sailor ran off course during an effort to reach India and landed on the northern shores of a small island off Australia. On a pewter plate, he inscribed the details of his arrival along with his name and the date: "Dirk Hartog, 25 October 1616."

## GETTING THERE

To get your 4WD to Dirk Hartog Island, book a transfer with Dirk Hartog Island and Eco Lodge managers Kieran and Tory Wardle.

Kieran operates a barge that will accommodate one 4WD and a small camper trailer. Transfers can be booked separately or can be bundled into an accommodation package with the Dirk Hartog Island Eco Lodge, Ocean Villa or Homestead Camping.

Transfers are picked up from Blackie's Beach about 8km before Steep Point.



## WIN Dirk Hartog • Ferry Pass

The Wardle Family, who own, operate and live on the Homestead at Dirk Hartog Island, have kindly offered three return Barge Passes to ARB 4x4 Culture readers. The first three readers to book a five-night visit to Dirk Hartog Island, and mention code **ARBARGEME** will receive their return 4WD barge pass **FREE** (a saving of up to \$680).

## Find Out More

There is so much more to learn about Dirk Hartog Island and the best way to do that is to get yourself over there.

**T: +61 (08) 9948 1211**

**E: [escape@dirkhartogisland.com](mailto:escape@dirkhartogisland.com)**

**W: [www.dirkhartogisland.com](http://www.dirkhartogisland.com)**



Jess Nixon with her husband

Finding the

# Ultimate Fishing Destination

With plans for big trips and adventure on her horizon, for Jessica Nixon, “doing it right” meant hitting the tracks behind the wheel of a 200 series LandCruiser. Jess’s family’s passion for boats and 4WDing as she grew up, combined now with her husband’s shared love of fishing, has shaped the adventurous lifestyle she pursues today. From catching barramundi in Lake Proserpine to chasing black marlin around Morton and Fraser Islands, fishing has led Jessica on many missions in search of the ultimate fishing destination.

Watch Jess in action at [arb.com.au](http://arb.com.au).



# Fish Tale

We asked customers for their ultimate fishing story or pic, whether it was their favourite hot spot, most impressive catch or fishing set-up. Here are some of our favourite submissions.



## Justin Aquilina

**Favourite fish to chase:** Any game fish – tuna, albacore and marlin

**Preferred bait/lure:** Game lures such as Pakula, Richter or Rapala

**Favourite fishing spot:** East coast (Bermagui) or west coast (Portland)

**Preferred fishing set-up:** Shimano Tiagra rod and reel (rated to 24kg)

**Favourite fishing experience:** Pulling in multiple marlin in a hot bite off Bermagui's coast with my brother, most of which were released!



## Chris Botha

**Favourite fish to chase:** Flathead, GT, barra, bream

**Preferred bait/lure:** Soft plastics

**Favourite fishing spot:** Anywhere off the beaten track, the more remote the better

**Preferred fishing set-up:** Light Abu rod and light Stella reel

**Favourite fishing experience:** Fishing for me isn't about the biggest catch or thrilling fight but more of a time to sit back and relax. Get away from technology and the hustle and bustle. Drive my ute to a remote location with a simple rod, reel and a few soft plastics and just sit back and enjoy our beautiful country. I've got nothing to show off, no incredible fishing set-up or amazing catch, just a lifetime of memories enjoying the water with a rod in my hand.



## Matthew Cassar

**Favourite fish to chase:** Kingfish

**Preferred bait/lure:** Live bait

**Favourite fishing spot:** Sydney

**Preferred fishing set-up:** Saltiga Dogfight, Jigstar Ninja Spin

**Favourite fishing experience:** The most amazing thing just happened two weeks ago during the trip of a lifetime to the Three Kings Islands in New Zealand. We were using 4kg striped tuna as bait fish in 100m of water and kingfish after kingfish were coming every time we dropped down, with most fish around the 25kg to 38kg mark.



## Glen Cox

**Favourite fish to chase:** Brown trout, rainbow trout

**Preferred bait/lure:** Any dry fly such as Royal Wulff

**Favourite fishing spot:** Victorian High Country

**Preferred fishing set-up:** Sage 9-foot 6-weight fly rod with Hardy reel

**Favourite fishing experience:** Had so many great experiences over the years. Here in Victoria and also in Tasmania and New Zealand. Biggest fish would be 6lb brown trout in New Zealand. However, it's not really the size of the fish that elevates it into the ranks of the best catch, it's usually the circumstances, the company (if any) and the beauty of the spot that makes it special. To get to my special secret spots, I rely on my 2012 NW Pajero with ARB Deluxe winch bar, OME suspension lift and ARB awning. This photo is a 4.5lb rainbow from a favourite Victorian river.



## Tobias Buder

**Favourite fish to chase:** Jewfish

**Preferred bait/lure:** Leavey lure

**Favourite fishing spot:** Yamba

**Preferred fishing set-up:** Samaki Zing nine-foot and Fin-Nor Offshore 6,500

**Favourite fishing experience:** I caught a 97cm jewfish by myself from the rocks.



## Jakob Basile

**Favourite fish to chase:** Snapper

**Preferred bait/lure:** Berkley 6-inch Nuclear Chicken

**Favourite fishing spot:** Forster

**Preferred fishing set-up:** Shimano Spheros 6,000 on a Paul Worsteling 5-8kg Nano

**Favourite fishing experience:** A 9kg snapper I got in New South Wales. Fishing all day and about to pull the pin, I hooked up and after a long fight in shallow water landed this beast of a snapper.



## Zeke Dunn

**Favourite fish to chase:** Mackerel

**Preferred bait/lure:** Wog heads

**Favourite fishing spot:** Reefs around Cairns

**Preferred fishing set-up:** Shimano TLD 25

**Favourite fishing experience:** Catching a 30kg mackerel in a 12-foot tinny in rough conditions at Cape Flattery (Cape York). Mackerel jumping everywhere, whales, my dog and friends. Epic session!

# BRINGING BACK COMFORT



## OLD FAVOURITE GETS A NEW FEEL

Old Man Emu has released the latest application of BP-51 internal bypass shock absorbers engineered specifically for two of the most popular 4WDs to this day – Toyota LandCruiser 80 and 105 series. On offer are two different specifications suitable for two-inch or three-to-four-inch lifts.

BP-51s for these kits have been tuned specifically to the vehicle geometry and weight. Extensive testing has been conducted to ensure optimum roll control while still providing the plush ride that the BP-51s are renowned for.

“Since the initial release of Old Man Emu’s internal bypass BP-51 shock absorbers for the LandCruiser 200 series

and HiLux in December 2014, the 80 and 105 series owners have been amongst the most excited and vocal 4WDers, eagerly awaiting development for their vehicles,” says Brand Marketing Manager, Mark Berger. “It’s uniquely relieving to be able to announce to these passionate owners the arrival of not just one but two shocks variants accommodating two-inch to four-inch lift.”

Upgrading your suspension significantly improves your ride comfort and reduces vehicle part and accessory fatigue caused by off road use. The 80 and 105 series are highly regarded as two proven and rugged models of a bygone era that today are still heralded as some of the most capable off road steeds.

# ARB, MADE TO ORDER

ARB to Remake the Original  
40/45 Series Bull Bar





**ARB's Google Calendar taps out sometime early in the 21st century, so the exact date on when the first Toyota LandCruiser 40 series bull bar was manufactured is difficult to find but it was a few years back.** The popularity of the model saw production of the bull bar continue until the early 2000s when demand started to dry up and production of the original bar ceased.

After huge support and enquiries from multiple 40 Series clubs, social groups and loyal customers, our arm has been well and truly twisted. We've raised the white flag and we couldn't be more excited... The 1978 ARB Deluxe bull bar for the LandCruiser 40 is officially going back into production!

But listen closely because we're only going to tell you this once. This "Limited Original" bar is going to be made to order: no rainchecks, no "maybe next times", no procrastinators... genuine enthusiasts only need apply!

## Fake News

Fake news, you might say; after all, it was only two years ago we ran a 40 Series across the Simpson Desert highlighting the fact that ARB still makes all the old bars for the classics.

However, this bar (which is still available today) is not the original. After ceasing production in the very early 2000s, we were approached by the one and only John "Roothy" Rooth, who was building his well-documented project 40 Series, "Milo". The current bar was designed off the platform of that era Jeep Wrangler and earned its way back into production where it still remains a popular choice for the icon model.



## Notch & Weld, Notch & Weld

Manufacturing processes have come a long way in 25 years with the introduction of mandrel tube bending machines, laser cutters, hydraulic presses and, of course, for this small manufacturer, a slightly larger manufacturing warehouse than Anthony Ronald Brown started with on his garage floor in Mitcham, Victoria.

To ensure the top-end quality that is expected of the brand, we have elected to maintain our Kilsyth manufacturing plant and will not be returning to Anthony's garage. Powder coating will replace paint and the oxyacetylene cutters and manual folders have been left in the cupboards as the team get prepared for more welding and notching than they have ever experienced before.

## Authentically Historical

Few of our esteemed ARB buffs would remember the original ARB logo; overshadowed by the prevailing red, white and black rendition that has been going strong, earning its place, since the mid-80s. The original logo, which would only have ever been spotted on an early ARB bull bar or roof rack, was a perfectly era-matched, black and white illustration of bended pipe forming the initials ARB.

To ensure customers are receiving the most authentic 1970s version of this bar, the limited production run will wear the original black and white ARB logo badge, marked "Limited Original".





## Shut Up and Take My Money!

Due to the special accommodations needing to be made to fit this one-off build into production, the original 40 Series bar will only be available to customers who confirm a pre-order.

Orders will be taken during the month of August from any ARB store or stockist across Australia, with final orders due by Saturday, 1 September 2018.

Production is due to commence in September with bars being delivered later in the year.

# Million Acre Paradise

**Words & Photography by Jessica Vigar**

With one million acres and over a thousand kilometres of tracks, Lorella Springs is a 4WDer's paradise. Consisting of countless gorges, billabongs, springs and creeks, untouched fishing spots and breathtaking camping locations, it would take years to explore every corner of this amazing location.





We only had eight days to see as much as we could (whilst still getting some R&R in). With the help of the owners, the Walker Family, this is how we spent our time at Lorella Springs. Note: we arrived at Lorella Springs in mid-August and as this is in the dry season, many of the swimming holes and waterfalls had dried up. Rhett Walker suggests the best time to visit his property is earlier in the dry season.

Upon arrival to Lorella Springs, you are greeted by the friendly team at the front desk who show you an introductory video, providing an overview of the property, and check you in. The reception, restaurant and bar are situated on lush green lawns and often frequented by the local emus, chickens and peacocks. A small glass-fenced pool outside reception houses two small freshwater crocodiles, a group of turtles and some fish. The crocs get fed once every three days and it was explained to us that the enclosure initially had four crocodiles in it until two wily members of the group escaped (most likely to the springs that loop around the main campsite area).

After enjoying a few cold beers during the daily happy hour (5.00pm-6.00pm) at the bar, we found a campsite, set-up and formulated a plan for our time here.



## Day 1 – Homestead Area

Every morning before heading out, you are asked to check in at reception and let them know who is leaving, where you are planning to go and for how long. This allows staff to not only know your whereabouts (and when to sound an alarm if you don't return) but also gives them the opportunity to give advice as to the best places for you to visit, based on the season, your preferences and the feedback from fellow explorers. As we'd already travelled quite a long way just to get to Lorella Springs, we were after an easy day of short tracks and lots of swimming.

We headed out to Musterer's Cave, a historic site where the cattle musters of old used to store their saddles. The cave itself is home to hundreds of dragonflies and a few families of microbats, and around the corner is a collection of Aboriginal paintings. We then followed the tracks around to the Arches, a nice walk that would usually take you to some beautiful waterfalls but which had dried up when we were there.

By now the sun was high in the sky and we were all ready for swimming, so we made our way to the Waterslide. The walk to the Waterslide is quite long and almost feels like you are rock climbing in parts. My 62-year-old mother struggled but still made it to the swimming hole at the end. (Make sure to follow the pink ribbons that are tied around tree trunks here and there along the track.) By the time we arrived at the Waterslide, we were sweating buckets and the cool water was a welcome reward. This location consists of two swimming holes; the upper pool leads to the lower pool via a steep and slick rock face. If you splash enough water over the lip of the upper pool, you can slide down the rock face into the lower swimming hole... hours of fun!



After countless trips up and down the Waterslide (and some hilarious photos), we decided to continue on to Inkspot Pool. We had a bite to eat and then climbed the steep rocky edge to the cool emerald green water. Once in the water, a bemused couple who had set up chairs and lunch across the river pointed out the easy walk just down the creek from where we had struggled to get in.

We then got back in the fourbies and drove down to Wildfire Gorge. After a short walk, we came to a beautiful waterhole and steep rock face with plenty of hand and footholds. The boys proceeded to dive down as far as they could to check the depth of the waterhole. "About 12 foot deep!" my brother barely managed to get out before my husband, Glenn, launched himself off a four-metre ledge into the water.

On our way back to camp, we stopped at Crocodile Springs where a boat is provided for visitors to explore up and down the creek. Swimming is not recommended as the potential for freshwater crocodiles is higher than other areas, but the spring is beautiful and shady, perfect to bring out the camp chair and enjoy a drink by the water's edge. Before we'd left for the day, we had been advised to explore the homestead area gorges first and to "leave the best till last", which meant our second day would involve climbing rocky tracks and cooling off in the crystal clear water of the Yiyinti Ranges.



## Day 2 – Yiyinti Ranges

We were given more good advice the night before to get an early start as these gorges were a good 37km away and the tracks were slow going in parts. We left at 8.00am and made a quick detour along the Yiyinti Track to try our luck at Scary Thing Swamp. If you are lucky (generally if you are camping here and get up super early), you are treated to the sight of birds, dingoes, wild horses, pigs and scrub bulls coming down for an early morning drink. Unfortunately for us, the swamp was too dry so we pushed on to Nanny's Retreat.

Only opening to the public around two years ago, these waterholes and gorges are absolutely breathtaking. After a decent but mostly flat walk, you are greeted by a gorgeous waterhole that snakes its way around a corner and through a gorge. If you don't fancy a climb, you can jump into the water here and swim to the other side. The second waterhole through the gorge is stunning; shady, cool, clear water surrounded by ferns growing up the flat rock walls. By far, my favourite waterhole at Lorella Springs. We were joined by a young family after a little while and their boys had the time of their lives exploring the many caves that wind throughout and around the swimming area.

We then made our way to Helicopter Pools. After a hilly climb, you come to a rocky beach and a picturesque emerald green waterhole. The water was beautifully refreshing, just watch the little round beetles that love to swim out from under rocks and nip your behind. During our swim, we were visited by a curious lizard that took a keen interest in my dad's colourful towel. After we were sufficiently pruned from the water, we headed back to the homestead, just in time for happy hour.



## Lorella Springs

### o Accommodation

*Several accommodation options are available including unpowered camping and caravan sites, standard rooms, deluxe rooms and air-conditioned cabins.*

### o Bar

*Lorella Springs has a licensed bar that is open from 10.00am. Listen out for the happy hour bell at 5.00pm every day.*

### o Fuel

*With one million acres of remote wilderness to discover, it has become a necessity for Lorella to stock diesel and unleaded. Unfortunately, due to their remote location, they have to pay bowser prices and then transport it over 1,000kms; the cost is reflected accordingly.*

### o Amenities

*Flushing toilets and donkey heated showers are located across the campground.*

### o Workshop

*For minor mechanical repairs, Lorella Springs does have a workshop available.*

*Continue Jessica's exploration of Lorella Springs in Issue 53 of 4x4 Culture*

# AMAROK TANGO





**In Issue 51 of 4x4 Culture, we wrote of ARB's recent range expansion of Tango Sport Lids, including for the Volkswagen Amarok.**

As this information was so hot off the press, we hadn't been able to take the Amarok out for a photoshoot. We thought our Volkswagen fans would want to see the Amarok Tango Sport Lid in all its glory, so here she is.

If you haven't already, make sure you check out the article in our last edition.

## TANGO SPORT LID

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

If the confines of the tub itself aren't sufficient for storing all of your gear, the Tango Sport Lid also incorporates top-mounted aluminium T-channels, which will accept a range of Thule and Rhino roof bars and accessories, including cargo trays, bike racks, shovel holders and the like. A total of 75kg can be added to the top of the Sport Lid, with a maximum of 20kg recommended should you plan on lifting the lid with the top-mounted cargo in place.

Importantly, for larger loads, the Tango Sport Lid has been designed with an attachment system that requires very little time and effort to remove, making runs to the tip on the weekend or helping a mate move house an easy proposition.

Other clever features include central locking via the vehicle key fob, a soft touch electronic unlatching mechanism, LED interior lighting and emergency override of the locking mechanism should the vehicle battery run flat or should someone get trapped inside.

# GOT IT COVERED



Nothing says awesome days on the tracks like being knee deep in mud while trying to winch out of a bog hole. Even when your mate decides to play funny buggers and does a quick tyre spin while you're in his wheel's blast radius. Because nobody goes out 4WDing expecting to come home sparkling clean. The problem comes when you open the driver's door, ready to jump back in behind the wheel, and realise that those clean seats are not going to stay clean for very long.

Enter ARB Seat Skin covers. Designed with ruggedness in mind, they hug beautifully to your vehicle's seats while providing the same level of safety and comfort with in-built airbag stitching for rapid deployment in emergencies. Incorporating popular topographic ARB print with red stitching, these seat covers create a sleek look inside your 4x4.

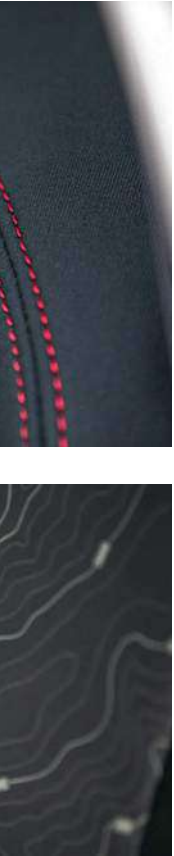
Made from a thick 3mm premium thermoset elastomer fabric, ARB's Seat Skin covers provide an excellent and firm fit to keep overtime sagging to a minimum and prevent damage to the OE seats. Reducing movement on the manufacturer's seat, the Seat Skin is bonded with rubber backing.

Independently airbag tested and certified utilising high-quality stitch pattern from specialised Japanese sewing machines, the ARB Seat Skin covers provide safe deployment of the SRS airbags fitted to the seats and do not interfere with their intended deployment.

### Features

- Easy and simple to install
- Tailored for a vehicle-specific fit
- Water resistant and easy to clean
- Rubber-bonded back to prevent movement in use
- Breathable for added comfort
- UV protected – treated to 50 UPF rating
- Airbag tested in Melbourne to Australian requirements
- 220gsm density material
- Flame resistant – will not ignite when in contact with flame
- Front seats include map pocket and personal pocket on front
- Available for front, rear and third-row seats
- Large product range available to fit most popular 4WDs

Contact your local ARB store for pricing and more information.



# BLACK DUCK SEAT COVERS

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



### Features

- Canvas range is water resistant and easy to clean
- Australian manufactured
- Breathable for added comfort
- Airbag tested
- Canvas range is hard wearing, water resistant, tear resistant and features heavy-duty protection
- Denim range is heavy duty and provides quality comfort
- Available for front, rear and third-row seats
- Product range fits most current popular 4WDs

Contact your local ARB store for pricing and more information.

# TRY BEFORE YOU BUY

## At ARB Experience Days

When it comes to choosing accessories for your 4WD, sometimes it's a no brainer, other times it comes down to looks, practicality or necessary insurances and assurances for your pride and joy. In most cases, these decisions can be made by visiting a website, flicking through a catalogue [Editor note: perusing your favourite mag], visiting a store or talking to another 4WDer; in some instances,

however, you just want to experience the products.

Two products within the ARB range that we feel customers really get the best out of with such experience are our front and rear differential locking stalwarts, ARB Air Lockers, and our more recently released internal bypass suspension, BP-51.







### What's on Offer?

In early 2018, ARB launched its first ARB Experience Day events in Queensland, New South Wales and South Australia. The events offered 4WDers the opportunity to be given a first-hand experience of two of our most engaging products. While each event has its own state flavour, the essentials are the same; customers coming together to talk tracks, trails, rig set-up and, of course, to learn and experience how two very important 4x4 accessories can transform your ride.

### A Ride to Remember

Suspension is a tricky business; customising a package to suit a specific vehicle, both its common and less regular usage, driving style and future destinations takes something special. Our latest suspension offering, BP-51, brings a technology not commonly found outside of race tracks into our own

4WD vehicles to offer an unprecedented level of comfort, control and a unique "on the fly" customisation to suit a huge range of circumstances.

But why should you take our word for it? Well, we've put our money where our mouths are and invited customers to come to our ARB Experience Days, hosted on private circuits where you can ride across a number of realistic terrains at real world speeds to judge for yourself just how good this stuff really is.

### Spot the Diff

In the modern times of increased electronic aids like traction control and an increasing number of diff locks being offered as standard in 4WDs on the showroom floor, do you really need a front diff lock? Maybe, maybe not; it really will depend on where you're going

and what you're doing. However, a day out at an ARB Experience Day will allow you a "seat of your pants" experience that shows you just where the mod cons run out and the installation of a trusted Air Locker starts to really pay off.

Like many accessories, Air Lockers offer assurance, however, when used correctly, they also reduce wear and tear on your 4WD, requiring less speed and momentum bouncing off ruts and rocks to navigate a worn or slippery track.

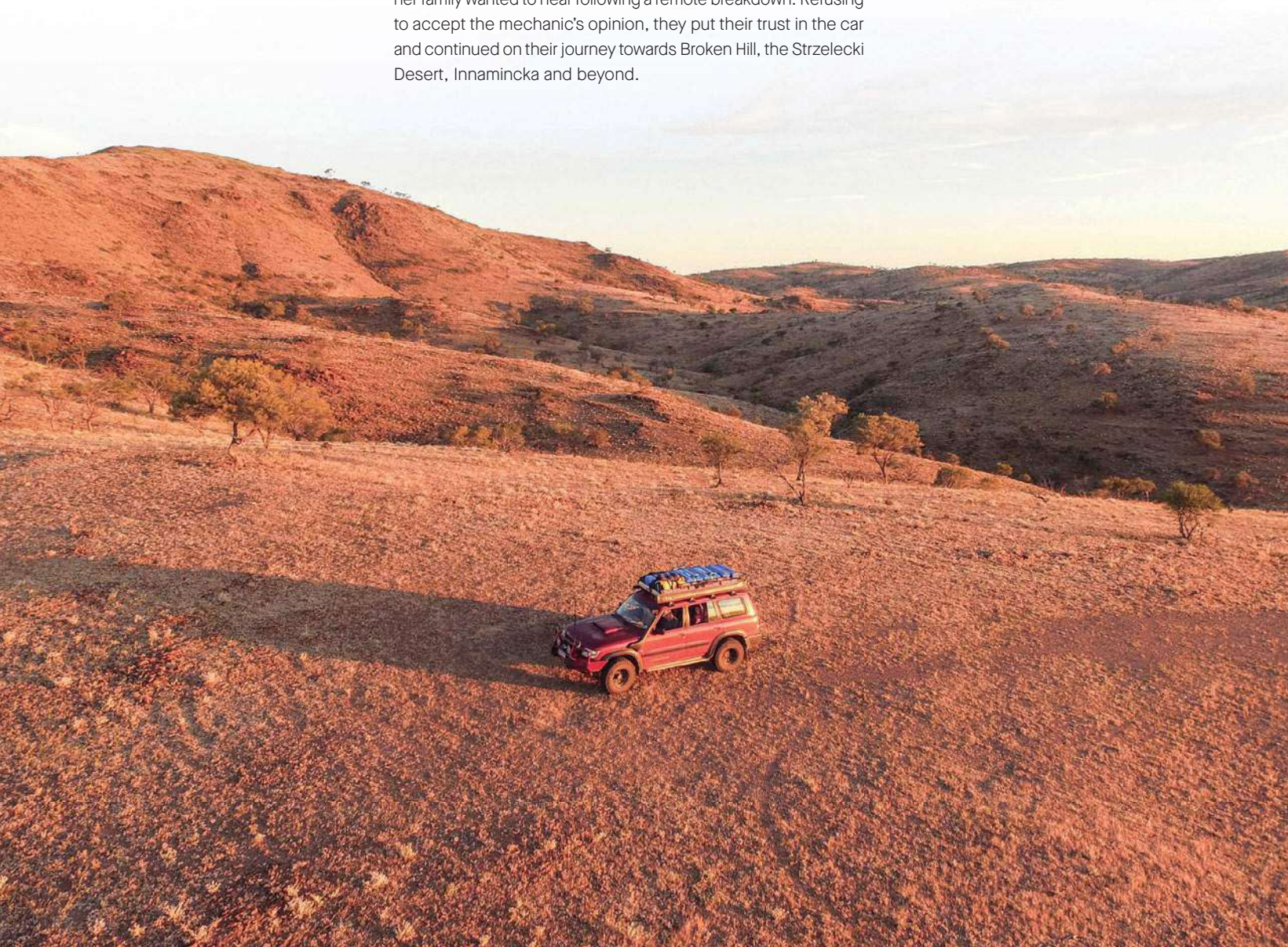
### Want to Join the Party?

To register your interest for upcoming events, head over to [www.arb.com.au/experiencedays/](http://www.arb.com.au/experiencedays/)

# TRAVELLING ON A TIGHTROPE

WORDS & PHOTOGRAPHY  
BY EMMA GEORGE

Being told their GU Patrol had a cracked piston and less than 10,000km of life left in her wasn't the news Emma George and her family wanted to hear following a remote breakdown. Refusing to accept the mechanic's opinion, they put their trust in the car and continued on their journey towards Broken Hill, the Strzelecki Desert, Innamincka and beyond.



## AN O-RING OF PAIN

Whilst I was speechless, my husband, Ashley, had plenty to say. His head was under the bonnet, an extremely common occurrence due to our seemingly insurmountable car problems. Yet again, diesel was leaking from our newly repaired fuel pump, the one we had spent weeks stuck in the Flinders Ranges getting fixed. We had just driven a thousand kilometres in the wrong direction to Adelaide to have it repaired as the new one leaked the first time we started the car. The installers replaced the faulty O-ring with another and guaranteed it would be fine. But it was far less than fine. We had arrived at Eldee Station, near Broken Hill, just about to hit the desert and we were fuming that diesel was still pouring out of our fuel pump.



Steve, the owner of Eldee Station, sensed the tension (or maybe it was the raised bonnet) and came to our aid. We needed a good mechanic and the last thing we wanted was to abandon our planned route again and return to Adelaide. If there's one thing I learnt while travelling, local knowledge is like gold. Steve had one piece of advice: go and see Johno at ARB in Broken Hill as he was probably the only person around who could help us. Buoyed by this piece of information, we piled the kids into the car and headed straight for town.

Our hopes hinged on, firstly, Johno being at the ARB store and, secondly, having the time to look at the car. The heavens were shining upon us as although the store was extremely busy, Johno came to have a look and asked us to bring our Patrol around the back. As Johno and his team assessed the situation, three chairs were provided for the



kids inside the store to watch TV while we waited. I watched Johno pull the O-ring from the fuel pump and he explained that it was a cheap one that doesn't seal well.

I WAS FURIOUS, AFTER HAVING REPLACED IT TWICE IN A NEWLY SERVICED FUEL PUMP, THE COMPANY WAS SAVING CENTS BY INSTALLING DODGY, CHEAP O-RINGS!

I held my breath and Johno rummaged through shelves and boxes of numerous spare parts that he keeps for the traveller in need. At that stage, I would have paid for a gold ring to be created but Johno managed to find the exact O-ring we needed. You could see the difference between the cheap, distorted one we had and the perfectly finished copper O-ring that Johno produced.

With the new O-ring installed, the leak was rectified and the car was good to go. I questioned Johno about our engine and its

potential cracked piston. We were keen to continue our journey and when Johno gave us the thumbs up, we drove out of the ARB store feeling relieved and incredibly excited about the next chapter of our expedition. Before we hit the dirt, we wanted to explore Broken Hill, which is steeped in mining history and brings together an eclectic mix of past and present. It was a whirlwind tour but Broken Hill surprised me as it was such an interesting town. The Mining and Mineral Museum was superb as were the many art galleries, sculptures, Line of Lode Miner's Memorial and the Royal Flying Doctor Service Visitor's Centre. The kids loved going down the original tunnels at the now defunct Day Dream Mine at Silverton, 33km from Broken Hill, the town where the Broken Hill Proprietary Company (BHP) was formed at the local hotel over 130 years ago.

It was an express visit but our diesel leak was fixed and we just hoped our motor would make the distance. There was only one way to find out and we were stocked with ample food and water, a satellite phone and parents on standby in Victoria if things didn't go to plan. We thanked Steve for all his help, vowed to return to picturesque Eldee Station and headed yonder toward our next stop.



WE HAD DRIVEN  
FROM NEW SOUTH  
WALES INTO SOUTH  
AUSTRALIA BUT I  
DECIDED TO WALK  
TO THE SHOP IN  
QUEENSLAND

## A STATE OF FLUX

I blinked and each of our three children were in different states, one in New South Wales, the other in South Australia and the last in sunny Queensland. Sure, we had lost some days to car troubles but we had at least kept the family together. We had done our best to get back on schedule, dust flying in our wake as we headed for Cameron Corner, where three states intersect. The boys scattered again, this time I had no idea where they were and I had to consult the survey marker to work out what state I was in. The iconic dog fence stood behind us, part of the 5,614km of vermin protection built in the 1880s to prevent dingoes inhabiting the south east section of Australia. We had driven from New South Wales into South Australia but I decided to walk to the shop in Queensland while Ashley drove over the border to fill the car with diesel.

Being an outback crossroad, thousands of people pass through Cameron Corner each year. The far-flung store has hundreds of photos and hats adorning the walls and five dollar notes from the camping fees plastered to the ceiling before being collected for the Royal Flying Doctor Service. Being breakfast time, we made the most of the restaurant, relishing in having someone prepare a hot meal for us. The recent rains had forced a number of road closures but we were hoping to make it along the Strzelecki Track to Innamincka. Lack of communications is an outback obstacle but the store keeps a regular update on the local road conditions. We were fortunate the Strzelecki remained open so we crossed the border for about the tenth time that morning, back into South Australia where we would stay for the next few days.

IT WAS AMAZING  
TO SEE SO  
MUCH LIFE IN  
A DESERT AREA  
AND COOPER  
CREEK WAS  
BECOMING ONE  
OF MY FAVOURITE  
CAMPSITES

The red sand was wet and slippery as we dodged pools of water but it was amazing to see a mass of colour and undulation in the landscape. I expected the Strzelecki Desert to be a barren, sparse environment, similar to the moonscape north of Coober Pedy but it was vastly different. The shrubs were green with wildflowers sprouting from the ochre earth as numerous birds of prey hunted overhead. We took the Old Strzelecki Track for a bit of nostalgia, enjoying the corrugations, bends and roughness of the outback. It was a little disappointing to be an intrepid traveller and find oil and gas wells dotted along the track with mining camps emerging in the middle of nowhere. The quaint tracks opened onto well-graded, expansive roads that cater to the mining operations of the Cooper Basin, the largest onshore oil and gas province in Australia. It was late in the day when we finally reached Innamincka, an outback oasis nestled on the banks of the Cooper Creek.

The campsites along Cooper Creek were well spaced out, with enough room for hundreds of vehicles, so we were surprised to find just one caravan along the river. There were so many great sites, it took us a little while to choose but we settled on a spot close to the water, a bit of a walk to the drop toilet yet picturesque and private. The evening sunset was spectacular and the amount of birdlife was incredible. Pelicans, water birds, wrens and birds of prey were all converging on the creek for their evening meal, plucking fish from the water and making the most of the bountiful conditions. It was amazing to see so much life in a desert area and Cooper Creek was becoming one of my favourite campsites until the relentless mosquitos moved in. Our small camper and swag set up had served us well for months and I never really pined for a caravan unless it was either really wet or teeming with insects.





## THE STRZELECKI TRACK

The Strzelecki Track was forged by a cattleman, Harry Redford, in 1870 when he stole 1,000 cattle from Longreach and drove them into South Australia. Redford was caught after selling the cattle but was not convicted of the crime as the jury were so impressed by his achievement.

## BURKE AND WILLS TERRAIN

The birds woke us in the morning, the mozzies had thankfully departed and we couldn't wait for the day ahead. The kids' schooling had been rather sporadic and the classroom consisted of our camp table and a couple of chairs placed under nearby trees. Today was history and what better way to learn about our early explorers than retrace the steps of Burke and Wills and visit the important sites of their famous demise.

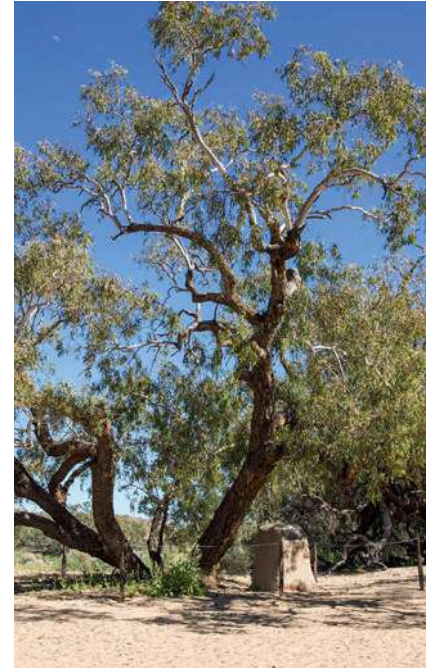
Wills's grave was our first stop and we were again surprised that we were the only people

visiting the area and also impressed by the amount of historical and cultural information conveyed on numerous interpretive signs. This was certainly making my history lesson a breeze. The second grave, that of expedition leader Burke, is located under a beautiful old coolibah tree overlooking Cooper Creek on the eastern side on Innamincka. Although the kids were getting a fabulous history experience, so was I as the Burke and Wills story I was taught as a child was far different to the one I was learning today.

The modern day version describes an arrogant leader who was rude and ignorant towards the local Aboriginal people and forced his party to disassociate with them. Despite this disrespect and arrogance from Burke, the Yandruwandha people still fed and helped Burke, Wills and King when they were sick and starving following their northern journey. The local people could not understand how anyone could be starving when it was such a productive wet season with copious amounts of food available and they showed kindness towards the explorers.

Not only did we discover the explorers' ill-fated journey and what transpired but we learnt about local culture, trees, bush foods and the traditional way of life. The signage enabled us to find bush tucker like seeds and insects along with identifying trees through detailed photos and diagrams. We all left with a sense that King in fact was the true hero of the story and if he perhaps was leading the expedition that it may have had a different ending.

Visiting the dig tree was the final piece of the puzzle and it was great to come to this iconic place. We felt extremely lucky the roads were open and we loved every part of our stay at Cooper Creek (except the mozzies) and it was amazing that there were so few tourists. With our history excursion fulfilled, we turned north towards the channel country and Queensland. It felt like we were travelling on a tightrope, not knowing if our car might succumb to gravity, but we were having the time of our lives and would face whatever came our way – 20th century explorer style!



ALTHOUGH THE KIDS WERE GETTING A FABULOUS HISTORY EXPERIENCE, SO WAS I AS THE BURKE AND WILLS STORY I WAS TAUGHT AS A CHILD WAS FAR DIFFERENT TO THE ONE I WAS LEARNING TODAY.

## BURKE & WILLS EXPEDITION

Robert O'Hara Burke set off from Melbourne in 1860 with the largest expedition party ever assembled after the Victorian Government offered a prize for the first expedition to cross Australia from south to north. The party made their way into South Australia and set up camp on the banks of Cooper Creek. Burke, together with William John Wills, a surveyor, John King and Charles Gray left the remainder of the party at Cooper Creek while they made a dash for the Gulf of Carpentaria.

The small expedition managed to make it to the Flinders River but due to thick mangroves, they didn't quite reach the ocean. Weak from the journey and lack of supplies, the men headed south back to the waiting party at Cooper Creek. Grey died on the return trip but Burke, Wills and King reached Cooper Creek, 18 weeks after their departure. Tragically, the waiting party had deserted the camp only hours earlier and had left food under a tree with a blazed message. Although the trio found the supplies, Wills then Burke both died before they could reach help. King, however, was rescued by the local Yandruwandha people and they cared for him for 10 weeks until he was found by the rescue party.





# STRUGGLE NO MORE

In Issue 51 of 4x4 Culture, we introduced ARB's new Tailgate Assist, the perfect solution for anyone who's ever struggled to lower or lift a ute's heavy tailgate.

Our engineers have been hard at work and we are happy to announce that the ARB Tailgate Assist is now available for the Ford Ranger, Mazda BT-50, Holden Colorado, Isuzu D-MAX, Nissan Navara and Mitsubishi Triton with more models under development.



## ARB TAILGATE ASSIST

Using two different gas struts, the Tailgate Assist reduces the effort required to operate the tailgate. The passenger side strut helps to slowly lower the tailgate and the driver side facilitates raising it. The struts have been co-developed with Stabilus, the world-renowned strut manufacturer, while ARB has designed a unique mounting system to ensure longevity.

"Tailgates vibrate a lot and tubs move when you're driving in rough conditions, so we've put these struts through rigorous tests. We're confident in the product and know all of the components are going to last," says ARB Product Manager, Rhys Brown.

Check out Issue 51 for the full write-up on this fantastic new product. Contact your local ARB store or stockist for pricing and availability.







# TAKE COVER

**Y**ou've packed the swags, the BBQ and the kitchen sink. The kids are belted in and the dog is wagging his tail. The last thing you need is the weather forecast changing on you.

ARB's new Track Shelter series II is a three-by-three-metre structure supported by a strong 40mm hammertone-finished steel frame at a total weight of 27kg. Featuring a 420 denier, UV-resistant canopy top, the Track Shelter can be set up with or without the optional walls, which now feature two large mesh windows with zippered outer panels.

To make your life easier during set up and pack down, a durable 600 denier nylon bag with large rollers and a separate stuff sack bag for the canopy are also supplied.

Providing protection from the elements, the ARB Track Shelter series II should be on your shopping list so you're ready for your next trip.

## Features

- 3x3m canopy
- 420 denier canopy top in ARB's iconic touring stone colour
- 2,000mm water rating on the canopy
- 40mm hammertone steel frame at 1.2mm thick
- 3 height positions – 195cm, 207cm and 225cm
- Easy-pull steel locking pins for height adjustment and set-up
- Canopy vent to reduce heat build-up under canopy
- Metal pegs and reflective guy ropes included
- Metal feet for improved strength
- Heavy-duty cargo bag with large rollers and stuff sack canopy design

*Contact your local ARB store for pricing and more information.*

# ESSENTIAL ESPERANCE

Words & Photography by Steve Fraser



There are so many great locations in Australia to visit by 4WD but some are considered a must-do if you really want to experience the best Australia has to offer, and let's face it, it has a lot to offer.

Can you really say you've seen Australia without travelling the Oodnadatta Track or visiting the Cape in Far North Queensland, without travelling the length of the Gibb River Road or conquering the dunes of the Central Desert?

Is the High Country in Victoria more your thing or a day at the Birdsville races?

We all have a list of those must-see places. Places that we have either been to or are longing to visit. Let me introduce you to one of my must-visit regions and see if I can

convince you to add it to your list – Esperance in Western Australia. Esperance is a remote location and maybe that's why I love it so much. In fact, I have been coming here for over 30 years. I've surfed, fished, dragged my kids behind the 4WD on a sand board and been bogged more times than I am willing to admit.

It's a full day's drive from Perth (around 700km) and miles from any other capital city. If you're willing to add a few more miles to your journey, you'll be rewarded with the whitest beaches in Australia – sorry, Queensland mates, but it's true. Recently, Lucky Bay in the Cape Le Grand National Park was officially named the whitest sand beach in Australia.

The coastline around the region is a wonderful mix of rocky outcrops and perfect white sandy

beaches. Esperance can be an interesting mix of weather, too. You can get a 40°C day in summer and the next day it could be 20°C and raining. One thing for sure is that the weather tends to change rapidly, so plan to stay a little while and you are sure to enjoy some perfect days.

If you are planning a trip, April can be some of the best weather, as the winds are at their lowest. One thing to remember is that it is popular with West Aussies in the school holidays around Easter.

I thought the best way to introduce you to this great region would be to share with you my five suggestions (and a few pictures) on how to make a trip to the region really memorable.





## 1 4WD FROM ESPERANCE TO CAPE LE GRAND

If you love 4WDing on a beach, then this is nirvana. With hundreds of kilometres of coastline to explore, apart from the occasional campsite, you will have the place to yourself. The white powder beaches are both beautiful and, at times, a challenge for a 4WD.

Most of the beaches you can drive on are to the east of Esperance. My suggestion is to grab breakfast at one of the great cafes in town, then head out to Wylie Bay. Here, you can jump on the sand and make the 22km trip on the beach out to Cape Le Grand National Park, home to some of the best beaches in Australia.

Before hitting the sand, let your tyres down to around 18psi. Most of this beach is easy going but it can get soft in places. There's a bitumen road for the less adventurous, which takes about the same amount of time, but is nowhere near as interesting.

Once you arrive at Cape Le Grand National Park – if it's not too hot and you are feeling energetic – head inland on the road to Frenchman's Peak. It's a gorgeous rock formation that is 262 metres high. It's a three-kilometre, two- to three-hour hard walk. Either way – going up or coming down – it's a workout, but you'll be rewarded with spectacular views over the national park, the southern coastline and islands in the

Recherche Archipelago. Trust me, you won't be disappointed.

Now you've done all the hard work, it's time for a well-earned swim. My suggestion at this point would be either Thistle Cove or Hellfire Bay, both stunningly beautiful beaches and on the way to Lucky Bay. Drive the length of Lucky Bay on the beach, find a quiet spot, take out a drink and a bite to eat, sit there and simply enjoy a little slice of Aussie paradise.

Heading home, you can either go back via the beach, which is my preference, or you can follow the bitumen to town for a different view.



The Great Ocean Drive is a 40km circular loop, taking in some of the most beautiful coastal scenery Australia has to offer.

## 2 ENJOY THE WEST COAST BEACHES

If you are an early riser, head to West Beach, just five kilometres from town. A walk along the beach at sunrise is pretty special.

After breakfast, head downtown and take a walk along the foreshore. There you will get the feel for this great town. Grab a cuppa, then take time to explore the west side of Esperance.

The Great Ocean Drive is a 40km circular loop, taking in some of the most beautiful coastal scenery Australia has to offer. You can stop at every beach if you like and go exploring. Most of these beaches are off-limits to 4WDs, that is until you get to Nine Mile Beach. If you are game and have a high clearance 4WD, there is a steep track down onto the very soft sand. Beach access is available between Nine Mile and Eleven Mile Beaches.

The track is a whole lot of fun and will give you a decent challenge. Going down is the easy part. I had to let the tyres down to 10psi to get back up with the diff locks in. It's a challenge but the beach is easily accessible on foot and the kids will love playing in the rock pools at low tide.

After a bit of fun on the beach, continue following the scenic drive. Eventually, it will loop around onto the main road into Esperance, so there is no risk of getting lost. If you haven't managed to catch your own fish, there are a number of great fish and chip shops in town. A great way to end a day like this is to eat fish and chips down by the water. A word of caution – the seagulls are very friendly!

### 3 CAMP OUT AT DUKE OF ORLEANS BAY

Eighty-five kilometres east of Esperance, towards Cape Arid, is one of my favourite campsites in Australia. It's affectionately known by the locals as "the Duke". It's clean, tidy and basic – just the way I like it. If you're looking for friendly country service, you have come to the right place; these guys are the best. They have a few chalets available or you can simply pitch the tent or pull up the camper. Either way, you'll have a wonderful time.

Fuel and food are available at the campsite, which makes it easy to spend a week out there having an incredible time. You're right on the doorstep of Wharton Bay, which is great for fishing, swimming and 4WDing. The kids will love boogie boarding here.

Wharton Beach is not too challenging in a 4WD but if you venture further afield, it will start to test your vehicle and skills. I really enjoy heading west along Wharton Beach and then through the dunes. Eventually, you will reach a river crossing at the water's edge.

Before you head out, check at the caravan park if it's crossable. It changes with the seasons and, as always, only proceed if you are competent and comfortable. The crossing leads to a small bay, which is perfect for surfing, swimming and just having a great day. If, like me, you like your beaches remote, then you have arrived in paradise. The waves can be big at times, so give the ocean the respect it deserves.

Once you get back to the campsite that evening, it's really nice to either walk up (if you're not worn out from all the swimming) or 4WD up the hill next to the campsite, enjoy a cold drink and watch the sun sink – the perfect end to a pretty special day.



### 4 LET THE TYRES DOWN AND HIT THE DUNES

The sand dunes around Esperance are pretty epic. The most accessible dunes are to the east of Esperance inland from Wylie Bay. It'll only take you 20 minutes from town and you'll be in amongst the action.

This is a great spot to tow the kids on a sand board down the dunes. Alternatively, you can give the 4WD a serious workout and improve your sand driving skills. You might want to have a mate tag along to help pull you out if you get too adventurous. Don't

forget the sand tracks and remember to let those tyres right down.

There are some incredible dunes west of Esperance but I would only recommend these to very experienced 4WDers. Getting there is a lot harder and the dunes can be seriously steep, definitely not for the novice. But, if you have been around the block a few times, check out the map and give it a go.





## 5 TREAT YOURSELF TO A BOAT TRIP TO WOODY ISLAND

Part of what makes this incredible region so special is the Recherche Archipelago (or the Bay of Isles), a group of 105 islands and over 1,200 rocky outcrops.


Woody Island is the third largest in the Recherche Archipelago and the only island with public access within the reserve. Abundant bird and marine life are found there and it gets its name from the tall eucalyptus trees that dominate the island.

Woody Island is an easy 20-minute boat ride and makes for a perfect boat trip. It's a chance to leave the car behind for a day and let someone else do the driving. The island has a number of activities including fishing,

snorkelling, swimming, bird watching and hiking. There are BBQs on the island and you can take your own food and drinks to make the most of a restful day.

From June to October, there are also whale watching tours. If island life is not your thing, why not get up close and personal with a southern right or humpback whale? It's an amazing experience.

Finally, if you're planning a trip to Esperance, remember to charge up the camera batteries. The region is extremely beautiful and you'll need to have a few spare memory cards for all the great shots you will get.



The island has a number of activities including fishing, snorkelling, swimming, bird watching and hiking.

# THE LAT-LONG OF IT







37°23'1.2"S-  
146°00'8.24.6"E

WHETHER YOU'RE  
VISITING  
VICTORIA OR  
LIVE LOCALLY,  
HERE IS A 4WD  
DESTINATION WITH  
SOMETHING FOR  
EVERYONE.

REGION:

**BIG RIVER**

---

TRACK GRADE: Easy through to difficult

---

SEASON: All year round with some  
seasonal track closures

---

DESTINATION: Mount Terrible Hut

---

POPULAR FOR: 4WDing, hunting,  
camping, dirt bike riding, fishing, hiking

---

The Big River region spans approximately 1,000 square kilometres with hundreds of available tracks, campsites, mountain top views, river crossings, huts and country pubs all starting within 90 minutes from Melbourne's eastern suburbs.

---

## MOUNT TERRIBLE HUT

In the centre of this 4WDing mecca, located 1,300m above sea level, is the recently rebuilt Mount Terrible Hut. Mount Terrible is the tallest point in the region and has always been a popular destination for many 4WDers and dirt bike riders. In 2017, the Mount Terrible Hut was rebuilt after the old hut, dating back to 1962, unfortunately burnt down. The new hut, rebuilt by the local 4WD club and High Country Huts Association, is an impressive little structure with a slab floor, beautiful views, picnic tables, outdoor fire pit and an enclosed pot belly inside for those who are really caught out and seeking refuge in winter.

---

### THE TRACKS

One of the biggest drawcards for the area and Mount Terrible Hut is the accessibility and diversity in tracks for all levels of 4WDer.

**EASY:** For those looking for an easy 4WD tour to this iconic location, Newman's Track from the north and Corn Hill Track from the south are great options. Hope Track and Matlock Track. Tip: When travelling Corn Hill, keep to the main track as the tracks to the east can often be more difficult, steep and shaley.

**INTERMEDIATE:** For the intermediate drivers, Moonlight Track (seasonally closed) with a nice river crossing and Poletti Track from the east or tackling Corn Hill and all the eastern diversion tracks offer some good fun!

**DIFFICULT:** For those looking for a challenge, Donald Track (seasonally closed) has a decent ascent from the Big River Road and offers some spectacular views. Additionally, from the south, Mount Terrible Track offers some challenging offshoot tracks both to the east and west. Some require dual diff locks and good clearance and will potentially lead to some good winching action!




---

### CAMPING

When it comes to pulling up stumps at the end of the night, options are plentiful along the Goulburn River, which runs south from Kevington and joins Gaffneys Creek at Knockwood heading down to Woods Point. Alternatively, there are a number of dedicated sites along Big River Road.



**PUB LUNCH, DINNER & ACCOMMODATION**

It's a rite of passage to drop into the closest country pub while out exploring. Mount Terrible and its surrounds offer three great options for a cold beer and a classic pub meal as well as, if so inclined, a warm bed and hot shower.

**THE COMMERCIAL HOTEL, WOODS POINT**

At the southern end of the forest in Woods Point is the Commercial Hotel. The two-storey establishment dates back to the 1940s and is home to a good sized bar area with pool table, fireplace and a few booths, while in finer weather the beer garden is the place to be. Upstairs are 12 rooms with space enough for over 30 people.

**KEVINGTON HOTEL**

"Kevvy" is the last town on the bitumen road coming down from Mansfield. The Kevington Hotel is a lovely pub with a sizeable dining room, small bar area with pool table and open fireplace. Summer is a buzz at Kevvy with an outside bar and stage for the occasional concert. Accommodation and camping is also available on site.

**COURTHOUSE HOTEL, JAMIESON**

The last operational town coming from the north is Jamieson, offering cafes, a general store, post office, diesel and this little gem of a pub. The Courthouse Hotel is a great place for a cold beer and a counter meal.

*Summer is a buzz at Kevvy with an outside bar*



**WINTER FUN**

With many tracks sitting above 800m, the region is a great place to visit for some snow fun. Pack the kids and toboggans or just have a day out exploring with the boys. A great accessible location is Matlock.

**MAP READING TIP**

Topographic lines (the small wiggly ones) get tighter together as the terrain steepens. Plan your trip and consider quick altitude changes and the challenges they may present.

**SUGGESTED ROUTE**

**DISTANCE:** 50.2 kms  
**APPROX TIME:** 6 hours  
**RATING:** Intermediate

Departing Kevington, head south down Mansfield-Woods Point Road. Turn right onto Flourbag Track, a tight and slow track with great views to the west.

At the bottom of Flourbag Track, you will be turning right up Moonlight Spur Track (seasonally closed), though if you want to dip your toes, turn left for a quick dash through the river crossing and back. Moonlight is a

magnificent climb, be sure to stop and look back over your shoulder from time to time to check out the views.

At the top of Moonlight Spur Track (at the intersection of Ryan Spur Track), turn right to lead to Mount Terrible Track. Continue along Mount Terrible Track up to the iconic hut location. Continue on from Mount Terrible Hut along Mount Terrible Track before turning right onto Poletti Track, which will lead you back down to the main road just a few kilometres north of Kevington Hotel.

# Peanut Butter Chicken Thighs



## Ingredients:

2 cups smooth peanut butter  
1/3 cup soy sauce  
1/2 tsp garlic powder  
1/3 cup brown sugar  
1 tsp red chilli flakes  
2 tsp apple cider vinegar  
1/4 cup honey  
1 tsp cracked black pepper  
1kg chicken thighs  
olive oil

## Method:

Preheat a hotplate over a campfire or bbq, making sure it is kept at a very low heat.

Mix together all ingredients except the chicken thighs and olive oil, you should end up with a thick, sticky paste.

Pat the chicken thighs dry with paper towel.

Using your hands, smear the paste over the chicken thighs. It doesn't matter if they aren't evenly covered, just try to get all the paste over the chicken.

Ensuring the hotplate is not too hot, add enough olive oil to cover the plate and then add the chicken thighs. Because of the honey and sugar in the recipe, the sauce can easily burn so make sure you keep the heat low. Cook the thighs for around 10 minutes and then turn (try not to turn more than once as you will lose all the crispy, peanutty goodness on the outside).

Once the chicken thighs are cooked through, transfer to a plate. Give the remaining peanut sauce on the hotplate a good stir and spoon over the chicken. Serve with mac & cheese or baked potatoes.

Serves six to eight hungry campers.

# Banana & Chocolate Dessert Cones



**These dessert cones are great to get kids involved. Fill them with anything you like!**

## Ingredients:

6 mini chocolate muffins  
6 waffle cones  
1 cup chocolate chips  
1 banana  
1 cup mini marshmallows  
aluminium foil

## Method:

Preheat a camp oven or hotplate over the campfire.

Slice the top off each muffin and then tear apart the stumps.

Fill the cones with a few chocolate chips, a couple of slices of bananas, some pieces of torn muffin and a few mini marshmallows. Repeat until the cones are full. Top each cone with a muffin top, pushing it down slightly so it is nice and snug in the top of the waffle cone.

Wrap each cone in aluminium foil.

Either place the cones in a camp oven on a trivet and cook for 25 minutes on the edge of the fire

or

Place each cone on the hotplate, ensuring that the heat is kept low. Turn the cones regularly until heated through (around 15 minutes).

Unwrap and enjoy.

A sugar rush for 6 sweet toothed campers!

# Family Fortune

Words by Dean Mellor

Photography by Offroad Images



Every Easter Sunday for nearly a decade now, Eldee Station in the spectacular Barrier Ranges in outback NSW is overrun by kids fossicking for the greatest treasure of all: chocolate!

This year marked the eighth running of the ARB Eldee Easter Festival, an event that brings together 4WD enthusiasts and their families from far and wide to not only compete in a series of off road driving challenges, but also to rekindle long-distance friendships made in previous years and to forge new ones. Oh, and so the kids can partake in the ever-popular Eldee Station Easter Egg Hunt.

The ARB Eldee Easter Festival is geared to family 4WD tourers, with vehicles ranging from almost completely standard to highly modified and everything in between.

*The event challenges don't favour those who've spent countless dollars on their rigs but rather those who are able to work in harmony with their co-drivers...*

whether that's wives, husbands, sons or daughters.

"The whole focus this year was that it's a kids and family event... it's all about the kids," said Ian Berry immediately after it had been announced he and his (admittedly grown-up) son, Ash, were the winners of the ARB Eldee Easter Festival 2018.

Ian and Ash took out four of the 11 stages in their 100 Series LandCruiser, which is more set up for 4WD touring than for tackling off road competitions. Ash was ecstatic when he found out he and his old man had won. "This year's event was heaps better than last," he exclaimed, "because we won!"

Ian and Ash were up against 23 other teams, all of whom successfully made it to the finish line after two days of fun, adventure and excitement on one of outback New South Wales's most iconic properties.



## CHALLENGING TIMES

The variety of terrain on Eldee Station is incredible and is definitely a factor in making this event so interesting... and challenging. Many of the driving stages are conducted in the soft riverbed sands of Eldee Creek, while others are held on very different terrain on the sprawling station.

The driving stages in 2018 included the ARB Mini Dakar, the Club 4x4 Back and Forth, the Rhino Rack Paddy Melon Challenge, the

Cooper Tires Motokhana, the Unsealed 4x4 Blind Man's Run, the Oricom All Terrain Challenge, the ARB Thornleigh Stump Up, the ARB Penrith Sheeppark Shenanigans and the HEMA Outback Map Navigation Challenge.

The non-driving stage that counted towards the final points tally for competitors was the ARB Broken Hill Swag Roll and Set Up, while the kids could also get in on the action, competing in the Hobby HQ Remote Control Car Mini Rally and the Shimano Sharp Shooter events.





## SATURDAY ACTION

The ARB Mini Dakar requires teams to drive a bunted course through soft sand, around bushes, and in and out of steep creek banks. While many teams found a steady-as-you-go approach worked best, Jason Pink, a farmer from Boort in Victoria did not. Jason punted his Ford Ranger through the course with his wife, Jess, who was urging him to go even faster. "Jason's driving was a bit slow for my liking," she said, despite complaints from their three-year old daughter, Millie, in the back seat.

Broken Hill locals Danielle Marsh and Brad Hill said their kids Luke (10) and Lucy (2) loved the Mini Dakar, while their four-month-old twins, Alexander and Georgia, slept through the whole thing!

The Cooper Tires Motokhana is one of the event's fastest stages, with drivers exiting a creek bed up a steep bank and then driving around a series of poles before finishing back in the creek bed. Neale and Judy Postlethwaite hit the course hard in their Volkswagen Amarok, peeling a tyre off a rim. While it didn't affect their time on the course, repairs meant they did miss their next timed stage, also missing out on some valuable points.

Rob Baumann from the Barossa Valley ran the course in his Nissan D40 Navara with his six-year old navigator, Alana. "It was awesome," he said. "I'm still trembling from it." Rob's other daughter, eight-year-old Holly, shared the co-driving duties with her sister this year.

For the Blind Man's Run, the driver is blindfolded so the co-driver has to direct the vehicle through the bunted course. Steve Wolski admitted he was "a bit nervous" before tackling the Blind Man's Run due to hitting a stump last year. "It's still got a battle scar on it,"

he said of his otherwise unmarked Toyota FJ Cruiser. His co-driver, Shelby Cooper, was also nervous but the pair made it through unscathed this year.

Brad Wilson, driving a 79 Series LandCruiser Double Cab, said he found the Paddy Melon Challenge to be one of the tougher stages due to the size of his rig on the tight course. This event requires co-drivers to place paddy melons atop poles, then retrieve them and throw them into a bucket, all from the vehicle's passenger seat. "It was interesting," Brad laughed, "because the Cruiser is such a big rig." His co-driver, Qona, was also laughing, describing the course as "the funnest yet"!

The pace of the event was dropped down a gear or two as competitors lined up for the ARB Thornleigh Stump Up, in which they had to idle up onto a small post with their front right tyre, stop, then reverse off before repeating the process with their front left tyre. "The trick is to look where you're going," advised Navara driver Martin Cattanach dryly.

The next event was the HEMA Outback Map Navigation Challenge, which involved teams navigating their way around Eldee Station using just latitude and longitude coordinates. The key to success was time management and teamwork, not outright speed.

The final challenge on Saturday was the ARB Broken Hill Swag Roll and Set Up, in which two members of each team pitched an ARB swag, jumped into it, got out of it and rolled it up, all while being sledged by their fellow competitors.

At the end of the day, event host Stephen Schmidt led competitors across the Mundi Mundi Plains and high into the Barrier Ranges for a mouth-watering BBQ meal atop the aptly named Sunset Hill.





## EASTER SUNDAY

The Eldee Station Easter Egg Hunt kicked off at 8.00am on Easter Sunday. Once the kids had filled their baskets with chocolate eggs, competitors headed out past the shearing shed for the ARB Penrith Sheeppark Shenanigans, in which two vehicles compete side by side on parallel courses. The co-driver has to climb in and out of the vehicle to open and close gates through the sheepyards, while the driver has to make it through the course without hitting any fences or gates.

After Ian and Ash Berry had run the tight course, Ash looked very much worse for wear. "I'm stuffed!" he said. "My chest is still hurting. It's the most running I've done since this challenge last year."

Competitors then headed back to Eldee Creek for the event's final driving stage, the Oricom All Terrain Challenge. Event MC David Brickhill advised competitors to take it easy, as the course was full of rocks, soft sand and deep water. He also reminded them that many still had a long trip to get back home.

Father and son team, David and Chris Skinner, last year's runners-up and event leaders heading into the final stage, ignored David's advice and after charging onto the initial deep-water section, their Toyota 4Runner

coughed and spluttered. They managed to keep it running but lost valuable time. "We were going well until today, that water really slowed us down," said Chris.

Kurt Johnston reckoned the All Terrain Challenge was one of the toughest events of the festival. "Man, that was rough out the back but it was a lot of fun," he beamed.

Teams then headed back to the homestead for the afternoon's activities, which were definitely kid-focused with a jumping castle, the Hobby HQ Remote Control Car Mini Rally and the Shimano Sharp Shooter casting event.

## TO THE VICTORS THE SPOILS

The top three place getters at the end of the of the ARB Eldee Easter Event 2018 were Matt and Renee Burns, and kids Harry (10) and Chase (5), who were tied in third place with Kirk and Dior Johnston, and kids Temperance (7) and Seeley (5).

David and Chris Skinner (Toyota 4Runner) were runners-up once again, no doubt disappointed that they faltered at the final hurdle. Nevertheless, they still thoroughly

enjoyed this year's event and are keen for another crack in 2019.

Once the dust had settled, it was Ian and Ash Berry who pipped the Skinners at the post to take top honours in the ARB Eldee Easter Festival 2018.

After the official presentation on Sunday afternoon, there was still some important business to be conducted: an auction to raise funds for Rotary and Ronald McDonald House. One of the lots up for grabs was an ARB Elements fridge and when two enthusiastic bidders exceeded the monetary value of the fridge, everyone began to suspect something fishy was going on. Sure enough, it was ARB's own Matt Frost and Peter Lea-Smith who concluded their frenetic bidding at \$5,000, which would go straight to Ronald McDonald House. In a touching gesture, the fridge was donated to Rob Baumann, who had competed in this year's event with his daughters Holly and Alana, after his wife Amanda succumbed to cancer just a few months after last year's ARB Eldee Easter Festival (see page 83).

For those who could muster the strength after a fabulous but exhausting weekend of family 4WDing fun, country music legend Don Costa took to the stage and entertained a lively crowd late into the night.

## Remembering Amanda Baumann



Rob Baumann competed in the ARB Eldee Easter Festival 2018 with his daughters Holly (8) and Alana (6). This was Rob's second time competing at Eldee but the first without his wife Amanda, who sadly lost her battle with cancer in October 2017.

We spoke with Rob about the special bond he and his wife developed with Eldee Station the day prior to spreading Amanda's ashes atop Sunset Hill.

"Last year, we came up to Eldee as a last-minute thing," explained Rob. "Amanda had cancer and we couldn't really plan anything, so we rang up Naomi [Schmidt] and asked if we could come up as spectators. She said yes, so we came up and got talked into competing, and it was the best thing for us because we just had a ball.

"When we went up to Sunset Hill, Amanda fell in love with it and that was the start of our outback touring. We'd done lots of little trips to the Flinders Ranges and stuff like that but only little trips, so basically from last Easter until she passed away in October, we spent the whole time doing as much outback touring as we could.

"Camping was a form of therapy. It took her away from the daily grind

of treatments and everything. It just gave her a chance to forget about everything else that was going on.

"She loved her outback pubs. She wasn't an alcoholic at all [laughs] but she just loved meeting people and going to different places... so we spent a lot of time going to Birdsville and spent heaps of time in outback New South Wales and Queensland last year...

"When we were talking about the end, so to speak, she wanted to have her ashes spread up here [on Sunset Hill]. She didn't want us to make a special trip up, she wanted it to be this weekend with the friends we met from last year. They've become lifelong friends in a period of just 12 months... it's like we'd known them forever. You just sort of have that bond with people up here at Eldee and so our plan is to spread her ashes tomorrow night, up on top of Sunset Hill at sunset, and just have a few quiet drinks and have a good evening."

Rob is now working on several projects to support breast cancer research. "We're running a couple of charity events," he explains. "The goal is to... well, Amanda loved her country music. We used to do a lot of travelling to see shows and stuff – not so much mainstream shows, you know, it might have been Eulo or the Big Red Bash... some sort of unusual place. Because it wasn't just about the music, it was about the atmosphere and everything else. So we're putting our first charity show on 3 June this year, back home in South Australia.

"We're also looking at doing another music show in October and next year, we're hoping to do a women-only 4WD navigational-style event, a four-

day nav event, hopefully based out of Arkaroola, but we're still working on the finer details.

"We're doing the country music shows because Amanda had the dream of finding a way to bring more music to South Australia. We always had to travel to see shows because no country artists really came to South Australia.

"And Amanda always wanted to find a way to get the females out of the passenger seat and into the driver's seat, thus the reason for trying to do the nav-style event for women."

Rob and Amanda's kids, Holly and Alana, were both enthusiastic competitors in this year's ARB Eldee Easter Festival. "The kids have taken mum's spot, so to speak, they've been passionate about trying," said Rob.

"Their mum carried a fractured hip last year that most people didn't know about, until after Sheeppark Shenanigans and so they wanted to do it for their mum. Eldee was a big thing for their mum, so they wanted to make sure they came back and did it right for her.

"Amanda's bucket list when she first found out she had terminal cancer was all about the kids and making memories for the kids. It was not so much about herself, it was all for the kids, thus the reason everything we did as a family...

"One thing I'm very thankful for is Amanda never missed out on doing anything as far as family. The way it all happened in the end, it was very quick and she never missed out on anything."

ARB Supercross Sponsorship

# A NEW PERSPECTIVE

ARB Sponsors Australian Supercross Series



## ARB Supercross Sponsorship

Amongst our customers and 4x4 Culture readers, we find many passions in common when we look beyond the love of 4WDing.

Fishing and hunting are two big ones and another pastime shared by many recreational 4WDers is the thrill of throwing their leg over a single cylinder four or two banger. Dirt bike riding is a hugely popular recreation in Australia with some of the best tracks in some of the most accessible locations in the world. Furthermore, the sport is supported by a huge network of local clubs nationwide that encourage both the young and nimble along with the old and stubborn to try their luck to take the podium while gripping an inch-thick steel tube for grim life and launching off 40-foot table tops.

If spectating is more your pace, then it's arguable that your head is in the right place. And when it comes to two wheel entertainment, it doesn't come much more fast paced and high energy than a Supercross race.

This upcoming season, ARB will be sponsoring the third and fourth rounds of the Australian Supercross Championship being hosted in Geelong, Victoria and Port Adelaide, South Australia respectively.

The Geelong event kicks off at the Geelong heartland at Skilled Stadium on 13 October, while the thumpers will take to the circuit the following week at Port Adelaide's Gillman Speedway circuit with its fantastic open air arena.



### **WIN A FAMILY PASS TO THE SUPERCROSS!**

Want to win a family pass to the Geelong or Port Adelaide Supercross Championship Event? Simply head to the official ARB Facebook page and comment a photo of you and your ride on our pinned post with the hashtag #ARBSupercrossSA or #ARBSupercrossVIC OR hashtag your photo on Instagram!

Winners announced October 1st, 2018 - find all the T&C's at [arb.com.au/supercross2018](http://arb.com.au/supercross2018)



# Photographing Your 4x4 for Sale

Words and Photography by Offroad Images



**Have you ever wondered how you should shoot your 4x4 when it comes time to sell it? Will better images actually make a difference? Should you use a “real” camera or your smartphone?**

There is no doubt in my mind that a good photo will help sell your vehicle. You know the age-old saying: “A picture is worth a thousand words.”

There might be 50 cars in the same category as yours when you try to sell your vehicle, so it’s important that your key images grab the potential buyer’s attention. You don’t need to be a great photographer, nor do you need

the best camera. You just need to go to a little trouble to prepare the vehicle and position the car to display it at its best.

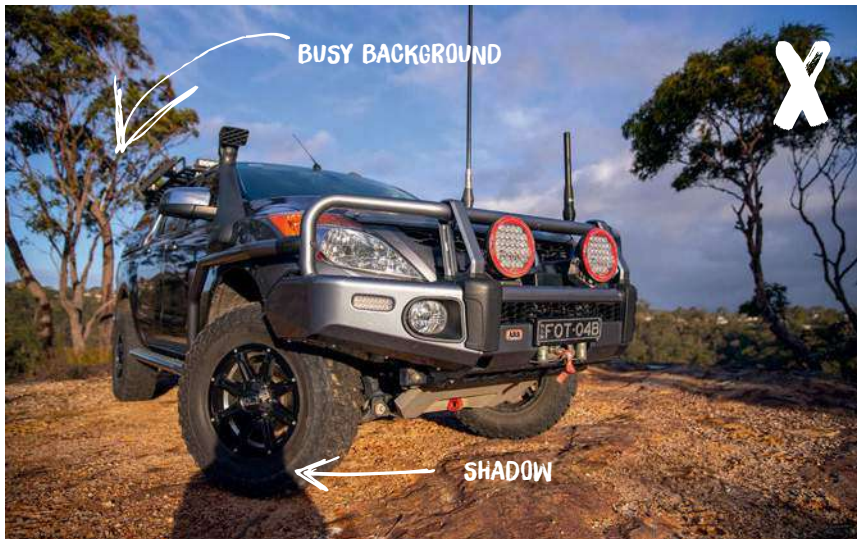
So let’s go through a few tips on how to create better images on any camera. Not everyone has the time to travel to that ideal location to photograph their car for sale, so I have shot this example vehicle in local parkland.

### Detail the Vehicle

There is no point photographing your vehicle if it is dirty. Nobody likes a grubby looking car, so if you want to attract buyers, it's worth giving it a clean. After the clean, rub some wax on the paintwork. You'll be pleasantly surprised at how much better the vehicle looks.

### Remove Those Stickers

You might like a band, the local electrician, car detailer or mechanic but their stickers are only a distraction to the look of your vehicle. So it's time to get rid of them and give the viewer a blank canvas.



### Choose the Right Location

Choose a location that will make the vehicle stand out from the background. Sitting up on a horizon will help. You don't want a busy background where people could actually be distracted by the scene, taking their attention away from your vehicle. The background should be either plain or of a great distance to ensure it blends away in the final image.

I have always said that you can't take a photo of a 4WD in the Woolies carpark... and this is another time that rule applies. There are way too many distractions for the viewer plus, put simply, it looks average.



### Position the Sun

Ensure that the vehicle is well lit. If the sun is behind you whilst you are looking at the vehicle, the panels facing you will be well illuminated and display everything for the potential buyer to see. There is no point shooting the vehicle with part shade or in heavy contrast light as the potential buyer will not be able to see the panels clearly for any damage.

### Shoot All Angles

It's probably easier to get someone to assist you with this. Basically put, you need to shoot front, back, both sides, front driver's side, front passenger side, rear driver's side and rear passenger side.

### Feature the Wheels and Tyres

It's worth positioning the wheels and tyres to create an impact. Turn the tyres inwards (see right) to ensure that there is maximum product on display in every image. The right positioning of the tyres assists in creating a more dynamic look to a 4WD. You can rotate them too far but when you get the angle right, it really sets the vehicle off. Let's face it, the wheels on the vehicle are an extremely important component, giving it the look either a car designer created or the look you wanted after purchasing a customised wheel design.



### Photograph the Blemishes

You don't want to fake it. Make sure that you are upfront with any problems with the vehicle. Be honest and show the scratches. The viewer will understand and see that you are making every effort to be transparent and honest.

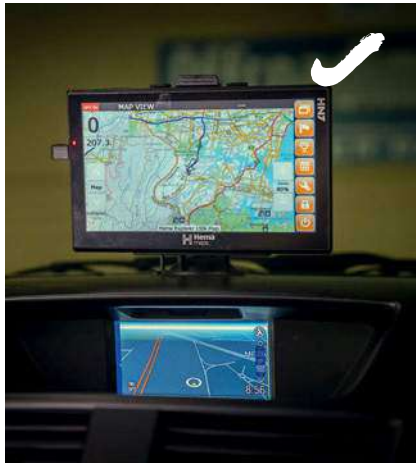
### Shoot VIN Plate and Any Recall Stickers

Make sure that the potential buyer is able to see that your vehicle information is available and that it has been updated for any safety recalls.

### Photograph the Service Logbook

Show the buyer that you have regularly serviced the vehicle and have the logbook entries to prove it.





### Shooting the Interior

Lighting is extremely important here. You don't want to create these images in half sunlight/half shady conditions. Find a spot out of the sun to reduce the contrast (bright sunlight and dark shadows) thus showing clearly the features of the vehicle's interior. Shoot the dashboard from both sides (shoot through driver's door and passenger door).

Photograph the dash cluster after switching on the ignition to provide the type of display and information that the buyer would expect to see. When shooting these darker surfaces, the camera will try to overexpose the images, so correct the exposure by intentionally underexposing the subject, keeping the darker dashboard the true depth that it actually is.



### Ensure You Feature the Interior Accessories

If you have drawers and a fridge slide, it's worth showing how they extend and their general operation. Reverse cameras, GPS units and other accessory gauges should be shown working. Move the camera or shade the product to ensure that reflected light doesn't affect the display.

### Stand Back a Little

When you are photographing your vehicle, instead of standing close and shooting wide, which will make your car sometimes look unrealistic to the eye, stand back and zoom in on the vehicle. An equivalent 35mm lens of between 70mm-135mm will get you the right look. Wider lenses can sometimes look cool but they will distort the vehicle's characteristics. You can do the same with your smartphone.

# HEADING INTO BAD WEATHER

**There are times as a photographer when you try to escape the weather, preferring sunshine to extreme wind and rain. You'll do anything to get to clear weather to enable great photography of the product on location.**

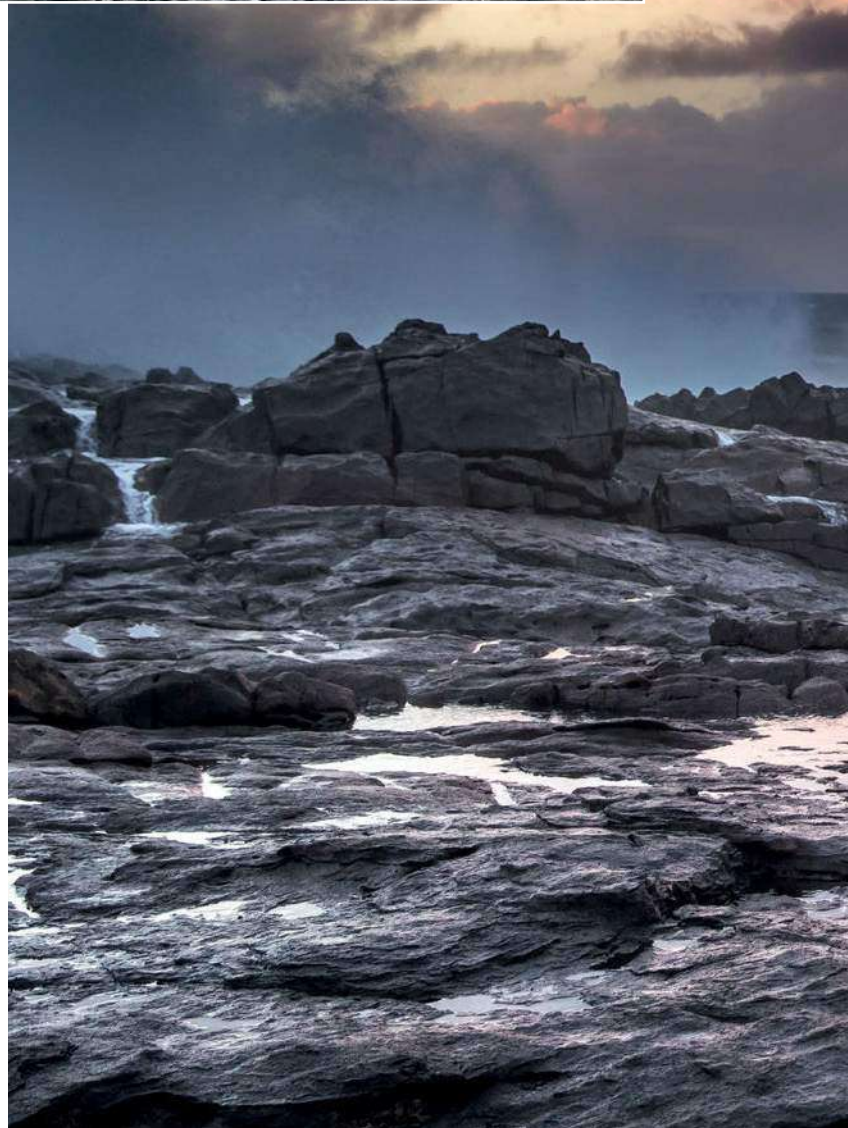
However, sometimes you are given the opportunity by your client to explore photography of product with an open brief and great support from an awesome crew. So you head into the weather looking for a bit of anything and everything.

Whilst on a recent photoshoot in Tasmania, we had some awesome weather and some really nasty stuff. After all... that's why you go to Tassie!

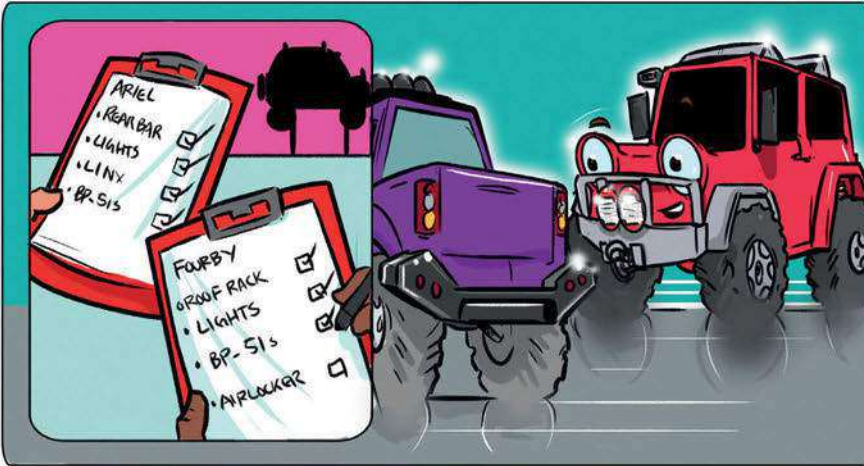
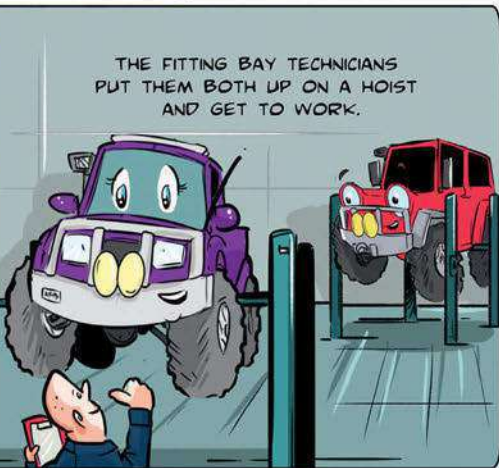
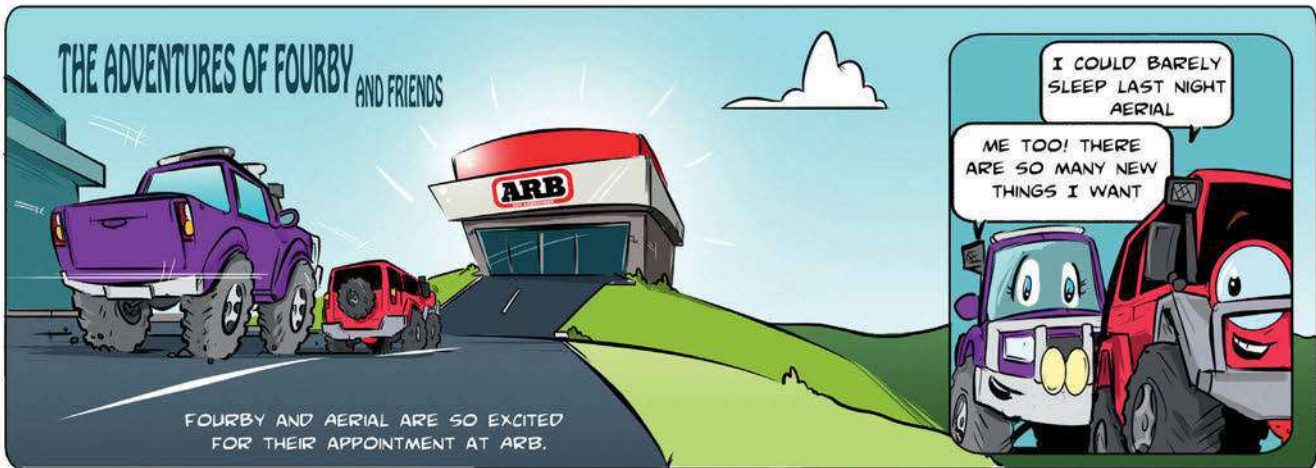
When a storm came in and was gusting at over 45 knots directly onshore, we decided to just make the most of it. It simply looked amazing with the sky and the waves. We watched it for around 15 minutes to obtain a real idea of what we were getting ourselves into and to be sure that we would be safe. There was a difficult little drop-off from the main track onto this rocky platform, which was getting hammered by the weather, so we took our time and positioned two vehicles... one to photograph and one as a shelter. We were getting absolutely smashed by the elements. I would wait for the wave to crash to shore and stick the camera out for a couple of seconds to grab a few shots, then return to hide behind the other vehicle.

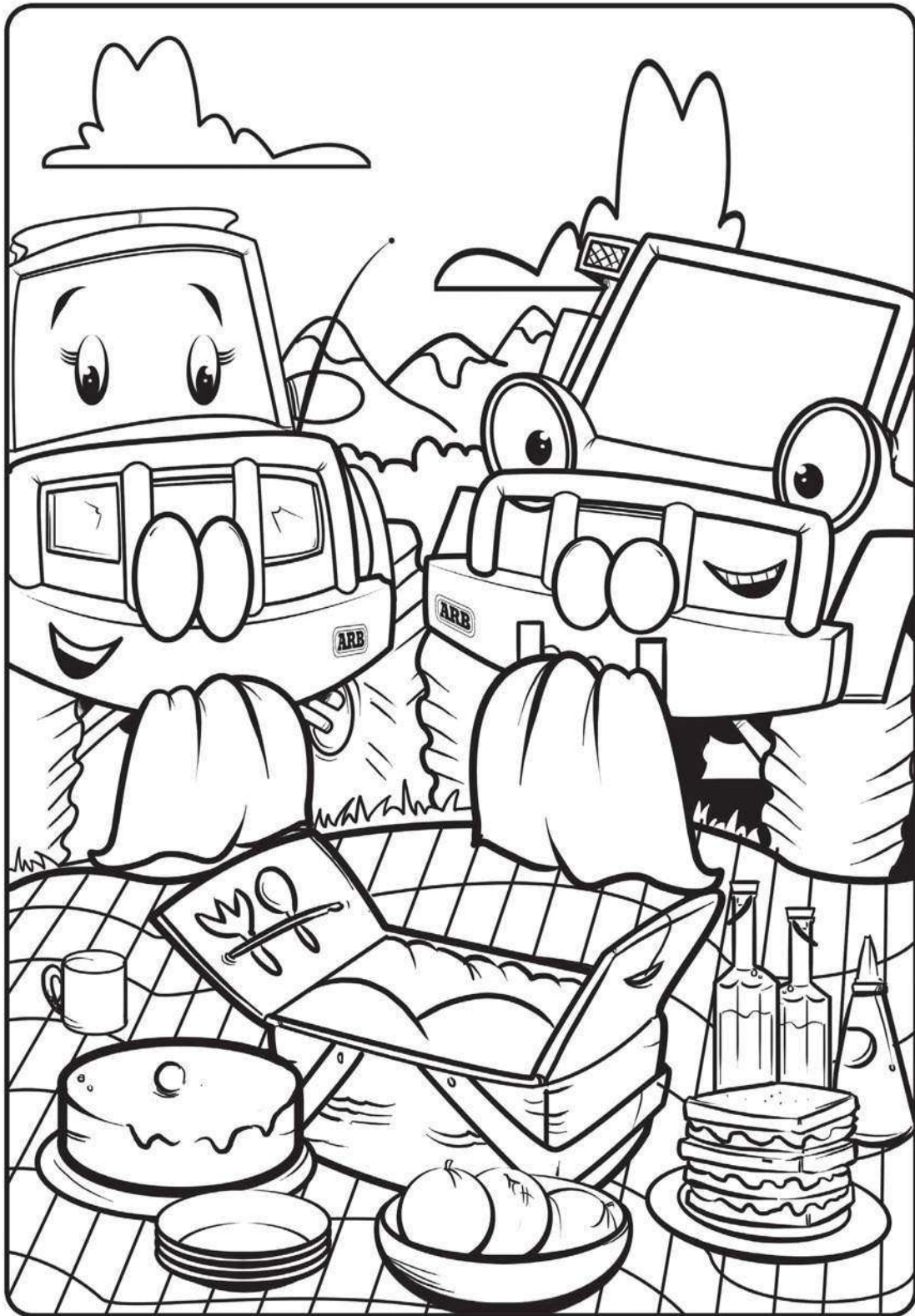
We had been driving on beaches all over Tassie during that week and each night we would spend about \$20 at the local self-serve car wash. At the end of this particular day, however, we each spent about double that cleaning our vehicles down. Moral of the story? Sometimes it's worth braving the bad weather to get a set of shots as good as these.

*Michael Ellem, Offroad Images*









## FOURBY'S COLOURING COMPETITION

This issue we're running a colouring competition and there is an awesome prize up for grabs!

Send in your entry and you could win a Fourby Plush Toy. Winners will be announced in the next edition. Remember to include your name, age and address on the back of your entry. Competition closes 31st August 2018.

**Post:** ARB 4x4 Accessories Marketing Department  
PO Box 105  
Kilsyth, VIC 3137  
**Email:** [fourby@arb.com.au](mailto:fourby@arb.com.au)

# NEW STANDARD

In 2017 ARB launched its new retail store concept which is progressively being rolled out around the country. These new Flagship Stores offer customers the ultimate ARB experience with large well equipped showrooms, state-of-the-art fitting bays and of course, easy access to all of your favourite 4x4 products.

## NEW FLAGSHIP STORES:

- ARB Regency Park
- ARB Dubbo
- ARB Geelong
- ARB Canningvale
- ARB North Lakes
- ARB Somerton
- ARB Thornleigh
- ARB Springwood
- ARB Port Macquarie

## FLAGSHIP STORES COMING SOON:

- ARB Narellan
- ARB Wollongong
- ARB South Hedland



New Standard



# REVO RECOVERY



**Go your way, don't be defeated by the rugged Australian terrain. Built tough, to uncompromising standards and ready to tackle anything you will. Bushranger REVO is a high quality constructed winch with superior pulling power to deliver faultless vehicle recovery in any terrain.**

Bushranger REVO is packed with many features including: high quality construction, low current draw, 4 stage oversized gearing with fast line speeds and an advanced proportional friction braking system that will reliably hold 100% of the rated load with no slippage. The zero drag braking system allows for fast no load line speeds, making unspooling the rope a breeze. No more pulling against the friction of traditional winch braking systems, just use the power of the winch to do the unspooling for you with

no concern of brake drag causing unnecessary wear and heat build-up. A fully sealed motor and gearbox (IP67 rated) gives maximum protection from water, dust and debris, meaning the winch is ready for anything you can throw at it.

The versatile design of the Bushranger REVO maximizes the ease of installation with 16 gearbox clocking positions (resulting in 22.5 degree increments) and a multi-mount control box. The wire version is supplied with a strong roller fairlead setup incorporating durable stainless steel rollers, whilst the synthetic version comes standard with the legendary two position aluminium hawse fairlead, which was an innovation first introduced by Bushranger. A wireless hand controller rounds out the premium synthetic version, allowing for reliable, no delay, cord free operation of the winch, giving you the freedom to manoeuvre around the vehicle without limitations and tangles.

The Bushranger REVO has a limited lifetime mechanical warranty, and 5 year electrical warranty.





# 70 Years of Innovation



## **Warn Industries started in 1948 when Arthur Warn began producing locking hubs for surplus World War II Jeeps.**

This invention would convert thousands of Jeep vehicles into useful rigs that could be operated on-road as well as off. In the late 1950s, Warn would go on to develop the first electric recreational winch and create the leading brand for off road racers, four wheel drive enthusiasts, and hard-working farmers and ranchers. Warn also introduced the first dedicated winch for powersports vehicles 30 years ago, further enhancing the performance of ATVs.

Warn isn't just a winch manufacturer, however. They offer a host of industry-leading bumpers and mounting systems, trusted rigging equipment, and hard-working plow systems for a complete lineup of products for those who use their trucks, SUVs, and powersports vehicles whether at work or at play.

Warn Industries shows no signs of slowing down at 70. They'll go to nearly 100 shows and consumer events this year and will continue to release new, innovative, state-of-the-art products in 2018.

---

## **TIME TO CELEBRATE**

Warn has spent 70 years ensuring people GO PREPARED with premium products. A 70th anniversary needs to be celebrated and they're going to do so in a few ways.

First, they'll be offering some cool stuff for sale throughout the year. Limited edition apparel including t-shirts, hats, hoodies and more will be available. Check out [warngear.us](http://warngear.us) where you'll also be able to buy 70th apparel and gear.

In addition to apparel and gear, they intend on releasing a special edition 70th anniversary winch later in the year.

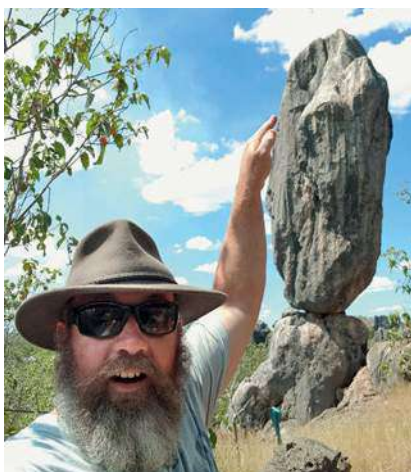
The celebration will continue through 2018, so keep your eyes and ears out for some neat stuff on Warn's Facebook and Instagram pages.

---

Competition Winners



"When can I drive dad?" - Brendon Hepplewhite, NSW



"How much do I push to make a new 'unbalanced' rock?" - Andrew Grayndler, QLD



"Traveling the Top End of Australia with my 3 kids and wife" - Adrian Wells, WA

# BEARD BRAG

## Competition Winners

We asked for your most epic holiday beards and certainly weren't disappointed. We were absolutely inundated with magnificent moustaches and wonderful whiskers. Here are a few of our favourites. Each published photo wins an ARB winter camping pack that includes an ARB Camp Mug, ARB Thermo Flask, pack of two ARB Off Road Socks and ARB Beanie.



"On our way out to Poeppel Corner, absolutely magnificent countryside, can't wait to do it again" - Peter Smith, NSW



"Big Red Rock! Bigger Red Beard!" - Kiel Cunningham



"Beard for Life!" - Tim Watson, TAS



"Taming the wildlife in the Howqua hills" - Jarrod Hort



"Free Hugs" - Luke O'Brien, VIC



"Holiday beard on Farnborough Beach" - Kresten Ramage, QLD



"Getting in the Christmas Spirit, took a very long time to come out." - Jonathon Cridland, WA

# OLD MAN Competition

With Father's Day round the corner, send us a pic of you and your 'Old Man' out on the tracks together for your chance to win an Old Man Emu pack valued at \$79.00! Prize includes a OME BP-51 Ride Control drink bottle, OME bottle opener key ring and OME Signature Polo.

Make sure you include a caption, your name, address and shirt size. Email [promotions@arb.com.au](mailto:promotions@arb.com.au)



## 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  
 Narellan (02) 4648 1900  
 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  
 Thornleigh (02) 9980 8855  
 Wagga Wagga (02) 6925 8777  
 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  
 North Lakes (07) 3491 9600  
 Springwood (07) 3493 3030  
 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) 6232 2333  
 Launceston (03) 6331 4190

### HEAD OFFICE:

#### ARB 4x4 ACCESSORIES

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



Part Number 573247



4X4 ACCESSORIES