

4X4 CULTURE

4x4 Adventure | Travel | Lifestyle

Issue 56



GOOD TO TOW

EVERYTHING YOU NEED TO KNOW BEFORE YOU HITCH
UP AND HEAD OUT ON YOUR NEXT ADVENTURE.



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Snapshot

Matthew Frost

Director of Sales & Marketing

With the constant media coverage, it's pretty hard to miss the fact that Australia is in the depths of one of the worst droughts in living memory. Rural Australia is experiencing catastrophic conditions, placing enormous pressure on towns, businesses and families.

Several of ARB's marketing crew are just back from a week in the Flinders Ranges shooting for our 2020 catalogue and the conditions there are the driest I've seen. Stations that have run thousands of livestock in the past have been forced to reduce their stock to practically nothing, which obviously places an enormous strain on them.

On a more positive note, it was fantastic to see so many 4WDers out and about exploring the region. This brings significant financial benefits to the area with folks spending money on fuel, supplies, accommodation and other tourism-related activities. I've stated in this magazine before that the Flinders Ranges is a fantastic destination to head to in your 4WD, with many of the stations in the area offering accommodation, campsites, amenities and some sensational 4WD tracks. Just north of the Flinders Ranges, you'll also find the start of some of the most iconic outback tracks in the country, the Birdsville, Oodnadatta and Strzelecki tracks. These will take you up into the Simpson Desert, the Red Centre and the heart of Corner Country.

It seems that each time we visit the Flinders Ranges, more and more stations are promoting themselves as tourism operators and opening up so many opportunities for 4WDers. We visited several locations on our film shoot and experienced exhilarating tracks, breathtaking scenery and fabulous hospitality. 4WD tracks on private land are quite different to public tracks, such as those in national parks. It's a difficult one to put your finger on but in the absence of so many rules and regulations, the whole experience just feels a bit more raw and rugged. Often you'll be able to take your dog along and will frequently find you'll have the whole place to yourself.

Another change we've noticed over the years on our trips to the Flinders Ranges is that an increasing number of people are choosing to tow their accommodation behind their vehicle. With so many caravans and camper trailers on the market these

days, there is something to suit just about everyone's budget and with 4WDs being such capable tow vehicles, when the set-up is done properly, towing should be a hassle-free experience. We had both a caravan and off road camper trailer with us on the shoot and had to keep reminding ourselves that we had these things hanging off the back.

Conversely, if the set-up is not right, the consequences can be disastrous. Understanding your vehicle's capability is the first thing to get right and with things like GVM, GTM and GCM to consider, it can all get a bit confusing. There's braking to think about, what hitch type to use, weight distribution, rear vision and power solutions. In this issue of 4x4 Culture, we've tried to provide a summary of the things you need to consider when setting a 4WD up to tow, with the aim being to make your towing experience safer and trouble-free.

We tend to go on about trip preparation quite a bit at ARB, as a poorly set-up vehicle or mismatched tow combination can really wreck a holiday. On a previous film shoot in the Gammon Ranges, I remember coming across a brand new dual-cab ute shaped like a banana broken down at the side of the road. Both the vehicle and caravan were badly loaded and an unexpected washout had placed an enormous impact on the vehicle's chassis, resulting in major damage. The incident, which had completely wrecked a young family's holiday, could have been avoided if they'd received some better advice before setting out.

In an increasingly busy world, our recreational time is getting more and more precious, so it pays to invest in quality, well-engineered products in the first place, products that are well suited to the intended application. ARB's sole focus is preparing off road vehicles for remote area travel and we support our products with an extensive and well-established distribution network with the very best aftersales service available.

More recently, we've also increased our warranty period across a range of products to provide even greater peace of mind. We like to think you'll never need to call on this support but it's highly reassuring to know it exists.

What's New



Old Man Emu Keyring

There is no greater tragedy than rocking up to the campsite, slaving away setting up the tent, rewarding yourself with a coldie, only to realise your bottle opener is packed away. Make sure you have a bottle opener on you at all times with an Old Man Emu Keyring.

Part Number: 217771

Price: RRP \$9.00



Universal Compressor Bracket

So you've got your brand new, shiny fourby with all the bells and whistles. Because you're a serious 4WDer, one of the first accessories you've invested in is a quality air compressor. You open your bonnet to find the best place to mount it and realise you have a bit of a problem. Unfortunately, modern-day engine bays leave very little room for any added accessories.

Luckily, the clever engineers at ARB are always ready to solve the modern 4WDer's pesky problems. Introducing the Universal Compressor Bracket. This reliable engineered bracket system has been designed to properly integrate your ARB compressor into your vehicle.

The Universal Compressor Bracket allows you to install the following into your vehicle:

- CKMA12 High Output On-Board Compressor
- CKMA24 High Output On-Board Compressor
- CKMTA12 Maximum Performance On-Board Compressor
- CKMTA24 Maximum Performance On-Board Compressor
- CKSA12 Air Locker Activation System Compressor
- Air Locker Activation System with Air Locker Solenoids
- Quick Connect Coupling
- CKMTA Manifold Kit
- LINX Pressure Regulating Valve

An additional universal bracket will also allow the fitment of ARB's four-litre air tank. The Universal Compressor Bracket is a perfect solution for in-tray use, under seat locations and even the back of SUVs where space permits.

Part Number: 3501010

Price: RRP \$150.00

Switched On



Mitsubishi describes their Triton interior as having “dynamic shapes and a high-quality finish”. Toyota claims in their 200 Series interior, “you’ll always feel reassuringly removed from the rigours of the outside world” and Volkswagen “has completely redesigned the dash” of their new Amarok. With vehicle manufacturers investing so heavily in ensuring the inside of their 4WDs look beautiful whilst maintaining functionality, the last thing a new car owner wants to do is ruin the aesthetics by drilling a hole in the dash to fit an out-of-place accessory switch.

To ensure a professional finish is maintained in the interior of your vehicle, ARB has developed a range of switches suitable for many popular makes and models.

Product Manager Ben Rieson explains, “Most vehicle manufacturers will provide space

in the dash to upgrade accessories and switches. But, in the past, when customers would fit standard rocker switches in the dash, they wouldn’t match any of the other vehicle controls. Our new switches now look and feel the same as the OE (original equipment) switches, giving the interior a real factory finish.”

Whether being used as a full replacement of existing switches or as an additional switch, ARB switches include a switch base loom and housing to suit the factory switch blanks in your vehicle with colour-matching backlighting where available. The ARB line-up is extensive and includes branded switches with icons for driving lights, light bars, rear lights, auxiliary lights, compressor, front and rear diffs, foglights, beacon, reverse lights, battery isolation, universal, and so much more.

Not just limited to switches, there are also RJ45 connectors, USB plugs and volt meters, and the range is forever growing. Toyota LandCruiser 200 Series owners can install an updated switch panel that removes the card slot and adds an additional row of switches.

The ARB switches feature:

- Easy snap-in fitment for simple installation
- No dash drilling or cutting required
- Laser-etched faces using modern laser engraving machinery
- All switches supplied with base loom
- Icon backlighting with dash lights, ARB logo backlighting when device is active

The ARB switches are available for most new popular makes and models of vehicles.

Contact your local ARB store for pricing and availability.

IN TOW

Whether you're a first-timer learning the ropes or veteran towing tourer ensuring your set-up is compliant, having the correct trailer set-up is vitally important to the safety and success of your next off road adventure.



GETTING STARTED

First things first. If you haven't yet bought whatever it is you plan on towing, and (better still) whatever vehicle you plan on towing it with, here are some things you should think about before your purchase.

WHAT YOU PLAN TO TOW

While most people would assume that the vehicle is the first thing to think about, what you plan to tow is actually more important. Which vehicle you choose will be determined by the size and weight of what you put behind it. The higher the weight of what you are towing, the more limited your options become in regards to what vehicle can actually safely tow it.

TRAILER WEIGHTS DECIPHERED

The first place to look for information on how heavy your trailer is, plus the legalities around towing and loading it up, is its compliance plate and your vehicle's manual. Here is a crash course in understanding legal weights and towing industry lingo.

Trailer Tare Mass or Weight

This is the weight of a trailer when not carrying any load; however, it may not include any optional upgrades fitted. In other words, this is the weight it is as you drive it out of the showroom if you haven't added any upgrades.

Vehicle Tare Mass or Weight

This is the weight of an empty standard vehicle, with all its fluids (oil, coolant, etc.) and 10 litres of fuel in its tank.

Kerb Weight

This is the weight of a standard vehicle, with all its fluids (oil, coolant, etc.), a full tank of fuel and 75 kilograms of weight in the driver's seat.

Gross Vehicle Mass (GVM)

This is how much a car is legally allowed to weigh when loaded up (with passengers, accessories, luggage, etc.).

Gross Trailer Mass (GTM)

Pretty much the same as GVM, just towing specific. GTM is a trailer's maximum overall towing weight when not connected to a vehicle.

Load-Carrying Capacity or Payload

This is the maximum weight of everything you put in or on it. If a caravan has a tare mass of 2,000 kilograms and a GTM or GVM of 2,500 kilograms, its load-carrying capacity would be 500 kilograms (GTM/GVM – Tare Mass = Load-Carrying Capacity).

Towing Capacity

This is the maximum amount of weight your vehicle is able to tow as recommended by the manufacturer. Ensure you check your vehicle's manual to know your exact vehicle's towing capacity as this can change even in vehicle variants (i.e. the towing capacity can change depending on whether your vehicle has a manual or automatic transmission).

Tow Ball Mass or Tow Ball Load

This is the weight or force the trailer exerts down on the tow hitch itself. This vertical weight on the tow ball is important as too much force can take weight off the car's front wheels, which reduces the vehicle's ability to steer and brake. A general rule of thumb in the industry is that the tow ball mass is 10 per cent of the GTM, so the tow ball mass of a trailer with a GTM of 2,500 kilograms would be around 250 kilograms. A very important consideration is that the tow ball mass must be accounted for in your vehicle's GVM. So when calculating your vehicle's GVM and planning to tow a trailer, you must subtract the weight of your tow ball mass from your overall GVM.

Gross Combined Mass (GCM)

This is the maximum weight allowed for your trailer and vehicle combined, as specified by your vehicle manufacturer. This is where it gets tricky. You need to be very aware of your vehicle's GVM and your trailer's GTM because they directly affect each other when it comes to GCM.

For instance, your vehicle may have a GVM of 3,500 kilograms, a towing capacity of 3,500 kilograms but a GCM of 6,500 kilograms. If you choose to tow a trailer that weighs what your vehicle's maximum towing capacity is (3,500 kilograms), this leaves you with an allowable GVM of 3,000 kilograms. But keep in mind, the ball weight must be subtracted from the GVM because this is load on the vehicle. So if your ball weight is 350 kilograms, that brings your allowable GVM down to 2,650 kilograms. Now, once you fill your vehicle up with fuel, load up the family and all their belongings, plus fit it with the necessary accessories to ensure their safety, you must ensure that your vehicle weighs no more than 2,650 kilograms to comply with your GCM.

Here's an equation to help you calculate:

$$\text{GCM} \text{ _____} - \text{Weight of trailer} \text{ _____} - \text{Tow ball weight} = \text{GVM} \text{ _____}$$

GETTING ON THE SCALES

Okay, so now you know what the terms on your compliance plate and in your owner's manual mean, but how do you work out these weights? The easiest way to measure your 4WD and trailer weights is by using your nearest public weigh bridge for a moderate fee. www.publicweighbridge.com.au provides a comprehensive list of weigh bridges nationally. If you would like to work out your exact tow ball load, this can be measured by disconnecting your fully loaded trailer and resting the trailer's draw bar on the weigh bridge via the jockey wheel.

GVM UPGRADES

New vehicle GVM upgrades are only granted by the Federal Department of Infrastructure and Transport after detailed tests have been carried out by qualified suspension engineers. This ensures that the increase in a vehicle's GVM meets the minimum ADR safety requirements and is legal in all states of Australia. ARB offers GVM upgrades, fitted by authorised Old Man Emu installers, for a number of new vehicles.

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

CHOOSING A VEHICLE

So you know what you're going to tow and how much towing capacity you're going to need. Here are some other considerations when it comes to choosing the right tow vehicle for your lifestyle.

TRANSMISSION DECISION

While your own personal preference will most likely be the deciding factor in which transmission you choose, there are a few things to consider when it comes to towing.

Generally speaking, vehicles with an automatic transmission have a higher towing capacity than manuals. This is because of the potential damage that can be caused to a clutch when shifting gears with a large load in tow.

Having an automatic transmission removes the risk of stalling or rolling backwards when going uphill, which can be quite dangerous with a heavy trailer on the back. Manual transmissions require a lot more focus because of constant shifting gears but provide total control, which is especially handy when traversing uneven ground and going downhill.

As we stated earlier, it will most likely come down to what you prefer and feel most comfortable driving.

FUEL UP

Diesel, petrol or LPG? If you're likely to be driving long distances in the outback, then a diesel vehicle will be the best option due to better fuel economy and availability. Many diesel vehicles prove to be good towing options for their generally high torque output and flat torque curves. The fact that diesel fuel is safer to transport and transfer than petrol is also a plus when touring.

Keep in mind that diesel engines can be more costly to service as their parts can be more expensive and the fuel itself, at times, can be dearer than petrol.

If most of your off road driving takes place closer to urban areas, then perhaps a petrol-powered 4WD will better suit your requirements.

LPG is really only suitable if you live in an urban area; don't expect to be able to refuel in remote areas.

IN SERVICE

Towing can be very hard on a vehicle, so your servicing and maintenance costs will go up. Tyres and brake pads will also need replacing more regularly. This should be taken into consideration when choosing to buy a new or used vehicle. If your budget can allow for it, buying a new vehicle with warranties and servicing terms may prove more economical in the long run.

On the other hand, if you are mechanically minded, purchasing an older vehicle may prove cheaper if you are able to perform basic maintenance yourself.

VEHICLE PREP

So you've decided what vehicle is going to be the best option for your needs, fantastic! Unfortunately, there are still quite a few things you need to consider before you can hitch that trailer.

Here are a few accessories to consider that will make your towing journeys safer and more comfortable.

HIT THE BRAKES

Firstly, by law you may need to install a brake controller. In December of 1998, national towing regulations were implemented across Australia that required any trailer with a GTM of over 750 kilograms to be fitted with a braking system. The law stipulated that the following applies to your trailer dependent on weight:

GTM under 750kg: No additional brakes required

GTM of 751kg-2,000kg: Braking system must be installed on wheels of at least one axle, override brakes are allowed but electric brakes are recommended.

GTM of over 2,000kg: A breakaway system must be installed and powered by a fully charged battery at all times.

What does all this mean? Here's the lowdown on what brake controllers and breakaway systems are and why they are so important.

Override Brakes

Override brakes act like a handbrake for your trailer by using the tow coupling to manually pull a cable connected to the trailer's brake drums.

Electric Brake Controllers

Most trailers are already equipped with electric brakes, which are pretty much the same as drum brakes in a car. However, in order to control these brakes, you must install a brake controller.

The brake controller sends a signal through the trailer's connecting plug and socket that triggers the trailer's brakes. This means that when you hit the brakes in your 4WD, your



trailer brakes will come on simultaneously. The brake controller doesn't just simply engage the brakes, it also detects how much power is required by the trailer to safely slow down and stop, depending on the situation.

Breakaway Systems

A breakaway system is required for trailers with a GTM of over 2,000 kilograms and essentially is to automatically apply the trailer's brakes in the event of an uncoupling in transit. Breakaway systems must be capable of keeping the brakes engaged for at least 15 minutes.

A breakaway system is powered by its own battery fitted to the trailer and in some states, it is mandatory to have a remote battery monitor installed to ensure the breakaway system battery is always fully charged.

How Important Are They?

Having the correct braking system installed could save your life. Not only is towing a trailer without the correct brake system dangerous, it can void your insurance and deem your vehicle unroadworthy.

WEIGHT DISTRIBUTION HITCH

A weight distribution system evenly distributes weight across all of the axles instead of on the tow ball alone. Restoring the tow vehicle to its correct operating balance reduces trailer sway, increases steering, braking responsiveness and traction, and can even improve fuel economy and tyre wear.

Your vehicle's owner's manual should give you information regarding weight distribution use and whether you need a weight distribution hitch. Even if your manual doesn't require you to use a weight distribution system, there are other indicators of whether one will be beneficial. These can include:

- Your GTM is more than 50 per cent of your GVM.
- When you hook your trailer up, the rear of your vehicle sags.
- You experience trailer sway or find it difficult to steer/stop.
- Your vehicle's headlights point up when your trailer is hooked on.
- You want to tow to the highest capacity allowed by your trailer hitch.

Note: a weight distribution system does not increase the towing capacity of your vehicle.

SUSPENSION

Most new 4WDs from the factory have suspension that is tuned for comfort during on road driving. Once you begin to add weight to a vehicle, whether that be in the form of accessories and cargo or by towing a trailer, performance and reliability will begin to suffer.

An application-specific and vehicle-specific aftermarket suspension upgrade is designed to increase load-carrying capacity and improve vehicle handling. You will notice and appreciate an upgraded suspension system every time you drive your car.



REVERSING CAMERAS

Reversing cameras are a common standard on most new vehicles. If this isn't the case, installing a rear vision camera will provide you with a little more safety and peace of mind. Cameras are also extremely handy when hooking up a trailer as they allow you to see the tow ball/hitch.

Even if your vehicle already has a reversing camera, it is a good idea to set up another camera on the back of your caravan as this allows you to see behind the trailer and reverse it into tight spots easily.

TOWING MIRRORS

Towing a trailer, especially one that is wider than your vehicle can obstruct what you are able to see behind you. Not having sufficient vision of the road and traffic via your side mirrors is not only dangerous to you and others on the road, it is also against the law.

To test whether you need to be concerned about towing mirrors, attach your trailer to your tow vehicle and stand 20 metres directly behind the back corner of your trailer. If you can see each of your vehicle's side mirrors from each corner, then you should be okay. If they are hidden or even partially obscured, you will need to invest in some towing mirrors.

There are many options on the market from simple clamp-on mirror extensions and door-mounted towing mirrors to complete side mirror replacements. What you choose will depend on how often you tow, your aesthetic preference and your budget.

LONG-RANGE FUEL TANK

If you plan on travelling to remote areas, a long-range fuel tank should be a serious consideration. As stated earlier, towing will guzzle fuel faster and a long-range fuel tank will mean fewer stops as well as greater peace of mind, especially when travelling in areas where fuel is harder to come by.

FRONTAL PROTECTION

A bull bar is a must-have accessory if you plan to travel in remote areas or at night. When towing a trailer, the ability to swerve without putting everyone in the car at risk is greatly reduced, so having adequate frontal protection in the event of an animal strike is vital to the safety of your vehicle's occupants.





GET HITCHED

If you are relatively new to towing or it has been a little while since you last hitched a trailer, here's a step-by-step guide to getting you on the road.

- Ensure that all appliances are turned off (gas and electric) and make sure the gas supply is cut off at the cylinder.
- Physically disconnect the 240-volt power lead from the trailer.
- If applicable, raise any corner steadies. Ensuring you are on even ground, remove any chocks from tyres.
- Attach or lower the jockey wheel to the drawbar and wind up so that the coupling sits just above the height of the tow ball.
- Option 1: Disconnect the trailer's handbrake, grab the trailer's front handles and pull it forward until the coupling hitch is directly above the tow ball. Re-engage the trailer's handbrake.
- Option 2: Reverse your vehicle so that the tow ball is directly under the tow hitch.
- Lower the jockey wheel so that the coupling sits on the tow ball and the tow ball supports the full weight of the trailer.
- Return the jockey wheel to its travelling position or remove and store (dependent on trailer model).
- Cross the safety chains beneath the tow hitch and secure to the tow bar with D-shackles.
- If you have a weight distribution hitch, attach as per the manufacturer's instructions (usually this is by attaching the spring arms to the tow bar assembly and latching the chains to the drawbar).
- Connect the trailer's electrical lead to the socket on your tow vehicle.
- If your trailer has a breakaway system fitted, attach the breakaway lanyard to the tow bar.
- Ensure there is no excess slack on the electrical leads or safety chains to avoid dragging on the road or catching on obstacles.

- Disengage the trailer's handbrake.
- If hitching on uneven ground, remove tyre chocks.
- Double-check all connections and ensure the trailer's brake lights, side lights, reversing lights and indicators are working.
- If you are towing a caravan, ensure all windows and doors are closed and securely locked (including the front locker).

DRIVING LESSONS

Towing for the first time can be quite daunting. Here are a few tips to get you started:

- Remember that your vehicle will be slower to accelerate but, more importantly, much slower to stop. A panic stop can be terrifying with a couple of extra tonnes pushing you from behind so make sure you leave plenty of travelling distance between you and the car in front.
- Try to make the biggest possible arc when going around corners. When entering an intersection, go forward further than you normally would and then take the corner sharp (and slow). This will prevent you from clipping the kerb or any parked cars.
- Always take corners slowly.
- Reversing trailers is very tricky (even though a veteran tower can make it look easy). Remember that your trailer will turn in the opposite direction of your steering wheel. Use small adjustments and look for places that you won't need to back out of.

If you are still nervous, find out if there are any towing courses in your area. These training days are fantastic for teaching driving, reversing and overall safety with a trailer in a controlled environment.

FACEBOOK TIPS

We asked our Facebook friends for their number one towing tips to help you out. Here were some of the most useful tips we received:

Neil Coles: The best advice is to ensure you drive and tow to conditions. Heavy traffic – don't change lanes too often. Wet roads – slow down and slightly increase your trailer braking to avoid jackknifing. Down steep hills – use your gearing and engine braking to avoid your brakes overheating. Soft surfaces – reduce your tyre pressure to increase traction and reduce the likelihood of getting bogged. Don't speed up on dual lanes. Allow trucks and cars to overtake you. The faster you drive, the more you should increase your braking distance from the vehicles in front of you. Defensive driving will protect your family and other families. Drive safe, stay safe and enjoy.

Shayne Mexon: Know and monitor your tyre pressures and, more importantly, know when to air down! Reduce tyre pressures on your caravan on corrugations to between 25-30psi and drive to conditions and your ability. Also, don't just take my word for it. Read up on it, know your gear, the conditions to be travelled and your limitations. No one piece of advice will be suitable for your every

application. When you get it right, it's easier on your gear, the driver and your passengers with the improved ride. Safe travels.

Jarrad Otterspoor: Put a filtered snorkel or scupper vent on the van, camper or boat that's covered so that you get to your destination free of dust. Nothing's worse than rocking up and having to clean something that's covered in the red stain powder! I added a pod filter, 12-volt air blower as a snorkel on our Jayco – works a treat. Got the idea when on the Savannah Way, seeing a boat with a scupper vent on the roof of the car with a hose that went into their boat with a cover on it.

Chris Sheil: Tyres, tyres, tyres! So many people set off on an adventure with bad tyres that they thought were in good condition because they have full tread. Check when the tyres were actually manufactured, they could easily be 10 years old and maybe sitting in sunlight degrading the tyres' condition. Just because they look good doesn't mean they are. Check the date of manufacture, check for cracks, sun damage and, of course, good running pressures for your weights.

Todd Davison: Be nice to your wife. She isn't deliberately trying to aggravate you while you're backing up with bad directions!

Bert Picton: If travelling as a couple, take turns at towing the caravan as one day one of you might get sick or injured and the other will need to tow the caravan. I have met so many where generally the hubby will not let the wife tow the caravan or makes the partner feel too uncomfortable if they have a go. Same goes for offloading.

Neil Rennardson: Cover your PVC drainage pipes under the van with foam (similar to a swimming noodle). Otherwise, rocks and stones are going to smash the pipes at some point.

Scott Smith: Every time you stop, take a walk around the vehicle. Check the coupling and plugs. Look under it as well, checking to see if there are any wet patches on the ground. When you return to the vehicle, do all the above again. Feel the tyres and wheel bearings to see how hot they are. DO NOT just put your hand directly onto the bearing. Slowly move your hand towards them. You will be able to tell if they are running too hot. You will soon learn by feel how hot they will run.

Raelene Meyer: Don't leave it until you are on your trip to find out something on either your vehicle or trailer isn't working as it should. Give yourself time before leaving to check everything (twice) and repair if needed.



ONE-STOP SHOP

After you've chosen your caravan, camper trailer or boat and your tow vehicle, head down to your local ARB store for everything you need to make touring safe and comfortable. ARB stocks a huge range of accessories to assist you in your travels. Here are some must-have items to improve your next off road adventure.



REDARC TOW-PRO ELITE V3 TRAILER BRAKE CONTROLLER

The REDARC Tow-Pro Elite V3 features revolutionary inertia-sensing technology and dynamically adjusts the braking force of the trailer by sensing vehicle deceleration.

Users have the ability to swap between automatic mode (inertia-sensing) for smooth braking, highway driving and a user-controlled mode for off road adventures.

Suitable for 12-volt or 24-volt systems, REDARC Tow-Pro Elite V3's Active Calibration mode can be used with electric and electric/hydraulic braking systems all while being easily installed using the single drill installation process.



HAYMAN REESE WEIGHT DISTRIBUTION SYSTEMS

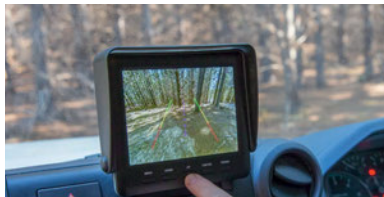
A Hayman Reese Weight Distribution System ensures the load is evenly distributed through the vehicle's chassis, helping restore the geometry of the tow vehicle to its natural state. Complete with a lifetime warranty, a

carefully matched system is the perfect solution to regain control of your vehicle and improve the enjoyment of your towing experience.



OLD MAN EMU SUSPENSION

With an engineering focus for off road comfort and on road handling, Old Man Emu supplies tailored suspension solutions for over 200 popular 4WD vehicles. Old Man Emu has a selection of springs, shocks and associated suspension components, plus GVM upgrades on selected vehicle makes and models, that will transform your 4WD's ride, handling and off road capabilities.



REVERSE CAMERAS

Offering exceptional reversing visibility in any circumstance, ARB's range of reversing cameras and monitoring systems increase vehicle safety and help take the stress out of reversing. Options include reversing cameras, auxiliary reversing cameras and trailer camera kits.



TOWING MIRRORS

ARB stocks Clearview mirrors that provide greatly increased rear vision, aiding the driver during cornering, lane changing and reversing. Clearview mirrors provide 100 millimetres of greater extension than standard mirrors when in the driving position and offer an additional 100 millimetres of extension when in the towing position.

The large, electrically operated mirror panel provides extensive rear vision, while a smaller, manually operated convex panel ensures there are no blind spots.



FRONTIER LONG-RANGE FUEL TANK

The ARB Frontier long-range fuel tank is setting the benchmark for long-range fuel tanks around the world. Manufactured from a resilient cross-linked polymer, each Frontier tank offers incredible strength and rigidity, while providing a significant weight reduction over steel long-range fuel tanks. The UV-stable plastic material ensures these tanks will survive in the most hostile environments.

With a wall thickness of between seven to nine millimetres, every Frontier long-range tank is individually pressure tested and backed by an industry leading three-year warranty.



ARB FRONTAL PROTECTION

Vital for rural and remote area travel, ARB bull bars will provide substantially improved protection for vulnerable mechanical components against animal strikes whilst providing a solid base for mounting other accessories like driving lights, winches and CB antennas.

ARB bars are superbly engineered and manufactured to not only maintain maximum functionality, but also to ensure they complement the look of the vehicle.

ARB manufactures a number of different bars from the sleek Deluxe and Sahara styles, to the more functional Commercial bar, as well as nudge bars for smaller SUVs and utes.



THE BIG LAP ON A BUDGET

Words and Photography by Emma George



If you are thinking about packing up the family and hitting the road, do everything you can to make it happen. Taking the kids out of school and exploring our amazing country is the best thing we have ever done. Yes, it was scary; there are so many what ifs like “Can we afford it?”, “What about work?”, “What about schooling?” We realised that if we didn’t do it soon, our kids would be in high school, then leaving home and our trip would be a grey nomad affair in another thirty years. So for us, going now truly was a once-in-a-lifetime opportunity. If finances are a major hurdle, there are ways you can save money gearing up for your trip and while you are travelling.

1 FINANCES

Juggling employment can be a challenge as you may have to leave work or take time without-pay. Is there a job when you return or will you be unemployed? We met people who had sold their family home to travel and to me this was extremely brave but also risky and something that thankfully we didn’t have to do. However, there are ways to earn money whilst travelling, maybe through locum work, odd jobs, e-commerce, seasonal work, being a camp host or continuing your job remotely.

Do your research, rent out your home or put furniture and belongings into storage, find ways to minimise bills and earn some cash while you are away. If you can’t go for a full year, look at shorter periods and do sections of Australia rather than the big lap. We saved prior to our trip, I did some freelance work while we were away, but we also redrew on our home loan as we figured we had years to pay off our mortgage but only limited time with our children.

TOURING CAN BE EXPENSIVE BUT THERE ARE WAYS TO CUT COSTS AND TRAVEL WITH YOUR FAMILY. EMMA GEORGE SHARES HER TIPS ON HOW TO TURN THAT DREAM TRIP AROUND AUSTRALIA INTO A REALITY.

2 CAR

A new 200 Series LandCruiser would certainly be a comfortable ride but not all of us can afford a \$100K car and to kit it out as well. We took our old Nissan Patrol, which was 17 years old, but we spent money ensuring it was road-ready for the trip. It was already kitted out for 4WDing so we saved money there. We cut no corners to ensure it was also mechanically sound, including making sure our tyres were in good shape before we left and doing some superficial upgrades. Sheepskin seat covers were awesome as they were so comfortable, particularly as we would sometimes drive over 1,000 kilometres in a day. We installed USB chargers for electronic devices and seat caddies for the kid's gear. Waterproof boxes for the top of the car were invaluable to store gear that was not used daily.

If you need a vehicle, second-hand cars that are mechanically sound may be the way to go as many already have extras like bull bars, driving lights or storage drawers installed. This could save you thousands of dollars as fitting out a new vehicle is an expensive process. Also, look at what sort of vehicle you require. Is it a serious off road rig or something to handle a few dirt roads and easy towing? Consider what you need for the trip and make sure you are realistic about just how far off road you will go and, if possible, get a car that can be used when you get home as one car may suit both applications.

Top: Our dining room changed every meal, there was always something new to see.

Top Right: When you can't fit your kids in a small van, think about swag options or a tent.

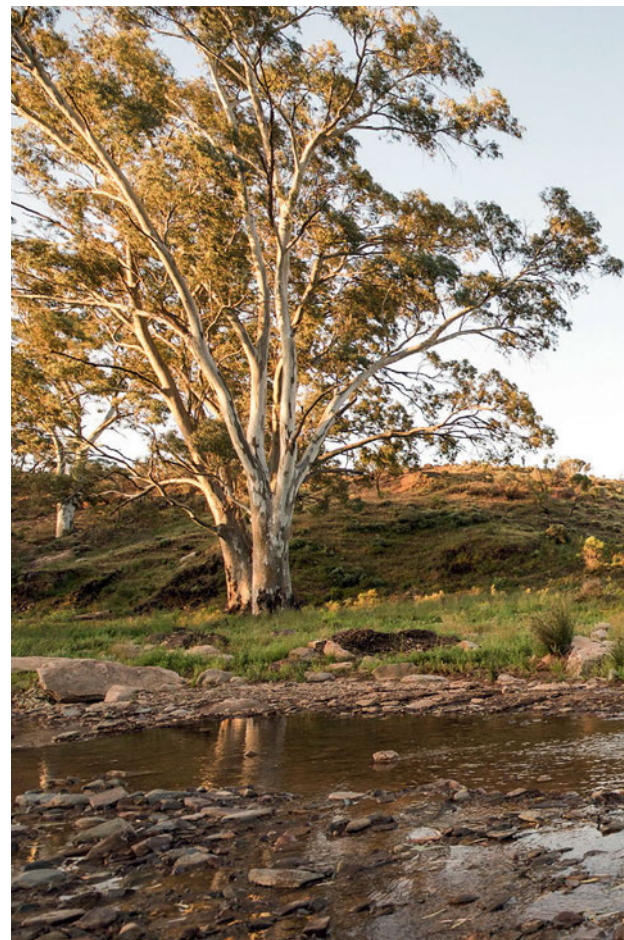
Bottom: Sometimes the best camps are free. This one in the Flinders Ranges was private and even boasted running water.



3 CAMPER OR CARAVAN

A caravan or off road camper is another big ticket item and requires serious consideration. If you are travelling as a family with multiple kids and planning on being on the road for a few months, then you may need the extra space and comfort that comes with a caravan. There would be no way we could have fitted our three boys and all the gear in just the Patrol for our trip around Australia.

Having owned a small off road camper for the past 12 years, we initially looked at upgrading to something bigger with internal sleeping for the kids, a table area and some inside space. We looked and we looked. There were off road vans, including some cheap imported ones, and we did wonder how much fixing they might require along the way. Our biggest concern was whether or not they could stand up to the rough terrain and the type of off road conditions we had planned. We were also very conscious of the towing weight and the extra load it would place on our ageing Patrol and we certainly didn't want to be burdened with breakdowns





of the camper or our car. There were some great Aussie-made campers we really wanted but with price tags up around \$80-\$100K, we would have to sell our house to afford it.

As we love getting off the beaten track, we stuck with our small camper that has a tare weight of less than 900 kilograms, which means we can tow it over sand and rough terrain without worrying about a cumbersome, heavy caravan. Yes, the modern convenience of hot water, inside living and some creature comforts was extremely inviting but the drawbacks of cost and weight were a huge disadvantage.

So after deciding to stick with our old camper, we set about some carefully planned upgrades. For less than \$3,000, we installed LED lighting, USB chargers, a new annex and custom-made drawers for under the bed as we didn't want to live out of a bag for over six months. We also fitted a bike rack and purchased a portable instantaneous gas hot water system, which was great for showering but we still had to rely on the kettle for everything else.

We saved thousands of dollars by not purchasing a new caravan and our old camper was terrific off road. The downside was that we lived for months outside. We cooked, ate and our kids did homework under a tarp as we rarely bothered to set-up the annex since we never stayed in the one place for too long. Most of the time it was great; however, I do recall getting stropky a couple of times and retreating to bed early after some pesky sandflies and mosquitos got the better of me. Most importantly, our kids relished the opportunity to live and sleep under the stars and do their schoolwork in a classroom without walls.

Caravans are more comfortable but will they be able to go where you want and can your car tow them? You may need to change your car for increased towing capacity or a GVM upgrade if you are carrying a lot of weight. By using what you have or looking at smaller vans and second-hand campers, you can make huge cost savings. However, ensure they are mechanically and structurally sound and suit your requirements.

4 KIDS' ACCOMMODATION

Our camper is quite small so there was no space for our three kids to sleep in with us. As they were aged six, nine and 11 years old and were used to sleeping in a tent together, we purchased kids' swags for them. They really loved them and even our six-year-old managed fine; he just put his swag close to our van each night. The advantage of swags is they never argued at night, no matter how tired they were as they all had their own individual space. Each child had a waterproof box (arguably one of our best investments) that contained all their

clothes and sat beside their swags, freeing up space in the van and allowing them to be self-sufficient (and not wake us in the morning). The swags were so easy to set up and pack away that the kids were able to do it independently, which meant we saved a lot of time with quick set-ups and pack-ups. We got so good at it by the end of our trip that we could be up, have breakfast and get going in well under an hour.

If you don't think your kids will be confident in swags, consider a good quality tent that is easy to set up, such as an Oztent.



Above: If your van doesn't have a bathroom, it's an easy fix. An instantaneous gas water heater and a shower tent can be purchased for under \$400.

Top Middle: Look at alternative options to caravan parks, there are some wonderfully located National Parks.

Top Right: Every now and again we splurge on activities like hiring a little boat to snorkel the wrecks at Tangalooma Bay in QLD.

Middle: You don't need a new car to travel Australia. Our old Patrol was comfortable and reliable.

Middle Right: Our kids gained a wealth of knowledge that they could never be taught in a classroom.

Bottom: Our kids swam and jumped their way around Australia. Who says you need expensive helicopter flights?

5 CAMPGROUNDS

Paying for a caravan or tourist park every night can easily add up and some can be very expensive, particularly during holiday periods. Try to plan your trip in advance and look at alternatives as there are plenty of free camping spots or national park camp sites that could save you thousands of dollars depending on how long you are travelling.

Many of our favourite campsites were free as we loved staying in remote locations away from the usual tourist throng. In cities and heavily populated areas, you might struggle to find free camping but there are some great alternatives.

In Sydney, the Lane Cove National Park has wonderful, cheap campsites by the river and they even have a swimming pool. Byron Bay during the school holidays was challenging and expensive so rather than paying over \$110 a night in an overcrowded caravan park, we opted to stay inland at the Murwillumbah showgrounds for a bargain \$30 a night. This location on the Tweed River opened our eyes to different places and activities and turned out to be a very memorable few days.

We carried enough water to be self-sufficient for up to two weeks but would stay at a caravan park one or two nights every one to two weeks to have a good shower, find a washing machine, fill up water tanks and restock on supplies.

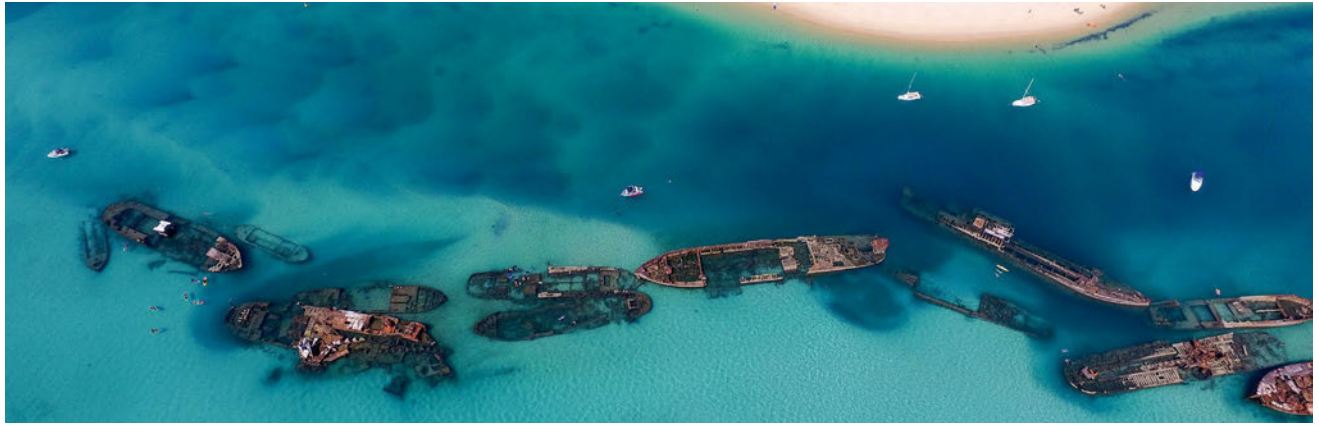


6 FUEL

It is incredible how much fuel prices can differ in one town, let alone in remote areas. There are some great apps that list fuel prices in your location so look it up before you fill the car. When entering remote areas, consider your fuel consumption, fill up at cheaper service stations and know how many kilometres you can get with a full tank of fuel. It might be that you don't have to get a full tank before you find cheaper fuel. It's also worth considering long-range tanks and even a jerry can or two to give you greater range and more options on where you fill up.

Also, by decreasing speed even by 10 kilometres per hour, it can make a big difference in fuel consumption. You are on holidays. Why rush?





7 FOOD

Be organised and shop at supermarkets rather than smaller towns and expensive roadhouses. If you have a freezer, vacuum-pack meats as you often get more choice and cheaper prices at larger supermarkets. Do a meal plan and know what you have for a few days in advance. It can make life really easy when you know you have enough food for a week and you don't have to waste time finding shops or returning to urban areas if you are in remote locations.

Pack food for in the car and easy lunches. Buying food at bakeries and service stations can be expensive and they often have unhealthy options. It's generally when you don't have plentiful food that takeaway options become enticing. Keeping some hamburgers or maybe a pre-made pasta sauce or curry in the freezer is always great if you arrive at camp late and need a meal in a hurry.



8 ACTIVITIES

Taking helicopter flights and expensive tours can blow the budget almost immediately, but it doesn't mean you can't still enjoy the sights. We tended to do lots of hiking and bike riding, making the most of everywhere we went. We would save up for special occasions like taking a boat tour to the Great Barrier Reef from Bundaberg.

The kids were given some money from grandparents and us to spend on the trip. That way I didn't have to put up with the boys asking for things because if they wanted a souvenir or something special, they could buy it with their own money. It made them responsible as to how they spent their money and they knew to use it wisely as that was all they had.

We read books before we left and everyone chose different places or activities they wanted to do while we were away, like snorkelling the shipwrecks at Tangalooma Bay or prospecting for gemstones in Queensland.

We may not have done heli-fishing or the horizontal waterfalls but we had an awesome trip and our favourite memories are mostly the things that were free. Being mesmerised by the stars in the sky, jumping into rock pools, hiking hills at sunset, seeing wildlife, spending time together as a family, sitting by the campfire and sharing stories are the memories we treasure from our trip and these are priceless.

ON TOUR

While not showering for days on end, only eating food that comes out of cans and heading out bush with a shovel when “nature calls” is all part of the fun of roughing it, having a bad night’s sleep can make any veteran camper dream of their bed at home.

As someone who has spent three months travelling around Australia and sleeping in a tent, I can tell you that a comfortable bed at night is one of the most important aspects to ensuring you enjoy your adventures and don’t head home early.

ARB is happy to introduce some comfort-centric additions to their touring range to ensure you catch plenty of Zs on your off road travels.



Stretch Out

Sometimes finding a soft place to set up your swag or tent is next to impossible. Anyone who’s had to sleep on rocks can tell you that unless you’re travelling with a Sealy pillowtop, you’re going to feel the ground all night.

The ARB Stretcher can be used either on its own or underneath your swag to provide instant comfort. The quick-fold design means you can set up in a snap, giving you more time to relax and enjoy your surrounds. The ARB Stretcher’s strong steel construction provides support for up to 150 kilograms and its anti-rock feature keeps you steady and still for the entire night. An included strap with hooks secures your swag to the stretcher.

The quick-connect boot bag, supplied standard with the ARB Stretcher, keeps your boots and other essential items off the ground and safe from creepy crawlies.

When you’re finished, the ARB Stretcher packs up quickly and easily, and stores into its rugged storage bag ready for your next adventure.

Specs:

Weight rating: 150kg
Total pack-up weight: 12kg
Open size: 211cm (L) x 82cm (W) x 46cm (H)
Available late February 2020



Sleep Tight

The ARB Compact Sleeping Bag is your perfect companion for those cool nights. High loft hollow fibre fill at 2x200gsm provides both warmth and comfort. Aiding in the temperature control of the sleeping bag is a brushed microfibre lining that feels great against the skin. An Alu-tech breathable internal liner further controls the temperature by providing heat retention whilst keeping the sleeping bag light and compact.

The clever design of this sleeping bag means joining two to make a double is simple and easy. There's no need for a left and right hand model as fully unzipping two bags and laying one on top of the other means that the joining zipper runs around the outer edge, not up the middle between the occupants. This allows each occupant to exit the sleeping

bag via a side zipper so that the other occupant can stay snug and warm. When the second sleeping bag is placed on top, the hood/pillow can be easily removed from the top bag and zipped to the bottom bag to complete your tailor-made sleeping set-up.

Providing ultimate head support and comfort, the semi-circular hooded section includes a pocket to insert a standard pillow and can also be removed for convenience. Designed for maximum security, two handy stash pockets are provided to keep your valuable items close and safe but also prevent them from getting lost in the bottom of your bedding. Perfect for personal items such as mobile phones, wallets or even a small torch, there is one on either side of the main zipper.

A water-resistant roll-top carry bag keeps your sleeping bag dry, dust free and ready to hit the tracks.

Specs:

- Lining: Brushed microfibre
- Internal lining: Alu-tech
- Shell: Honeycomb ripstop HD poly shell
- Fill: 2x200g/m2 high loft hollow fibre fill
- Rating: +5°C to -5°C
- Zippers: HD vision anti-catch zippers
- Draft barriers along all zips
- Draft collar barrier with drawstring
- Removable hood with pillow holder
- Join two bags together, no need for left or right
- Storage pockets
- Two-year warranty
- 246cm x 90cm
- 2.85kg

Everything but the Kitchen Sink



ARB's touring range is extensive. Our clever product team has thought of everything when it comes to making sure you're all set for your next outdoor adventure. Make sure you've ticked off all of these must-have items before you hit the tracks:

ARB Rooftop Tents

ARB Rooftop Tents integrate an updated design with new materials for better strength, rigidity and water resistance. Manufactured from high-quality polycotton fabric and incorporating an Oxford polyester flysheet, rooftop tents are easily mounted to ARB's purpose-designed roof rack or suitably load-rated Thule or Rhino roof bars. A retractable aluminium ladder makes getting into bed easy.

Super strong 25-millimetre anodised aluminium poles improve strength and provide corrosion resistance properties, while a high-density 65-millimetre foam mattress (with removable cover) ensures you'll sleep soundly. And don't worry about the bed bugs biting, ARB Rooftop Tents come with insect-screened windows and doors.

ARB SkyDome Swags

To counter the claustrophobic feeling caused by some swags, the ARB SkyDome range has been designed with very generous dimensions. The industry-leading height from head to hip allows occupants to move around freely and spread out without feeling confined.

The large mesh areas provide excellent ventilation to reduce internal condensation, with additional canvas flaps and insect-proof mesh in the roof zone of the swag improving cross-flow ventilation to enhance airflow and make it cooler and even more comfortable during warmer nights.

The freestanding architecture means ARB SkyDome Swags require no pegs or guy ropes when deployed on flat surfaces. Matched with waterproof materials and a high-density corrugated 75-millimetre foam mattress, the ARB SkyDome Swag will ensure a dry and comfortable night's sleep in any conditions.

The ARB SkyDome range includes both single and double configurations and can be purchased with the optional Boot Swag to keep footwear and other gear dry and away from the elements.



ARB Awnings

Attaching neatly to most vehicles, these self-standing retractable awnings fit onto the side of most roof racks and roof bars, and are conveniently stored for immediate use on arrival.

Specifically designed for harsh outback conditions, the awnings feature anodised height-adjustable telescopic legs, velcro ties to secure the roof, thick reinforced aluminium extrusions all secured and free from the outside elements in a heavy-duty, nylon-reinforced PVC bag.

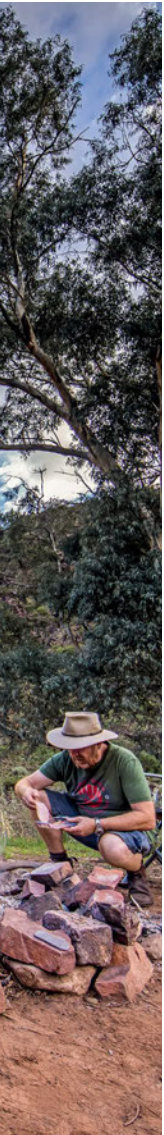
Constructed from tough, PU-coated, 300gsm polycotton ripstop canvas, the awnings are fully waterproof and offer a UVP 50+ rating. ARB's awnings come in three great sizes and fit up to 2.1-metre high mounting points. (Length is the distance from the vehicle out.)

2.5m (W) x 2.5m (L)

2.0m (W) x 2.5m (L)

1.25m (W) x 2.1m (L)

Available in an awning and light kit, which includes both the ARB awning and an integrated, 1,200 lumen LED light strip in the awning roof. Comes with pegs and guy ropes for securing legs, stainless steel mounting nuts and bolts, and comprehensive instructions.



ARB Camping Chairs

Shown left: Rated to 150 kilograms, ARB's camping chairs have a host of features, including a padded seat and backrest, convenient drink holder table, side pocket with velcro flap for your keys, wallet or other small items, and a mesh magazine pocket on the rear of the backrest. Manufactured from durable nylon Oxford weave material, the chair also comes with a matching carry bag for compact storage and transportation.

Shown above: Sporting Old Man Emu colours and an anodised aluminium cross support frame, the ARB Compact Director's Chair features high back support, an auto folding table with cup holder, cooler bag and padded armrests to keep you comfy and organised out on the campsite – no matter if it's on an off road track or at a backyard BBQ!

Plus, when the day is done and it's time to pack up, a simple folding mechanism helps the chair neatly fold down for a perfect fit into its compact carry bag.

ARB Aluminium Compact Camping Table

The table design utilises a full diameter aluminium slat providing a strong sturdy surface, as well as heat resistance for cooking preparation. Cross braces are

used to provide additional support along with square tube legs to provide sturdiness not seen in similar tables.

The table can be stored away in a compact bag, making it the perfect size for packing neatly away into your vehicle, while remaining big enough to fit a family of four around.



ARB Stormproof Bags

ARB's Stormproof Bags come in three sizes and feature PU-coated Oxford weave fabric and rubberised construction, with all seams heat sealed and taped to ensure high water resistance.

A roll-up top closure and Sure Grip buckles means no zipper to contend with. Not only are they a great looking travel bag, they are also stormproof so they can be loaded onto a roof rack or thrown into the back of a ute without the worry of your gear getting wet.



ARB Track Shelter Series II

Suited for a diverse range of outdoor uses, the ARB Track Shelter Series II provides protection from the elements including sun, wind or rain as well as a hideaway from bugs and mosquitos thanks to optional mesh sidewalls.

The three metre by three metre (9.84 foot by 9.84 foot) structure is supported by a strong 40-millimetre (1.57-inch) hammertone steel frame that houses the 420 denier polyester silver-coated material canopy.

As an optional extra, the new ARB Track Shelter Hybrid Walls can be attached and rolled up to provide large mesh windows.

Built into the canopy is an optional sidewall or vehicle attachment panel (shown right).

ARB Utility Case

Perfect for kitchen utensils or your off road must-have tools, the ARB Utility Case is the ultimate storage solution for all your camping, outdoor and 4WDing needs.

Part of the ARB Cargo Gear range, the Utility Case features 18 various sized pockets to cater for a multitude of storage needs, as well as a handy removable pocket to store camping mugs or bulky items separately. Webbing straps with metal hooks allow the case to hang to ensure the case contents are always within easy reach.





Cargo Organisers

Working seamlessly with ARB Outback Solutions Modular Roller Drawers, the ARB Cargo Organisers keep everything in one place. Available in a trio of different sizes and made from 600 denier heavy-duty PU-coated Oxford material, the ARB Cargo Organisers sport quality zippers and handles, all the while keeping your contents secure, clean and portable.

Additional features include rubber grip feet to reduce movement, removable dividers to keep everything accessible and four individual ID labels with each bag to easily identify your contents.

LINX



LINX **ARB**
VEHICLE ACCESSORY INTERFACE

Problem
Solved

There's no doubt that ARB's LINX is one of the most handy pieces of technology you can accessorise your fourby with, but for some it seems like more of a luxury than a necessity. Read on as we raise some very common off road problems and show how LINX is your all-in-one solution.



Problem:

I've changed the tyre size on my fourby and have a feeling my speedometer is out. I don't want to get a speeding fine but at the same time I don't want to be a "Sunday driver" either.

Solution:

Your vehicle's factory speedometer can be inaccurate and changing your tyre size for optimal ground clearance or running different tyres for on or off road use can often lead to further speedometer inaccuracies. With LINX's Speedometer Module, you can now have confidence no matter what size tyre your vehicle runs as the built-in GPS ensures an accurate reading. The LINX Speedometer Module also shows your altitude and compass bearing and allows for speed limit warnings to be set, in case your foot weighs a little more than most.



Problem:

I'm sick of spending what feels like hours squatting down next to my tyres while I wait for them to inflate or deflate. And don't get me started on squinting to read the numbers on my gauge.

Solution:

LINX allows tyre pressure to be adjusted and set remotely via the large and easy-to-read touchscreen. By simply connecting the air hose from your vehicle's mounted compressor to the tyre valve, current pressure is displayed on the LINX screen (which you can carry around the vehicle with you). Inputting a target pressure automatically inflates or deflates to your desired level, with the pressure shown in real time on the display, making airing up or down for the highway or off road simple, accurate and a lot easier on your back.



Problem:

I like the look of my dash and really don't want to drill holes in it to fit switches and gauges.

Solution:

LINX is a unique modern controller that declutters the dashboard and centralises the command of vehicle accessories by replacing classic switches, gauges and monitors with one sleek and smart driver interface.

Problem:

I have a boat and a caravan and every time I hitch them up or unhitch them, I spend ages having to set up my suspension airbags.

Solution:

When fitted with an optional LINX Pressure Control Kit, LINX can control up to four airbags whether as pairs, to level front to rear, or independently, allowing for levelling of the vehicle side to side and front to rear. Users can preset up to four personalised pressure modes, which can be appropriately named to suit common loads or trailer types so they are available at the push of a single button.

Problem:

I feel like every time I go camping for more than a weekend, I end up with a flat battery.

Solution:

With all the additional powered accessories fitted to your 4WD, having ample battery capacity is a must. LINX allows you to monitor up to three batteries simultaneously. Each battery can be identified by a custom name with the added ability to set low voltage alarms on each; ensuring your beer stays cold and you are never left without enough power to start your vehicle.

Problem:

The kids left the fridge slide out in full sun and now half my frozen food has defrosted.

Solution:

For Elements and Classic Series I Fridges (2014+), the module can display the fridge's current temperature, power input voltage and compressor status. When connected to a Classic Series II Fridge Freezer, additional enhanced features include the ability to turn the fridge on or off, temperature control, preset temperatures and power while also providing feedback on the fridge lid position (open or closed). The display unit (celsius or fahrenheit), battery protection (high, medium or low) and fridge display brightness (high or low) can also be altered in the module's settings.





Problem:

I'm sick of having to get a new gadget every time I add an accessory.

Solution:

Preloaded with six module applications, LINX is a user-upgradeable platform developed with continued expansion in mind. With dozens of other modules either planned or currently under development, LINX owners can further enhance their vehicle with additional accessories and enjoy the benefits of LINX integration.

Most 4WD enthusiasts would have experienced at least one of these problems in their travels. Instead of spending money on solving each, simply invest in a solution that solves them all, plus has the potential to be upgraded for any future accessories you add.

Check out linx.arb.com.au for more information or visit your local store and speak to one of our friendly off road experts.



Words by Christie Butters
Photography by Naomi Roche @InDepthImagery and No Fixed Address



It's bearing down on me. All seven metres and five tonnes of it, with its massive metre wide mouth open, ready to swallow me whole. Sounds like the plot of a horror movie. But it's not; it's one of the best days of my life. Let me explain.



Ningaloo Nirvana



Our adventure started five days earlier. An ominous sign greets you as you commence the 30-kilometre drive into Ningaloo Station: "4WD only, there is reasonable probability that damage to vehicles will occur if you proceed and that recovery will be required." We look at each other with a smile; we don't need any more of an invitation than that! It's a rough and slow ride in because the corrugations are brutal.

The landscape is a wide expanse of grassy plains, harsh and interspersed with termite mounds. A quick glimpse of sand dunes far in the distance is the only hint of what's to come. With six kilometres to go, we crest a rise and are met with our first views of this pristine coastline –

*Turquoise waters,
colours usually only
possible through severe
Photoshopping!*



NINGALOO STATION

Arriving at the homestead, the heritage-listed Point Cloates Lighthouse greets us up on a hill. Built in 1910, we are told, it was crafted out of pieces of the reef. We meet the owner, Phil, who takes us through the sign-in process and assigns us a campsite. We also meet some unlucky campers who, while traveling the incredibly rough track into the station, broke both sets of leaf springs on their boat trailer.

As we leave the homestead, I see a big dust cloud and a herd of sheep in a panicked run. Close behind them is a dog and I initially think they are being herded. However, closer inspection shows there is no farmer around. The dog is actually a large dingo and it now has something in its mouth. A mother sheep bleats and chases the dingo as it takes off with her lamb. I yell and try to intervene in vain as the dingo trots off into the distance.



HAPPY CAMPERS

Following the mud map provided by Phil, we drive 17 kilometres to our campsite, crossing dunes and ruts, and dodging some large red kangaroos, which bound away as we drive past. We arrive at our campsite gate, drop our tyre pressure and continue down a sandy track, which gets progressively deeper as we go. We pop out onto the beach and drive along the coast looking for our allocated site. We find it, right on the sand.

The water is like glass and so many variations of blue and green it is impossibly beautiful. This is paradise.

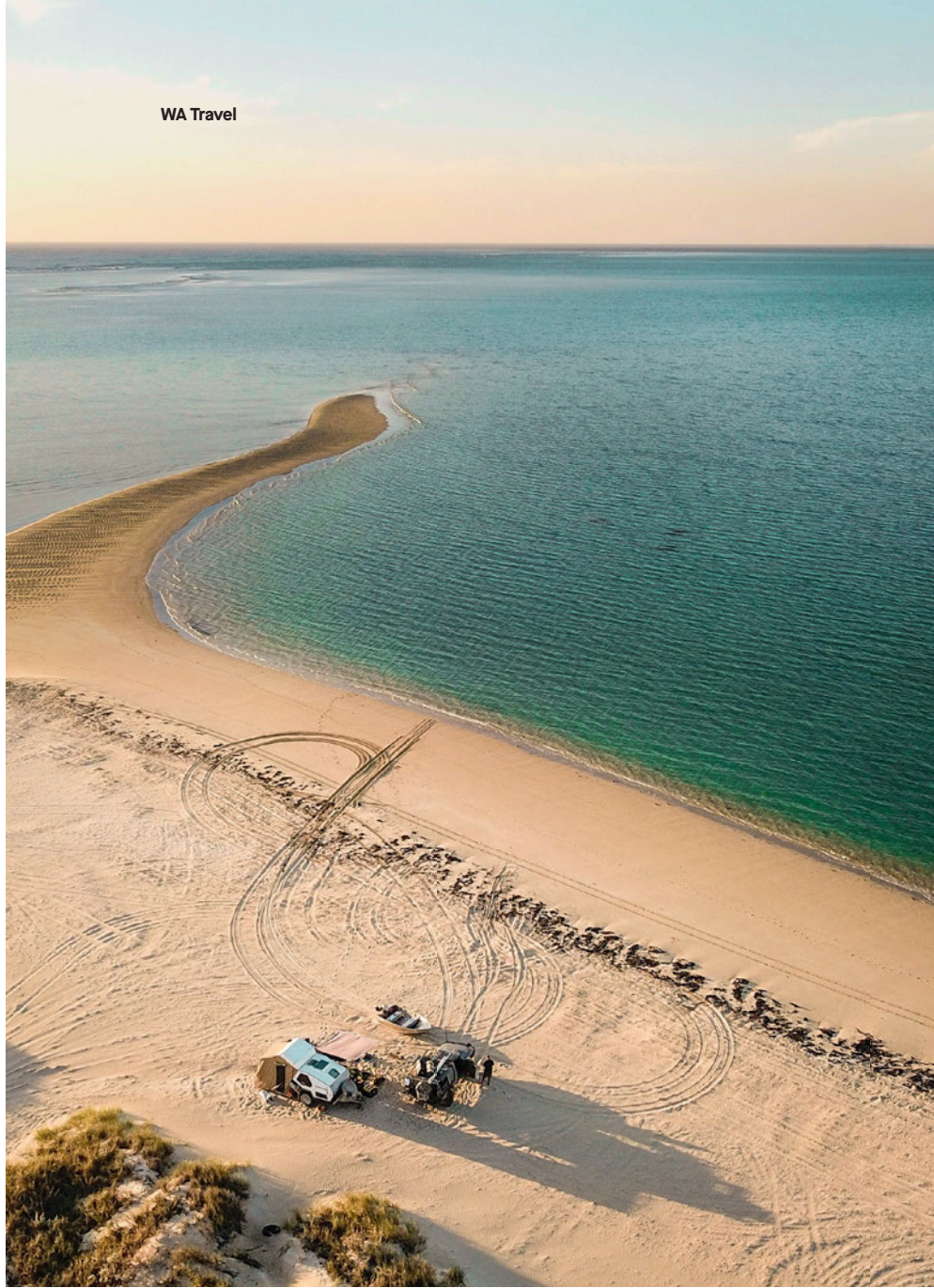
We are in the water quickly, with its inviting temperature, cooling off after a long drive. In the far distance, things are not so calm; we can see the white peaks and hear the roar of impressive waves crashing over the bordering reef edge. We don our masks and snorkels and swim the short distance to where the reef starts. We are instantly surrounded by brightly coloured fish, stingrays and reef sharks. We keep a keen eye out for manta rays, which also inhabit this area, but unfortunately do not spot any.

As we eat dinner around the fire, we watch the stunning bright orange sunset over the water, which then gives way to a clear and incredible night sky.

GONE FISHIN'

The next morning, we follow Phil's advice and go for a drive to check out some fishing spots. While Mark scouts for spots to cast a line, I notice that the rocks are covered in oysters so we collect a dozen for that night's entree! Unfortunately, the fishing does not go quite as well!

Later that day, we pack some lunch, put our boat in and take a ride over the reef. The water is a clear icy blue colour and we jump in for another snorkel. We cast our lines over the reef and don't have much luck but, later that night back at camp, we are told that larger boats venturing further out are doing much better. We then head to a stretch of beautiful beach that we have all to ourselves and spend the afternoon swimming and enjoying our own private paradise.



NO ONE-HIT WONDER

We speak to many of the other campers and find they are mostly regulars to this idyllic spot, coming each year and for months on end. There are spots dotted all along the coast, making it unlikely it is ever booked out. The pick of the spots in our opinion is South Lefroy Bay where the reef is only around 20 metres out from the beach. If you are thinking of coming, April/May is the best time of the year with the least wind and it's great value at \$5 per person per night. If you stay longer than a month, it drops from \$35 to \$25 per week. The station is very eco-friendly and any waste, including coal created by fires, needs to be removed. You need to be fully self-sufficient to stay here because there are no facilities.

If this place is on your bucket list, then don't delay; it may not be like this for too much longer. The 50,000-hectare station is a pastoral lease that has been managed by the Lefroy family since 1934. The government is currently attempting to acquire the land with the case coming to a head soon in the Supreme Court.

To avoid having to take the homestead road out, you have two other options depending on your destination. The north coastal road through the RAAF firing range takes you to the Cape Range National Park and includes crossing Yardie Creek. Alternatively, there is a coastal road south to Coral Bay. All the options are 4WD only and you can ask at the homestead about the road conditions. After four days exploring the station, we head south to Coral Bay.



TOURING THE REEF

No stay in the Ningaloo area is complete without coming face to face with the biggest fish in the sea, the harmless whale shark. The sharks appear annually at Coral Bay between March and June.

We are booked with Coral Bay Ecotours to leave on a tour at 7.30am but I'm ready by 6.15am. The 13 participants meet at the tour office and get kitted up. We are provided with everything we need, even sea sickness tablets just in case; nothing is going to ruin this day!

We board our boat, the Kia-Aura, and after a safety briefing by our skipper, Brett, we head

off. We cruise for around 20 minutes over gorgeous turquoise water to our first snorkel spot called Deep Blue. We are advised we are going to a "cleaning station". I find out this is a spot where reef sharks go to be cleaned of parasites by little cleaner wrasse fish. We are led on a guided snorkel to a large coral bommie and circling over it are seven grey reef sharks between one and two metres long, cruising around with their mouths open as the brave little fish swim in and out. It's mesmerising and we all just float above watching the show. We continue on over a beautiful garden of corals where it looks like peak hour with the amount of colourful fish swimming about. Green sea turtles cruise past, while our eagle-eyed tour leader points out a very well-camouflaged wobbly shark.





BIG FRIENDLY GIANTS

Back on the boat, we start cruising to the outer reef and are briefed about the whale sharks and the protocol around swimming with them. We're then divided into two small groups in order to reduce the risk of stressing the sharks. I'm in the first group. We await word from our spotter plane. After about 60 minutes, there is a buzz across the boat; found one! We motor west as the crew tell us to gear up.

The photographer, Naomi, is dropped into the water first. Her job is to assess the size and sex and then photograph the shark for identification and research purposes. The first group are all lined up on the marlin deck at the back of the boat. We are given the signal to slide in and I push off, sinking into the deep blue water and bobbing back up to the surface. The water is warm. I clear my snorkel, get myself sorted. As the bubbles clear, I tilt my head up and see another massive head about three metres away. It's bearing down on me, all five tonnes of it, with its massive mouth that looks almost like it's grinning and it's headed right at me!

I'm a bit stunned at first but the words from our briefing come to me quickly. "If

it's coming straight at you, get out of the way!" Our guide also gives me a tap on the shoulder and indicates to the right, so I kick away and the massive giant glides past totally nonchalant. I am awestruck. It's about seven metres long, bluish grey with white stripes and spots, and a white belly. I swim alongside it as it meanders around. I search for its eyes; they are incredibly tiny for such a large fish. I'm careful to keep the required three metres away from it as if spooked they can dive to an unbelievable 1,500 metres deep. I slow my swimming and give the tail a wide berth. After about 10 minutes of swimming alongside it, we all slow and the whale shark disappears into the blue vastness ahead.

We get five opportunities to swim alongside this docile giant. The staff are very knowledgeable about the sharks and inform us the shark we swam with was a female. We are also advised that whale sharks are notoriously hard to study and this just increases the mystery and awe for me. We are all buzzing with excitement as we board the boat after our final swim and head back inside the reef where we go on another guided snorkel in crystal clear water through a coral garden teeming with sea life. We devour a delicious lunch prepared by the crew and sip champagne to celebrate this amazing experience.



CORAL BAY ECOTOURS

Coral Bay Ecotours is a tour company specialising in marine interactions in Western Australia's Ningaloo Marine Park, a UNESCO World Heritage List site. Located in Coral Bay with a backdrop of red desert, there are over 500 species of fish, 200 species of coral and an abundance of Australia's most prized megafauna. Tours involve year-round encounters with manta rays, sea turtles, reef sharks, dolphins and seasonal encounters with whale sharks, humpback whales and dugongs.

Coral Bay Ecotours
+61 8 9942 5885
www.coralbayecotours.com.au
Instagram: @coralbayeco

Compact Control

The Suzuki Jimny is a unique vehicle that has been loved and relied upon by many generations of Australian 4WDers. Among an ocean of compact SUVs already on the market, the Jimny is a vehicle you'll spot instantly in any car park.

Aftermarket 4WD suspension is extremely complex and determining the right solution for your vehicle and your requirements demands special attention to many factors. Unlike numerous aftermarket suspension systems, which are only available in a single configuration targeting lift height, OME offers a range of tuned and matched integrated suspension systems to ensure the right suspension is available to suit how the vehicle is outfitted and the conditions it will encounter.

With the Jimny's short wheelbase, relatively tall ride height, 80-aspect tyres and live axles, the OME Engineering Team were given the exciting opportunity to develop an OME suspension upgrade that suited the Jimny's own set of unique handling characteristics.

The OME engineers took the Jimny's off road capabilities a step further by developing a complete unique suspension solution with a new range of springs and specially tuned shock absorbers, while ensuring correct vehicle geometry was maintained. The result was a vastly improved overall ride experience, being balanced, predictable and enjoyable in both on and off road environments.

"It was a great opportunity," says Lead Engineer Stuart Fooks. "We love whenever we can get out onto the road and especially out onto the dirt. And we love being given the opportunity to jump into the Jimny and do something a little bit smaller and with a bit of character and personality, which was a big change to the usual large vehicles we're used to."





SPRINGS

“The first step was to test and feel the OE springs,” says Fooks. “How did they go? What were the springs like? What were its characteristics and how was it handling on the road?”

The OME engineers found that the Jimny’s factory original suspension gave reasonable on road manners, which were more targeted at city driving but presented opportunities to improve highway control, off road stability and off road capabilities, particularly as the road surfaces got rougher.

“We wanted to see how much comfort and compliance we could achieve, as well as pairing a shock that would tune with that,” says Fooks. “After that, we attached the OME springs from the previous model Jimny, which we found worked extremely well.”

The Jimny’s spring rates were retuned from the previous model for better balanced ride and comfort, giving a more confident driving experience. A 40-millimetre lift was achieved while still maintaining an adequate level of droop. Two front spring options and a trim packer were chosen to cater for the option of no accessories, bull bar or a bull bar and winch vehicle set-up.

Rear springs were also developed as part of the complete suspension solution, achieving a 40-millimetre lift to complement the front spring height.



REAR PANHARD ROD EXTENSION BRACKET

During the ride development program, some unfavourable ride qualities such as fatiguing lateral movement and unwanted head toss were present due to the increased angle of the rear Panhard rod. By raising that rear Panhard mount, the dynamics and behaviour of the Jimny were improved, helping to maintain its fun driving character.

The development of a rear Panhard bracket addressed the rear roll centre, resulting in reduced lateral movement for a flatter, more comfortable and stable ride.

“For the vertical movement of the Jimny suspension as you’re going over bumps, you get lateral movement,” says Fooks. “So the flatter you can get that bar, the flatter the lateral movement you get. What that means to someone driving the Jimny is, as it’s going up and down over bumps, you’re getting the lateral sideways movement of the back axle.

“We’ve maintained the fun and the general around town driving of the Jimny, as well as improving its confidence on corrugation and at highway speeds. The part of our job we love is the process of refinement and tuning of the car. It’s satisfying to take something and get tangible improvements every day.”

SHOCK ABSORBERS

In the 15 years since the last Jimny suspension was developed, the OME engineers had some changes and some evolution in the technology they had to develop for the Jimny’s Nitrocharger.

“Given the opportunity now with the Jimny, we’ve employed that technology to the shock, which has a lot more opportunity for refinement of the performance,” says Fooks. “The Jimny being a lighter and smaller vehicle means it doesn’t need much more dampening performance that we’re used to applying to larger SUVs and trucks.”

The Jimny has allowed for the larger bore Nitrocharger Sport shock absorber to be fitted, where the previous model Jimny was developed using the smaller bore Nitro Gas range. This new Nitrocharger Sport-style valving for the Jimny has allowed architecture more opportunity for fine-tuning at lower dampening performance levels. This resulted in a larger 35-millimetre ball piston compared to the usual 30 millimetres, which gave extra levels of refinement. The body of the

shock was also altered from 50 millimetres in diameter to 54 millimetres, which allowed more oil and better cooling.

“It’s all great stuff and it’s all going in the right direction,” says Fooks.

CASTER CORRECTION

A caster correction kit was developed to address wheel alignment specifications to restore caster at the increased ride height. By fitting the caster kit, it was noticed there was a significant improvement in steering response, feel and drivability.

“A 40-millimetre lift is a lot for such a small car, so you lose a bit of caster coming up 40 millimetres in the front. So to get caster back down around where OE has it set, we put in the caster kit with a couple of bushes and offset sleeves to give a better feel of the steering wheel as you’re driving and bring it back to the fun car it’s intended to be,” Fooks explains.





COMMERCIAL CONFIDENCE

ARB's engineers have been hard at work developing new frontal protection for the Ford Ranger PXIII and Mitsubishi MR Triton, including the Commercial bull bar.

ARB Commercial bull bars are a cost-effective alternative to Deluxe and Summit bull bars, whilst offering a comparable level of protection. The Commercial bar features a strong steel construction with an outer 60.3-millimetre tube (making them compatible with a set of Summit side rails and steps), 76.1-millimetre centre tubing, a split pan design allowing for maximum airflow and strength, a fully engineered, airbag-compatible mounting system, twin off road jack points, two aerial brackets, provisions for fitment of ARB fog lights, as well as provisions for the fitment of ARB Intensity driving lights and a range of IPF driving lights. The Commercial bar can also be adapted to suit both winch and non-winch applications where they can accommodate a selection of WARN, Magnum, Bushranger and Smittybilt low-mount model electric winches up to 10,000 pounds.



Triton

The new Mitsubishi MR Triton's release offered a number of stylistic challenges for ARB's engineers. ARB's new Commercial bar has been designed to complement the unique front end styling of the MR Triton, whilst remaining cost-effective for the buyer. ARB engineers have ensured compatibility with all MR Triton models, including those fitted with Forward Collision Mitigation, Lane Departure Warning, Ultrasonic Misacceleration Mitigation Systems, Multi Around Monitor and front parking sensors.

Ranger

Ford Ranger PXIII owners now have even more protection options with ARB's hardworking engineers finishing the development of a new Commercial bar. Supplementary kits have also been developed to ensure that the bar is compatible with all models, including those fitted with parking sensors, Semi-Auto Active Park Assist and Adaptive Cruise Control. The traditional Commercial bar's split pan design has been increased to allow relocation of the Adaptive Cruise Control system.

TITAN TRITON

In Issue 55 of 4x4 Culture, we took an in-depth look at the new MR Triton. From Mitsubishi's tougher front end redesign, under-the-hood improvements and Off Road Mode selector to an upgraded safety package and Multi-Around Monitor, the new Triton is a formidable utility vehicle in the market.

We also introduced the ARB Summit bull bar, canopy, drawers, Frontier long-range tank, suspension, recovery point and under vehicle protection to the MR Triton range. Since then, the engineers at ARB have been hard at work, developing even more for Triton owners.



SUMMIT RAW REAR STEP TOW BAR

For utility owners, a tow bar is a must. Whether required for day-to-day haulage of a trailer for work or getting away with the family with your camper, caravan or boat, a tow bar is one of the top most useful accessories you can invest in. ARB has developed the Summit Raw rear step tow bar (RSTB) for the Mitsubishi MR Triton GLX and GLX+ models.

ARB initially developed the ARB Summit Raw RSTB for ute owners who required comprehensive protection but might not need all of the features of the Summit RSTB. The Summit Raw retains many of the features of the Summit RSTB but has redesigned the protective tube structure in lieu of the press-formed wing panels on either side of the lower tub area.

A number of Summit RSTB features have been incorporated into the Triton's Summit Raw RSTB including the 60.3-millimetre tube work, press-formed diffuser panels, off road jack points and provision for trailer wiring. Other features also maintained are a 50-amp Anderson plug, ARB rear camera and ARB compressor outlet fitment.

The 60.3-millimetre tube work, finished in Integrit textured black powder coat, provides protection to the lower sections of the vehicle tub, whilst retaining styling cues from the Summit RSTB range.

A 50-millimetre tow hitch is supplied standard with the ARB Summit Raw RSTB for the Mitsubishi MR Triton. The tow hitch includes gussets to maintain the 3.1-tonne rating of the RSTB in line with the vehicle's tow rating. Tow chain fixture points are located directly below the 50-millimetre hitch receiver.

Specs:

- Vehicle-specific design for MR Triton dual-cab GLX and GLX+
- Finished in a zinc-rich primer for additional corrosion resistance
- Beaver panel supplied in satin black powder coat
- Retains original equipment numberplate lights
- Flip-down numberplate bracket to allow access to the factory spare wheel mechanism
- Provision for OE rear parking sensors, ARB trailer plug and camera wiring, ARB air compressor outlet and 50-amp Anderson plug
- Anodised silver extrusion features ridges for grip fitted to step section
- Weighs approximately 55 kilograms



SUMMIT SIDE RAILS & STEPS

Whilst the Summit step and return from the previous model, MQ Triton, was a perfect fit for the MR Triton, the ARB engineers still needed to develop a specific front rail to allow for the different positioning of the bar outer frames on the new model.

Summit side rails and protection steps defend your vehicle's doors, side sills and quarter panels from expensive damage that can be encountered when off road. Manufactured from high-strength 60.3-millimetre tubular steel, the attachment system connects the side rail to the bull bar securely, while a tough nylon cover sleeve provides an integrated look.

Specs:

- Design suits Mitsubishi Triton MR Summit and Commercial bars
- Durable steel construction for maximum protection
- Compatible with side curtain airbags
- Anodised side extrusion featuring ridges for additional grip
- Finished in a satin black powder coat with the option to colour-code to vehicle colour

South-West Secrets



Words by Jackie Yole
Photography by Offroad Images

When I think of Western Australia, I picture outback destinations such as Broome and the Kimberley. But if you want something different yet equally picturesque, change it up and head down south because you won't be disappointed! We spent a week travelling and photographing the south-west coast of WA.

This was my first trip to Western Australia and it blew my mind. It's a stunning part of the country with so much to explore. For most of our trip, we kept along the coast. Having a capable 4WD meant that we could get to beaches and dunes that would otherwise be mostly inaccessible (you would be walking for a very long time). In our opinion, 4WDing is the only way to explore off the beaten track and see the true beauty Western Australia has to offer. The people we met on our adventures were all very helpful with local knowledge and tips that made our trip even better.



Day 1

– The Pinnacles Desert, Nambung National Park

Our first destination is the Pinnacles Desert in Nambung National Park. We pick up our 4WDs from ARB Osborne Park (a Volkswagen Amarok, Ford Ranger and Holden Colorado), pack some supplies and head north. The Pinnacles is around 200 kilometres from Perth, making it an easy day trip destination. It is definitely worth a visit.

On our way to the Pinnacles, we decide to stop at Endeavour Tavern in Lancelin for some lunch. A few Western Australia locals mentioned this pub before our trip and it definitely didn't disappoint! Around 100 kilometres from Perth, this beachside tavern has great pub grub and an even better view from the beer garden, overlooking the roaring ocean and white sand.

After a great feed, we get back in our 4WDs and head to our first destination. A 4WD isn't required to visit the Pinnacles but if you want to head out further, there are 4WD tracks in the area and plenty of beaches to explore.

The Pinnacles would have to be one of the most unique places I have ever visited. After passing the pay station and hitting the dirt road, you are greeted by hundreds of natural limestone pillars, all different shapes and sizes (up to five metres tall) scattered amongst the yellow sand. It is said that these amazing sculptures were created when the ocean diminished more than 25,000 years ago leaving deposits of shells. After years of coastal wind removing the sand around them, these unique pillars were left behind. As you drive along the path lined with limestone, more and more pillars appear across the hills and into the distance you can spot the ocean. Absolutely spectacular.

We spend the rest of the day exploring the Pinnacles and then head back to our accommodation, Pinnacles Edge Resort (about 20 kilometres away) for dinner and to discuss the day's events. If you're ever in the area, this is a great place to stay. The rooms are clean and spacious and the food in the

restaurant is delicious (their chowder pie is a favourite amongst visitors and was raved about by those in our group that ordered it). A unique place like the Pinnacles is demanding of sunrise shots, so we are up and out of the hotel bright and early, ready to capture this amazing landscape and the breathtaking morning colours. We are lucky enough to get a permit so we can access the site early (the Pinnacles is open to the general public between 9:30am and 4:30pm daily). As the sun begins to rise, the yellow sand glistens with the pink pearl light reflecting over it and the only sound you can hear is the waves crashing in the far distance beyond the rolling dunes and scrub. After hours of admiring and photographing the early morning light, we have all worked up a bit of an appetite and so head back to the hotel for some breakfast and to pack up, ready to head off to our next destination.



You are greeted by hundreds of natural limestone pillars, all different shapes and sizes scattered amongst the yellow sand.



You can drive over to the island but don't be fooled by the golden glow of smooth sand as many drivers have lost their vehicles to the roaring ocean.



Day 2

– Wedge Island

The next location on our itinerary is Wedge Island, which is located around 40 kilometres south of the Pinnacles. It is situated within the Turquoise Coast island nature reserve group, made up of over 40 islands, and is home to hundreds of holiday shacks. When the tide is out, you can drive over to the island but don't be fooled by the golden glow of smooth sand as many drivers have lost their vehicles to the roaring ocean. Only experienced 4WDers in a well-equipped 4WD should attempt to cross.

The tide is in when we arrive, so we stay at Wedge Island Point Beach, which gives us a great view of our destination and is the perfect spot to set up for the day. We lower our tyre pressure to 16psi and explore the long stretch of beach. The beaches of Western Australia are all stunning and wild with white sands, choppy waves and lush greenery around them; it is like one big

national park! If you like playing on sand, there are some epic dunes nearby. Layer after layer of white sandy dunes roll after one another like clouds. There is nothing else in sight but an ocean of white over the horizon! We spend the rest of the day at these dunes, testing the capabilities of the 4WDs we had with us, flicking sand around and seeing how deep we could go before needing to get out the TredPro Recovery tracks.

After a big day in the dunes, we check into our Airbnb – the Lookout Karakin. This is a great accommodation option if you're travelling with multiple couples or a few families. It's a new, modern property with six bedrooms in total, a two-bedroom house in the centre with two one-bedroom, one-bathroom villas on either side. After showering, we head to the The Dunes in Lancelin for some grub, definitely a great local dinner option and right next to Lancelin Beach.





Day 3

– Dunsborough and Three Bears Track

We were lucky enough to have lots of sun for our first two days but, unfortunately, our luck runs out. We wake to heavy rain pattering outside, so we all agree to have a late start, as it isn't worth going back to the dunes in this weather. We pack up, tidy the 4WDs and head to Lancelin for breakfast. We find a charming little place called Lobster Trap Café. They have great breakfast options and even better coffee. All six of us definitely need a caffeine fix to start the day and this certainly satisfies. The lovely owner, Jacqui Lobb, mentions to us that there is a sunken fishing boat just off the sand, so we order another round of takeaway coffee and head down for a look. We are greeted by not only a half sunken boat, but also a very stinky whale carcass lapping at the shore.

A few locals in the ARB family had told us about Three Bears Track in Dunsborough, which is our next stop. This is the furthest distance we travelled in a day over the trip, approximately 380 kilometres. We stop at Crooked Carrot in Myalup for some lunch on the way.

After a few hours of driving, we get to Dunsborough and head straight to Three Bears Track. The track runs from Cape Naturalist down to Yallingup and snakes around cliffs and sand tracks overlooking the

beach. We only tackle about three to four kilometres of the track as we are racing the sun trying to get to the coast before it sets, but if you want to see some amazing coastline, then this track is definitely worth checking out, with great views of crashing waves and rocky cliffs. It is a fairly easy sandy track, although some sections are quite narrow so keep an eye out for stray branches. We drove this trail after a lot of rain, so the sand was quite compressed and easy to drive on, although there were a few big ruts. Keep in mind that the condition could change depending on the weather.

We have a great time driving along Three Bears Track and are lucky enough to get some amazing colour in the sky on sunset, which makes standing in the rain well worth it. After a long day of driving, we call it a night and head to the Pullman Bunker Bay Resort for a much needed feed and some shuteye. A small distance out of Margaret River centre, this hotel is beautiful with views of the ocean from the restaurant and breakfast featuring a delicious buffet. It's a great place to stay if you want a little added luxury.

For Part II of our WA adventure, where we continue along the coast to Albany, make sure you check out Issue 57 of 4x4 Culture.



Our Tips

Some of the places we explored were off the beaten track and we recommend you take a well-equipped 4WD to ensure you can get out of any sticky situations.

A few of the 4WD tracks had quite big ruts so make sure your 4WD has plenty of clearance and a bash plate to protect your undercarriage.

Make sure you keep your fuel tank full or even better have a long-range tank. Some tracks are pretty long and you don't want to run out of fuel before making it back to camp.

A few of the smaller towns we stayed at don't have long trading hours and some stores and restaurants close early, so make sure you check them out online if you are planning on staying on the tracks until late and want a feed afterwards.

Here is a list of items we wouldn't hit the tracks without:

- **Recovery kit** – we definitely got out the snatch strap once or twice.
 - **Winch** – sometimes we just got too deep in sand and a winch was the quickest way to get us unstuck!
 - **A pair of TREDs** – we used these daily! Some beaches and dunes had sections of really soft sand and even though we had our tyre pressure down, it sometimes just didn't cut it.
 - **GME radio** – if you're in a convoy, a working radio is a must as most areas we went to had no phone reception.
 - **Tyre inflator and deflator**
 - **Compressor** – it took the work out of inflating tyres each time we got off the sand.
 - **Plenty of water** and plenty of snacks
 - **A map** – it's always good to have as a second option to a nav.
 - **A good camera to get some epic shots**
 - **Sunscreen and hat** – the sun on those dunes was scorching hot, even in May.
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MUSIC

FOOD

PRODUCT DEMOS

CAMPING

4X4 PLAYGROUND

TRACKS

LOVEDAY TAVERN





4X4 CULTURE

Live

Loveday • 2020

For most people, it's not uncommon for 4WD trips to end in camping out under the stars and there's nothing more enjoyable than doing so with a bunch of like-minded mates. With a network of active 4WDers, ARB wanted a way to share its core passion, the same passion that goes into creating 4WD accessories, directly with the travellers who are out there fulfilling their own off roading desires. Thus, 4x4 Culture LIVE was born.



When and Where

Hosted at Loveday 4x4 Adventure Park, located two hours east of Adelaide and two hours west of Mildura, on 21 and 22 March 2020. Registration opens at 11.00am on the Friday prior to allow those travelling from a distance to make the most of the weekend. Tickets include camping from Friday through to check-out on Monday so you can enjoy Sunday night's festivities.

What to Expect

A weekend where families, couples and mates can come along and experience all things off road. Whether you're a regular 4WDer or someone looking to learn the basics and improve your knowledge and skills in a controlled environment; 4x4 Culture LIVE has something for everyone.

Workshops will be running across the weekend; you can sit back and learn from the pros about BBQing with Weber, fishing techniques with Bill from The Fishing Show and bush mechanics with ARB Elizabeth owner Brad Newham. Chat with our experts about vehicle set-ups and products to make your life easier with guests including Old Man Emu, REDARC, GME, Safari, Navigator, Thule, TRED and SmartBar.

Once you have all the information, the afternoons are free for you to jump in your fourby and explore the diversity of this amazing 8,000-acre property. The park has a man-made 4WD playground to test your vehicle with car-swallowing holes, a range of hill climbs and a selection of technical obstacles. The on-site tour track gives you the feeling of real-life bush driving with obstacles to negotiate and chicken tracks if you need them (don't worry, we won't tell if you use them). For those who would like to experience some sand driving, Loveday has a secluded section of sand dunes for testing tyre pressures and honing your beach or desert driving skills. Finally, for those feeling confident and who love a hill climb, we encourage you to have a crack at Locker Hill – a three-level rutted hill climb that will test even the most capable vehicles. Alternatively, pull up at the top and settle in for some entertaining viewing of others as they tackle the obstacle.

Once the sun starts setting, grab your crew and head to the on-site Tavern to catch up with the entire group for an evening of music, food and drinks.



BP-51 Ride Experience

Throughout the course of the weekend, attendees will have the opportunity to experience BP-51 suspension on a dedicated test track. Learn first-hand about Old Man Emu's flagship bypass technology suspension and how easy it is to tune on the track.

Recovery & Air Locker Demonstrations

A number of 4x4 recovery and Air Locker demonstrations will be held across the weekend. Get up close to a real recovery situation where you can learn about the right gear for the right circumstances and how to safely perform a 4WD recovery.



Expert Alley

If you want to know more about solar and battery power, or maybe you'd be keen to explore the benefits of a Safari ARMAX ECU upgrade, Expert Alley will be open each morning giving you direct access to the experts in their field across ARB and our premium partner products.

Photos

Michael Ellem from Offroad Images, our resident photographer, will start each morning in the Tavern arena showcasing "The Mighty 79" before heading out to take snaps across the park in the afternoon of you and your steed.

Facilities

Loveday 4x4 Adventure Park offers kilometres of camping alongside the great Murray River; sites vary in size and can accommodate large groups or caravans and camper trailers. For those travelling as a group, simply book your tickets together or list a group name at time of booking. Portable toilets will be along the camp road; flushing toilets and gold coin donation hot showers are available up at the Tavern. Campers are welcome to bring their own portable toilets; however, please note there is no public dumping point on site.

An open grassed area at the Tavern is available for the kids to run around, alongside a series of playground equipment. The park is also the perfect location for kids to ride their push bikes.

BYO & Licensed Bar

There's nothing better than sitting around a campfire and having a cold drink so feel free to bring your favourite alcoholic beverages along.

Saturday and Sunday evenings will be filled with festivities at the on-site licensed Loveday Tavern (please note no BYO within the Tavern). Drinks can be purchased over the bar with a selection of beer, wine, cider and spirits available at reasonable prices. Cash and EFTPOS is available.



Food

Saturday and Sunday night dinners are included with each ticket, so we invite you to join the party up at the Tavern area and enjoy a food truck dinner accompanied by live music and an evening of socialising, raffles and tales of the trails. A variety of food trucks will be available including fan favourites, a wood-fired pizza truck and a burger truck.

All dietary requirements will be met if mentioned during the booking process and kids will get specific meals.

Attendees are responsible for all other meals (Friday dinner, Saturday and Sunday breakfast and lunch). You are welcome to bring your own supplies for camp cooking at your campsite or purchase yummy meals from the kitchen located at the Tavern.

Entertainment

Above the entertainment that is a couple of great days at a 4WD adventure park, the evenings will be abuzz with Adelaide cover band Uber Beats, who will get you up on your feet on Saturday night, and then Girls Next Door Duo will adorn the stage on Sunday night.

An evening outdoor cinema will be set up for the youngsters to chill out on the grass by the Tavern each evening, while inside a series of raffles will be held to auction off a slather of off road related gifts to raise money for a great cause.





Fires

Fires are welcome at your campsites; however, please note no wood is to be collected within the property. Fire wood is available for purchase at the Tavern. In the event of a total fire ban, no fires (including for cooking) will be allowed.

Boats & Jet-Skis

With a number of boat loading ramps, visitors are welcome to bring along their boat or jet-ski to enjoy a cheeky fish or hot lap of the Murray River.

Tickets

Tickets are \$150 for an adult, which includes park entry fees, Saturday and Sunday night dinners, and access to our full range of guests and entertainment. Child and teen ticket information can be viewed on the website.

To attend an event the whole family can enjoy, and make some new friends along the way, head to www.4x4culturelive.com.au.

Safety Meets Protection



The introduction of additional safety features to Ford's Everest MY19 models has called for a new Summit and Summit Sahara bar platform to be developed to accommodate every spec of this model from Ambiente through to Titanium.

For those looking for some extra protection, the additional steel tubing around the headlights provided by the Summit bull bar may be the solution you're looking for when it comes to your new off roader. Running on a similar platform, the newly released Summit Sahara bar also offers a great deal of protection and styling flexibility with its optional centre tube, which can be colour-coded or polished to suit your personal preferences.

To accommodate the updated central location of the radar unit for Everest's Adaptive Cruise Control with Forward Collision Alert, ARB's engineers have included a separate bolt in the winch control box installation kit that allows for both the winch control box and radar to be mounted together. Regular maintenance and cleaning is no problem – these units can be accessed through the split pan grille of the bar.

Continue to park with ease thanks to parking sensor provisions in the lower pan and each wing of the Summit Sahara bar, which house the standard front parking sensors and the Semi-Auto Active Park Assist found in the relative spec models.

All the standard and much sought-after features of the Summit Sahara bar remain, including LED indicator and clearance lights, off road jack points and two aerial mounts. The pan of the bar also offers the provision to accommodate ARB Intensity LEDs, Bushranger and IPF lights, all of which are available at ARB stores and stockists. Explorers who love to tackle the tougher tracks can rest easy with the option to fit WARN, Magnum, Bushranger or Smittybilt winches up to 10,000 pounds.

Discover the entire range of Ford Everest MY19 compatible accessories including roof racks, drawer systems, suspension and more by visiting our website: www.arb.com.au/ford-everest-2019-present/

SIMPLE SOLUTIONS



For every dual-cab 4WD owner out there, there is the disgruntled and frustrated demographic who are sick and tired of lowering and raising the heavy tailgate. There's nothing worse than putting all your bags, tools, children, etc. down to open and close the tailgate. Allow ARB to lend a hand with the updated ARB Tailgate Assist range.

TOYOTA HILUX

The most popular dual-cab 4x4 on the market now has, arguably, one of most user-friendly accessories available. The ARB engineers have been hard at work for the last few years, developing and testing the Tailgate Assist and it's with great pleasure that we introduce the Toyota HiLux to the Tailgate Assist range.

ARB has released the Tailgate Assist to an array of vehicles, including the Ford Ranger, Mazda BT-50, Volkswagen Amarok and so on. The demand for this accessory has been felt for an extended period of time and believe

us when we say it is well worth the wait. "The Toyota HiLux has a reputation of being tough and durable, built to last, and that's exactly how the ARB Tailgate Assist has been designed," says Rhys Brown, ARB Product Manager. The updated Tailgate Assist for HiLux has been 18 months in the making and tested to 40,000 cycles, equating to approximately 20 years of service life to the average consumer.

Whilst the majority of the ARB Tailgate Assist range utilises a combination of dampening and spring assist struts, the kit to suit the SR and SR5 HiLux uses dampening strut control while opening and the torsion spring assists while closing the tailgate. It's the extended years of R&D on the ARB Tailgate Assist that sets it apart from the competition and continues to raise the bar.

MITSUBISHI MR TRITON

The new and improved MR Triton has hit the road and so too has the essential ARB Tailgate Assist. While the core of the product will remain the same from the MQ model, the ARB engineers have been hard at work to provide customers with improved ease of use and performance.

New and improved mount brackets for the struts have come with the Triton's subtle changes to the tailgate area. Additionally, customers can rest assured their tailgate won't fail them, with updated tailgate limit straps reinforcing the strength and durability of the tailgate. It's the attention to detail where consumers will gain the most benefit, with the vehicle-specific design and hardware making the operation of the tailgate 50 per cent less intense.

For further information and to upgrade your dual cab with this must-have accessory, head into your local ARB store or stockist.

4WD Girl



Words by Shannon Diedrich
Photography by Emily Rainbow

There aren't many of us who would consider ditching home and travelling Australia in a 40-year-old car but for Emily Rainbow the only question was "When can we leave?"



Emily started 4WDing with her dad when she was a kid and has fond memories of the places and special times they spent together. When it came time for her to buy her first car, she came home with a stock Suzuki Vitara. After a few years, many mods and a custom-built Vitara camper trailer, she fell in love with a humble 40 Series and set about her next project.

With a solid idea on the plans for the 40, she gave herself a deadline of six months and set about obtaining the accessories and spare parts she was going to need to make "HER-40". Beginning with the body, the panels started coming off and more and more rust became evident.



EVERY PANEL NEEDED
TO BE REPAIRED
WITH ONE DOOR
REQUIRING COMPLETE
REPLACEMENT.

Slick of Paint

"I bought this car 'rust-free', except the more I looked, the more I found," Emily said. Big repairs got her caught up for months instead of the weeks she expected, which pushed the overall timeline and budget. Every panel needed to be repaired with one door requiring complete replacement.

Emily knew from the start she wanted a mustard yellow 40. However, when it came time to paint, she drifted towards a brighter yellow than the original. After watching hours of YouTube to learn the how, she got stuck straight into it.

After repairing all the rust and damaged panels, Emily spent weeks sanding back, masking up, applying primer, spray painting and then leaving them to dry in a safe, clean place.

Bring the Comfort

Because the car was so old, Emily knew she had to work on its comfort levels so it could actually be the touring vehicle she was hoping for. She started by upgrading the suspension to Old Man Emu, which completely transformed the entire feel of the car.

"The difference the new suspension made was immediately apparent. It wasn't just for the benefit of off roading but to improve the ride while we are travelling, especially towing a camper 24/7." Emily exclaimed, "Upgrading the suspension was a no-brainer from the start with all the weight we were going to carry and the long distances we planned to travel, but at the end of the day, it's a 40-year-old car! It needed to be as comfortable as we could get it."

During the painting process, Emily installed Car Builders Sound Deadener to the cabin to act as a heat and acoustic barrier from the outside environment.

The roof received an upgrade with a new lining and gutters fitted to keep everything fresh inside. Keeping with her take on the classic look, Emily threw a few coats of white paint on top before putting it all back together. By adding a trade roof rack, there's now plenty of room for storage and it allows fitment of two ARB awnings and a Quick Pitch ensuite tent.

Electronics

By this stage, Emily knew she wanted to travel around Australia in this vehicle, so she started planning for a unique custom-made gull wing in the side to allow for easy access to an impressive electronics set-up to power all their gear. Housing a REDARC 1,500-watt inverter and powered by two Revolution lithium batteries, the 40 has enough power to keep them running on the road.



"I KNEW THE DIFFERENCE LOCKERS COULD MAKE TO A JOURNEY AND THERE WASN'T A CHANCE I WAS HITTING THE TRACKS WITHOUT BEING TWIN LOCKED."

Interior Fit-Out

Inside the rear barn doors, Emily set about building some sturdy drawers for a bit of organisation whilst also giving a platform for their 47-litre ARB Classic Fridge/Freezer Series II on an MSA drop-slide and having some room for her best mate, the seven-year-old husky, Sasha. Housing recovery gear and maintenance tools – for the moment – the drawers were also carpeted by Emily during the build.

"Building the drawers was much easier this time than when I did the Suzuki," Emily laughed. "Measure twice, cut once," she explained with a smirk.

To keep things moving, two long-range fuel tanks were fitted, allowing Emily to head to more remote locations without the worry of additional jerry cans or being restricted by distance to a fuel stop.

Front End Feel

Up front, Emily had installed the limited edition original ARB 40 Series bull bar; however, she soon realised it wouldn't fit the winch she already had. A quick changeover to the current model ARB bar and in went the Bushranger Revo winch, two Bushranger Nighthawk 9" driving lights, a GME aerial/communication system and a Celfi reception booster.

As an avid 4WDer, Emily ensured she thought about the accessories she needed when she finally got a chance to drop the trailer and go adventuring. "ARB fitted Air Lockers early in the build. From having them on the Suzuki, I knew the difference lockers could make to a journey and there wasn't a chance I was hitting the tracks without being twin locked."

Fitting a Safari snorkel, Hi-Lift jack and dual ARB Intensity light bars gave the vehicle an "ultimate off roader" look and the capability to go wherever the tracks took her.



On the Road

With the deadline approaching fast and a list longer than her right arm to finish off, Emily had to make a call on what was important and what had to be left until a later date. The power steering unit didn't make the cut so while it's come along for the trip, it hasn't been installed yet. The High Country has been a difficult slog for Emily's arms with so many tight twisty tracks to look forward to.

Leaving Tassie for the mainland in August, Emily, her partner, Euan, and husky Sasha, are travelling full time for the foreseeable future. "We've taken the 40 to the snow, the dirt and Big Red so far and she's barely skipped a beat! A few slight hiccups with airbags and an alternator but otherwise she's a dream and I'm so happy," Emily said.

Want to follow their journey? Go to @the4wdgirl on Instagram or Facebook.

Emily will be at 4x4 Culture LIVE in March with the 40 on show to answer any of your questions about the build. For more information on 4x4 Culture LIVE, check out page 48.







A Helping Hand

Recently, Gab and I were on a trip in outback New South Wales, towing our mobile office through the back country from Mildura to Broken Hill via Mungo National Park.

As has been the case for some time now, things were extremely dry, creating difficult times for the rural communities, their stock and the Australian wildlife.

We were camped at the Mungo National Park's dedicated campgrounds and just after sunset, kangaroos started moving in closer.

Now I know that there are many opinions of what people should or shouldn't do but please don't judge us with what I am about to explain.

These kangaroos came into our camp and simply looked starving and miserable.

So we took a 10-litre flat tub and half filled it with water, placing it in the area they were gathering.

In no time, this water was finished so we filled it again and again.

Whilst this was going on, it became obvious that there was a boss roo who kept taking advantage of the

situation and working the water supply.

So in order to ensure they were all getting some water, we moved the source around to the other roos.

While they waited, a couple of roos were standing around the ARB OME BP-51 chairs and I just couldn't resist the photo opportunities available. Beautiful pink light after sunset with a couple of our Australian icons.

I do understand that, in some places, the kangaroo could be seen as a pest and I guess we could have left these animals with no assistance, no water, but we really do love the wildlife of Australia in all its shapes and sizes.

I hope that you understand the situation of us wanting to provide a helping hand and enjoy the awesome pic we got.

Camera: Canon EOS-1D X Mark II

Lens: EF24-70mm f2.8L II USM

Exposure: 1/160 sec at f / 4.0

Focal Length: 30mm

ISO: 400

Michael Ellem

Offroad Images

TIED DOWN



You load up the back of your ute or trailer, chuck some rope over, your knots are pretty tight so all should be good, yeah? After all, you're not going that far and you'll just drive extra carefully.

How important is a proper tie-down system? Well, the National Transport Commission thinks that safe load restraint is so important, they've prepared a 270-page guide outlining all the rules, regulations and tips on proper load restraining to ensure you and other road users remain safe. While not many will read it from front to back, a very interesting point notes, "Ropes are extremely ineffective for restraining loads. Even though a rope might feel tight, the amount of tension in it is very low."

ARB understands the importance of having adequate load restraint and, because of this, carries a comprehensive selection of cargo gear to ensure luggage and equipment is safely stowed.

ARB Track Tie-Down System

Aluminium tracks and load rings provide load-securing points for racks, trailers and cargo areas and come in a number of different configurations to tailor to your specific needs. Now available in a stealth black finish, the ARB track tie-down system can be used externally on the vehicle or internally. It is finished with quality anodising and chamfered ends to improve use within the vehicle.

Cargo Straps & Tie-Downs

ARB cargo straps provide a quick and simple way to secure your load to racks, trailers and cargo areas. They now feature rubber moulded handles for easy grip, reflective lashing capacities printed on the strap and improved hooks to accommodate ARB roof racks. They also include a nylon mesh storage bag to keep your straps together and ready for their next use and are fully compliant with AS/NZS standards.

Contact your local ARB store or stockist for part numbers and pricing.



BATTERY PROTECT

The weather is beautiful so you decide to stay at the campsite for one more day. While you're relaxing, enjoying a beer, you're unaware that your son left the fridge slide open with the fridge sitting in full sun, working hard like a trooper. Your daughter hasn't got off her phone all week and seems to be charging it non-stop and... is that a hair dryer you hear your wife using in the back of the camper? The next day, you're all packed up ready to go, you get behind the wheel, turn the key and... nothing. Your battery is flat.

What you need is the Redarc Voltage Sensor. The REDARC Voltage Sensor is a voltage sensitive relay module for 12 volt systems. Perfect for use as a low voltage disconnect for loads, it can also be used as a trigger or

controller. REDARC voltage sensitive relay modules provide a cost effective control system for 12 volt and 24 volt applications. They are suitable for mobile or stationary installations and feature user customisable voltage level settings.

REDARC voltage sensors are perfect for use as a low voltage disconnect for loads such as car fridges or could also be used as a low voltage alarm trigger or controller.

Voltage sensors can be customised to suit any required application at time of manufacture as they feature a programmable microprocessor which can be set to switch at any required voltage, current, frequency or count.

Features

- Easily-adjustable trigger voltage level setting
- Operates like a standard changeover relay
- Easily customisable to user's specifications

Benefits

- Prevents over discharge of your battery
- Prevents surges from damaging sensitive equipment
- Easy to set up and install
- Perfect for low or high voltage cut-off applications

Contact your local ARB store or stockist for pricing and availability.



ARB & ULTRA4



Arrelentless commitment to research and design, the use of quality materials and an uncompromising approach to manufacturing have all contributed to the Air Locker's success in over 100 countries worldwide.

ARB is proud to announce its partnership with Ultra4 Racing in the USA. The ARB Air Locker and ARB air compressor, both already renowned and respected in the off road racing industry, are the official locking differential and air compressor of the Ultra4 race series.

King of the Hammers, an Ultra4 fan favourite, began in 2008 and was instantly regarded as one of the most technically challenging races in the world. Since the first official race in 2008, ARB has been a frequent vendor displaying the latest product and has continued to provide technical support to all those competing with ARB gear. Ultra4 racers know they can not only count on the reliability and durability of ARB products, but also the ARB team to be knowledgeable and supportive during the intense race week.

The extreme conditions of this gruelling competition have driven ARB's product development further and further. Because of the continued abuse that the Air Locker endures during the race, our engineers

have made continuous improvements. The result sees the ARB Air Locker as the locking differential of choice for winning drivers in this rock racing scene, a true testament to its strength and quality throughout "the ultimate desert race".

ARB's dedicated team of engineers also developed two Competition Edition Air Lockers. Based on the Ford 9" differential, the RD99CE (35-spline) and the RD249CE (40-spline) pushed the limits of Air Locker design. New features were developed like a ring-gear bolt-locking system and a unique casing material grade that improved the overall case strength by 290 per cent. All of these changes make the Competition Edition Air Lockers the perfect choice for serious Ultra4 and off road racers.

Since its release, the Competition Edition Air Locker has taken the rock racing scene by storm. Air Locker-equipped vehicles showed their extreme reliability by winning numerous races including the past three King of the Hammers in vehicles piloted by Shannon Campbell and Jason Scherer. These same design principles and learnings are inherent through the ongoing production of all existing ARB Air Lockers and the development of new applications to ensure each and every product remains the strongest and most trusted locking differential in the world.



#ARRanger

ARB

EMU
LINX

ARB

ARB

Ready Ranger

ARB GOES IN LARGE WITH THE RANGER AT THIS YEAR'S SPECIALTY EQUIPMENT MARKET ASSOCIATION (SEMA) SHOW (6-8 NOVEMBER) WITH A FULL SUITE OF ACCESSORIES FOR THE 2019 FORD RANGER (US MODEL). THESE INCLUDE THE ARB SUMMIT PROTECTION RANGE, OME BP-51 AND NITROCHARGER SPORT SUSPENSION SYSTEMS, AND AN EXTENSIVE LINE-UP OF ACCESSORIES IN THE FINAL STAGES OF DEVELOPMENT.



SUMMIT BULL BAR

The Summit bull bar for the 2019 Ranger continues the tradition of pioneering innovation with relentless pursuit of quality. Strong, sleek and stylish, this newly developed bull bar is the result of our unflagging in-house engineering team, as the front-end styling of the US Ranger is significantly different to that of its Australian counterpart, resulting in additional development work.

SUMMIT SIDE STEPS

Ranger owners rejoice with prototype Summit protection steps on display, with product units available in early 2020. ARB's side protection guards your vehicle's lower panels from rocks and road debris encountered off road.

REAR BAR

To complete the ARB Summit protection package for the Ford Ranger, a Summit-style rear bar has been developed. With the growing popularity of overlanding in North America, ARB engineers were tasked with designing a modern, integrated and hard-wearing rear bar. Each component of the Summit rear bar was designed to complement the vehicle's design in a stylish and practical manner.

The rear bar maximises departure angles whilst still allowing for a numberplate fitment under the tailgate, and provides improved levels of protection in comparison to the original equipment tow bar and rear bumper.

SAFARI SNORKEL

The Ranger can now benefit from a new ARMAX design Safari snorkel, relocating the engine's intake from a low, vulnerable position to a safe location up high. Tested and verified on an airflow bench, each ARMAX design ensures that the airflow through the snorkel meets or exceeds that of the factory inlet design.

AIR LOCKER

ARB's dedicated team of engineers recently completed development work on a rear Air Locker locking differential and differential cover for the blue oval. With our state-of-the-art two-piece design, forged gears for the ultimate in strength and durability, and an industry-leading warranty, ARB Air Lockers are now better built and better backed than ever before.





DIFFERENTIAL COVER

Proven to be an extremely popular addition, ARB's differential cover provides increased protection over factory diff covers, giving you peace of mind to tackle more challenging terrain. This high-tensile nodular iron design incorporates angled surfaces to maximise clearance and ensure protection of your differential's critical internal components. The differential cover is a direct bolt-on upgrade over the Ranger's factory differential cover.

MODULAR DRAWER SYSTEMS

ARB has developed an all-new Ranger-specific floor kit for a professional finish. The floor kit panels are manufactured from construction-grade ply and finished in matching UV-resistant marine carpet. Our existing 1,355-millimetre length drawers are proven to be a perfect fit.

THE HAMMER

EST

Words by
ARB Springwood

Photography by
Randall Kilner





Most adventures at ARB Springwood start when the team waves goodbye to a build as it rolls out the driveway, with the customer leaving the city limits in their rear-view mirror and setting their sights on the Simpson Desert, Cape York, the beaches of Fraser Island or even the big lap of Australia. However, for one of ARB Springwood's most recent projects, 16,000 kilometres was the distance travelled before the build even began. Introducing the "Hammer"...



NOT WHAT IT SEEMS

At a glance, the Hammer resembles Harry, ARB Springwood's all-purpose adventure machine with the striking nebular blue paint job and colour-coded ARB barwork. However, the Euro numberplates and left-hand drive configuration help to give away the true origin of this Toyota HiLux extra cab: the Netherlands.

Inspired by Harry the HiLux, twelve months of planning and close communication took place before the Hammer set sail from the Netherlands to Brisbane. The owner was confident the project was in safe hands, having previously built a 200 Series with Mark Lacey at ARB Springwood's sister store, Coopers Plains, back in 2014.

TRUST AND TEAMWORK

"A build like the Hammer takes great communication and a lot of trust. The customer isn't just around the corner, they're in a completely different time zone. Different taxes and vehicle specs alongside the freight and shipping requirements are just a few of the challenges, but the whole team got behind the project. It was an exciting experience and we are glad we were given the opportunity," said Jen Payne, ARB Springwood Sales Manager.

"While the build took just over two months to complete, we had to ask a lot of questions to set up a good foundation before we even received the vehicle from the Netherlands. Each person and build is different and it is important to capture what the customer wants to achieve in the finished product," continued Jen.

GETTING TO WORK

On the Hammer's arrival, Gary Ford, ARB Springwood's Service Centre Manager, and his team identified the subtle differences between the European and domestic model HiLux and set about bringing the Hammer to life with an accent that was distinctly Australian.

"The Hammer project made the workshop buzz and the whole team got involved, with our senior fitter Paul Brown taking a leading role in the build. The team are quite familiar with fitting out the HiLux platform; however, the European spec vehicle did offer a few challenges including the different engine spec, headlight washers, AdBlue tank and the steering wheel on the wrong side just to name a few," said Gary.

Setting the tone up front was a colour-coded ARB Summit Sahara Bar with the top tube blacked out. It's a theme that would follow on both the Summit side steps and rear step tow bar with the barwork matching the duco and the tread plates highlighted in black. The Sahara Bar provided the ideal platform for mounting a pair of AR32 Intensity driving lights, GME UHF aerial and Warn Zeon 10 equipped with synthetic rope.

Sporting chiselled good looks, this HiLux is far more than Euro chic beneath the barwork. ARB's pressed and folded three-millimetre laser-cut steel under vehicle protection shields the steering, sump, transmission and transfer case from damage when the Hammer is living up to its name on the Alpine tracks. ARB's diff breathers and a Safari ARMAX Snorkel teamed up to ensure plenty of fresh air is on hand for wading streams, while a Long Ranger fuel tank paired to the European-spec AdBlue tank allows the Hammer to explore further.

CHALLENGES

"The AdBlue tank meant that the Out of Town Long Ranger tank wasn't going to fit. After a few phone calls and email exchanges with the guys from Long Ranger, the engineers modified the front mount to clear the AdBlue tank, gave it the structural tick of approval, then painted and shipped it in a really quick time.

"With the accelerator pedal on the opposite side to the Australian HiLux, we also needed support from Safari to extend the ARMAX ECU loom and create a new map to suit the smaller Euro-spec motor, which they did on site.

"Having suppliers who are willing to work with you is so important on a unique project like the Hammer. A lot of suppliers would have shied away from it, so a shout out to Safari and Long Ranger for their great support. It goes to show how much faith they have in their product, sending to the other side of the world with no local support," said Gary.





ARSENAL OF ACCESSORIES

With everything from autobahns, forest trails and mountainous ascents on the agenda, Old Man Emu's user-adjustable bypass BP-51 shock absorbers were the logical choice for the suspension. Rear airbag suspension managed by ARB LINX and the on-board ARB twin motor air compressor keeps the Hammer riding at the optimal height.

The HiLux's front and rear doors on the extra cab shell open wide to provide easy access to the ARB 47-litre Classic Fridge/Freezer Series II behind the passenger seat, perfect for keeping a few Heinekens at the optimum temperature for enjoyment at the end of a day's play. Mounted low across the floor in the back of the cab is the ARB twin compressor and air tank, alongside the Revolution Lithium Battery set-up, which incorporates a Victron monitor, solar input and Victron 240-volt

charger to keep life off the grid simple. Care was taken to clearly label all the wiring in the event diagnosis was required in the field on the other side of the world.

At the driver's fingertips is the pillar-mounted LINX controller, the one stop hub for all the accessories including the driving lights, fridge, battery monitor, air compressor, rear airbags and more. A GME XRS370 UHF keeps the Hammer in touch with teammates on the road.

The Safari ARMAX Snorkel ensures the 2.4 turbo diesel engine ingests plenty of fresh air, while the Safari ECU mounted under the bonnet brings some extra performance to the party.





SENDING THE HAMMER HOME

“Although this build came from the Netherlands, the process in the workshop and the same build standards applied as if the Hammer was for a local customer,” says Gary.

Tested and tagged, the Long Ranger fuel tank was drained and the batteries disconnected ahead of the return trip to the port. However, before the container door closed, the final touch was slipping an ARB SkyDome Swag into the tray ready for the Hammer’s first trip through the European Alps.


On arrival, the Hammer was put straight to work. Loaded with mountain bikes and camping gear, the blue HiLux departed on an eight-week adventure through the Swiss Alps, the Dolomites in Italy and Med in France, attracting plenty of attention along the way.

“If we had driven a Ferrari or Bugatti, we would have had less attention. We received a lot of compliments and were even stopped by the police in Italy so that they could have a look at our car!” said the Hammer’s pilot.

Avontuur wacht or (in English) adventure awaits...



LOOK OUT
BEHIND YOU



In all my years towing different trailers for various photoshoots, there are two tips I would provide to help make your 4WD adventure safer and less troublesome.

- 1.** Understand the importance of ball weight.
- 2.** Protect the vehicle and trailer against the constant stones and rocks that will be feeding out from under the tow vehicle as you drive down some of Australia's dirt roads.



THE IMPORTANCE OF BALL WEIGHT

The first thing to understand is how ball weight affects your towing experience, both the enjoyment of towing your trailer and the safety of everyone involved.

This is actually so simple but will get so many people into trouble when they get it wrong.

On the trailer placard, there will be a rating for "Tow Ball". This will be a guide to what the weight over the tow ball should be if the trailer is loaded correctly in order to have it towing safely. This would usually be around 10 per cent of the tare weight of the trailer but can vary with the manufacturer.

If you are towing your trailer regularly, you can get a good idea as to what ball weight you tow best if you simply check the ball weight after loading and before you hit the tracks. A ball weight scale is extremely simple to use and will assist you in distributing the weight in the trailer accurately, in turn providing you with a safer and less stressful experience.

So you have packed everything in the trailer... in most cases, the storage in caravans is all up front. So you fill these spaces up with gear and all of a sudden the ball weight might be double what is recommended.

The trouble here is that this weight now becomes part of the GVM of your vehicle. In most cases, 4WDs are getting close to or on the edge of GVM, so introducing additional weight over the tow ball could take you into

illegal load carrying of your vehicle and, at the same time, stress your vehicle's suspension system, rear axle and possibly the chassis, or it could simply make the towing of the trailer a stressful experience.

So, there is a simple tool that is available from Hayman Reece. It is placed under the tow hitch of the trailer and lowered onto it. This will provide you the tow ball weight. If this is too high, you might find yourself moving gear around the trailer to fix the load distribution. This is so much easier done on a flat and quiet road or driveway, rather than halfway into the trip on a busy highway roadside.

Check out page 6 for more information on ball weights and towing in general.



PROTECTION

How do you prepare your vehicle for the dirt roads you will be travelling on?

There are many caravans and camper trailers that claim to be "off road" trailers.

Does the label "off road" give you the confidence that they will be able to tackle any off road situation or even handle the dirt roads that you would like to travel on?

I have been involved in photoshoots that have taken camper trailers and caravans into some extreme conditions and have to say that just because you buy a trailer that has this "off road" stamp doesn't mean that it is ready to travel on some of Australia's dirt roads. It's worth getting under your trailer and looking at the vulnerability of the trailer's assets such as wiring, plumbing, etc.

But the one thing that you need to be conscious about is what's happening just behind your vehicle.

Usually, you'll drive down a dirt road in your 4WD and give no consideration to the rocks that are flicking up behind you, and there are plenty of them, that's for sure. But now that you have a trailer in tow, have you thought

about the damage to it from these rocks and the potential damage to the rear of your vehicle from deflected rocks and stones? We have seen many vehicle tailgates damaged and rear windows smashed from rocks flicking back at the vehicle from the trailer in tow on dirt roads.

But there are a number of products on the market that could help save your holiday experience by assisting with the distribution of these rocks and stones, feeding them away or under your trailer.

There are many deflector shields that work to some degree. But my tip is the Stone Stomper as I believe it works the best. It is custom built to suit your tow vehicle and trailer, and is reasonably priced. Basically, it deflects the rocks and stones down, keeping them under the vehicle and trailer set-up and out the back of the trailer. So there is little chance of the debris smashing the trailer or flicking back against the rear of your vehicle. It's a small price to pay to ensure that the investments you're driving and towing behind you are both well looked after.

I wouldn't tow a trailer off road without one. Have you ever tried to replace a rear window on the Oodnadatta track?

BY TRIP IN A VAN

THE LAT-LONG OF IT

-20.558775,
116.830029





REGION:

THE BURRUP PENINSULA

TRACK GRADE: Extreme but only for 30 metres (The rest is moderate with some rocky sections and soft sand.)

SEASON: All year round (However, prime time is the dry season or winter months. It can get extremely hot over here!)

POPULAR FOR: 4WDing, camping, fishing and spearfishing

PERMITS NEEDED: No permits needed, no camping fees apply



KARRATHA & THE BURRUP PENINSULA

Most of you would have heard of Karratha in Western Australia. When you hear this name, you'd most likely think of red dirt, iron ore and a mining town full of shift workers. Well, you'd be half right. Karratha is known as the Powerhouse of the Pilbara and it does have a large mining and gas industry, but its location also means it's surrounded by natural attractions!

The Burrup Peninsula is where you will find the Jump Up Track and some insanely beautiful remote beaches. The peninsula is 27-kilometres long and five-kilometres wide. A little known fact is that it used to be part of the Dampier Archipelago before a man-made causeway joined it to the mainland.



This track is well known by the locals for putting dints in sumps and giving sidesteps nasty love bites.



THE TRACKS

There are loads of tracks around Karratha that lead to the coast. Most involve crossing tidal mudflats and a few sandy sections to get to fishing spots, but there is one notorious track here that has been named the Jump Up Track. This track is well known by the locals for putting dints in sumps and giving sidesteps nasty love bites. Take a stroll through the Woolworths carpark in town and you'll notice many a bent sidestep!

CAMPING

What's great about the camping on the Burrup is that there are no fees and no permits needed. Just find a beach, roll out the swag and enjoy! The one thing we noticed is that the locals really look after this area and respect it. Please take your rubbish out with you and leave nothing but footprints.





HOW TO GET THERE AND WHEN TO GO

You'll find Karratha 1,535-kilometres north of Perth and 240-kilometres south of Port Hedland. It's all sealed roads to the towns and the bitumen only stops when you hit Withnell Bay on your way to the Jump Up Track.

You can visit any time of year, although the most comfortable season for camping is during the winter months (June through to August) when the temperatures aren't as high.

FISHING AND SPEARFISHING

As you drive through the town of Karratha, you'll notice that every second driveway has a fishing boat parked up and ready to go. And with good reason as the fishing here is mental! With all kinds of reef fish and pelagics on offer, it's a fisherman's paradise. If you're the more adventurous type, spearfishing the coastal fringes of the Burrup Peninsula can score you a good feed as well.



SUGGESTED ROUTE TO THE JUMP UP TRACK & BEACH CAMPS ON THE BURRUP

From Karratha, head towards the town of Dampier and follow the signs to the Burrup Peninsula. As you head towards Withnell Bay, you will go past a sign for Hearson's Cove. This is a great spot for a swim on high tide and an even better spot to watch the staircase to the moon if you're there at the right time of the month.

Once you hit Withnell Bay and the end of the bitumen, drop your tyre pressures in preparation for the rocky tracks ahead. It's also a good idea to have Google or Hema Maps up on the dash so you can follow the tracks out to the Jump Up Track and the beach camps beyond.

There is a "chicken track" or alternate route around the Jump Up section so walk that if you are worried, but it can be quite sketchy itself and conquering the Jump Up Track makes you feel bloody good!

Once you find the Jump Up Track, walk the section, plan your lines and maybe move a few big rocks around to help you get over the sump buster at the top. Engage 4WD and have at her!

Good luck and enjoy the Pilbara magic you find!

CHECK OUT TRIP IN A VAN'S EPISODE ON THE JUMP UP TRACK, BEACH CAMPING AND THE STAIRCASE TO THE MOON AT HEARSON'S COVE AT <https://youtu.be/d1RDNfmFbso>.



NAVIGATOR™



What Kind of Navigator Are You?

Whether you're hitching the van, rolling out the swag or just going for a drive, Navigator has the product for you.



CARAVAN
PRODUCTS
WITH A
PURPOSE



Caravan

Are you a park hopper or is going off grid more your style? No matter the destination, Navigator is there "tow" make your life on the road easier.

Meet

John

Age: 58

Occupation: Grey nomad

John is living the retirement dream we are all hanging out for! Exploring Australia in his Jayco with wife Wendy, these two have found their bearings with Navigator. Their home on wheels is more stylish than ever with their new Navigator products. The Sullage Buddy has made John's life a whole lot easier, while Wendy's wine is finally kept safe with the Pantry Wine Buddies.



FIND YOUR BEARINGS



Camping

Once you get off the ground, you never go back, correct? But for those who are more “down to earth”, Navigator products can be integrated with most tents and shelters.

Meet

Lauren

Age:32

Occupation: Partnership manager

Lauren is a weekend escapee, hitting the road when she can and throwing her swag and Nowhere Chair in the boot of her 4WD. The Outdoor Storage Buddy is now her camping pantry; using the male and female buckles to fasten over the ridge pole of her awning, packing for her weekend away is a breeze. The pockets on the reverse side are perfect for a pair of flip flops and, when it's time, to pack up, zip close and throw on the back seat.



4X4

We've taken care of your caravan and campsite but what about your 4x4? Whether your backseat is occupied by kids, tools or pets, our in-car storage solutions have got your back (seat).

Meet

Tyler

Age: 26

Occupation: Tradie

Monday to Friday, Tyler's Ford Ranger, while serving a purpose for his job, is filled with receipts and sawdust. But come Saturday, the Build-It Seat Buddies are packed with the UHF, Tyre Deflator and winch control lead. The Visor Buddy is Tyler's favourite in-car product as it is great for everyday use as well as living the weekends on the road (or off road). The Build-It Pocket Buddy is secured to the handle of his fridge and holds the much needed sunscreen and, most importantly, the bottle opener.



WIN!

What kind of Navigator are you? Go in the draw to win one of these fantastic prizes each valued at over \$200.00! Simply send us a photo of your favourite camp or caravan site and let us know which prize you want to win.

Email promotions@arb.com.au and make sure you include your name, address and preferred Navigator prize pack. Entries close 31 January 2020.

International Travel



Arctic
Adventure



Words and Photography by Steve Fraser

I was in the mountains in the very north of Norway, well inside the Arctic Circle, and it was one in the morning. The temperature was -7°C and I struggled to feel my feet. I'd been there for several hours, searching for the elusive northern lights. The full moon illuminated the mountains beneath me and I waited.



My journey had begun in Helsinki two weeks previously and I'd travelled around 5,000 kilometres across Finland, Sweden and through Norway to see the northern lights; the journey had been spectacular.

Over the previous two weeks, I'd encountered some of the most inspiring and remote landscapes on Earth. The inland waterways of Sweden almost defy belief and the rich autumn colours of Scandinavia are equal to anything in New Zealand or Canada.

Nothing Like Norway

Norway is stunningly beautiful and yet incredibly harsh. Majestic Arctic rivers flow into some of the world's most spectacular lakes, each one surrounded by soaring mountains. Few places on Earth can rival the sheer beauty of this region and if you love adventure, this is the place to come.

The west coast of Norway is next level. I encountered rugged coastlines pounded by the angry North Sea, lakes that have reflections so perfect they seem unreal and simply majestic mountain passes.

To properly experience everything that Norway has to offer, you'll need to pack your sense of adventure, along with your hiking boots, and get out in the cold. Trust me, you will be rewarded. On many occasions, a short hike will lead to incredible waterfalls or a secluded beach. Other hikes lead up to incredible glaciers with breathtaking panoramic views. (They literally take your breath away as you climb!)

The main aim of this trip, aside from seeing the northern lights, was to visit the Lofoten

Islands, a small group of islands north of the Arctic Circle. I'd been fascinated with them for years and it was time to visit and photograph the region. In Arctic terms, it's about as remote as the Kimberley region is in Australia, so I was excited.

I decided the very best way to experience what Norway had to offer would be to head west from Oslo to the coast at Bergen. From there, I made my way directly north, sticking to the dramatic coastline as much as I could.

Historical Trondheim

One of the highlights halfway between Bergen and the Lofoten Islands is Trondheim. It's a beautiful historic city that was founded by the Vikings in the 10th century and was originally the capital of Norway. It's a fun place to spend a couple of days with a great mix of history and culture, both old and new. For something different, I stayed at the Nidaros Pilgrim Centre right behind the Nidaros Cathedral.

Nidaros Cathedral is the final destination on St. Olav's Way, a series of pilgrim paths. The accommodation is basic but the experience

and location are amazing and you meet some really interesting people.

Some of the most interesting areas of the city are the wharves, warehouses and boathouses on the Nidelva, a river where the locals have traded goods for centuries. In King Sverre's day (he was born around 1145AD), the wharves were also used as defences. Barriers and corridors were built down by the river from where stones could be thrown at the enemy. The buildings that are standing there today date back to the 18th century and make a pretty amazing photograph on a still day.

Lofoten Islands

After a couple of days of enjoying Trondheim, I continued north to finally experience the Lofoten Islands. The Lofoten Islands have a history that stretches back over 5,000 years. The islands are considered a subpolar climate and for the last few hundred years have been primarily made up of small fishing villages. The area is well known for mountain climbing and, believe it or not, surfing – you seriously have to be crazy, give me Bells Beach any day.





I caught the car ferry from Bodo on the mainland to the bottom end of the islands at Sorvagen. The four-hour sail can get a little rough at times – remember this is the North Sea. Once on the island, it's a short drive to Reine where I stayed for a couple of nights.

The next morning, the weather was kind and while it was seriously cold and windy, there was no rain. So I grabbed the camera and headed out early to one of the most iconic locations in the Lofotens – Hamnøy. Hamnøy is a small traditional fishing village at the base of an incredible mountain. I set up and the gusting wind was so strong that it took all my strength to hold the tripod and camera so it didn't blow away. The wind died down for a couple of minutes, long enough to get my image. It turned out to be a pretty special moment with a rainbow thrown in as a bonus.

The trip north along the islands can be done by car as there are lots of bridges joining the islands. Be warned though: if you travel in late autumn, the icy roads can be a challenge as I discovered later.

On a few occasions, I put on the hiking gear and made my way into some of the incredible bays. They are much like the sounds in southern New Zealand, just colder and windier if that's possible. Picturing the Vikings heading out from these shores in wild conditions, you know they were seriously tough.

I continued my trip north, through the islands and back to the mainland. As I reached the mainland, the wind dropped dramatically and I encountered some of the world's most incredible lakes. I wanted to stop

and get another photograph every time I turned a corner. The sun was shining and the reflections were like nothing I'd experienced before; it was a paradise for a photographer.

Polar Park

On the way to Tromsø, I stopped at Polar Park, the world's northernmost animal park, famous for its wolves and brown bears. The park is based on exhibiting animals in their natural surroundings, so you get to see the animals in their true habitat. I was like a kid in a candy store. As soon as I arrived, I loaded up my backpack and trekked through the park.

It wasn't long before I heard the wolves howl, then I crested the hill and right in front of me was the most magnificent brown bear. They



are native to Norway and can weigh up to 350 kilograms. For the next 20 minutes, we sat there staring at each other. He looked pretty happy and content and was far enough away that both of us felt comfortable. The rest of the park contains lynx cats and lots of wolves, so it was a real treat. It was also a fantastic way to encounter the animals up close and personal without being on the dinner menu.

Chasing Light

The next day, I arrived in Tromso and started my search for the elusive northern lights. The conditions over the previous week hadn't been favourable, so I hoped that would change.

Like everything in life, I have an app to track the lights and the night looked clear and cold. I had a real possibility of seeing them.

I dressed in about seven layers and, looking like the Michelin Man, I headed out. I had some possible locations in mind, which took a few hours of scouting, until I finally decided on a location high in the mountains.

After a few hours of waiting, nothing happened and I was getting close to putting the night down to experience. A group of about seven locals arrived with some firewood and a few bottles of Jack Daniels to keep them warm. They hiked about half a kilometre up the mountains and started a fire and, within about 20 minutes, the northern lights started to appear. Local knowledge is everything!

At first, the lights were a dull green glow but they got brighter with every minute. First, it was just one light, then two and finally three gorgeous green streaks across the sky. The lights are truly a wonder of the world.

All of a sudden, I didn't feel so cold. I don't know if it was the amazing experience or hypothermia setting in.

As I drove back to Tromso, I thought about those nights as a kid camping out in the Aussie bush and sleeping under the stars. I had the same sense of wonder but it was just about 40 degrees colder.

Should've Bought a Jeep

My next challenge was to drive the 2,000 kilometres back through Lapland to where this adventure had begun in Helsinki. The only problem was that I had a pretty average hire car; I should have hired the 4WD.

It was three days away from the compulsory date to have snow tyres fitted to the car. Like all good Aussie kids who grew up in the bush, I decided to risk it and headed out across one of the coldest areas on the planet in my 2WD Passat.



The first day wasn't so bad. There was a bit of snow and a few challenging moments, but nothing I couldn't handle. I went to bed feeling pretty impressed with my newfound snow skills. However, when I got up the next day, there was a sea of snow and black ice.

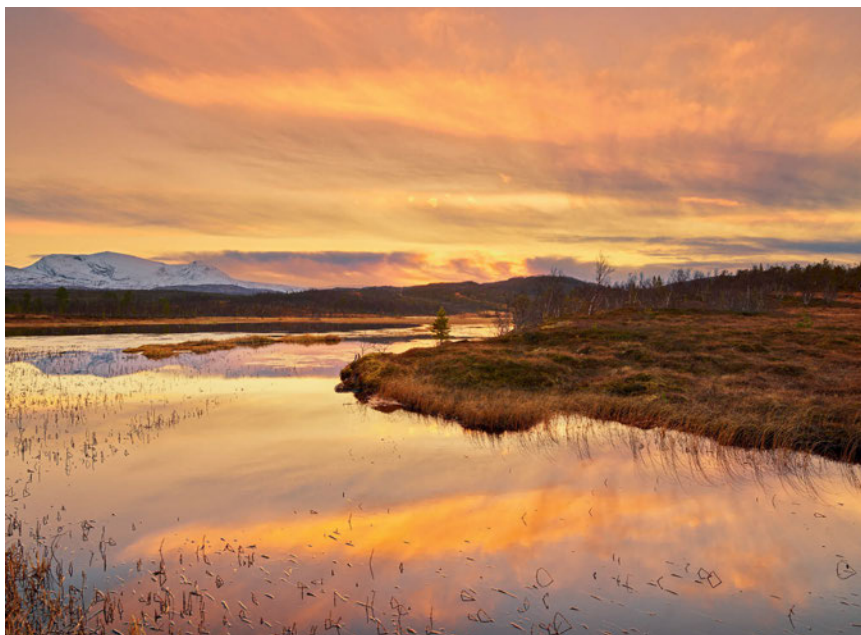


There was hardly a car on the road when I set out and that should have been a sign. I tried to take a shortcut to the highway. It wasn't a smart move. Not long into the drive, I was faced with a serious hill. It was bitumen and I thought, how hard can it be?

It was like taking the troopie up a nasty High Country track after it'd rained for a week. I was slipping and sliding all over the place until I could go no further. It was a case of wheel spin and sliding backwards, not good with regular tyres. With nowhere to turn around, I had about a kilometre of very gentle reversing until I got to the bottom and could finally breathe. The next two days were a combination of opposite lock and very gentle steering and throttle. Now I know why I love my 4WD.

Heading Home

Lapland is a sparsely populated part of the world, home to the indigenous Sami people and reindeer. Reindeer are beautiful animals, so I stopped on a few occasions and made my way across the black ice road to spend a little time photographing these pretty, shy animals. Be warned, much like roos in Australia, cars come off second-best when confronted with a reindeer.



The last day's drive into Helsinki was relaxing as the ice hadn't made it that far south. I had time to reflect on the previous five weeks and it had been everything I'd hoped for.

I was a long way from home for a boy from the Australian bush and I started thinking about my next trip. I was headed to the Kimberley and I couldn't wait to get back to the red dust and warm weather.

The Arctic to the Kimberley – I love my life. But next time, I'm taking the troopie.

Roast Lamb with Dolmades & Stuffed Capsicums



Ingredients:

1.5-2kg boneless lamb leg
280g can dolmades
2 large red or yellow capsicums
1 sachet microwave rice
¼ cup marinated feta
½ cup antipasto mix, roughly chopped
Olive oil
Camp oven

Method:

Pour a decent amount of olive oil in the base of your camp oven (around half a centimetre deep) and place camp oven on a shovel full of coals with the lid on to begin preheating.

Meanwhile, remove lamb leg from packaging and remove any netting or twine. Drain dolmades and place in opened lamb leg (skin side down), stuffing them in any crevices. Empty the sachet of microwave rice into a bowl and mix with feta and antipasto mix. Slice the top off each capsicum and remove seeds. Stuff the capsicums with rice mixture, pressing down firmly, then replace capsicum tops.

Once the oil in the camp oven is hot, carefully place the lamb leg inside, skin side down and slightly off centre. Place the capsicums next to the lamb, using the lamb to wedge them so that they remain upright. Replace the camp oven lid and shovel some coals on top.

Cook for three hours, replacing the coals every hour. The lamb should fall apart with a fork when cooked.

Feeds four hungry campers.

Mixed Berry Filled Damper



Ingredients:

100g frozen mixed berries
¼ cup mixed berry jam
3 cups self-raising flour
100g butter, diced
2 tbsp raw sugar plus 1tbsp extra
250ml milk plus extra
Custard or cream to serve
Camp oven with trivet
Cake tin

Method:

Preheat the camp oven over the fire. Grease and flour the cake tin.

Combine the jam and berries in a bowl and mix well. Put the flour and butter into a large bowl and work between your fingertips until the mix resembles fine breadcrumbs. Mix in the sugar.

Make a well in the centre and pour in the milk. Using a flat bladed knife, mix until the dough comes together

in clumps. Using lightly floured hands, bring the dough together and knead until just combined on a floured surface (only around six times).

Divide the dough into two equal portions and gently shape into flat rounds the size of your cake tin base. Place the first portion in the cake tin and top with the berry and jam mixture, spreading evenly and leaving a two-centimetre border around the edge. Brush the edge with milk and place the second dough portion on top. Using a knife, lightly score the top, around one centimetre deep in eight equal wedges (as if you were cutting a pizza). Lightly brush the top with milk and sprinkle with around one tablespoon of sugar.

Place the cake tin on the trivet inside the camp oven and cover with the lid. Place the camp oven on a shovel of coals outside of the fire with another shovel on top. Cook for 40-45 minutes, adding a few extra coals to the bottom and the top half way through. When the damper is lightly golden and sounds hollow when tapped on the base, remove from the camp oven and let stand for 10 minutes before serving. Serve with custard or cream.

Serves eight hungry campers.

**IT'S
GIFTMAS
SEASON
AT ARB!**



ULTIMATE WEEKENDER BUNDLE



ARB

ARB RECOVERY DAMPER
ARB WEEKENDER RECOVERY KIT
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AIR UP BUNDLE



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ARB DELUXE SLEEPING BAG
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ARB INTENSITY V2 32 LED LIGHT X 2
(CHOOSE BETWEEN A FLOOD AND SPOT COMBO,
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ARB ALUMINIUM AWNING W/LIGHT 2500X2500

- Self standing, takes minutes to deploy
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- Includes LED lights with up to 1200 lumens

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ARB TRACK SHELTER SII

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- Perfect for organising your camp kitchen
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- 600 lumens output and up to 6 hours runtime
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- 800 lumens output
- 300m beam distance
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- Safely starts 12V vehicles, up to 5L V8 diesel or 6L petrol engines
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- Includes comprehensive information booklet about snakes and spiders
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- 300 lumen output
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SAVE **\$14**

NATURE SCAVENGER HUNT

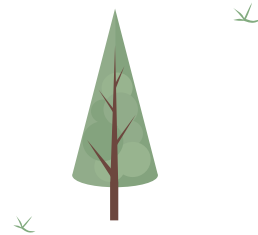
Can you find everything from this list? Next time you're on an outdoor adventure, grab a pencil and tick off everything you can find!



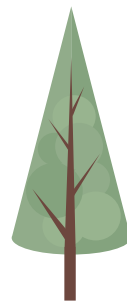
- Something fuzzy
- Something straight
- Something round
- Something you can climb over
- Something wet



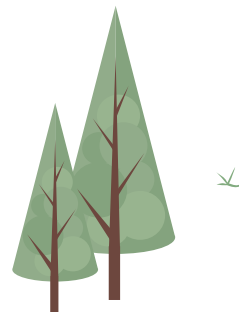
- Something smooth
- Something too heavy to pick up
- Something rough
- Two different types of leaves



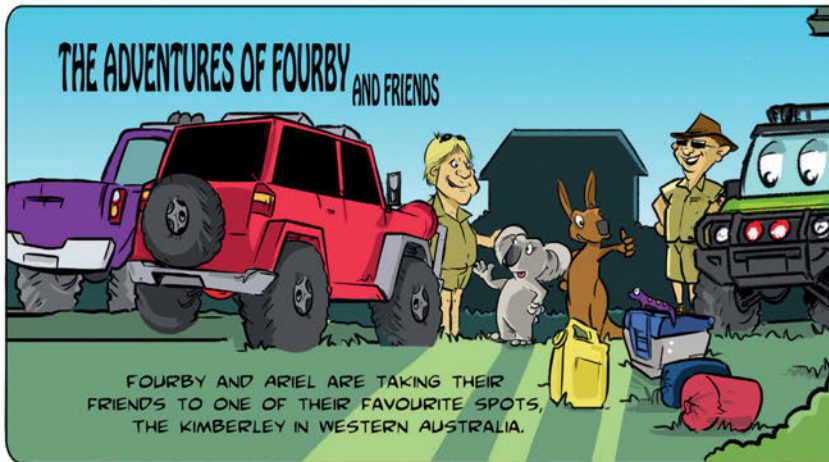
- Something that crinkles
- A leaf that's been chewed



- Something you think is beautiful
- Something green
- A stick
- Something that smells nice
- A piece of treasure to you




THE ADVENTURES OF FOURBY AND FRIENDS



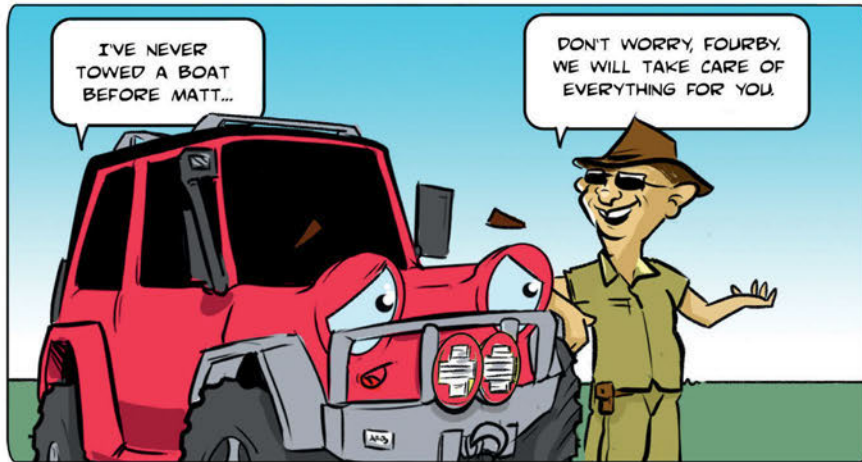
FOURBY AND ARIEL ARE TAKING THEIR FRIENDS TO ONE OF THEIR FAVOURITE SPOTS, THE KIMBERLEY IN WESTERN AUSTRALIA.

"HEY FOURBY, I'D LIKE TO GO FISHING, COULD YOU TOW MY BOAT FOR ME?"



I'VE NEVER TOWED A BOAT BEFORE MATT...

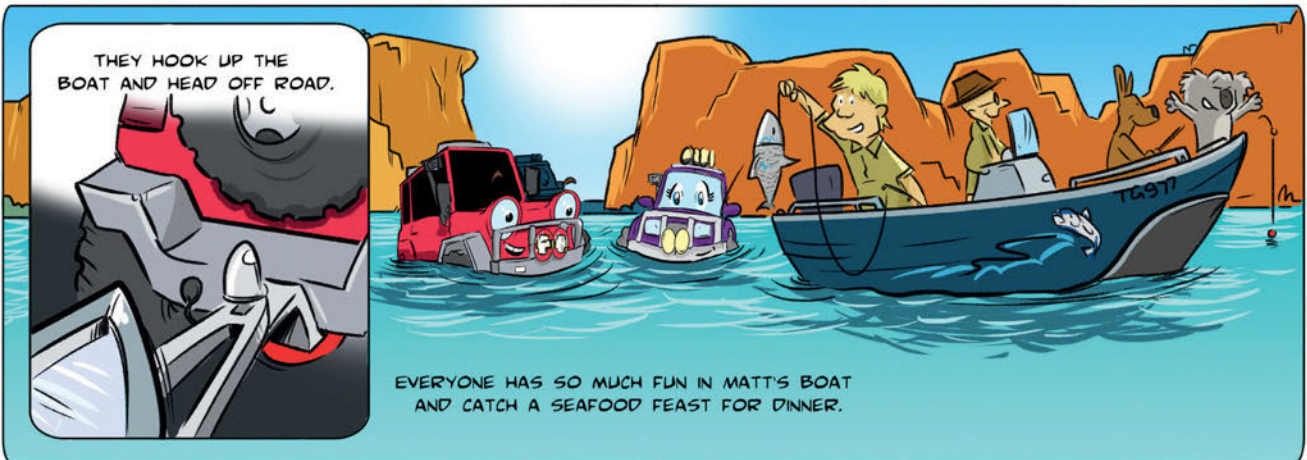
DON'T WORRY, FOURBY. WE WILL TAKE CARE OF EVERYTHING FOR YOU.



FOURBY GOES TO ARB AND HE GETS ALL SORTS OF UPGRADES TO MAKE HIS JOURNEY EASIER AND SAFER.



THEY HOOK UP THE BOAT AND HEAD OFF ROAD.



EVERYONE HAS SO MUCH FUN IN MATT'S BOAT AND CATCH A SEAFOOD FEAST FOR DINNER.

I WAS FRIGHTENED OF DRIVING ALL THIS WAY WITH THE BOAT. BUT IT WAS SO MUCH EASIER THAN I THOUGHT.

YOU WERE SO BRAVE, FOURBY. IT'S ALWAYS GOOD TO TRY NEW THINGS, EVEN IF YOU ARE A LITTLE SCARED AT FIRST.

THREE CHEERS FOR FOURBY! WITHOUT HIM, WE NEVER WOULD HAVE HAD SO MUCH FUN!



Summer Days

When you want new adventures on the water, carrying your kayak can be a real struggle. With a size that doesn't fit regular cars and a shape that can be difficult to lock down, kayakers need a purpose-built kayak rack.



Thule Compass 4-in-1 Kayak Carrier

If you have a kayak, then you already know the biggest issue is getting it to and from where you want to go. Even if you have a big estate car, you're not going to want to slide a wet kayak inside it, even if it will fit. That means you need an effective way of carrying your kayakers. Of course, choosing a trailer is an option but this can be cumbersome, especially if you're only taking one kayak with you. And that's where the Thule Compass comes into play.

A versatile cradle, the Thule Compass can not only accommodate kayakers, canoes or SUPs in saddle mode, it also lets you choose the way in which you carry the items. With up to four different carrying configurations, one kayak can be carried in the same way as a J-style bracket or as a saddle configuration. This also enables you to maximise roof and carrying space.

- Thick rubber saddles and padded upright offer maximum protection for kayakers and SUPs.
- Easily manage load straps while strapping down the kayakers using the integrated StrapCatch; two sets of load straps with BuckleBumpers and bow and stern tie-downs are included.
- Quickly folds down flat when not in use for better aerodynamics.
- Fits all rack systems with the universal mounting hardware and quick to install with no tools required.
- Accommodates kayakers up to 90 centimetres wide and a maximum kayak weight of 54 kilograms.

Thule Hull-a-Port XT

Thule's Hull-a-Port XT kayak rack has been designed to carry up to two kayakers (up to 34 kilograms for a single or a combined weight of 58 kilograms or less for two kayakers), dealing with one of the most pressing issues for adventure seekers and their logistics.

The Hull-a-Port XT comes with a specific J-cradle design, which can hold one or two kayakers. The dual position design is easy to use and it represents a practical alternative to simple racks that are not specific to kayakers.

Made with the StrapCatch easy strap management, Thule Hull-a-Port XT offers a versatile lockdown solution. This works for kayakers of different sizes and it also represents one of the fastest ways to lock and unlock your kayak. The straps are part of an approach that makes Thule renowned not only for the durability of their racks but for their ease of use as well (iF Gold Award 2017 winner for design excellence).

For the times when you do not use the kayak, you can simply fold the upright. This comes with reduced wind resistance and a top clearance that allows you to enter garages or parking spaces. A simple lever makes this possible.

With a universal mounting design that fits all types of roof bars up to 80 millimetres wide, you can easily install the rack and even lock it to protect it against theft. This can be done by additionally purchasing the One Key Lock Cylinder.

When it comes to making the right decision, it is always important to see the most important benefits a rack comes with. Since you also want to protect the roof of your car, it is always preferable to start with the load capacity. The load capacity of your car's roof can be found in the owner's manual. If you can't find this information, you should contact your car's manufacturer directly. If your car can support the weight of two kayakers, then you can consider purchasing a rack to carry them.

Revo Recovery



It's been one year since Bushranger delivered the first REVO winch. Following on from the success of the REVO 10S and 10W, Bushranger is pleased to welcome a 12,000-pound REVO Recovery Winch to the family. With the same features as the REVO 10S, it additionally has a more powerful motor for increased pulling power and stronger synthetic rope to match. It also has an increased warranty (a limited lifetime mechanical warranty and a seven-year electrical warranty).

Retailing at \$1,195, it's important to remember that Bushranger's guiding principle when designing, developing and testing the Bushranger REVO winch was to deliver a product that was built for a purpose, not to a price. This meant they made some critical decisions to ensure they delivered a reliable and robust product that delivered great performance.

When first developing the REVO 10S, Bushranger decided that no existing motor could deliver the performance they wanted. A custom-designed 12-volt motor needed to be developed. It needed to work harmoniously with the gearbox to achieve

the correct line pull with the low current draw and fast line speeds that were desired. After four design iterations and multiple bench tests of each, Bushranger ended up with a relatively compact but highly efficient motor using premium materials and mated it to a customised, strong and durable four-stage gearbox boasting oversized gears built with precision and also made from premium materials. Sure, they could have done it cheaper but they were determined not to compromise performance and reliability!

Then, Bushranger decided they couldn't have a winch that used an in-drum braking system. Instead, they went with a unique gearbox-mounted proportional friction brake system. This has two significant advantages over these inferior spring braking systems:

- There is no build-up of heat in the drum of the winch, thus avoiding the nasty experience of melting the winch rope.
- The winch can power out the rope under no load without any wear on the braking system. This means quicker and easier set-up for recoveries and no more battles trying to pull the winch rope out manually.

Bushranger also knew they wanted a winch that was easier to fit. That's why the Bushranger REVO winch has a gearbox with 16 clockable positions, a motor with three clockable positions and a control box that provides three mounting options. It also comes with all the cabling necessary to fit the winch; no expensive and time-consuming supplementary fitting kits are necessary with the REVO.

Finally, Bushranger knew they had to really test the Bushranger REVO winch before it was released to the market. So that's what they did; they tested it, they tested it again... and again and again and again, in both real world and controlled environments. Bushranger also took the opportunity to test competitor products under the same conditions. One caught fire (not even kidding), another's rope broke (twice) at less than half its rated capacity and they exposed line speed claims as myths. They proved that REVO was far superior to the cheap and nasty winches and better than winches twice its price!

Contact your local ARB store or stockist for more information

SMARTBAR'S WINNING REAR PROTECTION





SmartBar Australia is excited to announce the launch of their Rear Protection Bar (RPB).

The first version of this innovative new system is specifically designed for the Mercedes Sprinter VS30 and has already won awards in both Australia and overseas.

The Rear Protection Bar (RPB) has been fitted to most ambulance vehicle fleets around Australia and a version for the Ford Ranger is currently in development.

As a leader in vehicle protection systems, SmartBar Australia understands that protection is needed at both the front and back of vehicles, and using similar materials and principles to their frontal protection systems saw an opportunity to create rear protection.

It's gaining great recognition in the product design industry with the exciting announcement on 22 November 2019 that it won a 2020 German Design Award in the category of Excellent Product Design – Automotive Parts and Accessories.

This follows their success in July this year at the Good Design Australia Awards where they won a Product Design award for their SmartBar Vehicle Protection System (Mercedes Sprinter VS30) – Product

Automotive and Transport, with the judges noting:

“The SmartBar Vehicle Protection System (VPS) is a front and rear bumper bar structure that offers outstanding vehicle protection without compromising pedestrian safety. Specifically designed for the Mercedes Sprinter VS30, it perfectly complements the design and aesthetic of the vehicle while maintaining all the factory features and onboard safety systems.”

Ian Tarr from the Queensland Ambulance Service said their service had used SmartBars since 2007 and was now rolling out the rear protection systems.

“Around 40 per cent of collision incidents happened when reversing. A rear protection system does decrease the amount of subsequent damage that is sustained in a collision. It means we have less downtime for vehicles in our fleet for repairs sustained in collisions to,” Mr. Tarr added.

The Northern Territory Ambulance Service is a recent convert to SmartBar and St. John Ambulance NT Workshop Manager Mark Grahame was recently interviewed by Delivery magazine to explain why they chose SmartBars.

“The alloy bars we were using, which cost more, were destroyed if you hit a kangaroo, with the only recourse being to bin them. With our LandCruisers, we would normally use a steel bar rather than an alloy bar, but we were getting really close with our GVM. We've also decided not to use winches as well, so all that means we're saving a lot of weight and money,” he said.

CEO Kevin Baker states that safety is a company priority at SmartBar and there is no more critical a vehicle than an ambulance.

“Anything that can be done to keep ambulances on the road and working longer, not in workshops being repaired, is what we want to achieve,” he said.

With SmartBar vehicle protection systems at the front and rear, that means there's only the side of the car left to protect and all we can say is watch this space!

Just like an insurance policy, fitting SmartBar products to your car means you can relax knowing your car and passengers are safer and better protected from the unexpected.

EVOlution of Winching



The Warn VR EVO range of winches has evolved from the Magnum winch range to deliver more features at a lower price. The Warn VR EVO winch has been designed utilising Warn's extensive knowledge and expertise and resulted in a new level Warn winch.

Features:

- Warn designed and tested
- Full service parts and support provided
- Faster under load and lower amp draw compared to the existing Warn Magnum range of winches
- Stronger pull by layer compared to the existing Warn Magnum range
- Control pack wire routing updated to exit from the centre rear of the control pack (Note: supplementary wiring extension kits required for fitment)
- Series wound motor and planetary gear train to deliver faster load speed under load with lower amp draw
- IP68 rated waterproof winch construction
- High-performance Albright contactor
- Control packs can be relocated for low profile installations
- Durable one-piece cast-aluminium tie-plate
- Two-in-one remote with wired and wireless options
- Available with wire or synthetic rope
- Limited lifetime warranty for mechanical parts and seven-year warranty for electrical
- Designed, engineered and tested by Warn engineers in the USA

Contact your local ARB store or stockist for more information.

AHEAD OF THE PACK



Get ahead of the pack this summer with a GME Touring and Spotter Pack.

This ARB exclusive pack features GME's bestselling XRS TM Touring Pack paired with the 1 Watt TX665TP Handheld Radio Twin Pack.

Enabled by Bluetooth smart technology, the XRS TM Connect range is a new generation of connected UHF CB radios with features exclusive to GME, including the XRS TM Connect smartphone app and the recently released game-changing XRS TM Connect Location Services, Voice Playback and Active Mute.

Combined with a market-leading speaker microphone, a bright, anti-glare OLED display and powerful two-watt front facing speaker, the XRSTM Connect range of radios offers outstanding performance in the toughest conditions.

The XRS TM Connect Touring and Spotter Pack pairs the popular XRS 330C Super Compact UHF CB Radio, with the AE4018BK1 elevated feed antenna plus a TX665TP for the spotter, ensuring hassle-free communication when manoeuvring the caravan or ensuring the perfect line every time when tackling those technical 4WD tracks.

Part Number: XRS330CTSP
Price: RRP \$629.00

Competition Winners



Benji Dunn, NSW



Jo Bunford, NSW

PLAY DIRTY

Competition Winners

It turns out EVERYONE loves to get dirty whilst out camping! We were overwhelmed with entrants to our Play Dirty Competition. Here are our favourites. Each published entry wins a Navigator organiser solutions pack worth over \$500! Don't forget to check out page 87 to win this edition's Navigator giveaway.



Simon Jones, SA



Bianca Jones, NSW



David Jones, VIC

What Kind of Navigator Are You?

Go in the draw to win a Navigator prize valued at over \$200! Simply send us a photo of your favourite camp or caravan site and let us know which prize you want to win. See page 87 for more information.



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Wangara	(08) 9409 5764
Welshpool	(08) 9358 3688

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