

NARVA

InSight

Issue #16 2018

HORSES FOR OFF-ROAD COURSES

MICK MAGHER'S 700HP TSCO TROPHY TRUCK MAKES ITS RACING DEBUT



INSIDE THIS ISSUE:



Escape with the NEW
Ultima 175 L.E.D



Narva and YOUR4x4 travel
tracks in Tasmania



Virtual Reality creates a real win
at the Melbourne 4x4 Show

WELCOME

We're all a bit excited at NARVA and here's why: debuting a new range of L.E.D driving lights at the Melbourne 4x4 show; our Virtual Reality Driving Light experience changing the way customers choose their forward lighting; a shiny and very functional new website featuring a globe application guide and the VR experience online; a new catalogue in the pipeline, full of innovative and exciting new products; our friend and off-road racing veteran Mick Magher hitting the ground rolling in his ground-shaking, Narva-sponsored Trophy Truck...and that's just scratching the surface. Still, we found time to pen some articles and a helpful guide to understanding performance globes on Page 6. Don't forget to scan the QR codes for great videos related to the content.

*We hope you
enjoy this edition*

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**Check out our
new website!**



THE NEWS —

Narva Takes Best Stand Award at National 4x4 Show with VR Experience & New L.E.D Lamps



After debuting their outstanding Ultima 215 L.E.D driving light to last year's National 4x4 Show in Melbourne, Narva needed to follow up with something special at the August 2018 event, which saw a significant increase in attendance over 2017. The company answered the call with a dynamic and colourful exhibition stand that had visitors of all ages well and truly engaged, earning the automotive lighting and electrical brand the award for best stand over 100sqm amongst some impressive competition.

Narva's stand played host to the public unveiling of three new L.E.D driving lights: Ultima 180 which, bearing resemblance to its big brother Ultima 215, utilises the same high-powered L.E.D technology to pack an equally impressive punch for its size; Ultima 175, a more budget-friendly free form L.E.D lamp featuring Narva's new Enhanced 'Optic Drive™' technology for a carefully focused beam of bright white light from less power; and Ultima 225, a bigger free form L.E.D lamp for those with larger bull bars. All lamps feature an L.E.D front position light pipe for added safety and a signature appearance, rounding out Narva's latest range of driving lights, now with an L.E.D lamp to suit almost any application. Demonstrating the

performance of a driving light within the confines of a well-lit exhibition building or retail store is no easy feat. Narva overcame this obstacle with the public debut of their Virtual Reality Driving Light Experience - an interactive simulation that allows consumers to see and compare different driving lights by placing them in the virtual passenger seat of a 4x4 making its way along multiple terrains in the true dark of night. "The VR experience provided attendees with a completely immersive 3D view of their surroundings and the ability to seamlessly switch between different lighting configurations just by pointing at the lamps they want to see in action," said Narva's Marketing Manager Jake Smith. "This specially filmed simulation is the closest you'll get to a real-world light beam comparison. It really is a what-you-see-is-what-you-get experience and that makes it much easier to choose the appropriate lighting for their needs."

Also creating a stir at the 4x4 show was the spectacle of Narva Racing's heavily-photographed TSCO Trophy Truck, a 700hp 6L V8-powered custom off-road vehicle that had showgoers buzzing with excitement. The no-expense-spared competition truck is piloted by off-road racing veteran Mick Magher and had spent the previous weekend competing in the Rainbow Desert Enduro before landing on Narva's stand sporting five Ultima 215 L.E.D lamps mounted on its roof.

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Ultima 175 L.E.D is here

**Enhanced Optic Technology in new
Narva Ultima 175 L.E.D lamps**



Narva continues to set high benchmarks in driving lamp technology, following the recent release of its all-new Ultima 175 L.E.D lights featuring enhanced optic technology.

Using a combination of new 'Optic Drive™' free form reflectors and the latest 'Cree' XHP L.E.Ds, the technologies combine to capture and harness the light output and precisely focus it for maximum volume and penetration.

Each lamp features 2x15W XHP50.2 Cree L.E.Ds producing a powerful 3,800 Lumens of bright light at 5000°K; output that's similar to H.I.D performance yet boasting instant illumination and a whiter and smoother light output.

Available in combination, broad and pencil beam patterns, the lamps can penetrate up to 680 metres at one Lux depending on the pattern selected, for superior long distance illumination.

This impressive light performance aside, the new Ultima 175s also benefit from a signature L.E.D front position light pipe for added daytime visibility while complementing the lights' modern and sophisticated European design.

To ensure performance in demanding Australian conditions, the lamps are fully sealed against water and dust ingress to IP67 and are equipped with internal heatsink reflector vents and a built-in 'Active Thermal Management System' for superior heat dispersion. The lamps are designed to provide reliable operation in temperatures ranging from -10°C to 65°C.

For exceptional longevity, the 175s use a virtually unbreakable, hard coated, polycarbonate lens and lens protector designed to resist stone impacts, UV exposure and chemicals, while the housing is made of extra tough, glass reinforced polymer with an integrated aluminium crush tube and an integrated DT connector.

Due to their compact diameter of just 175mm, the new Ultima 175s are well suited for fitment to a wide array of vehicles and are compatible with a large selection of popular brand nudge bars and bull bars.

As with the construction of the housing and lens, the mounting hardware is also built to last with stainless steel construction plus the convenience of a multi-position mounting bracket.

Adjusting the lamps is simple as well thanks to the easily-accessible vertical adjustment bolts which are cleverly concealed by snap-fit bracket caps.

Each lamp comes with an additional black glare shield, allowing owners to swap out the default blue shield if they prefer. Also included is a pre-wired DT plug and cable for ease of installation, whilst broad/pencil combination kits come packaged with a complete plug and play wiring harness.

Despite their impressive lighting qualities, the 9-33V Ultima 175 L.E.Ds only draw a modest 3A at 12V, so there's no strain on the vehicle's electrical system.



THE VISION TO GO FURTHER

Narva Lights Up TSCO Trophy Truck

The 2018 Tatts Finke Desert Race marked the debut of Mick Magher Motorsports new 700+hp 6 litre V8 Narva Racing TSCO Trophy Truck.



Fresh from the USA, the TSCO truck piloted by Mick Magher and his long time navigator, Daniel Hose, is the first of its breed to run on Australian soil when it launched from the Alice Springs start line on the Queen's Birthday Saturday.

"Two years of hard work and a lifetime of planning has gone into this build and to say we are excited is an understatement," said Mick Magher.

"Narva has been lighting the way for our racing team as it has evolved from winch challenge and 4WD events through to off-road racing as we have developed the need for speed. First it was an extreme 4WD GU Patrol and now thanks

Following exhaustive testing and tuning in California during March, the Narva TSCO Truck landed in Australia in April ready to make it's debut on the biggest off road racing stage in Australia.

Under the carbon fibre and aluminium lies a TIG welded 4130 chrome moly chassis. Up front is a Dougan's 6 Litre Chevy V8 matched to the new generation Albins ST-X 6 speed sequential transmission, which delivers the power to an ID Designs rear end. Fox 3.5" Bypass and 2.5" Coilover Shocks control the TSCO front upper and lower A-Arms, while the Fox 4.0" Bypass and 3.0" Coilover Shocks in the rear manage

the huge rear suspension travel as they hit the famous Finke whoops.

The teams long term partner, Narva continues to light the way with a bank of their market leading Ultima 215 L.E.D driving lights, while BFGoodrich Tires has stepped on board, equipping the truck with a set of Baja proven 40" BFGoodrich KR3's fitted to the 17" Method Wheels.

"While our trophy truck project has been in the pipeline we have done a number of reconnaissance missions to Finke to get the red dust pumping through our veins. After watching everyone else kick up the dirt the past few years, it has been our turn to spin a wheel in anger

to Narva we have launched a state-of-the-art extreme 2WD Trophy Truck on 17" wheels with up to 40" tyres and a future that looks extremely bright," he said. Since a chance meeting in 2016, Mick Magher Motorsport has forged a strong alliance with TSCO especially since the build began, crewing for them at the Baja 1000 and Mint 400 while fine tuning their proven design to Australian rules and conditions



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Debut



and unleash our own truck on this iconic track," said Mick Magher at the event.

"There hasn't been a dull moment in the lead up to Finke. The crew gave the Narva Ultima 215 L.E.D driving lights a good work out on the chase trucks and transporter as they road tripped from Geelong up to Alice. Since we arrived in town we've had a test and tune session earlier in the week at the Alice Springs Off Road Track and the last few days leading up to the event have been filled with photo and video shoots," he commented.

Joining the Aussie Crew on the trucks maiden race over the weekend was a strong American contingent, led by the

TSCO Trophy Truck's designer, John Vance. After a reconnaissance mission in 2017, TSCO's Jason Duncan was also back, this time experiencing the race first hand navigating for Dakar star, Toby Price.

The Tatts Finke Desert Race formalities commenced on Friday night with Scrutineering and a Show 'n' Shine at the Start /Finish line complex in Alice Springs, where the covers were pulled off the Narva Racing TSCO Trophy Truck. Mick then fired up the Dougans V8 in anger for the first time on the Saturday mornings 8km prologue in front of a huge crowd. As the sun crest the horizon on Sunday morning the

Narva Racing TSCO Trophy Truck got down to business in the red centre, with the first leg of the race, a 225km Finke sprint. The team spent the night under the stars before heading north back to Alice Springs over the famous Finke whoops on Monday morning.

The successful debut in the first ever race in the brand new TSCO truck resulted in a credible 9th overall finish and 2nd in class.

The team's progress can be followed on the Mick Magher Motorsport facebook page.

Mick Magher and Daniel Hose extend thanks to Narva, BFGoodrich Tires, TSCO, Albins and Dirtcomp Magazine for their support in 2018.



THE VISION TO GO FURTHER

Understanding Performance Globes

It's a common sight to see the shelves of our local automotive outlets filled with globe options, many of these are 'performance globes', promising added performance over standard globes. But how is this extra light output achieved without compromising reliability for the longer term? The short answer is that there is a compromise.

Regardless of the manufacturer, all halogen performance globes achieve their extra light output by being pushed beyond their normal operating tolerances. Without introducing design changes to the globes, they would face a severely reduced life, possibly only lasting for several hours or even minutes.

To combat this, performance globes compensate for the additional load on the filament by introducing special gases such as Xenon into the glass bulb to protect the filament from premature failure. While this protective measure is effective, it will still not have the same life expectancy as a standard halogen globe.

In case you're wondering, the OEM globes fitted to vehicles are normally long life globes, with manufacturers opting

for longevity rather than the highest level of light output, to minimise the replacement of globes under warranty.

Other factors affecting lifespan

We've determined that higher performance will come with the compromise of reduced globe life, but aside from this there are some other factors that consumers should be aware of that also affect the longevity of performance globes. Many of these factors are related to vehicle design.

Voltage

Another vehicle design consideration is voltage. Alternator output tends to vary amongst auto manufacturers.

To increase fuel economy, some vehicles are now equipped with smart alternators, which can cause the alternator to run at higher voltages. These higher voltages are often required for this equipment to operate correctly; the downside is that as performance globes are already operating at higher end tolerances, even small increases in voltage can lead to blown globes. To put

this in perspective a 5% increase in voltage can reduce the life of a globe by up to 50%.

Heat

Excessive heat is the enemy of most automotive components and in the case of performance globes, the heat build-up in the headlight can increase the filament temperature leading to reduced life. Unfortunately, modern cars are normally equipped with smaller, encased headlights which make it more difficult for heat to dissipate efficiently. Space within the engine bay or body of the vehicle is also limited, further adding to the issue.

Automatic headlights

They might be convenient, but lights turning on and off as a vehicle enters a tunnel, multilevel carpark or even in cloudy conditions can potentially



Conventional



Plus 150



Plus 150
H4 globe

reduce globe life. Every time headlights are activated, a short term 'surge' is experienced by the globe during filament heat-up. The greater the number of on/off cycles, the increased likelihood that globe longevity will be compromised.

Vibration

A problem particularly for four wheel drives and passenger cars that regularly travel rough secondary roads is vibration. The vibration from corrugated roads and rough surfaces will more often than not be felt throughout most of the vehicle's components, including the delicate globe filament. Cars with firm suspension set-ups and low profile tyres can also experience the same predicament, with every bump on the road surface being felt, even on sealed roads.

What can the user do to increase halogen globe life?

Don't touch the bulb glass

It's recommended to wear gloves when fitting any type of halogen globe, or at a minimum to avoid directly placing bare skin on the glass section of the globe. When turning on a Halogen globe, the glass needs to absorb much of the resulting heat, evenly. When the glass is touched during installation, the residual oil from fingers creates a 'hot spot' on the glass surface, resulting in uneven heating. If the glass doesn't heat evenly, areas of the glass will be prone to higher mechanical stress resulting in cracking - this can happen over time or almost immediately.

When replacing globes, it's always recommended to do so in pairs, to ensure even light dispersion.

Loose connectors

A loose terminal connector on the rear of the globe can result in intermittent

operation, with greater consequences than that which occurs in the automatic headlight scenario. Faulty relays can also have a similar impact, so get this checked-out as soon as possible if you experience any intermittent light issues. Additional heat generated due to the bad connection can also transfer to the filament adding to concerns.

How many hours of life should you expect from globes?

This will vary somewhat depending on the brand selected and the factors discussed above. Like with other automotive components, the old adage holds true: 'you get what you pay for', with the premium brand products normally providing greater performance and longevity than cheaper parts.

The globe type will also play a role. If we're talking standard halogen globes, from an H7 type you might expect around 550 hours of performance, while for H4 type globes which feature a dual filament, up to 900 hours is achievable.

Performance globes generally last less than half the life of standard globes. While long life globes have up to 4 times the life when compared to standard globes.

Ultimately, a driver needs to make a decision about how important additional light output is to them. If their expectation is that performance globes will go for years without replacing, it's not a realistic expectation. But if they consider replacing globes as part of their ongoing vehicle preventative maintenance schedule as you would with other vehicle consumables such as oils, fluids, filters and brake pads, performance globes make good sense for the extra visibility and safety they provide on the road.

With a disproportionate number of accidents happening at night, more light can be the difference between getting home safely or becoming a statistic.



Narva Halogen Performance Globe Range

THE VISION TO GO FURTHER

Stylish

Much Anticipated Stylish Model 49 Rear Combination Lamp Released by Narva



Following extensive development and testing, Narva has released its much anticipated Model 49 rear combination lamp. The new lamp fits the same footprint as its predecessor Model 48, commonly referred to as the 'Jumbo', a lamp that has dominated the transport industry in Australasia. Available in various function and colour configurations, Model 49 features a continuous 'neon' like L.E.D light-pipe framing the lamp's borders, meeting the ADR performance regulation for tail lamps.

Like many prestigious cars, this creates a modern, signature appearance for the truck or trailer as the L.E.D light pipe stays illuminated when the other functions are off. The stop, indicator and reverse functions are activated on the inside of the tail lamp with high quality optics to gain the attention of those following.

Due to the sleek and slimline design (46mm deep), there are no visible screws or mounting holes. Snap in retro reflectors cover these components for a flush appearance, whilst the lamp inserts themselves are replaceable with the

reflectors removed. Although, replacement is unlikely as the lamps are made with virtually unbreakable polycarbonate lenses and come backed by Narva's 5 year L.E.D warranty for peace of mind.

All lamps suit 9-33V and come prewired with 0.5m of cable for ease of installation. The new Model 49 lamps are available in several specifications with coloured or clear lenses, including: triple tail, stop and rear direction; triple tail, stop, reverse and rear direction; and twin tail, stop and rear direction.

Narva Model 49 rear combination trailer lamps are now available from leading automotive and transport outlets Australasia wide.

New Narva Sets New Benchmark with 'Plus150' Performance Globes

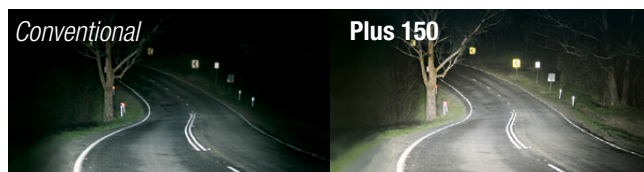
Narva continues to lead the way in the development of performance headlight globes, following the release of the new 'Plus 150', which offers a remarkable 150 per cent more light volume compared to a standard globe.

With this impressive light volume comes longer beam penetration that provides forward

visibility of up to 60 metres, while the whiter light output (3700°) more closely resembles daylight. This can considerably reduce driver eye fatigue for improved visibility and added safety. E marked and ADR-approved, the new globes are totally street legal and provide a safe and efficient upgrade to OEM lighting, making them suitable across a variety of automotive applications.

Despite the notable performance benefits, there is no increase in power consumption or heat displacement with Narva's Plus 150 globes, meaning that they can safely be used in polycarbonate

headlamps. This latest release adds to Narva's extensive performance globe range which also includes 'Plus 60', '24V Plus 100', 'Plus 100', 'Plus 120', 'Blue Plus 110', 'Platinum Plus 130', 'Arctic Plus 50' and 'Intense' models. All are ADR-approved and with a wide selection on offer to suit most globe types, there's a Narva Performance globe for just about every application. The new 'Plus 150' globes are available in 12V H4 (60/55W) and 12V H7 (55W), in single and twin packs from leading automotive and transport outlets nationwide.



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Narva and Your 4x4 Take on Tassie

A Trip through Tassie

We couldn't resist opportunity to join our friends from Your4x4 and other 4x4 industry suppliers on another week of doing what we love (plus some actual work); taking our auto-electrical gear to task around some of Australia's best offroad tracks and tours.

For this adventure, we headed south as far as land and ferry could take us, to see what the sometimes under-appreciated state of Tasmania had to offer.

We installed a set of Ultima 215 L.E.D driving lamps to a few vehicles in the convoy, just in case we were taking it too easy on our flagship forward lighting solution. We've done lighting performance at night - this mission was about standing up to the rigors of the overgrown bush and the wet. Our first river crossing of the trip was completed aboard the Spirit of Tasmania ferry; a necessary transit for touring Van Diemen's Land in your own vehicle, but a very comfortable one at that - great entertainment, bars and restaurants on-board make this an experience in itself.

Unloading in Devonport, the next 6 days would take us through the north east of the island state - a litty of landmark attractions, natural wonder and - more importantly - 4x4 trails. In fact, every corner of Tasmania and inbetween are abounds in nature's gifts. Don't let the magnificence of her eye-popping landscapes and pristine driving roads fool you, though. Dig a little deeper, specifically off the beaten track, and you'll find just that: tracks every bit as challenging as their mainland counterparts - multitudes more, in some cases; Tasmania's cooler climate providing the perfect recipe for slushy unsealed roads and river crossings - mud lovers apply here.

We crammed too much into one week to cover the whole trip here, so we'll let the pictures do the talking and note some of our highlights:

- 1. Wyniford Weir Track**, home to many smooth rocks and steep step ups, a couple of deep river crossings and some lines that might leave stock vehicles in a bit of trouble.
- 2. The spectacular St Columba Falls**, a multi-tiered waterfall accompanying the South George River and epitomising what the great outdoors in Tasmania is all about.
- 3. Pyengana Jeep Track**, considered a medium drive when dry but having a muddy Hyde side after a bit of rain, requiring a bit of momentum throughout plus the insurance of a winch.
- 4. The Peron Dunes**, part of Saint Helens Point conservation area, with its beach classified as a vehicle recreation area - offering a lot of fun with the tyres deflated.
- 5. Bay of Fires, aka Larapuna** - a 50km stretch of coast from Binalong Bay to Eddystone Point that has to be seen to be believed - think pure white sandy beaches and impossibly transparent waters; it's no wonder this place was named by Lonely Planet as the hottest travel destination in the world.

With our route planning opting for the "scenic" way around, many of our vehicles came back from this adventure a little worse for wear: broken axles, dented fuel tanks, battered panels and "bush"



paintjobs were among the casualties. The Ultima 215 driving lights? Intact and unmoved. We expected nothing less, but that doesn't mean we're not trying hard to discover the limits of the lamp 'Engineered For You' - it's just proving to be difficult so far, and we have a feeling our fairly rugged Narva Ranger will give up the ghost long before the tough-as-nails lamps do. Catch us riding along on the next big Your4x4 trip.



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National 'Shine a Light on Road Safety' Campaign Reaches New Heights

Although some months have passed, the ongoing importance of our message remains clear. Supported by Narva, the 2018 'Shine a Light on Road Safety' campaign reached millions of motorists nationwide and highlighted once again that more must be done to reduce the loss of life and road trauma on our roads.

Now in its fifth year as part of National Road Safety week, the annual campaign achieved extraordinary visibility back in May, with iconic buildings and structures throughout metro and regional cities Australia-wide bathed in yellow light to emphasise road safety.

On Friday 12 May all road users were encouraged to be part of the campaign by turning on their vehicle headlights as a simple, free and highly visible gesture to remember those impacted by road trauma

and to show a commitment to road safety.

Victoria in particular has been very proactive over the last five years with strong support being provided by sponsors such as Narva, TAC, Victoria Police, Vic Roads and the State Government to the work of the Road Trauma Support Services Victoria (RTSSV) a Not-For-Profit organisation dedicated to this cause.

Nationally iconic buildings were bathed in yellow light during the week of Monday 8 May to Sunday 14 May with motorists asked to turn on their vehicle headlights on Friday 12 May.

The State of Victoria in particular hosted a number of other activities throughout Road Safety Week.

Hundreds of people turned out to walk together around Albert Park Lake to honour those impacted by road trauma, to share their stories and to support one another.

The walk around Albert Park was led by Victoria Police Assistant Commissioner Doug Fryer and he was joined by the Victorian Minister for Roads and Road Safety, the Hon. Luke Donnellan, and representatives from Vic Roads, SES, Melbourne Fire Brigade, Ambulance Victoria and CFA members along with sponsors and the general public.

"It was wonderful to see so many people connected and supporting each other throughout this terrific community led campaign," said Cameron Sinclair, Chief Executive Officer of the RTSSV.

As TAC Lead Director of Road Safety, Samantha Cockfield commented "We all have a role to play to reach a goal of zero deaths and serious injuries on our roads and although we are making progress towards Zero, there is still a long way to go!"



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